

A New Dimension in Karts

# GP Karts

by **ZIP**

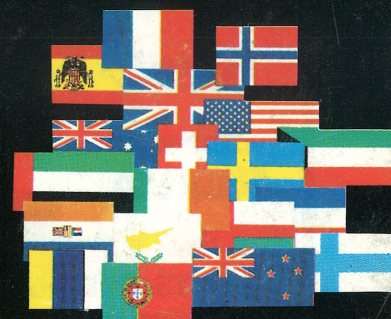


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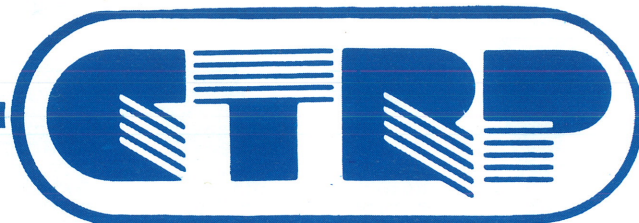
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# KART <sup>415</sup> <sup>2-25</sup> <sup>75p</sup> <sup>JANUARY 1984</sup> AND SUPERKART



## A HAPPY NEW YEAR





## CONGRATULATIONS !!!

To Brian Heerey 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.

### 1984 SPEC. CTRP PREPARED ZIP TEAM EQUIPMENT

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Ignition Seals	£1.53
Clutch Seals	£2.50
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Water Hose (front)	£3.52
Water Hose (rear)	£1.87
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Big End Kit	£9.50
R/Valves	£7.18
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Tandem Gear (front)	£43.04
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Clutch Plates (friction)	£4.35
Clutch Springs (set)	£2.28
Spring Retaining Plate	£5.64
Clutch Centre	£7.51
Clutch Pressure Plate	£7.62
Tab Washers	£0.36
Clutch Locking Tool	£3.11
Gasket Set	£15.50

#### ROTAX 124 A/C

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Crank Seal	£1.68
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Tab Washers	£0.36
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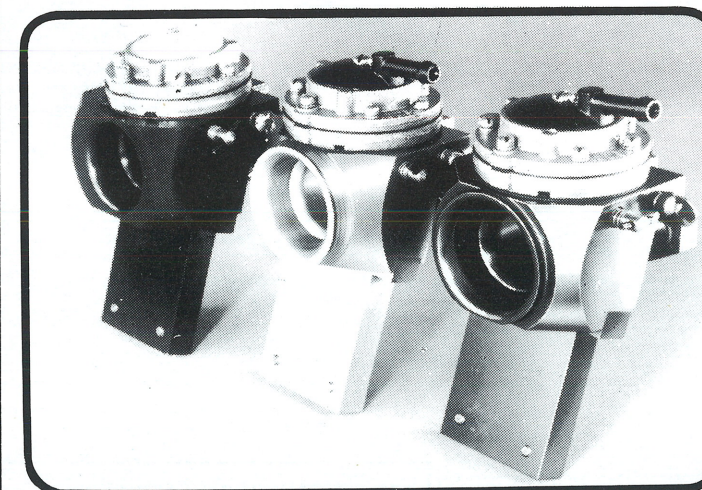
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P.O.A.	1 SRS Dino/Rotax	£850.00
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FUN KARTS, Honda engine, automatic clutch, cross country tyres, £295 or build your own — plans available. Honda 3.5 HP engines £116, set wheels/tyres £55. Add 15% to all prices, plus postage. Ring (0922) 77687 (eves).

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## WEST OF SCOTLAND KART CLUB

Featured on TV and hailed by the press as the new Silverstone of karting.

West of Scotlands positive approach to karting saw the transformation of our circuit which we feel will change the aspect of karting in Scotland.

Our International circuit, although still requiring some dressage, has now completed three very successful meetings and the interest attained has been overwhelming. This interest, together with the introduction of the new booster class has shown a tremendous increase in our club membership and hopefully this trend will continue in the future.

The coming year should see Summerlee well established and as hosts of the Scottish Championships 1984 together with other major meetings which are in the pipeline, a very exciting calendar is emerging.

It is anticipated that in 1984 our circuit will win great credibility within karting circles and we take this opportunity to extend open invitation to the karting media and look forward to welcoming you to our venue and competing with our club champions.

*Wishing everyone success in the coming year.*

**James Gordon**

P.S. New Competition Secretary

**Sandra Wilson**  
16 Burnhouse Crescent  
Hamilton  
Scotland  
Tel: Hamilton 283471



The sands of time have cut the feet from beneath 1983 and made the way for the seedlings of '84. Looking back is a nostalgic habit of man; a sometimes unhealthy one, though wholly justifiable as far as the past karting season is concerned. Admittedly the numbers of competitors in all classes were down on the previous season, but 1983 was, to an extent, a far better and rewarding year than 1982. Of course it saw the likes of Dave Buttigeig and John Ball disappearing from the ranks of the big league. Nevertheless their disappearance seemed to signify the opening of the floodgates generally in karting for others of equal ability to push forward to take the accolades. The names read like an honour roll: McNish, Prior, Hunnisett, Hall, Higgins, Luby, Newton, Rodgers, Hines..... If an assessment was made of the number of chassis mangled and twisted, tyres shredded and motors blown to pieces, the average sponsor would as like place a pistol to his head or, at the least, take up permanent resident in a 'funny farm'.

Such is ambition and the pursuit of achievement, but where would the sport be without personal endeavour? It would be denying itself its just reward — progress and without progress karting would still be a backwater activity reminiscent of the Boys Own categories of sport so popular in stories at the early part of the century.

Some years ago whilst I was writing fiction and totally despondent at the outcome of long months of toil over a typewriter, a good friend, a man of letters told me, when I was taking a retrospective view of life and feeling totally desultory: "The secret of success is never to *look* back, only armchair adventurers look back; we all know what happens to them. Looking back is a negative attitude which fast creates fantasy and exaggerates ability by blinding it with egotism. Looking forward, regardless of disasters and disappointments, creates *positive* thinking".

In terms of karting, reflecting is not nostalgically unhealthy as said earlier, if it embraces the whole rather than the part. It is pleasant to remember provided everything is kept in perspective, but more so it is good to look forward. What better way to embrace the New Year than to think about the coming season, taking any obstacles tossed randomly in ones path, by officialdom, as a challenge and welcome such with open arms.

**Ed McCormick**

## FRONT COVER:

**Mark Beddall (77) leading Miles Hall (26) during the Super One round of the Senior Britains at Rowrah. Miles is featured in this issue on pages 24 and 25.**

*(Photo: Rodger Calvert)*

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January 1984

# KART AND SUPERKART

MONTHLY

No.61

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**NEXT MONTH'S PUBLICATION DATE:**  
**2nd February 1984**

# Don't Miss Out!

*Fill in the subscription form on page 31*





## RAC NEWS

### CHASSIS — JUNIOR BOOSTER CLASS

The RAC MSA hope to hear as soon as possible from all Chassis Manufacturers and Importers who wish to be included on the Register of Chassis which comply with the technical and price regulations for the new Junior Booster Class. All that is required is the make and model type together with an official spare parts replacement price list. The list of Registered Chassis will be published and up-dated from time to time. Only chassis which have been registered will be eligible for the Class.

### CIK Championships

In 1984 there will be no limitation on the number of competitors from any one country who may enter a CIK Championship. The only control will be that an entry form will need to be endorsed by the ASN and provided the driver is considered sufficiently experienced and competent, this authorisation will not be unreasonably withheld.

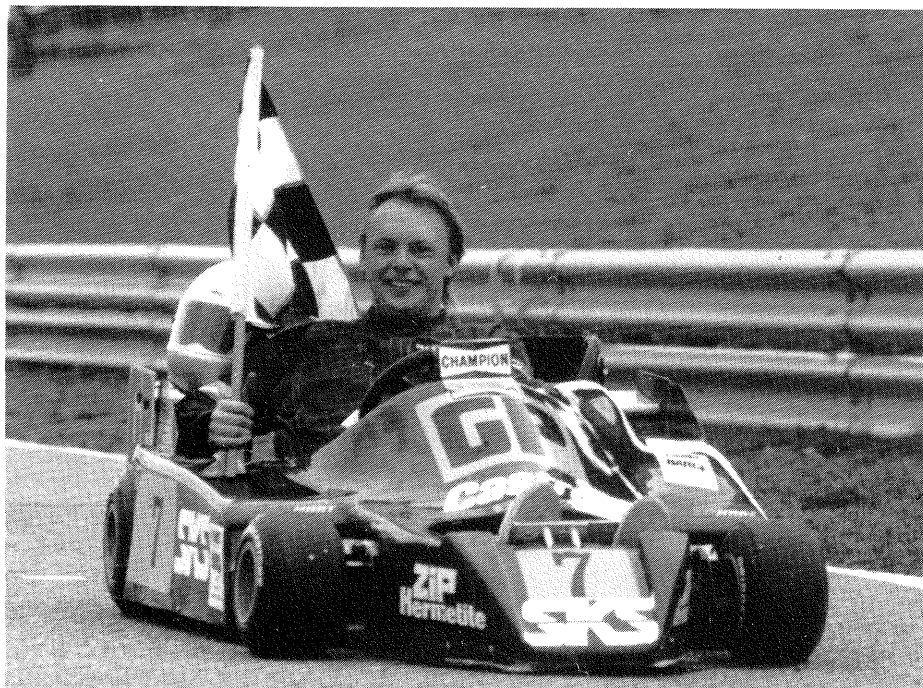
In order that the RAC MSA can have some indication of who will be requiring entry forms for the various events as soon as they are available, "declaration of intent" forms have been sent to all Clubs. Any competitor who is considering taking part in a CIK Championship should obtain one of these from his Club and return it completed to the RAC MSA.

### ONTARIO CHAMPIONSHIPS

The Canadian Superkart drivers have wrapped up their season, and the winner of the 1983 Ontario Superkart Championship is Robert Presley of Toronto. Presley, in only his second year of racing, dominated the eight-race series in his Zip/Rotax kart. Promising newcomer Leo Cormier, and veterans Sandy McNie and Doug Parmenter certainly gave him strong competition, and provided the fans with some very fast and exciting battles. New lap records were set almost every weekend, with

average speeds of close to 100 mph in some races. Next year promises to be even more exciting, with an influx of new drivers. Presley, part owner of the Superkart Shop, is retiring from racing to become president of the Ontario Superkart Drivers Association, an organisation formed to promote superkarting in Canada.

1st	Robert Presley	Zip/Rotax	506 points
2nd	Leo Cormier	Zip/Yamaha	441 points
3rd	Doug Parmenter	Zip/Yamaha	332 points



### FULLERTON'S VICTORY

Britain's Terry Fullerton won the Hong Kong Grand Prix in fine style at the event held over the weekend of 26th-27th November from Netherlands Peter de Bruyn and Swiss driver Paul Guedel.

Among those non finishers was Mike Wilson's team mate at the Le Mans World 135 Championships, Lars Forsman, who managed only four laps before going out.

1st	Terry Fullerton	GB
2nd	Peter de Bruyn	Neth
3rd	Paul Guedel	Switz
4th	Shigeo Sugiyama	JPN
5th	Yasutoshi Sugaya	JPN
6th	Nobuhiro Asai	JPN

In 1984 Bolton Kart Club will include at the restricted meetings in March, May, August and October the Phoenix Challenge Cup, sponsored by Phoenix Kart Manufacturing Co, of Ashton-in-Makerfield. Prizes to the value of £1,000.00 will be distributed to the following classes: 100 Nat., 125 Nat., 125 P&R, 250 International. A junior class has yet to be decided upon. A points system will be in operation and prizes for 1st, 2nd and 3rd in each class will be presented at the fourth meeting in October. Additionally, the winner will receive the Phoenix Trophy, which will be an annual trophy. All enquiries regarding the series should be addressed to:

**Mrs E. Price**  
Secretary  
Bolton Kart Club  
(Telephone — Bolton 28630)

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

### FULBECK WINTER SERIES

John Mills will again be sponsoring the Fulbeck Winter Series to be held over three rounds: 22nd January, 26th February and 25th March. The overall series winner will receive a 35mm Pentax automatic camera. Class awards will be clock radios. These prizes will be in addition to the normal Club trophies.

### BLACKBUSHE

Camberley Kart Club announce that their annual Dinner Dance will be held on 10th February at the **Queens Hotel, Farnborough, Hants.** The tickets are £12.50 each and further details can be obtained from **Dick or Tricia Short on Crowthorne 774044.**

### 1984 SUPER ONE SERIES

The ever popular Super One Series will continue during 1984. The dates and venues are as follows:-

Fulbeck	22nd April
Rowrah	27th May
Little Rissington	1st July
Clay Pigeon	12 August
Snetterton	9th September
Wombwell	7th October

For further details, contact Jerry Cotterill or Neil Hann.

### MERLIN EXHAUSTS

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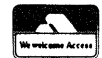
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**DARTFORD 22645**

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125 NATIONAL P/R OUTFIT, 1981 Art chassis, lockheed brakes, hollow 30mm axle, Dunlops, 1982 Honda CR125 engine, fully tuned, Wiseco standard piston, 34mm Mikuni, PMP exhaust, spares include tuned cylinder, motive, wets, sprockets, carbs, smart and very competitive. £395 ono. Tel. Hinckley 610053.

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Tel. Hemel Hempstead 832951



## 3 Sisters

The Bolton Kart Club incorporated the North West Karting Association Championships into this meeting.

### JUNIOR NATIONAL

1st Steven Murphy —  
2nd Wayne Smith BM Red Bird/  
Yamaha

### JUNIOR BRITISH

3rd Allan McNish Wright/Arrow  
Wright TKM  
4th Jason Worden Wright/Arrow

### 125 NATIONAL + P&R

1st Gary Ashurst Zip GP/Rotax  
2nd Ralph Morgan Zip GP/Rotax  
3rd Steve Cowell Phoenix/Phoenix  
Rotax  
4th Mark Webster Star/Rotax Motiv

### 100 NATIONAL + SENIOR BRITISH

1st Paul Fletcher Wright/Parilla  
2nd Duncan Bullock Dart/Arrow TKM  
3rd Andrew Fairless Ferrari/TKM  
4th Nigel Critchley Wright/Hewland

### 210 NATIONAL

1st John Haiett —  
2nd John Burns Zip/Burnspeed  
3rd Steve Jones Deesi  
4th Don Thompson Barlotti/Villiers

### 250 INTERNATIONAL + 250 NATIONAL

1st Philip Briston Phoenix/Phoenix  
Rotax  
2nd Jack Hateley Barlotti/Yamaha  
3rd Graham Roscoe Zip/Yamaha  
4th Trevor Cryer Zip/Rotax



Alan McNish (1).



Frank Crankshaw (5).



210 National: George Wright (55); John Haigh (88) the winner. (Pics: Rodger Calvert).

DAP Mono wheels will be available from John Mills this year. These wheels are made from aluminium and are rated at 25% heavier than contemporaries which will increase the life and durability. Also they are ideally priced. Details from John Mills.

### S.Y.K.C. WOMBWELL

You are requested to note the new South Yorkshire Kart Club Secretary is:-

**Mrs Pearl Douthwaite**  
57 The Green  
Shafton  
Barnsley  
S. Yorks S72 8PW  
(Tel: Barnsley 710839)

The Competition Secretary, Mrs Alice Wright, remains the same, address and telephone number unchanged.

We thought you'd like to know that *K&SK* has had an additional pair of hands to help with the compilation of this month's edition. Her name is Samantha, she lives in Cheshunt, Herts and has been spending six weeks with *K&SK* and Zip Kart on a youth opportunities scheme (YOPS). The staff at Pindar Road wish her all the very best success for the future. Good luck Sam!

### OF INTEREST?

The 'Pit Talk' pages are **YOUR** pages. They are tailored to cover all kinds of up-to-date information, from the sublime to the ridiculous. So, wherever you may be in the karting world, let us hear from you; snippets of information, births, marriages, etc., even the most radical of comments, political and so forth. It should be borne in mind that certain items must, for the sake of common decency, be edited. Don't feel too badly if only the expurgated version appears in print — one must protect oneself.....

### CLASS 1

Several people have commented on the lack of Class 1 coverage in the magazine. The Answer? If more people were willing to come forward with the appropriate information and photographs, the Class 1 events would be given the coverage due them. The Editor would like to see a more even distribution of information between gearbox and non-gearbox karting, but he is limited to the number of days in a week, pressures of work and travelling distances involved.

### THE ROUGH RIDER



Former 4 times World Cup winner Graham Liddle demonstrates the new Rough Rider being produced by ZIP KART and marketed by Graham Liddle.

The results of the British Women Racing Drivers Club Kartsport Kart Championship are as follows:-

1st Victoria Philip-Bates Senior Britain  
82.5 points best 10 meetings from 17  
2nd Kim Taylor Junior Britain  
80.0 points best 10 meetings from 12  
3rd Margaret Dell 210 National  
70.0 points best 10 meetings from 17

The trophies and prizes will be presented at the annual Dinner/Dance on the 18th February, 1984 at the Crest Hotel, Coventry.

### REMINDER

Clubs are requested to submit details of their 1984 events as soon as possible for inclusion in the *Kalendar*.

## Mini Ads



Telephone:  
Hoddesdon 44201



It is with great sadness we report the death of Mr Norman T. Hurley. Mr Hurley had been associated with karting and other various motor sports for many years.

Most karters will remember him as RAC Steward, but he was also prepared to help in anyway possible.

He will be sadly missed in the karting world and I am sure everyone who knew him will join me in extending our deepest sympathy to his wife and family.

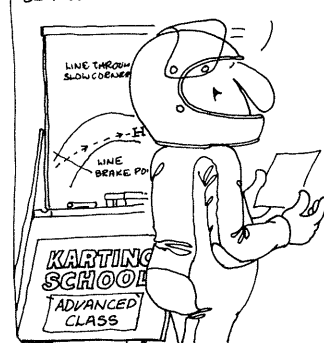
**E. M. Maund**  
Secretary  
Cardiff Kart Club

The editor would like to extend his heartiest congratulations to two of his long standing friends: Annette and Brian Kempson upon succeeding in their ambition to secure a Pub. Knowing their determination and resolve, he is sure they will make a success of the venture. Maybe some of you would like to drop in, if you're in the locality. It's the White Hart, Hitchin Street, Baldock — and they do good food!

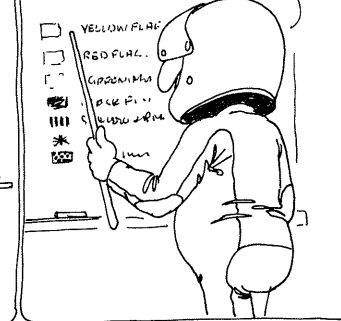
BY BARRY FOLEY

## FRIGGIT

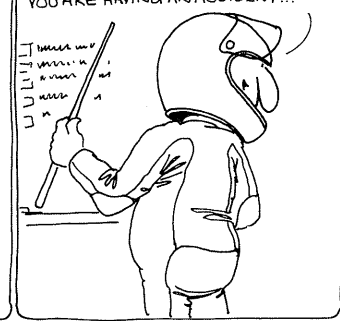
NOW FIRST, I'D LIKE TO GO OVER FLAG SIGNALS. FIRST, THE BLUE, IT MEANS SHUT THE DOOR OR THE GUY BEHIND WILL PASS YOU. THE BLUE...



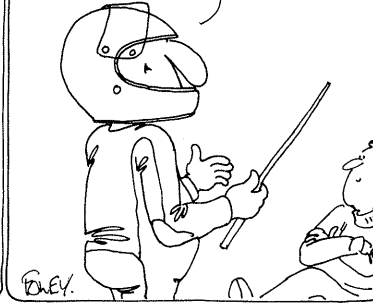
...WAVED - YOU'VE BLOWN IT. NOW THE YELLOW FLAG MEANS - IF YOU LIFT OFF YOU'RE CHICKEN. IF YOU SEE A RED FLAG IGNORE IT, THE FLAG MARSHAL IS A COMM. THE GREEN...



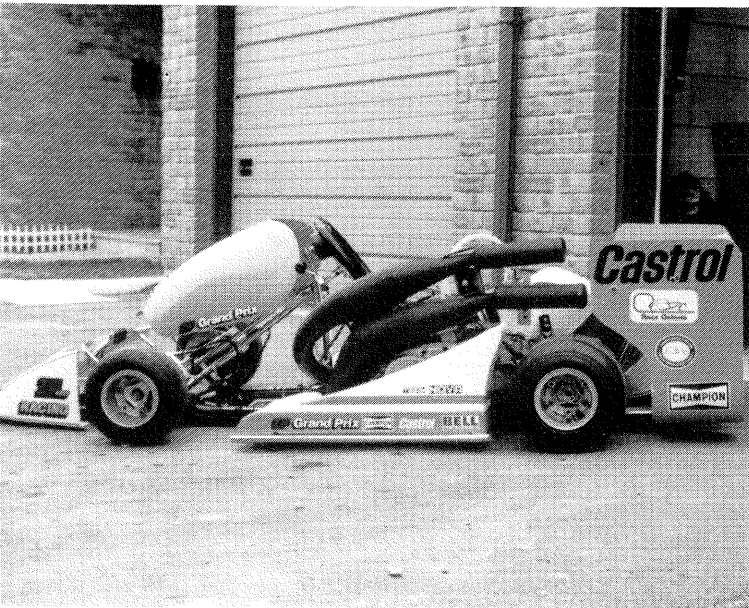
...FLAG MEANS YOU SHOULD HAVE PASSED THE GUY IN FRONT TWO CORNERS AGO. BLACK FLAG PLUS A NUMBER MEANS YOU ARE WANTED ON THE PHONE. THE YELLOW AND BLACK STRIPED JOE MEANS YOU ARE HAVING AN ACCIDENT...



THE UNION JACK - STOP YOUR KART AND STAND UP - THEY ARE ABOUT TO PLAY THE NATIONAL ANTHEM. AND FINALLY YOU MAY SEE THE CHECKED FLAG, THIS USUALLY DENOTES THAT THE CLERK OF THE COURSE HAS MISCOUNTED...







Kevin Park displaying the Wright/Boyce Rotax

## FRANKLIN WEST

Franklin West was officially established on 1st December 1983 by Mike Matthews of Oakview, California. These two photographs illustrate a couple of his outfits. Mike has been doing his best to promote karting on the West Coast. 1983 saw his machinery on display at the Long Beach Grand Prix, the Riverside Indy Car Race and several car shows. A similar programme is planned for 1984. Good luck Mike.

Kevin Park, 1983 West of Scotland 210 National Champion, has decided to opt out of Villiers. For 1984 he will be campaigning in the 125 National class. His equipment:- a Wright kart with a Dave Boyce prepared Rotax which he will be racing at Larkhall and Banff. We wish him every success for the coming season.

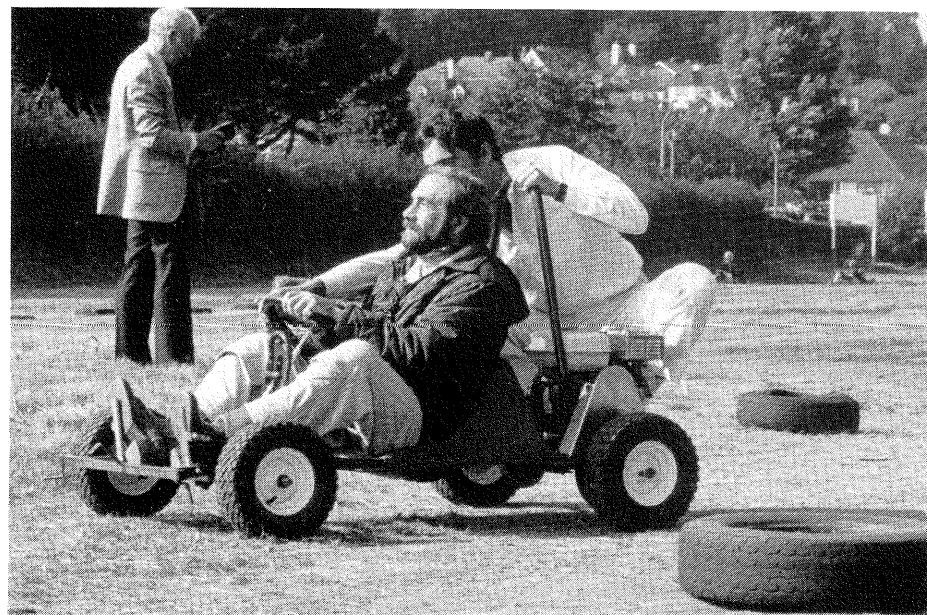
## NOTHING STOPS THEM

This interesting piece of information and accompanying photograph was submitted by Elizabeth-Ann Colville concerning journalist Nigel Verbeek. Nigel is blind, caused by a virus, but he has been determined not to let the handicap prevent him leading an extremely full life. As Editor of 'Soundaround' the sound magazine for the blind and presenter for LBC, he recently investigated holiday facilities offered by special Best Western "Getaway Breaks".

Best Western offered a prize to the journalist participating in the greatest number of sports at the Imperial Hotel, Hythe, Kent.

Nigel astounded all by having a go at three sports which he had never attempted before: golf, clay pigeon shooting and karting. Seated in a Fun Kart and ably assisted by 'Chief Mechanic' Chris Scragg, Nigel successfully negotiated a hazardous course, recording as he went. Having thoroughly enjoyed the experience he says he'd now like to try a tandem kart. Any offers, Kart School Owners? Good Public Relations, we think. If interested, contact:

**NIGEL VERBEEK 01-741 3332**



Blind journalist Nigel Verbeek drives his 3hp kart round the new 400 yards course at the Imperial Hotel, Hythe, escorted by Chris Scragg — 'Chief Mechanic', hotel General Manager and designer of the course.

## Dunkeswell

**27th NOVEMBER 1983**

Once again Dunkeswell didn't disappoint those Karters with a streak of sadism — it was cold and wet enough for any of them! Yet despite this there was some good racing in most classes, with a surprising resurgence in 210 National.

### JUNIORS

Adrian Coles really drove well in appalling conditions to take two wins (including the final), while his season long rival Kim Taylor scored two 2nds and a 3rd.

Going well were Gavin Wills, who almost took a win but had it snatch from his grasp by errant, unmannerly backmarkers, Denzil Titherly, and Anthony Cleal.

### 100 BRITAIN

On this day no-one could touch Adrian Cotterell — three straight wins from three drives, and not really pushed in any of them.

Derek Cowee had an excellent day to take two wins on what he claimed was his last meeting after 21 years of racing! Andrew Clarke kept up his recent good form, with Gary Thomas (later excluded for 'contact' driving) and Steve Alway figuring well in the results. Surprise of the meeting was Martin Keslake who scored two excellent 3rds among much more experienced company.

The 'A' Final was a Cottrell benefit as he powered off the line and was never seen again! For a few laps Cowee, Clarke and Maple circulated together, then Clarke got by and the field started spread out into a quick procession.

### 100 NATIONAL

Andrew Pallister was another man to score three wins from three drives. He, too, was untroubled and left the likes of Russel Maple, Arthur Wood and Neil Symes to race for the places. Ian Hiscock showed well in one heat to take a strong 2nd place, but then fell foul of the water bug for the rest of the afternoon.

### 210 NATIONAL

Fourteen 210's turned up at this last meeting of the season, which by South West standards is a large grid for this class.

Steve Thornell kept his winning record by taking the class with two wins and a 5th, while Alec Sutcliffe (last years club Champ) had his best meeting all season to take a win and a 2nd. Let's hope he's exorcised the gremlins at last!

Others going well were Alan Timson, Malcom Williams, Les Ruddy and John Gosling. Timson suffered cruel luck in the Final when a shunt at Pit Bend sent him spinning and the guy behind rode right up over his steering hoop — most alarming.

Two huge spins took place on the Main Straight during the afternoon; the first was Ian Fulton doing one and half revolutions after aquaplaning, and the other was Clive Bisp spinning and sliding the whole length of the straight after a puncture at the Dog Leg. Exciting!

### 125/250 Combined

Brave men all — lots of power in awful wet conditions. Andy Bundy was yet another guy to take three wins from three drives!

Chasing him were Jon Muir, Alan Pearce and Frank Clark who was the quickest of the 250 drivers while Pete Edgcombe spent a nerve wracking afternoon coming to grips with his first 250 w/c Yamaha drive. Fast, but processional.

### JUNIORS

1st A. Coles  
2nd K. Taylor

3rd A. Cleal

### 100 BRITAIN

1st A. Cottrell  
2nd A. Clark  
3rd D. Cowee

### 100 NATIONAL

1st A. Pallister  
2nd A. Wood  
3rd N. Symes

### 210 NATIONAL

1st S. Thornell  
2nd A. Sutcliffe  
3rd M. Williams

### 125/250 Combined

1st A. Bundy  
2nd J. Muir  
3rd A. Pearce  
4th A. Clark

Jeta/Tabor DAP  
Kestrel/Cleveley  
Arrow  
Barlotti/Arrow

Zip/Cleveley Arrow  
Jeta/Arrow  
UFO/Arrow

Jeta/Tabor DAP  
BM/Arrow  
BM/Arrow

Barlotti/?  
Barlotti/?  
Star/?

Zip/Rotax 125  
Zip/Rotax 125  
Barlotti/Rotax 125  
Zip Yamaha 250

Top: Stephen Sykes leading Derek Higgins (73) during the 100 National Final.

Bottom: Junior Britains — Michael Mills (5); Dale Spruce (21); Dominic Connolly (73). (Pics: Rodger Calvert).



## Wombwell

**13th NOVEMBER 1983**

3rd Round of the Club Championships

### JUNIOR BRITISH

1st Dominic Connolly Premier/Arrow  
2nd Robert Wilson Boxer/TKM  
3rd Michael Mills Jeta/DAP JM

### SENIOR BRITISH

1st Patrick Walsh Jeta/JEA Arrow  
2nd Tim Pell Boxer/FRED Arrow  
3rd John Aldred Boxer/JEA Arrow

### 100 NATIONAL 'B' FINAL

1st John Longmore Lane/Sirio  
2nd Jon Hernshaw Birel/DAP  
3rd Kevin Mason Lang/Parilla

### 100 NATIONAL 'A' FINAL

1st Len Marsden DAP/HM DAP  
2nd Derek Higgins Dart/Dart TKM  
3rd Nigel Edwards Zip/DAP JM

### GEARBOX

1st John Atherton Zip GP/Peak Revs  
Yamaha  
2nd Steven Murray Zip GP/Rotax  
(Novice Driver)  
3rd Barry Sherriff Zip GP/Rotax

"Spectator"





ANNOUNCING  
THE



# BRIDGESTONE

## KART & SUPERKART

### 100 NATIONAL CHAMPIONSHIP

As the established Kart & Superkart 100 National series enters its sixth year, we are pleased to announce backing of the 1984 Championship by the Bridgestone Tyre Company.

The series is open to National Class drivers only. No driver who represents the United Kingdom in any other senior event or enters any 100cc Championship will be eligible to participate in this series. The series will be held over six rounds, but this year, the best five out of the six will count. The driver who accumulates the highest total of points from these five rounds will be declared the series winner.

The series is unique in as much that the driver scores points in his or her 3 heats as well as the final. At the end of each meeting the points will be totalled and it may be that the winner of the final will not necessarily have the highest points score to carry forward to the next round. By using this system, it is hoped that every driver will have a fairer chance of becoming series champion.

Each driver will participate in 3 heats and at least one final.

#### Points will be awarded as follows:

HEATS:				'B' FINAL			
1st	30 pts	6th	25 pts	1st	No points, goes forward to 'A' Final		
2nd	29 pts	7th	24 pts	2nd	As above		
3rd	28 pts	8th	23 pts	3rd	As above		
4th	27 pts	9th	22 pts	4th	As above		
5th	26 pts	10th	21 pts	5th	As above		
				6th	20 points		
				7th	19 points		
				8th	18 points		
				9th	17 points		
				10th	16 points		
						All Other Finishers	10 pts

HIGHEST 20 POINT SCORERS FROM THE HEATS GO FORWARD TO THE "A" FINAL  
HIGHEST ON POLE, AND SO ON, THE REMAINING DRIVERS GO TO THE "B" FINAL  
THE 1st FIVE IN THE "B" FINAL GO FORWARD TO THE "A" FINAL AT THE REAR OF THE GRID

#### Points in the "A" Final as follows:

1st	50 pts	6th	44 pts	11th	39 pts	16th	34 pts	
2nd	48 pts	7th	43 pts	12th	38 pts	17th	33 pts	All Other
3rd	47 pts	8th	42 pts	13th	37 pts	18th	32 pts	Finishers
4th	46 pts	9th	41 pts	14th	36 pts	19th	31 pts	25 pts
5th	45 pts	10th	40 pts	15th	35 pts	20th	30 pts	

The points from the heats are added to those from the final and the total of these is the figure that goes forward to the grand total.

Round 1	Wombwell	8th April
Round 2	Clay Pigeon	13th May
Round 3	Tilbury	10th June
Round 4	Little Rissington	5th August
Round 5	Kimbolton	26th August
Round 6	Snetterton	16th September

Details of prizes etc, will be announced in future issues.

**NO SERIES REGISTRATION FEE NECESSARY** — just write to us NOW if you intend competing in at least 5 Championship rounds and reserve your own, exclusive Championship racing number (please give second choice).



Write to:  
**Bridgestone/K&S Championship,  
Kart & Superkart Magazine,  
Pindar Road,  
Hoddesdon, Herts.**



Dear Sir,

Your article headed "TOPIC" in November's issue of K & S has stirred me to reply. I have been involved in karting as a driver for about ten years, and as an active club official for about six years. During this time I have held the offices of committee member, competition secretary and chairman. I have therefore had some experience on both sides of the fence (or armco).

As I see it, the biggest problem at club level is that drivers have come to expect professional organisation when the sport is run by amateurs. I use the term "amateur" purely as a reference to unpaid volunteers, and in no way intend it to be derogatory to the abilities of the people without whom club racing would either cease to exist or become much more expensive.

Your suggestion that there are drivers who don't care a fig for their club is quite well founded. I think that this is brought about by financial considerations. Throughout a year a driver may race twice a month, alternating between three local circuits, which means he will attend up to eight meetings at each circuit. It is therefore economical for him to join all three clubs, thereby paying a reduced entry fee. Although he is a member of three clubs, he has allegiance to none. He is simply there to race. He will turn up on the day, expecting to sign on and get through scrutineering with the minimum possible delay. He expects the programme to run to schedule, to get his rightful grid position, lap scoring to be 100% accurate and marshalling to be faultless. He will then go home at the end of the day without a thought for the organisers who have put in many unpaid hours and are frequently out of pocket to provide him with an enjoyable day out.

There are also the drivers who do consider one local club to be "their" club. Such a driver also has his faults. He is the one whose entry is always late or may just turn up on the day. "But you know I never miss a meeting here". Then he will complain when he can't get his usual racing number and is not given a grid position. He doesn't consider the extra work (unpaid) for the comp. sec., paddock marshal and lap scorers. He will offer suggestions or criticisms, either biased or constructive, "I think we ought to.....", (for "we" read "the organisers"). He is perhaps the worst offender when it comes to arguing about rules which when enforced do not suit him. After all, it is his club so it should be run to suit him. It would never occur to him to turn up a little earlier at a meeting, or to stay on after the finals and offer to help with the preparation or clearing up.

Much of the drivers attitudes must be attributed to the organisers. Back-biting, dissent and division outside of committee rooms do nothing to instill confidence in the club. Certain rules may be relaxed and then create ill feeling when re-enforced. Unfamiliarity or misinterpretation of regulations on the part of the organisers is all too common. Rules may be bent in certain cases rather than upset a regular competitor, resulting in discontent amongst everyone else. On the other hand, some club officials are so dogmatic that they don't give a damn who they upset.

Everyone who takes an active part in the running of a kart club has some personal reason for doing what they do, and it is the diversity of these reasons which can create division and damage the image projected to competitors. Many committee members are drivers, although they may be biased towards one class, they generally have the sport at heart. Their fault is that on race day they want to race and leave the running of the meeting to others, but they reserve the right to criticise those people either behind their backs or in open committee.

Some committee members are there, not for what they can give the club, but for what they can get out of it. I am sure most clubs make concessions to committee members, and there is always someone who will take everything they can get and put nothing back.

There are those who become involved because the only time their husbands take them out for a



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

drink is to committee meetings. They may take an active part in running meetings, but mainly they will just vote with their husbands without any real interest or understanding of the situation.

Another reason for becoming involved is for the authority that goes with an armband. This person's ego can overshadow even the most egotistic driver. He will do as little work as possible as long as he can stand around looking important and telling all and sundry how the club would collapse without him.

There are also those who have a financial interest in the sport, i.e. landowners, traders and sponsors. To some of them sportsmanship, club pride and even safety rank well behind profit.

The foregoing observations appear extremely cynical I know, and the innocent reader must be wondering how karting continues to exist. I only set out to cover the faults as I see them and not to cover the full spectrum of those involved in karting. I would, however, ask everyone, drivers and organisers alike, examine your own motives and see if any of these selfish traits are inherent in you.

**IS THERE ANYTHING YOU DO WHICH IS  
DETRIMENTAL TO YOUR CLUB  
— YOUR SPORT?**

**A. D. Gow  
23 Chapel Road  
Broughton  
Nr Brigg  
South Humberside**

Dear Sir,

With regard to the 125 Championship proposed for 1984, it is a great joy to see the most spectacular class honoured in this way. Unfortunately, the series has been organised in such a way that Zip Karts and Bridgestone tyres must be used to be eligible for awards. As 1983 produced several different winners on four different chassis, (Phoenix won 6, Zip won 4, Aero and Lancer won 1 each), a large number of drivers are going to be denied their just rewards in 1984 by the flagrant nepotism of the series organiser.

My suggestion is to keep the Bridgestones mandatory (only one or two drivers use Dunlops), but open the chassis up to include all British manufac-

turers or karts readily available in the UK. The DRIVERS should decide: after all, they are paying for it!

**Yours etc,  
Iain Blair  
14 Findlay Place  
Workington  
Cumbria**

The comments of your letter are noted, but it is difficult to see how you arrive at the statement that the drivers will be paying for the series. The funds for the whole series are being put up by the two main sponsors, namely Bridgestone Tyres and Zip Kart, so it is natural that both these companies should restrict equipment to that of their own manufacture. There is absolutely nothing to prevent any other manufacturers from promoting a similar series, but one must bear in mind that all meetings at motor racing circuits cost a lot of money and demand a lot of time and energy to promote, both before the event and on the actual race day.

As you are no doubt aware, the Central Kart Club registration fee is £15 for one year's full membership and, as drivers must be registered Club members to qualify for the series, (which most drivers are anyway), the additional demand of an extra £5, to be paid once only, hardly seems onerous, so the statement that the drivers are paying for the series hardly holds water.

However, should a driver not wish to use the sponsors' equipment, there is nothing to prevent him from entering and you can be assured that the entry fee only just covers the expenses for the meeting.

Dear Ed,

Bolton Kart Club would like to thank all officials, lapscorers, scrutineers and marshalls for their devoted help during 1983 and also to all the club members for their support. We, the committee, wish you all a Happy New Year. Hope to see you all soon.

**Else Price  
BKC Secretary**



# Photo Caption Competition

"Oh, she's changed to Lenor, I noticed!"

Send your entries to:

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

Best original suggestion wins a 12 month subscription to  
**Kart and Superkart**



## PHOTO CAPTION COMPETITION

**Winners (December)**

The winners of the December Photo Caption Competition are:

Mrs Jill Smith (Nigel's wife), with:

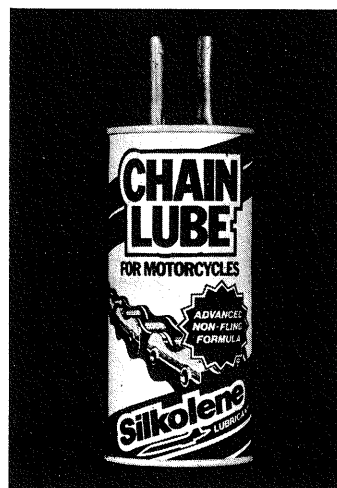
"No 1? — 'er'e the programme  
says it's Martin Hines!"

and:

Mrs Jill Wood of Milton Keynes with:

"I know Juniors are allowed some  
bodywork and wider tyres, but this  
is ridiculous!"

We hope these two young ladies find good  
use for their prizes: a can each of  
**SILKOLENE** Gear Oil and Chain Lube.  
Perhaps they intend racing themselves this  
coming season!



# CLUB SCENE

## 100 NATIONAL 'B'

1st Dave Harridge Dart/TKM  
2nd Pete Woolford Ferrari/Goff Arrow  
3rd Gary Blick Spear/TKM

## 100 NATIONAL 'A'

1st Robin Chuter Wright/Arrow  
2nd Gordon Message DAP/TKM  
3rd David Banbury Stratos/Goff Parilla

## 125 NATIONAL

1st Roger Goff Zip/Goff Rotax  
2nd Keith Bisp Barlotti/Rotax  
3rd John Cooke Dino/Rotax

## 210 NATIONAL

1st Colin Poole Zip/Poole Villiers  
2nd Mark Allen Dale/Villiers  
3rd Paul Umney Zip/Upton Villiers

## 250 NATIONAL

1st Brian Borwell Aero/Borwell  
Yamaha

## 250 INTERNATIONAL

1st Fran Rowthorne Zip/FMR Yamaha

## 125 NATIONAL

John Davies

## 210 NATIONAL

Jon Minns

The evening finished with a most enjoyable dance,  
with thanks going to Monica Beaumont for laying  
on one of her famous raffles and to John Osbourne  
for the organisation and ticket sales. See you all in  
1984!

John Davies

## JUNIOR NATIONAL

1st Richard Johnson  
2nd Andrew Howells  
3rd Ian Robinson

## 100 BRITAIN

1st Mark Lawson  
2nd Richard Hartley  
3rd Andrew Hadley

## 100 NATIONAL

1st Mark Allen  
2nd Neil Willets  
3rd Warwick McRae

## 125 NATIONAL

1st Steve Shirley  
2nd Steve Cowell  
3rd Dennis Osbourne

## 210 NATIONAL

1st Tom Thacker Jnr  
2nd George Wright  
3rd Jeff Darlow

## 250 NATIONAL

1st John Pratt  
2nd Tim King

## 250 INTERNATIONAL

1st Bob Kennings  
2nd Allan Mills  
3rd John Bradburn

HAPPY NEW YEARS RACING

Rob Cooper

## Chasewater

### 18th NOVEMBER 1983

Chasewaters Dinner Dance and Awards Presenta-  
tion was held on 18th November at the Station  
Hotel, Dudley. The highlight of the evening was the  
long awaited news that after years of work, our club  
have finally got a lease for 21 years, which includes  
a new pit area more than three times the size of the  
old one. Hopefully more of you will visit our club  
and perhaps we will stage a top meeting in the near  
future.

The Driver of the Year Awards:

### JUNIOR BRITAIN

1st Clough Jones  
2nd Jeremy Everndon  
3rd Alexis Peake



Chasewater's Class Winners — Trophies presented by Mr & Mrs Beddall (centre).

## Beccles

### 19th NOVEMBER 1983

On Saturday 19th November Beccles and District  
Kart Club held its Annual Dinner Dance and  
Trophy Presentation at Hedley House near  
Lowestoft. Following the dinner, the retiring  
Chairman John Osbourne thanked everyone for  
their efforts during the past season and wished the  
new Chairman, John Minns every success for the  
future.

The Club trophy and award winners are:

### JUNIOR BRITAIN

Steven Webb

### JUNIOR NATIONAL

Marian Rump  
Darren Wenn

### 100 NATIONAL

Gordon Chenery

### 125 NATIONAL

John Davies

### 210 NATIONAL

Ian Jackson

### BEST NOVICE

Gavin Kilborne

### BEST ENDEAVOUR

Derek Calver

### OFFICIAL OF THE YEAR

John Osbourne

### 1983 OSEL CHAMPIONSHIP TROPHY

1st Gordon Chenery (plus £100)  
2nd Miles Townsend  
3rd Jon Minns  
4th Jon Sapey

### CLASS WINNERS TROPHY

100 NATIONAL  
Gordon Chenery

## Nuthampstead

### 20th NOVEMBER 1983

The last meeting of the season of the Cambridge  
Kart Club was held at Nuthampstead on Sunday  
20th November when in the early morning the wind  
blew cold but the sun shone brightly heralding a  
good race day. Unfortunately before long the  
clouds came and then the rain. A good day was had  
by all with those who race best in the dry enjoying  
the first part of the day and those who revel in the  
wet ending the day wet, bedraggled but pleased with  
themselves.

The final results being as follows:

### JUNIOR BRITAIN

1st Melanie Widdowson Wright/Arrow  
2nd Simon Harrison Wright/TKM  
3rd Dean Caswell Zip/Arrow

### JUNIOR NATIONAL

1st Jean-Pierre Bundle Dart/DK TKM

### 100 NATIONAL NOVICE

1st Martin Dennis Zip/Arrow  
2nd Mike Collishaw Le Spectre/Sirio

### 100 NATIONAL

1st Pat Reynolds Gillard/Parilla  
2nd Philip Hart Zip/PCR  
3rd Curt Guy Gillard/PCR  
4th Martyn Curry Sprint/TKM

### 100 BRITAIN

1st Malcolm Budd RWM 831B/Arrow  
2nd Steve Maile Dart/Arrow

### 210 NATIONAL

1st Ron Bettis Barlotti/RWM

### 125 NATIONAL

1st Mark Freestone Zip/Rotax



continued...

the race. On the 7th lap, the two Gary's became tangled with several back runners, but both came through successfully — Gary P having lost only a little ground to the leader — in third place Darryll was still keeping ahead of Peter and in the background Howard Roberts was fifth, Mick Whitehouse sixth. In the final laps the positions were static — Gary M winning it from Gary P, Darryll and Peter.

**210/125 NOVICE**  
At the beginning of the day it was decided to run the 125 Novices off the back of the 210 grids as there were a great many of them, but at the time of the final only a few remained — so, the three 210's were joined by three 125's for 8 laps. Maggie Dell was predictably at the front for the 210's, leading the race from flag to flag. Les Saunders started in 2nd lace but spun off on the second lap, leaving Graham Wood to finish almost half a lap behind Maggie.  
For the 125's Roger Northage took the front straight away and finished miles ahead of Russell Caldwell. Nicky Edrupt came home in third.

**125 NATIONAL**  
Yet again Russell Powell led the field for the somewhat depleted 125 final. Robin Stoner was a surprising 2nd place on the grid, with Steve Bell and Alan Sorensen next to him. As usual Russell pulled away very quickly with Robin a hairs breadth behind, but by the end of the 2nd lap Robin had gained the front and was just managing to stag there. Peter Jones had settled into third position, shadowed by John Jackson and Steve Thomas and we appeared to have lost both Steve Bell and Alan Sorensen. Lap 3 and Russell was leading again although he could not shake Robin and these two were well away from the rest of the field. In the mid field there was a little reshuffling of places, particularly between John and Steve T, but not even the third place man could get anywhere near the leaders. On the 5th lap, at Pit Corner, Robin again passed Russell and with only three laps to go he looked to have the bit well between his teeth — but on the very last corner of the final round Russell succeeded in overtaking Robin and finished just ahead — John came in third and Peter fourth.

Liz Jones

**JUNIOR BRITAIN**  
1st Nicky Hart Dart/Arrow  
2nd John Bowden Dino/Arrow  
3rd Johan Dackner Lane/TKM

**NATIONAL NOVICE**  
1st David Noble-Smith Sprint/Parilla  
2nd Dennis Gale Sprint/TKM  
(H&G Racing Spares)  
3rd Peter Foskett Zip/Dap

**100 BRITAIN**  
1st Craig Booth Dart/Arrow  
2nd Sue Cox Dart/Arrow  
3rd Patrick Smith Gillard/Arrow  
4th Darryll Davis Kestrel/Arrow

**100 NATIONAL**  
1st Gary Moynihan /Yamaha  
2nd Gary Prior Dart/TKM  
(Dartford Karting)  
3rd Darryll Beasley Dart/Arrow  
(Mistrale Racing)  
4th Peter Giddings Dart/TKM  
5th Howard Roberts Zip/Dap

**210 NATIONAL**  
1st Maggie Dell Zip/DHU

**125 NOVICE**  
1st Roger Northage Barlotti/Rotax  
2nd Russell Caldwell Barlotti/Honda

**125 NATIONAL**  
1st Russell Powell Zip/Rotax  
2nd Robin Stoner Barlotti/Yamaha  
3rd John Jackson Zip/Rotax

## Kimbolton

**SUNDAY 4th DECEMBER 1983**  
The weather held fine and sunny though frosty and cold for the final on the Hunts K.C. calendar, the annual 'Turkey Trot'. The programme listed 138 entries thought the actual numbers fell short of this figure. On the whole it was a good turnout and it was nice to see such popular drivers as Mark Allen, Keith Bisp and John Cooke contending in their appropriate classes. Trevor Peach, that very able spannerman for Steve Styrin turned out from Peterborough to offer his services as a flag marshal.

Talk of change was heard around the pits. Though not present, rumour has it that Chris Barnett, son of Derek of Kelgate fame, intends to race 125 long circuit this year. On the 210 scene, Colin Poole, that very quick and competent driver, is also heading in to 125's, having grabbed a taste of them, albeit without much success, at Silvestone Cadwell and Oulton last year. Word is also about that Mark Allen, seen at this meeting in his 210 guise, will definitely be running 125 this coming season, as will Margaret Dell on short circuit. Regrettably the old stalwart Villiers seems to be heading for a bit of a tumble. What will it take to inject or hold drivers to this class, any thoughts? 250 National which has showed a marked increase on the long circuit front seems to be suffering drastically. With the reliability of the motors, it is difficult to understand why it doesn't attract more people and swell the ranks of the club scene. The gearbox classes were to produce somewhat predictable results. In the 125's Roger Goff won both heats to take place on pole position for the final. His strongest contender was Keith Bisp, but after a few laps 'Goffie' was well out in front, though Keith Bisp and John Cooke maintained a steady pursuit, fighting for second spot for most of the race. At the flag it was Roger Goff clinching another fine victory from Bisp and Cooke.

In the 210's Mark Allen showed good form after too long an absence from the Kimbolton scene but his main protagonist in the final was to be Colin Poole, with Poole just beating Mark to the line followed by Paul Umney who drove a good race for this third position. With such small grids for both the 250 National and 250 International, the classes were run together. The 250 National drivers of note were: regular visitors John Ottery and Brian Borwell. Borwell was to better an ailing Ottery and take the flag in the final, while the heats of the 250 Internationals revealed the men most likely would be Fran Rowthorne and Rotax mounted man Stewart May. Heat two showed May to be quick out of the Willows but he lost it and spun into the infield almost toppling the starting tower, regained the circuit only to retire on the same lap with a broken chain. Disaster hit him in the final and it was Fran Rowthorne who grabbed the honours.

With such likely lads as Mark Parker, Shaun Nicholson and Mark Hawkes supporting some twelve Junior Britain, it looked to be an action-packed final. Parker, Hawkes, Nicholson and Stephen Webb soon dominated the pack with the action going on up front between Hawkes and Parker. At the flag it was Mark Parker who snatched it from Mark Hawkes while Stephen Webb darted down to take third ahead of Shaun Nicholson. The Junior National event was intended to be the first final of the day, but mishap took two of the seven runners off just coming out of Stowe, while the approach to the bottom hairpin saw the remaining five go out in classic style. Because of the lateness of the hour and all the other finals still to be run, the Junior Nationals were relegated to the penultimate race of the day.

The 100 National B finalists totalled around fifteen when they rolled onto the dummy grid but fate was to lend a hand reducing their numbers considerably. Pete Woolford looked on good form though did have his fair share of problems during the heats. Dave Harridge was to show the most dominant form of the day and started the final with the convictions of a man out to win. Once he took the lead he held onto it grimly to finish ahead of Woolford, though the latter showed him a lot of attention all the way to the flag. Gary Blick was third with Robert Marsh next up. 100 Britain game us some interesting drivers to watch. Again Dave Harridge chose to make another appearance with Nigel Goff perhaps not having the successful day he was hoping for. The only lady entrant; Victoria Philip-Bates who had had a reasonably good season during 1983 didn't fare so well, nor did many others, including Paul Scutchins, though he finished both his heats and managed an eighth in the final, lacking the power to take Terry Botterley. Dave Harridge clinched his second win of the day from Andrew Wilson and Simon Richardson.

The 100 National A final promised the sort of action we've come to expect over the years, though the race didn't start until around 4.15pm and the sun was threatening to set on the proceedings before the last lap was over! With such able drivers as Samy Hunt who also had his share of problems during the day, Mark Piercy, Ron Cox, Mark Woolford, Robin, Chuter, Colin Church and David Banbury, it looked to be as one spectator put it: 'a good cut and thrust' event! The toll was heavy, the light threatening abandonment. Oil had been spilt on the exit from Stowe and also it is suspected, just out of the Willows which saw frequent spins and difficult handling. The 'Christians and the Lions' enforced conditions saw many drivers taken out at a stroke, leaving the battle for supremacy between Chuter and Gordon Message, while Mark Woolford and David Banbury carried on their own personal dispute over who was going to rest in third slot. Robin Chuter managed to hold Gordon Message at bay to take the flag while Woolford bettered Banbury for third.

**JUNIOR BRITAIN**  
1st Mark Parker Zip/Goff Arrow  
2nd Mark Hawkes Zip/Goff Arrow  
3rd Stephen Webb Spyda/Arrow

**JUNIOR NATIONAL**  
1st Mark Parker Zip/Goff Arrow  
2nd Neil Page Zip/PCR  
3rd Darren Wenn Lancer/Burris TKM

**100 BRITAIN**  
1st Dave Harridge Birel/Komet  
2nd Andrew Wilson C.O.R.D./Arrow  
3rd Simon Richardson Zip/Arrow

# BRANDS HATCH

## BRSCC CUP FINAL ROUND Sunday 20th November 1983

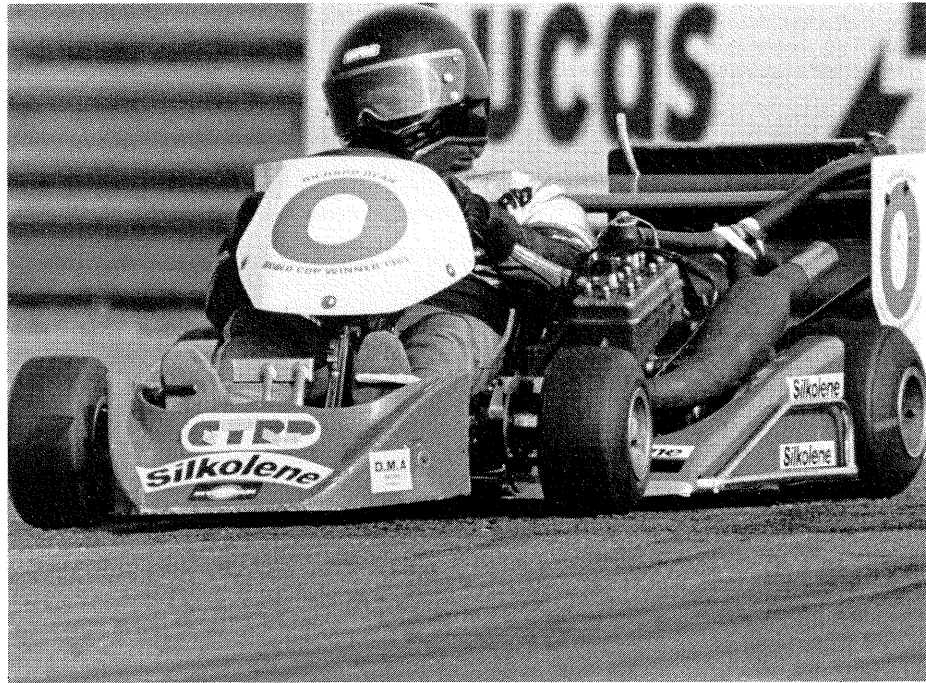
(PICS: RODGER CALVERT)

With early sunshine gracing the scenic Brands Hatch Indy Circuit, offering prospects of some fine, competitive racing, it was unfortunate that the grid assembling for the final round of the series, which incorporated the Hammersmith Trophy, numbered only twenty or so. Notable by their absence were first and third men in the points running: Richard Dean (45 points) and Steve Rawson (17). Reg Grange, joint fourth with Donovan Collier on 16, was present only as a spectator and to support the only other Hermetite member making a racing appearance: Martin Hines in his first meeting as Formula 'E' World Superkart Champion sporting the British No 1 plate; by the time you read this he will have collected his World Trophy and the M (Mondial) plate from Paris, along with the other 1983 World Motor Sports Champions. Out to give his sponsors Eurotext an airing was Nigel Smith, lying sixth with 15 points and taking the opportunity to grab some last minute long circuit practice before whizzing off on the New Zealand LEP Series with Chris Lambden and Lennart Bohlin.

As only two short practice sessions were allocated in the full car programme, it was essential to sort out any early niggly problems because, for this occasion, the Superkarts were to be the first event on the race programme with only one race outing.

Practice showed Hines to be quick with the Anderson prepared equipment sounding sweet and clean. The Ehrlich of Smith's was definitely on the pace, likewise the motors of Collier and Arnold.

At approximately 12.20pm the competitors filed out of the Pits lane and swung round to come up and take their grid positions behind the pace car. On pole sat Smith, alongside Robert Bushell; next up was Hines with the No 87 of Donovan Collier completing the front row of the four-three system. The second rank was occupied by Dick Lockwood, Stroud's Richard Arnold and the Rugby Club black outfit of Giles Butterfield. Row three gave us the familiar colours of a Dino in the hands of



Richard Dean — overall series winner

Coventry's Bernie Roberts; Paul O'Shea, Alan Eastwood and Newbury man David Jones. Richard Barber, lying second in the points order was next along with Team Eaton's Mike Pope.

There was an inexplicable five or so minutes delay when the starter held them on the line; something which never bodes good as we all know. Eventually they were waved away, grid by grid, after the pace car. Last off were Sandy Dalgarno, making the long trip from Aberdeen to compete, ably spannered by colleague Rob Kerkhoven and relative newcomer to Superkarts, John Jackson, reported to be staying in the class for the 1984 season.

As they completed the rolling lap and the pace car swung into the Pits lane, the formation moved up to the start line. The lights changed to green and as a pack they shot into Paddock Hill Bend. Down the hill and up through Druids, Hines had grabbed the lead from Collier, Smith and Bushell. Out of Clark into the Brabham Straight and Hines was noticeably stepping out a good first lap lead. Smith had outraked Collier into the tight Druids hairpin and was hacking along in true style with Collier breathing down his neck. Rober Bushell appeared next but was being seriously threatened by Giles Butterfield.

Lap two closed with Hines a good thirty yards up on Smith and Collier, while Butterfield, Bushell and Richard Arnold were furiously disputing fourth spot. Out of a field of twenty or so and starting from the back, Sandy Dalgarno had managed to carve his way up to seventh.

As the third lap board vanished Hines was well out on his own leaving the second place scrap up to Smith and Collier. Butterfield had now taken Bushell to secure himself fourth while Richard Arnold was desperately trying to push Bushell down yet another notch. Even before the halfway stage it looked as though Hines had it stitched up, barring incidents and Smith was set to claim a good second. Collier was still chasing along in third with Butterfield, Bushell and Barber in tow. Sandy next appeared in seventh spot and holding off the attentions of Dick Lockwood.

Mid race was beginning to take its toll; Sandy was in the Pits with a big end gone, along with Newbury's David Jones.

As lap six ended, Martin was still the dominant factor, though Smith seemed to have edged up a little to reduce the lead, or was it just cat and mouse? Still glued to the Smith machine was Donovan Collier and it was several seconds before the next battling trio of Butterfield, Bushell and Barber hurtled past into Paddock.

Three tours from the end and Hines began to en-



Hammersmith Trophy Winner — Nigel Smith.



counter back markers, slowing his pace a fraction and allowing Smith and Collier to gain valuable ground. Into Druids it was still Hines from the neck and neck Smith and Collier. Suddenly Collier seemed to back off a little and Smith tried to dive past Hines on the inside. There was harsh contact and, as they came down into Graham Hill Bend, Smith was in the lead with Hines noticeably slowing.

Martin began to drop back even further, obviously suffering a serious problem, later diagnosed as tyre and front fairing damage. Nigel Smith went on to win from Donovan Collier, Richard Arnold, who had spent the ten laps fighting with Giles Butterfield; Robert Bushell held onto a very good fifth while Portsmouth's Dick Lockwood finished sixth.

<b>1st</b>	Nigel Smith	Zip GP/Ehrlich Rotax
<b>2nd</b>	Donovan Collier	Zip GP/Rotax
<b>3rd</b>	Richard Arnold	Zip GP/Rotax
<b>4th</b>	Giles Butterfield	Zip GP/CTRP Rotax
<b>5th</b>	Robert Bushell	Zip GP/CTRP Rotax
<b>6th</b>	Dick Lockwood	Zip GP/Rotax

**Fastest lap:** Martin Hines — 45.8 secs.

Nigel Smith collected the Hammersmith Trophy for the meeting, but the overall series winner was Richard Dean and the points results are as follows:

<b>1st</b>	Richard Dean	45 points
<b>=2nd</b>	Nigel Smith	25
<b>=2nd</b>	Donovan Collier	25
<b>4th</b>	Richard Barber	24
<b>5th</b>	Steve Rawson	17
<b>=6th</b>	Reg Gange	16
<b>=6th</b>	Richard Arnold	16
<b>8th</b>	Carolynn Grant-Sale	11
<b>=9th</b>	Alan Eastwood	10
<b>=9th</b>	Martin Hines	10
<b>11th</b>	Sandy Dalgarno	9
<b>=12th</b>	Kevin Bullard	8
<b>=12th</b>	Giles Butterfield	8



Hines — contact took away his chances.



Into Paddock: Collier (87); Hines (1); Smith (69) and Butterfield (65).

## MARTIN HINES

World Superkart Champion 1983



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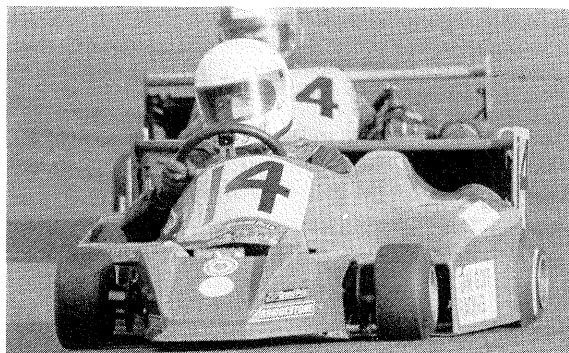
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### NATIONAL NOVICE

It was a small National Novice final, led off the grid by Dennis Gate, Stephen Timperley, Peter Foskett and Ray Hersey. First into Bennetts was Dennis, with Peter in hot pursuit and at the end of the lap the two of them were well clear of Ray and Stephen — the remaining two karts having spun off. Throughout the 10 lap race the clear leader was Dennis who gradually increased the gap between himself and Peter, ensuring that no one got close enough to challenge him and at the close of the race Stephen and Ray finished almost half a lap down.

### 100 BRITAIN

From the moment the starter dropped the flag Jamie Beasley, having just moved up from the Junior Class, dominated the race. He was pole on the grid, and even the likes of Sue Cox (2nd), Jim Limont (3rd) and Gordon Payne were no match for him. By Pit Bend on the 2nd lap Jamie was several yards clear of Jim, and the midfield pack fronted by Gordon, Sue and Craig Booth were a little way behind. During the next few laps Jamie continued to lead the way, keeping Jim at arms length, and by lap 6 there was a considerable amount of ground between the 1st, 2nd and 3rd place karts. Pit Corner on the 7th round and Craig, still lying third, began to open on Gordon, Sue and Victoria Philip-Bates, thus stringing the field out and breaking up the bunch from 4th to 9th place. The final laps saw no changes — Jamie began picking off the backmarkers and was the undisputed winner, followed after some time by Jim, and eventually by Craig, Gordon and Sue.

### 210/250

The 10 lap 210 final found Leslie Saunders number one in the line up, Maggie Dell 2nd and Graham Wood 3rd. Leslie was slow off the grid and it therefore fell to Maggie and Graham to lead the way, with Maggie gaining the front as they snaked round Bennetts. By Pit Corner at the end of lap 2 Maggie had pulled several yards clear of Graham, but with Tom Sweeney a hairs breadth behind him there was little chance for Graham to maintain second place. Lap 4 and with Maggie still out front, Tom was leading the centre pack, closely followed by Graham and Leslie — the rest of the field nowhere to be seen. Causeway on lap 6 saw Graham lose another place to Leslie, and as the penultimate lap approached Leslie overtook Tom to finish overall second. Graham redeemed some ground and eventually crossed the line in 4th whilst Tom was a lucky third after just pipping Graham at the post. No doubt about the winner of course!

Gerry Wilton, running member 17, was pole for the 250's, and after two laps took the lead from Thomas Escott (N) to finish the race the length of the straight ahead.

### 125

Throughout the heats the good humoured rivalry between Peter Jones and Russell Powell had led to some interesting racing, with these two never far from the first few placings. The final grid was led by Peter, with Russell beside him, Dick Short 3rd and Dave Currie 4th. The race got under way and Peter was off the line like a bullet, reaching Bennetts corner streaks ahead of Dave — Russell stalled, failed to restart in time to catch up and retired, much to everyone's disappointment. By the back Esses on lap 2 Peter was firmly established at the front of the field, Dave was closely pitched in second, and the remaining ten karts led by novice driver Simon Hagenbuch, were far enough behind to be no threat to anyone. As the race progressed the gap between Peter and Dave fluctuated, although Dave never really looked able to get past, whilst Simon was absolutely alone in third position his nearest com-

petition in the form of Anevrin White, some third of a lap behind. By the 6th lap there were two distinct races being run, the first led by Peter and Dave who were half a round ahead of Simon, and the second, a large bunch fronted by Anevrin, John Jackson, Roger Northage (N) and Nicky Earup (N), who were battling furiously amongst themselves for 4th place. In the final stages there were no changes at the front and the supreme 4th position tussle was eventually won by Roger — well done Roger!

### 100 NATIONAL

With many of the well known National drivers at Blackbushe for this meeting, the afternoon's entertainment was exciting and varied. Darryll Beasley earned pole for the final, Roger Moth accompanied him, Gary Prior was 3rd and Vincent Bond made up the four. Darryll was first into Bennetts, with Gary a mere whisper behind him, and by Pit Corner a long line of karts scorched the track in hot pursuit. It took only one more lap for Darryll and Gary to pull clear of Roger, Bob Stransbury, Vincent and Andrew Colson, and by lap 4 Gary was really beginning to worry the leader, making constant attempts to pass him. Through the Esses on the 6th lap, Gary succeeded in passing Darryll and immediately established an opening which he tried very hard to build on. By the 7th round, Roger was still lying third, closely followed by Andrew, No. 97 (?) was a little way back in 5th and the remaining contenders were evenly spaced out in the background. Laps 8 and 9 were uneventful but the 10th lap spelt disaster for Gary — he was blackflagged coming out of the Esses because his chain guard had fallen off, and the lead was therefore handed back to Darryll on a silver platter. The closing laps saw Darryll capitalise still further and at the end of the race he was the undisputed winner — Roger dramatically forfeited his 2nd place trophy and the final lap and next across the line was no 97 (?), Andrew then Peter Giddings.

Liz Jones

### RESULTS

#### JUNIOR BRITAIN

<b>1st</b>	Dave Goode	MJM/Arrow
<b>2nd</b>	Chris Bennion	Kestrel/Arrow
<b>3rd</b>	Damon Bland	Zip/Arrow

#### 100 NATIONAL NOVICE

<b>1st</b>	Dennis Gale	Sprint/TKM
<b>2nd</b>	Peter Foskett	Zip/Dap

#### 100 BRITAIN

<b>1st</b>	Jamie Beasley	BM/Arrow
<b>2nd</b>	Jim Limont	Dino/Arrow
<b>3rd</b>	Craig Booth	Dart/Arrow
<b>4th</b>	Gordon Payne	Barlotti/Arrow
<b>5th</b>	Sue Cox	Dart/Arrow

#### 210 NATIONAL

<b>1st</b>	Maggie Dell	Zip/Upton
<b>2nd</b>	Leslie Saunders	Zip/Upton

#### 250 NATIONAL

<b>1st</b>	Gerry Wilton	Barlotti/Yamaha
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#### 125 NATIONAL

<b>1st</b>	Peter Jones	Barlotti/Rotax
<b>2nd</b>	Dave Currie	Barlotti/Honda
<b>3rd</b>	Simon Hagenbuch	Barlotti/Rotax
<b>4th</b>	Roger Northage	Barlotti/Rotax

#### 100 NATIONAL

<b>1st</b>	Darryll Beasley	Dart/Arrow
<b>2nd</b>	No. 97 (?)	—
<b>3rd</b>	Andrew Colson	Dart/Arrow
<b>4th</b>	Peter Giddings	Dart/TKM

### 27th NOVEMBER 1983

The November meeting had promised to be fairly well attended — but the weather changed all that and a good few people (wisely!) decided to stay at home. The rain came down and down and down, and I don't think anyone will argue with me if I say it was one of the wettest, bleakest Blackbushes' it has ever been my misfortune to attend. Those that survived the day would have been better equipped with water wings and fins than wheels and tyres — but such is kart racing!

### JUNIOR BRITAIN

There were only six Junior Britains for the final, led off the grid by Nicky Hart who stayed out front for the entire race, and it was not long before the field was strung out over the full length of the track. By midway through the 8 lap race, with Nicky almost a third of a lap ahead, John Bowden had settled into second place and was pulling ground on Dave Goode. At Pit Corner on lap 5 Dave spun off, allowing John Dackner to take third after slipping past Michael Pallett (N) and David Young (N), and as the flag fell it was still Nicky from John and Johan.

### NATIONAL NOVICE

David Noble-Smith found himself on pole for the National Novice final, with Dennis Gale beside him and Steve Martin and John Dormer on the second row. Dennis was first away but by Pit Corner David had taken the advantage and quickly pulled away. The race soon took on the general pattern of the rest of the days racing, the 8 karts struggled to stay on the track and rapidly become well spaced out. By lap 4 David was miles ahead of Dennis who was similarly distanced from Peter Foskett, with Alan Hersey, Doug Lark and John bringing up the rear. In the closing laps the only excitement was a coming together in the chicane, with Dennis getting the better of Steve Martin and at the end of the race David was the clear winner, Dennis came in second with Peter third.

### 100 BRITAIN

The nine finalists, fronted by Craig Booth, Sue Cox, Patrick Smith and Simon Richardson, followed the pole place man into Bennetts at the start of the race, but saw only the back of his heels from that point onward. Craig lost no time in establishing his lead, and whilst Sue fought off Patrick and Simon, the remaining karts, led by Darryl Davis, followed cautiously at some distance. There was little or no changing of positions, again most the drivers were more concerned with keeping going than trying to win medals, and the leaders were therefore never threatened. By the 5th lap Craig was slipping past the backmarkers, and on lap 7 the 4th place man (Simon) spun off round the back Esses giving Darryl an opening. At the chequered flag the trophies went to Craig, Sue, Patrick and Darryl.

### 100 NATIONAL

There was a good turnout for the National class and Gary Moynihan earned himself pole position for the final. Darryll Beasley was second, Peter Giddings third, Gary Prior fourth and behind them were Andrew Colson and Barry Tickner. The battle to reach Bennetts first was hotly contested once the start Marshall set them off, with Gary M getting the upper hand, closely followed by Gary P and Darryll. Andrew was a little too enthusiastic and span off, eventually retiring. By Pit Corner on lap 2, the front four karts remained unchanged and 5th place man, Mick Whitehouse, was the length of the straight behind with little or no hope of getting closer. Unlike the other finals thought the leader Gary M did not have things all his own way as Gary P was never far from his bumper for the duration of



Blackbushe
25th SEPTEMBER 1983

The 10th Annual Roy Mortara Memorial Meeting was held at Blackbushe on 25th September, and was greeted with a welcome relapse into summer. The sun shone and we languished in the heat — we also had a good days racing, despite the total turnout being slightly lower than in previous years. The event was sponsored by Britax, manufacturers of safety products, who supplied a wide range of goods to support the meeting, (as well as a fine display of trophies) and on behalf of CKC I would like to extend a very warm thank you for their much appreciated help — also a special thank you to Richard Hunt who works for Britax and who successfully liaised for the sponsor.

JUNIOR BRITAIN

The five Junior Britains were convincingly led off the final grid by Jamie Beasley — and by the end of lap one he had opened an almost unsurmountable gap on Chris Bennion and Dave Goode. The race looked as though it was won well before it was finished, but towards the end of lap six, Dave (who had moved up to 2nd place on the 3rd lap) began chipping away at Jamie's lead and eventually came within passing distance. He tried unsuccessfully to slip through on the inside at Bennetts as they started lap 8, but Jamie showed no sign of allowing him past and at the line Jamie was still out front, with Dave a very close run second.

NATIONAL NOVICE

A small class of National Novices formed the last grid with Adrian Brewster on pole. Tim Barker 2nd, Stephen Timperley 3rd and Dennis Gale 4th. It was Tim who took the front as the race started, but during the opening laps there was absolutely nothing to choose between the first five karts and it could have been anyone's race. In the chicane on the fifth lap Tim developed problems and Mark Mills passed him effortlessly, closely followed by Dennis and as they rounded Pit Corner for the sixth time Mark was well away. Lap 7 was very eventful — Stephen and Adrian (lying 4th and 5th) had a coming together in the chicane, Stephen survived and went on to pass Tim, but it was curtains for Adrian who had to watch the remainder of the race from the sidelines. At this stage Mark was leading, Dennis was still in second, Stephen lay in third with Tim struggling to maintain fourth, and in the closing stages Mark and Dennis extended their lead even further, crossing the line a long way ahead of the others.

100 BRITAIN

Mike Devine earned front place for the Final Senior Britain race, with Sue Cox beside him, George Robinson third and Victoria Philip-Bates fourth, and as the starter gave the signal it was Mike who reached Bennetts first. By the last corner on lap one Mike was already a good distance ahead of Sue, who had slotted comfortably into second, and as the race progressed Mike became a mere blur on the horizon. Lap five, with Sue now under constant pressure from George and Victoria, Patrick Smith looked set in fifth position and the rest of the field, led by Richard Hunt, were almost nowhere to be seen. As the 7th lap got under way, Mike and Sue passed several backmarkers, George and Victoria battled for third place, and Patrick was fast being caught by Craig Booth — but as they crossed the finishing line there was no doubt as to the winner and the other placings remained unaltered.

210/250

Alan Dell made a temporary return to 210 racing

for the Mortara Meeting and not surprising fronted the grid for the final. He was supported to the left by Graham Wood and Maggie Dell was in third. Despite the opposition Graham made a spectacular start and shot off the line heading for Bennetts, but it was not to be and as he rounded the corner Alan was past him and by Pit Bend had gained several yards. Throughout the 2nd lap Graham was heckled by Maggie, who finally overtook on Pit Corner, and it soon became obvious that the race was all but over as Alan and Maggie drove away from the field. As the leaders rounded Causeway for the 7th time Alan allowed Maggie to pass him on the inside and she was quick to take advantage of the clear track ahead. In the closing stages, Graham and the others, Gerard Coakley, Peter Farr and Les Saunders were pushed even further behind and as the chequered flag fell after 12 laps Maggie and Alan were almost one third of a lap ahead.

For the 250's, who raced off the same grid as the 210's, Melvin Spree was in his usual fine form and took over the lead from Mark French after just 2 laps. He was never in any danger from that point onwards and finished very convincingly.

125

With Russel Powell on pole for the 125 climax, leading a very large field, the scene was set for an exciting race. Mike Sapey took second place on the grid, with Keith Glendenning beside him and Peter Jones in fourth to complete the front row. The race started and Peter scorched off the line to lead the field into Bennetts — by the end of the lap Russell had made up the lost ground and was close on his tail, with Keith and Mike shadowing in third and fourth. At Pit Bend on the 2nd lap Russell squeezed past Peter on the inside and although Peter floored the kart at the start of the straight, Keith also managed to slip through. The 3rd lap got under way and the front 5 karts, Russell, Keith, Peter, Mike and Colin Bird, began to pull away from Steve Bell and Chas Caffyn, and as they rounded Pit Corner for the 4th time the two leaders were clearly opening ground on Peter. The 5th lap saw the apparent demise of Peter as Mike Sapey and Colin Bird passed him on Causeway, but in the Esses on lap 6 these two had a collision which resulted in their annihilation and Peter regained third position. The closing laps saw no changes other than the gradual stringing out of all the places and the chequered flag dropped on Russell, ahead of Keith, Peter and Steve Bell, who successfully hung on to 4th.

100 NATIONAL

Robin Hooker was pole for the last National race, supported by Wayne Homer (2nd), Guy Pratt (3rd) and Vincent Bond (4th), but as the start marshall gave the all clear Robin was not quick enough to stop Wayne taking the advantage, and at the end of the 1st lap he was still lying 2nd. By lap 3, Wayne and Robin H had opened a significant lead on Guy, Robin Chuter, Vincent and Mark Lundie, who were all closely matched in the lower placings, and the remainder of the karts well spaced out behind them. Lap 5 saw Wayne establishing a slight distance from Robin H, whilst the others were a long way back, and as the race continued Wayne pulled even further ahead. By the 8th round, Robin Chuter had moved up to 3rd, in front of Guy and Vincent, and these three were showing Peter Giddings (an unfamiliar sight in 6th position) and Mark Lundie the way home. The latter stages of the 15 lap race were relatively uneventful — few changes occurred, although Guy dropped two places and at the line it was Wayne, Miles in front of Robin H, who was similarly well distanced from Robin Chuter, Vincent, Peter and Guy.

Liz Jones for CKC (Tel: Camberley 32648)

RESULTS

JUNIOR BRITAIN

1st	Jamie Beasley	BM/Arrow
2nd	Dave Goode	MJM/Arrow

NATIONAL NOVICE

1st	Mark Mills	—
2nd	Dennis Gale	Sprint/Comet
(H + G Racing Spares)		

100 BRITAIN

1st	Mike Devine	Reema/Arrow
2nd	Sue Cox	Dart/Arrow
3rd	George Robinson	MMIII/Arrow
4th	Victoria Philip-Bates	Reema/Arrow
(Bio-Tex Racing)		

210 NATIONAL

1st	Maggie Dell	Zip/DHU
2nd	Alan Dell	Zip/DHU

250 NATIONAL

1st	Melvin Spree	Zip/Honda
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125 NATIONAL

1st	Russell Powell	Zip/Rotax
2nd	Keith Glendenning	Zip/Rotax
3rd	Peter Jones	Barlotti/Rotax
4th	Steve Bell	Barlotti/Rotax
5th	Chas Caffyn	Barlotti/Rotax

1ST PR HOME

	Lex Jackson	Zip/Yamaha
--	-------------	------------

100 NATIONAL

1st	Wayne Homer	Dart/TKM
(Dartford Karting)		
2nd	Robin Hooker	Wright/PCR
3rd	Robin Chuter	BM/Arrow
4th	Vincent Bond	Lane/TKM

23rd OCTOBER 1983

Our October Meet saw a turnout of just about 100 karts and was backed by C. P. Hart (Bathrooms and Kitchens), the largest stockist and suppliers of bathrooms and kitchens in South East England. Our sponsors were represented by Doug Hart, a well known face from the long circuit in 125 racing as well as a familiar sight to many long term Blackbushe drivers, who remember his early days, and I speak for the whole of CKC when I say a big thank you to C. P. Hart (and Doug) for their terrific support.

JUNIOR BRITAIN

Johan Dackner made a welcome return to Blackbushe and fronted the Junior Britain grid for the final race. Chris Bennion sat beside him, with Dave Goode and Simon Richardson on the second row. Unfortunately Johan had an abysmal start allowing Simon to scorch to the front, followed very closely by Chris, and by the end of the first lap these two were already well ahead of Damon Bland, Dave and John Bowden. Over the next couple of laps Simon maintained his position at the front, shadowed by Chris, but the rest of the field began to close the gap and by lap 6 Dave and John were running a very tight 3rd and 4th. On lap 7, as they rounded Causeway, Simon overcooked the corner and all but lost his lead, managing to regain his composure at the last minute, but the real excitement came at Bennetts on the very last lap. Chris Bennion made a determined bid to pass Simon on the inside, which resulted in Simon spinning off, thus allowing Dave to take over the lead. Chris, by a sheer fluke, held the track for grim death and hung on to his second place, whilst Nicky Hart and John met the same fate as Simon. At the flag it was Dave, followed by Chris and Damon Bland.



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The new year is now with us and let's hope it is a good one for karting. The economic recession has depressed the sport somewhat on short circuits and the 100cc scene is at a crucial point in its history. The signs though for '84 are very encouraging: 2 National Series, each with 6 rounds, and also the introduction of Junior "Boosters" class for the 10 to 13 year olds. The latter is an idea by the RAC, assisted by a working party of Junior fathers, to promote karting to young boys and girls. As you may have seen, other motorised sports, in particular motor cycling, has established an appeal which attracts many interested kids and parents. The idea behind the Booster class is to enable the youngest beginner to look like "the Big lads". In order to give this type of appeal, two major changes in Junior karting apply from 1st March 1984:-

- (1) Bodywork will be allowed, i.e. side panels and front bubbles (or Nassau panel). This will give more advertising space and colour to the karts.
- (2) Fat Tyres — even wider than those used in 100 National, (7.1 rears) although of a hard compound. Good competitive life and a realistic price of £12.00 each.

The latter of the two changes is the one which could prove the most contentious. The grape-vine indicates that there is some concern over safety. The wide tyres will give extra grip and the youngest karters we have will have to cope with the different handling and driving characteristics. One thing parents must do is to let the kids have some practice on the tyres and be careful to start with; these proper racing tyres from Bridgestone will need warming up — be warned!!

In reply to this concern over safety it must be said that speeds should not be as great, as the engines will be equipped with a 17mm restrictor and wheel interlocking should be minimised by the side rods which, if installed properly, would enclose the wheels to some extent.

While talking of the new Junior class and tyres, it would be a benefit to all concerned to emphasise that the handling characteristics of the kart will totally change, and a setting up and familiarisation test session would be advisable. The karts will need adjusting to suit and only testing and changing tracking, tyre pressures etc, will give one the optimum settings, don't forget, practice makes perfect!!

It is anticipated there will be no changes to the RAC rule which allows individual clubs at restricted permit events to run whatever tyre regulations they choose, so the tyre predicament in '84 could still be at sixes and sevens. A lot of talk regarding the Junior class (13 to 16 years)

indicates that Carlises may remain and that the 100 Nationals could stay on Goodyear slicks. Surely the time has come for the RAC to impose *all* the rules in the Blue Book so that the various classes have continuity throughout the country. It would then be up to the clubs and the drivers to pressure the governing body into ensuring that the correct tyres are employed. At the moment, with each club doing its own thing, the RAC do not get any feed back and may sit back thinking that every thing in the garden is rosy!!

Regarding 100 National tyres, it may be interesting to note that the K&S Series and the Super One Series are both to run on Bridgestone SL's and those staunch Goodyear supporters, Rye House and Tilbury will revert to the SL's. Surely some indication of a trend!! Regarding wet tyres in 100 National, it now seems universally acceptable to run Blue Book Rules — WOW!

Some clubs may find it an advantage to split their 100 National grids into Super/Clubman, i.e., one to run on Bridgestone SL's, the other to run Goodyear — just a thought. (What — more classes?)

For the future, how about all 100cc classes running Bridgestone SL's as with the new Junior "Boosters" — i.e 4.50 fronts and 7.10 rears, at the current restricted price. Just think, no variation at club level or National Championship level, no more headaches for dealers re-stocking various makes of tyres, no shortage of second hand slicks, plus no dramatic driving/handling problems when changing class or upgrading from Juniors — and cheap. Could it really be this simple? One tyre monopoly — maybe, but with stability, surely something which has been missing over recent years, and something which has undoubtedly lost us many karters.

Winter series seem very popular and confirmation is that Rye, Wombwell and Fulbeck will run them again in Jan/Feb/March '84. Perhaps other clubs have series or special winter attractions, in which case I suggest you inform Ed (the Ed) so that you get a mention in future mags.

While talking of series it is with pleasure that I can let you know that Bridgestone will continue for a second year in sponsoring the six round *Kart & Superkart* 100 National Series (dates and venues listed elsewhere in this issue).

This ever popular series visits Clay Pigeon for the first time in several years and also makes a welcome return to Tillbury. Clay undoubtedly is one of the best short circuits in the country and deserves its championship round.

These venues replace Dunkswell (nor surprisingly) and Fulbeck (very surprisingly), while the four regulars, Wombwell, Kimbolton, Rissy and Snetterton all remain on the Calendar. I am surprised that more Northern circuits have not been chosen, namely Rowrah, and Felton (the 100 National British Champs being held at this circuit). Some people may also have dubious feelings regarding Rissy's '83 efforts when the administration was diabolical. Let's hope they get it right this year. As for Kimbolton and Snetterton, the off track organisation was good but the circuits are not of the highest order. Resurfacing would transform the former, but the latter in my view is very dangerous.

The other series — the Super One has sensibly reduced its number of rounds to six, and will also include in '84 the 100 International Class. All other 100cc classes will also be catered for, although a £30 registration fee is required — Jerry Cotterill and Neil Hann are the two capable organisers.

Two snippets of information to end on, one — ex 100 National driver Paul Carr has started his own preparation business. Paul, if you remember, was always a front runner in 100 National and has plenty of karting experience to draw on. In 1983 he produced tuned carburettors which proved very rapid, such notables as Gary Prior, Nigel Edwards and Peter Rochford putting them to good use.

Second — during the Christmas hols I saw the video film which John Marshall has produced of the final round of the Super One Series at Wombwell — Oct '83. The 55 minute video is well put together and is full of action. Well worth a look. (John can be contacted on 0226 385920).

Well — back to reality — the cold weather continues but never mind, it will soon be summer and those big kart meetings.

Malcolm Smith (Dugas), Dennis Brunsdon (Firestone) and John Bedingfield (WD 40).

**Dubai 'B':** Phil Sharp (SBD), Gilbert Nelson (Marlboro), Glen Whittaker (Ziebart), Jim Mason (Vetco), Peter Brocklebank, Walt Hester (Ziebart).

**Dubai 'C':** Guy Shipton, R. A. Kham, Vicky Acott, J. McDonald, Tony Martin, George Highmoor (Sumitomo).

**Dubai 'D':** Chris Jordan, Julio Bielich (Vetco), Phil Bosley, Roger Mantel, Rob Kempson (Lunar, Drake and Capitol Radio).

**Oman:** Gary Lee, Hugh Hayden (Goodyear Wimpey Muscat), Nigel Vann, Alan Pringle, D. Cowlinshaw.

**Invitation:** Harm Schuurman (Safety Instant Milk), Dion Kooyman (Goodyear), John Dempsey (Firestone), Richard Jones (SBD), Tony Schroder (Dugas), Guy Schroder (WD 40).

**Heat 1 results:** 1. Malcolm Smith (Dugas), 2. Lex Cochrane (Mild Seven), 3. Glen Whittaker (Ziebart), 4. Harm Schuurman (Safety Instant Milk), 5. Guy Schroder (WD 40), 6. Dennis Brunsdon (Firestone).

**Heat 2 results:** 1. Yash Narula (Goodyear), 2. Richard Jones (SBD), 3. Gilbert Nelson (Marlboro), 4. Julio Bielich (Vetco), 5. Dion Kooyman (Goodyear), 6. John Bedingfield (WD 40).

**Heat 3 results:** 1. Harm Schuurman (Safety Instant Milk), 2. Dave Harvey (Mild Seven), 3. Malcolm Smith (Dugas), 4. Glen Whittaker (Ziebart), 5. Hugh Hayden (Goodyear Wimpey Muscat), 6. Lex Cochrane (Mild Seven).

#### TEAM CHAMPIONSHIP RESULTS

1. Dubai 'A' Team, 2. Invitation Team, 3. Dubai 'B' Team.

#### JUNIOR CLASS RESULTS

1. Sami Lindroos, 2. Darren Brunsdon (McConnell Dowell), 3. Robert Mantel. **NEW LAP RECORD:** Harm Schuurman (Safety Instant Milk) 30.6 seconds.

Marlboro's Gilbert Nelson — good showing in the International event.



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# GOODYEAR INTERNATIONAL — DUBAI KART CLUB

WORLD-RANKED former European Champion Harm Schuurman set a lap record of 30.6 seconds and his lightning advances through the field overshadowed class performances by Mild Seven's Dave Harvey and Lex Cochrane and some much-improved racing from Marlboro's Gilbert Nelson and Goodyear's Yash Narula in the crowd-pulling Goodyear International at the Dubai Kart Club's track near the Jebel Ali Hotel.

Schuurman (Safety Instant Milk), when drawn back down the grid, made slicing through the pack of drivers to a top placing look easy and took the 'A' Final honours in front of Mild Seven's Harvey and Cochrane, Malcolm Smith of Dugas, and Nelson of Marlboro.

For once Narula outshone Goodyear team-mate Dion Kooyma who will be pleased that the Goodyear International day's racing does not count towards the season's individual and team championships.

Many of the drivers from the National Class also had a day to remember during the Goodyear International with Ziebart's Glen Whittaker's hard-driving no nonsense approach pushing him up amongst the top placings in the team clashes.

Drivers from Muscat added an extra element of competition with Hugh Hayden (Goodyear Wimpey) adapting best to the Dubai Kart Club track and conditions on the day.

SDB's Richard Jones gained his highest placing of the season — a second in Heat 2 of the team racing and another who must be pleased with his showing was Malcolm Smith of Dugas who did well in both the individual and the team racing.

The Goodyear International allows the drivers to leave behind the pressures and tensions of the regular battle for honours. While there were nearly 20 trophies and prizes from Goodyear at stake, the fact that the Goodyear International does not contribute towards the Championship allowed some extremely relaxed but close and gripping racing free of unforced errors than on some other days.

National and International drivers raced against each other in the 'B' Final with Ziebart's Whittaker being followed home by Tony Schroder (Dugas) and Walt Hester (Ziebart). John Bedingfeld of WD 40, the new Dubai Kart Club chairman, was fourth. Jim Mason (Vetco), Dennis Brundson (Firestone) and Guy Schroder (WD 40) had the best National performances in the 'A' Final.



The Goodyear International at the Dubai Kart Club attracted a good crowd and a large entry.

## Goodyear International results, standings and race details:

### INDIVIDUAL TEAMS

**Team 'A':** Gilbert Nelson (Marlboro), Lex Cochrane (Mild Seven), R. A. Khan, Phil Sharp (SBD), Jim Mason (Vetco), Vicky Acott, Richard Jones (SBD), Yash Narula (Goodyear), Dion Kooyma (Goodyear), Gary Lee (Muscat BMS) and Nigel Venn (Muscat BMS).

**Team 'B':** John MacDonald, Tony Martin (Lunar, Drake and Capitol Radio), Alan Pringle (Muscat), Dave Cowlishaw (Muscat), George Highmoore (Sumitomo), Chris Jordan, Julio Bielich (Vetco), Dave Harvey (Mild Seven), Hugh Hayden (Goodyear Wimpey Muscat), Phil Bosley and John Bedingfeld (WD 40).

**Team 'C':** Malcolm Smith (Dugas), Tony Schroder (Dugas), Guy Schroder (WD 40), Roger Mantel, Dennis Brundson (Firestone), John Dempsey (Firestone), Rob Kempson (Lunar, Drake and Capitol Radio), Glen Whittaker (Ziebart), Walt Hester (Ziebart), Harm Schuurman (Safety Instant Milk), Peter Brocklebank and Guy Shipton.

**Team 'A' v Team 'B' results:** 1. Dave Harvey (Mild Seven), 2. Lex Cochrane (Mild Seven), 3. Gilbert Nelson (Marlboro), 4. Jim Mason (Vetco), 5. Hugh Hayden (Goodyear Wimpey Muscat), 6. Yash Narula (Goodyear), 7. Dion Kooyma (Goodyear), 8. Richard Jones (SBD), 9. Gary Lee (Muscat).

**Team 'B' v Team 'C' results:** 1. Malcolm Smith (Dugas), 2. Dave Harvey (Mild Seven), 3. Harm Schuurman (Safety Instant Milk), 4. Guy Schroder (WD 40), 5. Hugh Hayden (Goodyear Wimpey Muscat), 6. Tony Schroder (Dugas), 7. John Dempsey (Firestone), 8. Walt Hester (Ziebart), 9. Alan Pringle (Muscat).

**Team 'C' v Team 'A' results:** 1. Harm Schuurman (Safety Instant Milk), 2. Lex Cochrane (Mild Seven), 3. Richard Jones (SBD), 4. Yash Narula (Goodyear), 5. Dion Kooyma (Goodyear), 6. Phil Sharp (SBD), 7. Dennis Brundson (Firestone), 8. Jim Mason (Vetco), 9. John Dempsey (Firestone).

**'A' Final results:** 1. Harm Schuurman (Safety Instant Milk), 2. Dave Harvey (Mild Seven), 3. Lex Cochrane (Mild Seven), 4. Malcolm Smith (Dugas), 5. Gilbert Nelson (Marlboro), 6. Jim Mason (Vetco), 7. Dennis Brundson (Firestone), 8. Guy Schroder (WD 40), 9. Dion Kooyma (Goodyear).

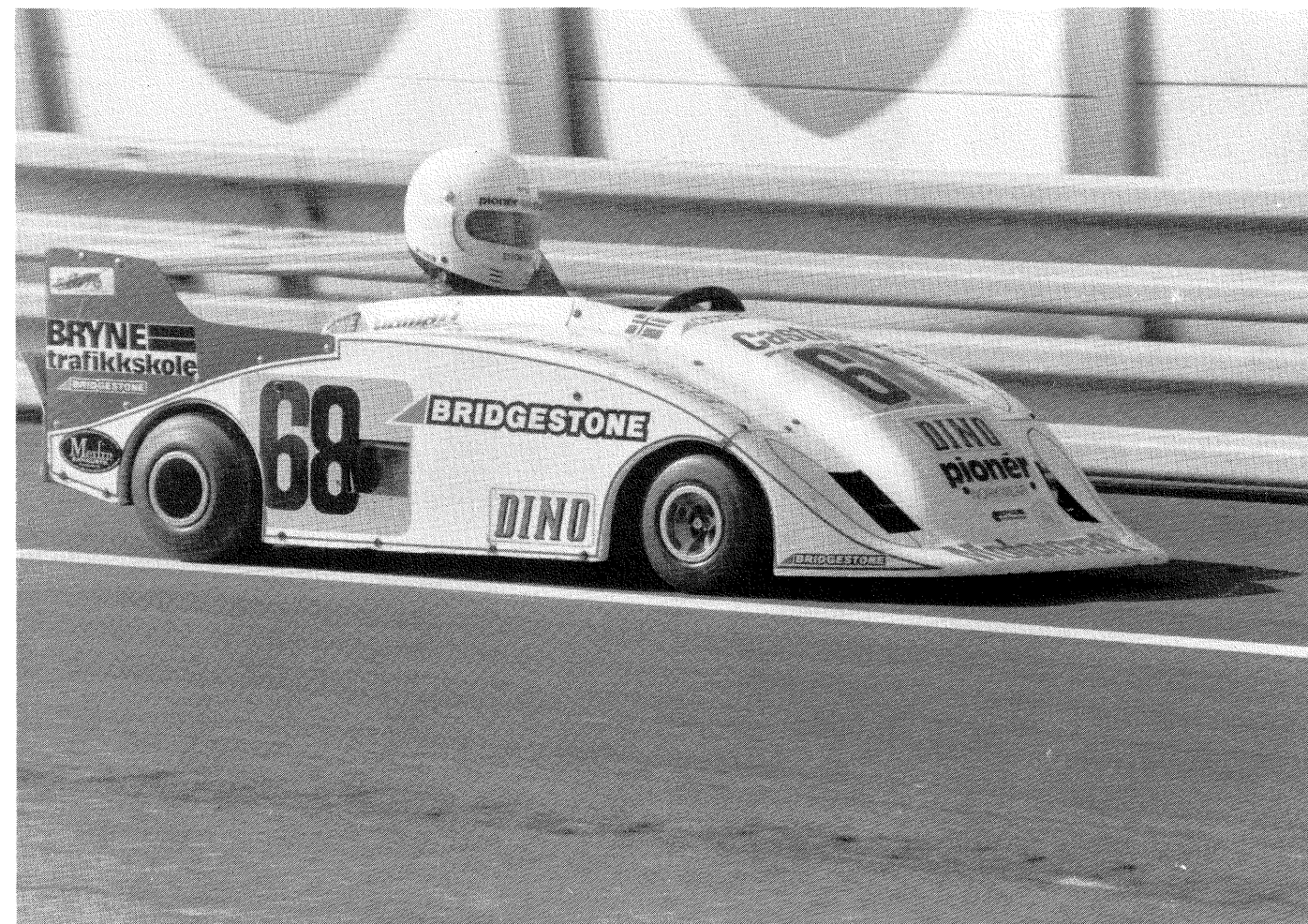
**'B' Final results:** 1. Glen Whittaker (WD 40), 2. Tony Schroder (Dugas), 3. Walt Hester (Ziebart), 4. John Bedingfeld (WD 40), 5. George Highmoore (Sumitomo), 6. Vicky Acott, 7. D. Colishaw.

### TEAM RACING SIDES

**Dubai 'A':** Lex Cochrane (Mild Seven), Dave Harvey (Mild Seven), Yash Narula (Goodyear),



As Lennart Bohlin said about the top photograph "Torgjer isn't the only one with an 'EGP' plate!" (Photo's courtesy of Lennart Bohlin and Karl Kleppe).



THEY'VE LODGED AN OBJECTION AGAINST  
No.12 - HE FILLED HIS CAMEL AT A  
5 STAR OASIS - IT'S THE NIGEL SMITH  
AFFAIR ALLOVER AGAIN!







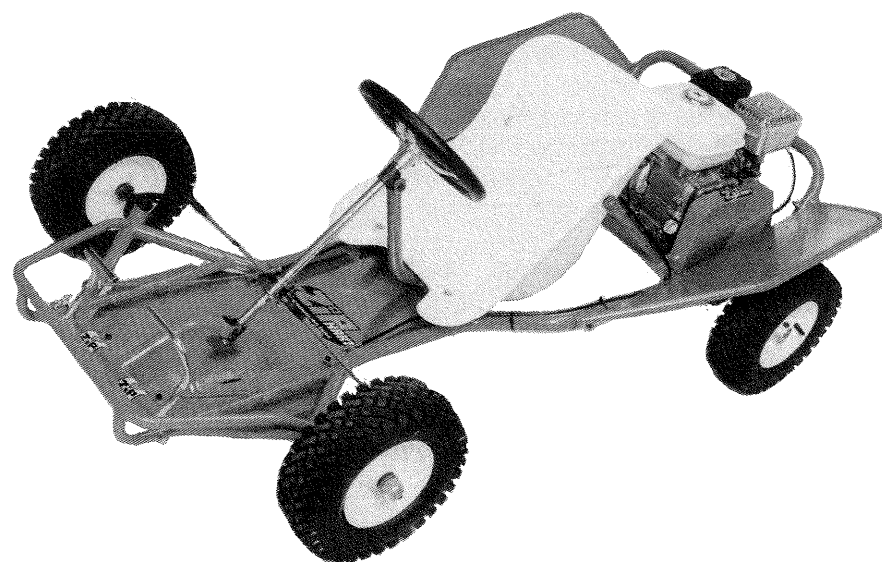
# PLEASURE KARTS

PINDAR ROAD, HODDESDON, HERTS.

*Introducing Three NEW Models*  
**For 1984 NOW AVAILABLE!**



FROM **£375 + VAT**



NEW TWIN SEATER **£425 + VAT**

**SEND  
FOR  
FURTHER  
DETAILS**



# EUROPES NO.1



## SPECIALISTS IN ZIP/ROTAX PREPARATION, SALES & SERVICE

### S.R.S. ENGINE SERVICES

Rotax barrel re-nikasil service from £55.00 + VAT.

Replica engines as used by Lennart Bohlin can now be supplied, complete with special 36mm Dellorto or Mikuni power jets, carbs and exhausts.

By demand we are now offering a complete Class 1 engine service and preparation for recognised makes.

**ORDERS NOW BEING TAKEN** for 1984 spec team replica S.R.S. prepared Zip outfits. Complete with fully prepared engines, choice of brakes; Zip, Brembo or Kelgate, all with aeroquip pipes and fittings. Optional F1 bias control, specially modified chassis, personalised seat and steering wheel position, all gauges and hoses etc. Bodywork can be supplied in any colour and we can also arrange for your sponsors name to be sign written on your outfit.

**ENQUIRIES INVITED FOR 1984 SEASON.** Let us take the hassle out of racing. We can deliver your kart to any meeting — fully prepared, cleaned, set-up and rebuilt, ready for you to race, and then offer you our second to none facilities throughout the meeting. Mechanics supplied if required. **WE ARRANGE EVERYTHING.** 125 and 250 Classes.

In these times when sponsorship is hard to find, a smart looking team is essential! We can now offer your team the chance to have their own leisure wear, after all why buy someone elses 'T' shirts, stickers etc, when you can have your own personalised for less!

We can supply a complete package, to suit your team or clubs' needs, to your design and colours.

Small quantities specially catered for.

*Our range covers:*

**TEAM JACKETS, BODY WARMERS,  
SWEAT SHIRTS, 'T' SHIRTS, SHORT  
SLEEVED SHIRTS, HATS, BADGES,  
GLOVES, STICKERS, LEATHERS.**

**SPARES BY POST.** Try us for a fast and reliable service. We have access to vast stocks of spares to cover the complete range of karting classes. We deal direct with all the major manufacturers, so we guarantee to get the part you need normally within 48 hours.

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Huntingdon, Cambs.



# 125cc £5,000 CHAMPIONSHIPS

Zip Karts are pleased to announce that in conjunction with the Central Kart Club and the Bridgestone Tyre Company a new series for the 125cc National Class is being promoted, to be known as **THE 125cc £5,000 CHAMPIONSHIP**.

The series will be run on the following dates, at the circuits shown:

Friday 16th March — Practice	<b>Mallory Park</b>	Saturday 9th June — Practice	<b>Snetterton</b>
Saturday 17th March		Sunday 10th June	
Saturday 31st March — Practice	<b>Mallory Park</b>	Saturday 8th September — Practice	<b>Mallory Park</b>
Sunday 1st April		Sunday 9th September	
Saturday 12th May — Practice	<b>Mallory Park</b>	Saturday 22nd September — Practice	<b>Snetterton</b>
Sunday 13th May		Sunday 23rd September	

The meetings will be open to all 125cc National drivers, but the prize fund is open only to drivers who meet the following qualifications.

1. Must be a member of the Central Kart Club and be in receipt of his registered number for the series.
2. Must be driving a Zip kart to qualify for points.
3. Must be using Bridgestone tyres.

## PRIZE DISTRIBUTION AT ALL SIX ROUNDS

<b>1st</b>	highest point scorer of the day	<b>£100</b>
<b>2nd</b>	highest point scorer of the day	<b>£50</b>
<b>3rd</b>	highest point scorer of the day	<b>£50</b>
<b>4th</b>	highest point scorer of the day	<b>£50</b>
<b>5th</b>	highest point scorer of the day	<b>£50</b>
<b>6th</b>	highest point scorer of the day	<b>£50</b>
<b>7th</b>	highest point scorer of the day	<b>£50</b>
<b>8th</b>	highest point scorer of the day	<b>£50</b>
<b>9th</b>	highest point scorer of the day	<b>£50</b>
<b>10th</b>	highest point scorer of the day	<b>£50</b>

## PRIZE DISTRIBUTION AT FINAL ROUND

<b>Series winner</b>	highest scored	<b>£400 + Trophy</b>
<b>2nd</b>	highest scorer	<b>£250 + Trophy</b>
<b>3rd</b>	highest scorer	<b>£200 + Trophy</b>
<b>4th</b>	highest scorer	<b>£100 + Trophy</b>
<b>5th</b>	highest scorer	<b>£100 + Trophy</b>
<b>6th</b>	highest scorer	<b>£100</b>
<b>7th</b>	highest scorer	<b>£100</b>
<b>8th</b>	highest scorer	<b>£100</b>
<b>9th</b>	highest scorer	<b>£100</b>
<b>10th</b>	highest scorer	<b>£100</b>

*Please note that details of the prize distribution have yet to be finalised.*

## Letters

Dear Ed

May I say how much I agree with Mark Allen when he says that short circuit racing is the backbone of karting. It seems to me that the backbone is suffering from a slipped disc as in my experience many tracks are unable to attract a worthwhile grid of gearbox classes. A glance at the results at the back of your magazine will be enough to confirm this. Loads of Class 1 but not enough combined Class 4 to merit the mention of more than first place. This is a cause of some concern to me because although long circuit can boast reasonable grids at present this cannot last without a source of new drivers and in the past these have come from the club tracks. Where will the long circuit drivers of the future be found?

You are organising a 125 long circuit series and a Class 1 series, cannot some encouragement be given to short circuit gearbox classes? I believe the future of karting to be very grim if we let them slip away.

I suggest that for a start the Short Circuit Championships be re-organised. Area heats could be held over say three meetings, the best drivers to be eligible for the National final.

It may be possible to arrange a few 'round the houses' events perhaps in conjunction with the local carnival week. This would surely give valuable publicity to our sport. We need it as so many people are entirely unaware of its existence. I expect there are many problems to overcome with this but these events are held in Ireland. Perhaps the local 'Round Table' could help.

There are too many classes both in Clas 1 and 4. As Chris Merlin says twenty years ago there were only four, now in a time of recession there are more than twice that. There is one class that is lacking na-

tionally. There is no economy gearbox class with the exception of 125 P&R. If an economy formula could be agreed it could take the place of two of the other short circuit gearbox classes. That way a prospective newcomer might not be put off by the expense of starting.

It is easy for me to sit here and make suggestions but I would be willing to do what I could to assist the future of karting. So should the RAC MSA, the trade, the clubs and all you competitors.

**Yours**  
**Richard Whitman**  
**11 Allbrook Knoll**  
**Eastleigh**  
**Hants SO5 4RX**

**Definitely food for thought Richard and a very comprehensive view of the problem. Let's hope it spurs other to offer suggestions.**

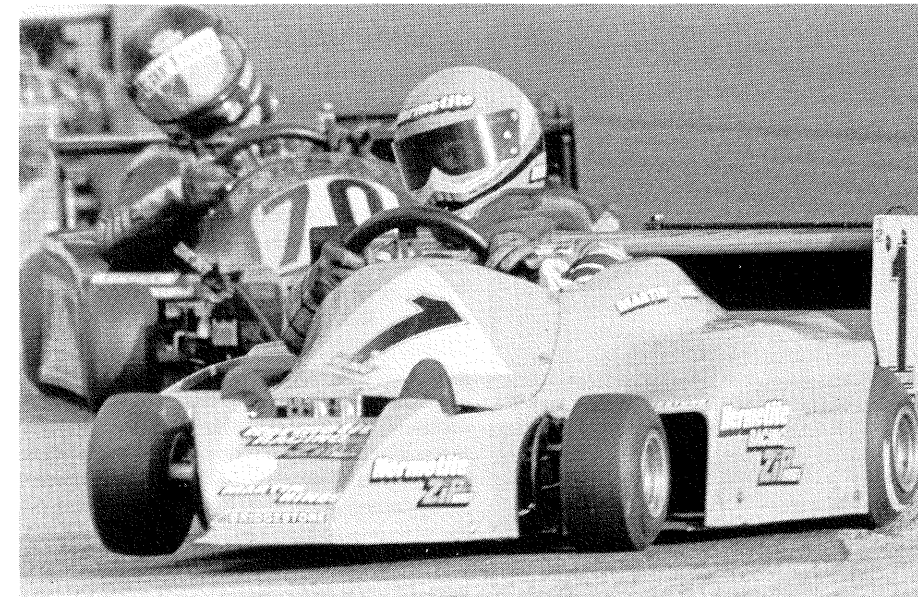
Ed



Last years top ten was based very much on consistency and achievement of results. This year, as the calendar of events was in some peoples opinion too large, very few competitors were able to put together anything resembling a full seasons racing and many drivers budgets were inevitably exhausted by the time Silverstone was over. This year slightly more consideration has been taken into account of the drivers' raw talent and ability, rather than how many races or positions they gained.

## MARTIN HINES

Martin Hines is the clear cut No. 1, by which ever way the top ten is decided. I have always purposely been rather hard on him when it came to his rating, if for no other reason than to give the "top ten" some credibility I hope, under no circumstances was the owner of the magazine going to be seen to be favoured. I hope he realised this, he always seemed to accept his position in good grace!



Hines — The clear cut No.1. (Pic: Rodger Calvert).

This season has been the first year he has managed to set the pace at virtually every meeting, previous years he has had bad patches after starting strongly, others have either caught up, or his competitiveness has tailed off. Much of the credit for this must go to the engine man Russell Anderson who by hard work and careful observation has the ability to regularly build fast and fairly reliable engines for Hines, Gange and Carolynn Grant-Sale.

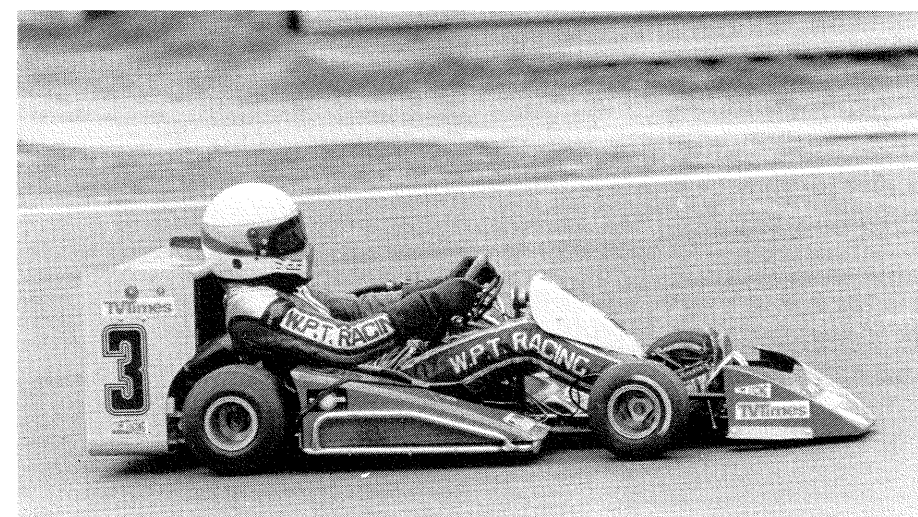
To win the first ever 250 World Championship and the British Championship, the latter by the largest margin of any class, represents only a part of his success this year, and was a well deserved climax to over 10 years of racing in 250 International, and over 20 years of karting all told. As World champion his qualities hardly require comment, in all circumstances he is very capable, he excels on the fastest circuits, which he prefers. At Silverstone this year where the long bends give an unequalled test of those with a well set up chassis and driver 'bottle', no one was any faster than Hines and only a couple appeared to be his match. But for the total shambles that effected Hines at the start of Silverstone, if he hadn't as a consequence cooked his tyres he would have probably finished with sufficient points, rather than none, to make the final round at Le Mans less of a 'nail biting' affair. The half hour or so after the race in France must have been one of the longest he has ever endured.

My first memory of Martin in 250 was at Cadwell in about 1972 when he had a rather rapid Bultaco. It was on the first lap of a heat, the first six karts were spread across the entire width of the track banging wheels at something over 100 mph along the Club

Straight, I was nervously sitting behind them waiting for a gap — or a big accident! The young lad whose dad made karts at Hoddesdon came charging past at what seemed twice my speed, hacked his way through a gap that wasn't there and disappeared into the distance, leaving two seasoned hard chargers to inspect the scenery at close quarters! That little episode, whilst not at the time directly affecting me, did make me think afterwards that there may be a safer way of spending the weekend! Having recalled that tale, I have never been made aware of any criticism of him as a hard driver, and as a spectator he has never appeared to be so in any way. He is one of the smoothest most stylish drivers around. His enviable title of World Champion is thoroughly deserved, he succeeded where others failed, and that goes for most of his business activities.

## BRIAN HEEREY

Brian Heerey for the past '81 and '82 season was always regarded as one of the Kamikaze men. When he was mobile he was devastatingly quick, either the machinery wasn't up to Heerey or he was over demanding of what he was given. He wasted much of his obvious talent on the twin engined Honda and lost a season a a result. It is not uncommon for a very competitive capable driver to be hairey when he has unreliable equipment which is quick on the odd occasion it feels more or less right, 110% is put into driver effort with the inevitable results. This season however he had purchased Owen Jones 1982 outfit and for the first time he had reliable competitive machinery. He started the



Heerey — 110% put into effort (Pic: Rodger Calvert).

season late and was immediately a force to be reckoned with. He very nearly won the World Championship and didn't even go to Denmark, if he had, who knows? The first meeting he actually won was at the TV Donington in July, where he beat everyone that mattered, he looked bewildered at the outcome afterwards, but the experience did much for his confidence, and thereafter with one exception he was always a front runner and improved with every meeting. With a slightly longer season and improved budget he would be very hard to beat next year.

## TOP TEN

1. Martin Hines
2. Brian Heerey
3. Steve Styrin
4. Reg Gange
5. Rob Kerkhoven
6. Nigel Smith
7. Roger Goff
8. Richard Arnold
9. Donovan Collier
10. Derek Price





Styrin — undoubted ability (Pic: Rodger Calvert).

#### STEVE STYRIN

Steve Styrin was immediately on the pace from the moment he sat in his new Dino Rotax at Cadwell, instantly posing a threat to Hines. Luck was never with him and many initial engine failures and latterly tyre failures robbed him of outright victory. Though he had plenty of heat wins. Steve has been around for a long time, after leaving his long standing association with Rob Kerkhoven which was at times very successful, he spent last year in the wilderness. This year with Ed Duckett with whom he hopes to continue this coming season, luck might improve and results may reward the teams efforts. Le Mans was a great disappointment for him, either chassis or engine were very short of the pace and he was completely out of the picture, though he clearly had great hopes of big things after his stirring drive to second place at Silverstone. Steves season never really reached a high but at no time did his undoubted ability seem in doubt. He started the season with a CTRP Rotax, then Malcolm at Dino's prepared the engine, and latterly Peter Berry lent a hand. Whoever did the engine it was usually quick, but something always went wrong, such is racing.

#### REG GANGE

Reg Gange, everyones favourite. Reggie started the season by winning the rained off Cadwell, and followed that with a very impressive win at Snetterton. Some people expressed the view that he shouldn't have beaten the "Hermetite Boss" at the start of the season. I believe the truth of this was that Hines was still sorting the different handling characteristics with his new body, which was far from perfect early on the year. Hermetite Zip is likely to provide a drive for Gange next season together with Carolynn Grant-Sale. Reggie would dearly love to repeat his 1982 Silverstone Grand Prix win, he has the ability, though this year he was not a match for Hines — Bohlin or for that matter Torgjer Kleppe.



Reg — would like to repeat his '82 GP win (Pic: Rodger Calvert).

'Kerky' — late season form very impressive (Pic: Rodger Calvert).



#### ROB KERKHOVEN

Rob Kerkhoven, very much part of the permanent scenery of karting. He, like Hines has been around for nearly 20 years, having in that time netted a Villiers British Championship and a 250 Championship. Kerkhoven finished 2nd in the British Championship this year, and at Cadwell showed he still has the ability; all things being right, to win against the best, Gange and Hines on that particular occasion. He would probably have figured higher in the World Championship had he not decided to return home because of his father. His late season form was very impressive. I am sure that as with the rest of those who knew and liked him, Rob will miss his father greatly.

Continued on page 16



## MAINLY POLITICAL

As the old saying goes, while the cats away the mouse does play, so while No.1 son is sunning himself in Hawaii for a few days, away from it all, I am taking this opportunity to wish you all a bright and prosperous new year, and may 1984 bring you lots of good racing, from whatever side of the fence you are on.

I for one will not be sorry to see the back of 1983, it certainly was not one of those years I shall forget in a hurry! It started off with rather a disastrous fire at one of the premises I own, 2 lawsuits, which both cost me a lot of money, and which also makes one realise what a very fine line we tread. I suppose that as the cases were hanging around for a number of years, at least a bit of weight has been removed from my shoulders as well as my pockets, and that the money the recipients took off me, will bring them more peace of mind, than it gives me giving it to them. Perhaps one should only remember the pleasant things that happen during the year, and to 'hell' with all the disappointments.

So, what have we on the other side, by far, the moment when Martin was crowned World Champion nothing will ever take that moment away from either Maudie or myself, we know more than anybody else how much hard work and attention to detail was put into winning by Martin, we also felt the disappointment that happened along the way, such as Silverstone. Yes, we can honestly say we are very proud of him, and feel sure there could not have been a more worthy winner. We also know that without the devotion shown to duty, by all the pit crew, the hours of work they put into the kart and engines, far beyond the call of duty, the win could never have been achieved, so a big thank you to you all, and let's look forward to 1984 and the first round of the 1984 World Series in South Africa, but please let's try and not make it such a close

thing next time, although I imagine all you spectators enjoyed the nail biting experience of 1983.

After what appears to be a lifetime, Zip Kart and Terry Fullerton are parting company. With the present situation in the International Class in England and many other countries, it is impossible economically to keep Terry on the staff. I shall miss Terry a lot, we have always got on very well together, and to my mind Terry, is still the best Class 1 driver in the world. I shall remember in years gone by, when he first started racing Zip Karts, he won the Junior RAC Championship, 3 years running. I am not going to say in what years this took place, because Terry still has people believing he is only 26 years old. Anyway, the very best of luck Terry and thanks for all the help you have given Zip Kart since 1965.

I am pleased to announce that the 100cc National Kart and Superkart Championship is again being run over six rounds, the dates and venues are announced on another page in this magazine.

It is hoped that once again the Bridgestone Tyre Company will be assisting the Magazine in the sponsorship of this very popular event. For the 125cc class, a new series is being promoted over six rounds, with a prize list payout of £5,000. This should prove to be a very popular championship for Britains most up and coming class.

Till next time, may I wish you all a Happy New Year from all of us at the Magazine, Martin, Ed, Jayne and myself.

Yours sincerely  
Mark Hines



## JOIN THE CLUB – WHY?

Everyone has to be a member of a club to race, so the most sensible thing to do is join a club that gives you the greatest benefits!

**THE CENTRAL KART CLUB** is always striving to promote long circuit racing. In 82 and 83 they brought you the richest long circuit championships, and organised events at Thruxton, Snetterton, Mallory Park, and Brands Hatch. In 1984 they will once again organise the Champion of Champions series, 3 rounds of the British Championships, the Martyn Merritt Memorial meeting, arrange practice days prior to events and even throw in a few discos.

## AFTER ALL THAT, WE'LL STILL SAVE YOU MONEY!

**Each member will get:**

- Entry fees reduced by £2.50 at all club events.
- Practice fees reduced by £2.50 at special practice days, prior to events.
- 5% discount on equipment purchased at meetings from the ZIP service van.
- Advance information on all international events and practice days.
- Club disco at most events.

## SO SUPPORT THE CLUB THAT SUPPORTS YOU

Full membership £15 per year (you can recuperate this in 4 entry fees and 2 practice days alone...)

I wish to be considered for full membership of the Central Kart Club

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TEL: \_\_\_\_\_ (home) \_\_\_\_\_ (bus)

All applications must be accompanied by your cheque or P.O. for £15, payable to 'Central Kart Club'. Send to Ian Rushforth, 9A Sunny Grove, New Costessey, Norwich.

I race in class \_\_\_\_\_

Kart \_\_\_\_\_ Engine \_\_\_\_\_

Race Number \_\_\_\_\_

If you race 125 or 250 Int, do you wish to race in Europe YES/NO.

For 125cc National drivers who wish to participate in the

## ZIP KART BRIDGESTONE £5000

Championship Series.

The combined registration and membership fee is **£20**.

You must be a registered member to qualify for the Prize Fund.

## 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

### PARILLA ENGINE PARTS TG14, SS20 and TT22

Cylinder comp., 3-port	£55.27
Cylinder comp., TT22	£77.13
Iron liner, 3-port SS20	£23.59
Iron liner, TT22	£32.17
Head	£29.94
Piston, 3-port SS20	£6.00
Piston, TT22	£7.00
Ring set, Super	£6.00
Gudgeon pin, lightened	£2.47
Exhaust bend	£6.60
Vevey end pipe	£4.95
Crankcase (set), SS20	£59.89
Crankcase (set), TT22	£69.87
Crankcase (set), TT23	£79.86
Valve cover, Tillotson	£12.65
Valve cover, Tillotson, TT23	£12.65
Crank. comp., SS20	£68.97
Crank. comp., TT23, TT22	£72.80
Crank stuffers	£1.65
Crank pin	£2.75
Big end cage & rollers (Super)	£4.12
Big end washer, TT22	55p
Connecting rod	£20.00
Small end spacers	65p
Small end shims	27p
Crank shim	27p
Valve locator	£4.40
Locator circlip	22p
Rotary valve	£4.00
Rotary valve TT23	£4.18

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

### PARILLA SPAREPARTS GENUINE IAME

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

### KOMET ENGINE PARTS K77, K88TT and K78TT

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

### TKM ENGINE SPAREPARTS

Cylinder comp.	£56.25
Iron liner	£32.00
Head	£27.50
Piston, complete	£10.00
Piston, bare	£6.80
Ring set (Super)	£4.50
Gudgeon pin (lightened)	£1.50
Cylinder stud	£1.25
Head nut (brass)	50p
Exhaust stud	35p
Exhaust bend	£7.06
Exhaust flex	£2.25
Silencer	£9.50
Crankcase complete	£47.25
Oil seal (ROLF high RPM)	55p
Valve cover (sloping)	£9.50
Crank complete	£65.60
Crank pin	£2.75
Cage & rollers (steel/silver plated)	£3.75
Connecting rod, bare	£19.00
Big end spacer washer	60p
Small end rollers, 2mm x 13.8mm	90p
Small end washer (aluminium)	65p
Small end washer (steel)	20p
1mm thick	20p
Crankcase main bearing shims	24p

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

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

Arrow Engines/Spares	
Mounting plate finger guard & Allen screws	£15.75
Cylinder head	£28.25
Cylinder barrel to head	£1.00
O' ring	£1.00
Exhaust pipe	£7.35
Cylinder barrel	£29.90
Cylinder liner, TT	£29.45
Cylinder liner, 3-port	£28.50
Chain guard	£6.45
10T sprocket, fine pitch	£5.95
11T sprocket, fine pitch	£5.95
12T sprocket, fine pitch	£5.95
9T sprocket, std. pitch	£5.95
Output shaft oil seal	50p
Rotary valve cover	£12.00
Oil seal 25357	60p
Hub r/v drive hub	£4.25
O' ring crank valve hub	40p
Crankshaft nut	85p
Crankcase L.H.	£30.00
Crankcase R.H.	£30.00
Crankcase oil seal	60p
Big end roller bearing	£3.75
Cylinder head nut	50p
Piston assy. all sizes incl. piston rings, gudgeon pin and circlips	£10.00
S/E Thrust washer	75p
Crankpin	£3.50
Connecting rod	£19.50
Crank assy. incl. rod	£68.00
Crank half R.H.	£30.00
Crank half L.H.	£30.00
Engine mount clamps	£2.75
Rotary valve, tuned, 45-72"	£5.70
Rotary valve, 45-65"	£5.00

### ALUMINIUM COMPONENTS

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

### KART COVER AND TOOLS

Kart cover, 100cc	£9.50
Seat cover, universal	£6.50
Kart stand, unsprayed (no post)	£9.50
3mm, 4mm, 6mm, 8mm T-bar Allen key	£1.40
10mm T-bar socket	£2.75
13mm T-bar socket	£5.25
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Motoplat puller	£1.95
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6204, C4 (metal cage)	£3.00
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6204, T, B, P63 (fibre cage)	£5.75
6204, V.N.S.K.	£2.00
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Ally. roller cage	£3.00
Standard track rod ends (female)	£1.95
Super track rod ends (male)	£2.50
Track rod ends (male)	£1.95
Axle bearings 30mm (Super)	£3.00

Axle bearings 25mm	£2.50
Axle bearings, 1 inch	£2.50
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TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc.	£10.00
Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: Are they reinforced and have they got the new type steel ring locator?	

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WHY PAY THE REST WHEN YOU CAN HAVE THE BEST FOR £50?	
TKM's and HEWLAND ARROW's in stock. Fully tuned off the shelf. Tuned TKM's.	
Labour prices:- Strip, hone and rebuild . £10.00	
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Honing, crankshaft splitting and rod replacement while you wait (except Wednesday afternoon). We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec. NOTE: Cranksplitting and big end replacement, honing and crank truing if required during rebuild will be done at no extra charge. Unable to bring your engine rebuild or tune to us - then we will collect and return to you, £8.00.	

DART-WAYS - Our super 1983 modifications used to win the 1983 National Championships, 1st & 4th places. Let us modify your own motors to this spec. by fitting the one and only genuine DART-WAYS.	
New liner fitted with the spectacular DART-WAYS - £20.00 extra.	
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DAG heat dispersant	£2.50
Shell R oil	£2.75
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PH grease	60p
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Motocraft AG603	£1.20
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NGK 8EV, 9EV, 10EV	£1.50
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Plastic plug holders, 6 plug	20p
NGK B8EN, B9EN, B10EN	£1.75

### NEW ITEM!

10 tooth sprockets to fit Arrow Motors  
**£3.75**

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**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**

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**RACING PLUGS**

Motocraft AG603 ..... £1.20  
Motocraft AG403 ..... £1.20  
NGK 8EV, 9EV, 10EV ..... £1.50  
Special rubber plug caps ..... 60p  
Plastic plug holders, 6 plug ..... 20p  
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**NEW ITEM!**  
10 tooth sprockets to fit Arrow Motors  
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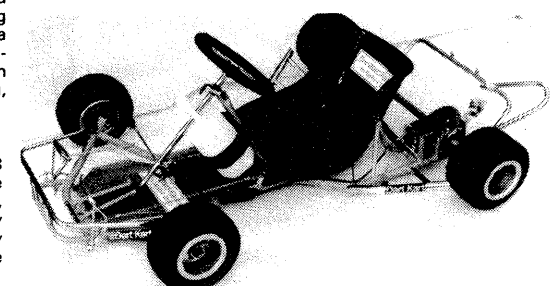
CIK homologated range of Dart Karts for all 100cc & 135cc Classes feature: new steering design for smoother, faster cornering suitable for use on hard or soft compound tyres; 10mm bolt size stub axles; 2 types of front bumper available - now higher and safer to protect the feet; new steering supports so less chance of column bending in those first lap shunts; new, thicker, stronger nerf bars.

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

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**MANUFACTURERS OF THE DART KART - THE WINNERS' CHOICE.**

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

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## NIGEL SMITH

Nigel Smith through lack of a major sponsor started his season with last years equipment — so did Heerey! Whilst he wasn't out of the picture early on, the remaining part of the season, after his wins in New Zealand were somewhat faltering. At the first TV meeting he managed to win, and ended the season with a controversial win at Brands Hatch. He did in fact win the first Superkart race of the year down under and the last race of the year, and just managed to win the TV Times Donington series, but in between little of consequence happened. Nigel puts an awful lot of effort into his racing, he has undoubted ability. His driving tactics do come in for regular criticism, obviously some of it is no coincidence, it may be justified, now that John Ball is not around the heat is on Smith as the "enfant terrible". I somehow believe that he has a much respect for his own safety as he does for others, he's a hard trier, a little impetuous and sometimes people get in the way! When it happens to be the World Champion though, people are bound to talk! He doesn't like the word retiring, but after his trip to New Zealand this winter he is considering — funds permitting having a go at motor racing in the Thundersports series in company with long time friend and hero Dave Buttigieg, we shall see!

## ROGER GOFF

Roger Goff — a new name to 250, Roger immediately adapted to Superkarts, he prepares the Zip and Rotax himself and was instantly competitive. He and father Charlie have been around karting a long time now. Many years apprenticeship have been served in Class 1 and also Villiers 210, and that grounding always produces the very best if the natural talent is there. Goff finished 4th equal in the British Long Circuit championship, he found himself on the front row of the grid for the final World Championship round at Le Mans, and then proceeded to drive the race of his life, with Dutchman Wouter Stolk finishing 5th. He did in fact gain 11th place in the World Championship as a result of this race, which by the letter of rules he shouldn't have been eligible to compete in, I've said it before I know, but this particular example does highlight the stupidity of the system.

## RICHARD ARNOLD DONOVAN COLLIER

Richard Arnold and Donovan Collier race together and frequently finish not far apart on the track. In the past seasons Donovan Collier always seemed to have the edge over his friend Richard Arnold, but this year Richard is into the three Shredded Wheats for breakfast, and has developed a slight edge on Collier! Both of the veteran (if I may classify them as such) drivers are exceedingly consistent and safe, and always well prepared. Neither seem to have the killer instinct, but nevertheless considering they race purely for pleasure, both enjoy regular high places.

## DEREK PRICE

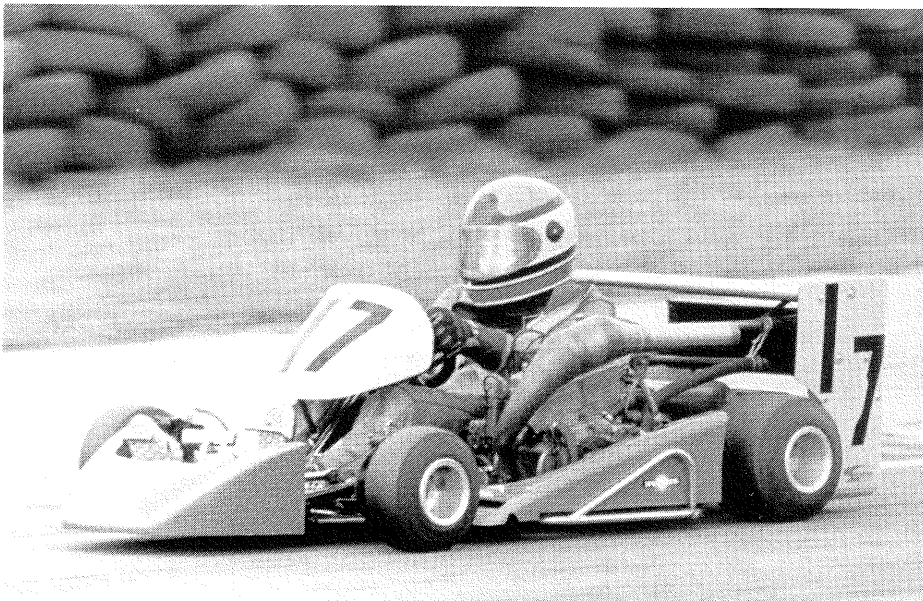
Derek Price won't like being tenth in the rating, but other than his 2nd place at the first Snetterton meeting, where he usually performs well, and a good third at Mallory, his season has been fraught with expensive mishaps. His budget took an awful battering at Silverstone and that was more or less the end of his Wigan Kart Centre ride. Peter Haywood and Paul Molloy then came to the rescue with the offer of a drive with their Stratos chassis. Whilst this wasn't too impressive at Le Mans, possibly due to the lack of body, by the season end at Mallory it looked a lot better. Derek Price has everything I like in a driver, his potential is unlimited, he is aggressive when it is required, given luck and the right equipment he will win again, I see no reason why that shouldn't be with the Heywood Molloy set up, between the three of them they have done quite a lot of winning in the past.



Nigel — a hard trier (Pic: Rodger Calvert).



Collier — always up among the front runners (Pic: Rodger Calvert).



Derek Price — potential unlimited. (Pic: Rodger Calvert).

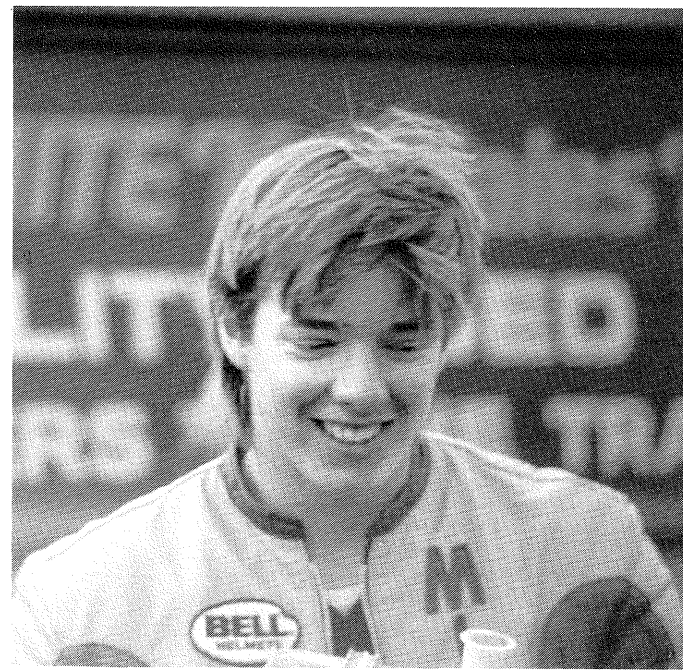
# MILES HALL

In that year Miles contested the 'SAM 82' Championship with a Zip 982 and Hewland Arrow engines. He was now receiving assistance from Zip Kart and KR Karting and later in the year from Christo Racing. Again he was to prove very quick but still found himself hampered by persistent bad luck and was still concerned that his driving was perhaps not smooth enough. However he did manage to lead in two of the Championship finals before the back luck took over. The highlight of the season was the second place finish at Clay Pigeon in the RAC British Championships, beaten only by Tony Negal.

It was after that meeting that Miles transferred to 'N' ports and went even quicker. The next round of the 'SAM 82' was at Snetterton where he was half a second a lap up on the fastest National.

For 1983 Miles decided to remain in Senior Britain piloting the new Zip 983 mounted with Christo 'N' ported Arrows. By this time he also had the backing of a local motorists accessory retailer: Gerry Wainwright of GPS Wheels'. The winter months saw many long hours spent at Chasewater circuit carrying out development and extensive testing of the new kart. The very quick motors that miles used during last season were the results of much time and effort devoted to pre-season development by Peter Christo, together with Miles at the local track. He also wisely spent much more time during the season on the preparation of equipment to try and eradicate the 'bad luck' side of things. This was to pay dividends. Out of a total of 50 races started, he actually finished 49. He went on to win four out of the eight rounds of the Super One Series and also notched up the Midlands Championships with a creditable flourish. For the RAC 'Britain' British Championships but the rain or rather, the deluge, was to stop play for Miles which was a great disappointment to him and also to the Dunkeswell Kart Club who had devoted hours in preparation for this prestigious event. As it was a 'one off' meeting it was important that everything should be right on the day, but as many of you will no doubt recall, this was not to be the case.

Just for experience his next excursion took him to Rye House to have a go at the RAC 100 National British Championships using his Britain equipment shod with some 'not so new' Bridgestones. Of course he could allow himself the luxury of removing the Britain restrictors. After the four arduous heats Miles had earned himself the fifth row of the grid for the 'A' final alongside all of the top names. It was at that stage he wished he had been using new rubber. In fact his spares were compared and considered for use in the final and, believe it or not, these had been retrieved from a bin on race day morning and put on rims in case of a puncture! However fate was to strike an unfortunate blow when, owing to the lack of grip, he had a coming together early on in the race, bending a track rod and was forced to cruise round to finish in 16th place.



Super One Winner.



With his sponsors 'GP's wheels'.

Bearing min minds Miles' relatively short time in the sport he has the following general observations to make:

He feels that the promotion of Class 1 karting could be considerably assisted by the development of one or two short circuit tracks at established motor racing circuits. With good refreshment, toilet and car parking facilities already available at such circuits, if kart meetings could be run in conjunction with motor races then the spectators would have already been attracted and many, he is convinced, would also become hooked on karting. At such events the possibility of TV coverage and sponsorship for karting would be greatly enhanced. At the last RAC 'Open Day' at Donington Park in June Miles presented a proposition and also must have consulted a crystal ball to see what lay in store for him during the 1983 season. His proposal was that he would like to see the Class 1 RAC Championships decided over the full season's series meetings, rather than over a one off meeting. He thinks there is room for a major 'one off' meeting each year where all the 100cc classes could compete, teamed 100 Grand Prix, which could be developed as a real social gathering and would like to see the winner in each class recognised for the following twelve month with the allowance to carry a 'GP' plate, as is already the norm in the gearbox classes. Food for thought.

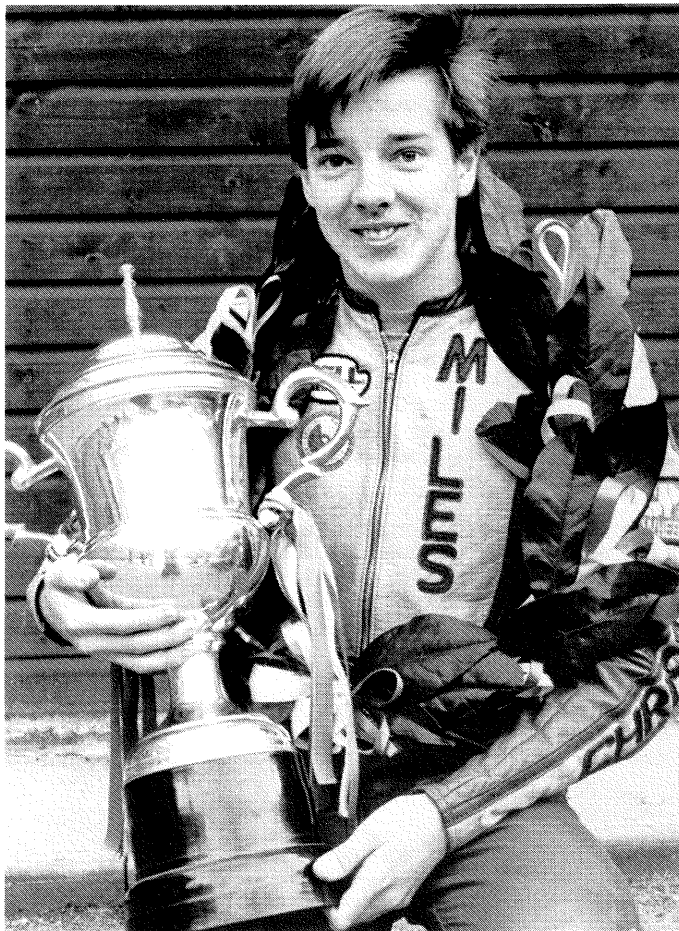


As his nineteenth birthday draws near, Miles looks to the future with hope and, understandably, a fair degree of confidence. He plans to contest the Bridgestone Kart and Superkart 100 National or maybe the Super One Series in 1984 and would very much like to compete in the European and World Championships. Meanwhile, all the time he is on the lookout for Formula Ford 1600 sponsorship but is acutely aware of the strong competition in that sphere.

A young man with ability and the skill who has learned from bitter experience that to get to the top and stay there, requires grim determination, trust in equipment and a first class team to prepare that equipment.



# PROFILE.....



*Miles Hall 1983 Super One winner (photograph courtesy of Lichfield Mercury which has been greatly assisting the promotion of karting in Miles' local area).*

**Miles Hall is a young man of undoubted ability. In his relatively short karting career, he gave us a glimpse of his promise by becoming the 1983 Super One 100 Britain Champion.**

**It was on the 9th March 1980 that Miles had his very first taste of kart racing, but the story starts earlier than that, so let's go back a little further.....**

For a couple of years prior to his introduction, this young man's only four-wheeled experience was on a skateboard! A bit different from karting, still one has to start somewhere. Actually Miles became quite involved in Skateboarding, travelling the length of the country to take part in competitions, winning quite a few. However, during the long school holiday in the summer of 1979, a friend built a fun kart on which our two intrepid heroes spent many happy hours thrashing around a local skid pan. It was after that little sojourn that Miles became 'hooked' and decided to set about building one himself. It was realised that the biggest problem with fun karts was where to use them. Supermarket car parks were ideal but the number of laps possible was limited before being 'moved on'. It was whilst investigating possible locations that Miles discovered a local kart racing circuit at Chasewater Pleasure Park. He went along to check it out during a Saturday afternoon practice session and discovered that the next day was to see an actual race meeting. Accordingly he went along — that was that!

Having experienced the sight of the real thing, the proposed 'build a fun kart' project was abandoned for a 'start to buy a racing kart' one. The following Saturday could not come quick enough. Eventually the dragging days passed and he shot down to Chasewater, purchased a copy of *Kart & Superkart* magazine, found a complete outfit for sale in

Birmingham, went to look at it on the Sunday, bought it and made arrangements to get out on it at the next available practice session. The kart's previous owner was kind enough to attend the first practice to give instruction on the 'do' and 'Don't' aspect and how to adjust the magneto (curse it) ignition.

Without fail, every practice session from then on was religiously attended. Two runs down the full length of the pits without starting was the norm, but something was wrong if it didn't make it on the third. Change the plug, tinker with the magneto and start all over again. Dad was becoming much fitter by now but a lot less richer! Miles and father Brian didn't realise at the time but the outfit that had been purchased was a National set up; a Zip Mirage/K77. Lap times were by now being suitably reduced and a further purchase was made — a motoplat, ensuring Dad's fitness was reduced somewhat! Having reached the age of 15 on January 28th 1980, Miles decided to go in at the deep end and race Junior National at the end of March. The weather was improving and the season's racing was getting well under way. It proved quite a successful season of club racing, with a couple of excursions to test the temperature of other tracks. Miles quickly sold the K77 in favour of a K88 which he ran until mid season and the acquisition of a TKM. The highlight of that year was once beating Kevin Warner who, at that time, was the reigning British Champion. Miles can also recall blowing up the TKM in the third heat of a meeting at Chasewater at which Gary Moynihan was racing. Gary's Dad kindly offered to lend one of their motors for the final allowing Miles to compete. He was to finish off that season by winning the Chasewater Club Championships.

In 1981 he carried on racing Junior National then decided to enter the Green Man Series to gain further experience. He was now on a Zip 981, still had the TKM plus a quick Parilla and a Hewland Arrow. He was to lead the final of that first round until he spun when the axled moved across. Miles' own analysis was that he was very quick all year but his style was too erratic and he suffered from a lot of bad luck. He didn't really impress again until the last round when he finished second to Jeremy Cotterill.

1982 was the year Miles became a Senior and, as finances were very limited, he made the decision to race Senior Britain, the reputed economy class! However, the RAC saw us coming and introduced the Dunlop SL to the class. Up went the costs if one wished to remain competitive and ironically, due to the National tyre regulations, the Britains with restrictors and 'N' porting were often quicker than the Nationals!



*Those skateboarding days.*



# WORLD CHAMPIONS

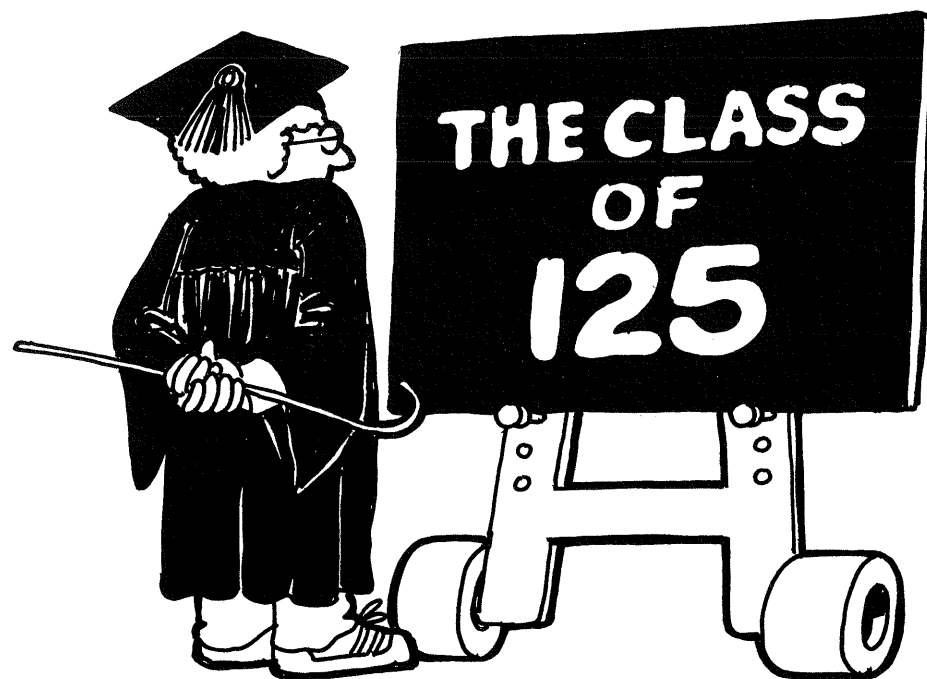
**(FORMULA E)**

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Now that you have all feasted and made merry, it's time to re-make those New Year resolutions, which you made last year, but failed to keep and get down to the serious business of racing.

It's my job now to start my second column and during Christmas I've been pondering over a few ideas of what to write. I asked myself what most of you would prefer to read during these unsociable winter months...? Well... I couldn't talk our Ed in to doing a feature on one of the page three Girls, so I thought the next best thing would be an article on chassis rebuilding and setting up. I know it's far less attractive and not nearly as entertaining, but hopefully it will help disperse some of the mysteries you may have on chassis setting up. I know how difficult it is to find genuine advice, especially when it's technical information you need. I thought it a good idea as a lot of you will be purchasing new equipment, or refurbishing your present outfit. I will try to cover all the important points, and give you some hints and tips for rebuilding.

## CHASSIS

The best way to tackle a job like rebuilding karts is to completely strip down the kart to its component parts. I always do this and follow some sort of order, e.g. start at the front and work backwards. In doing this you can get yourself organised and hopeful not loose any small pieces. Try to find some good sized cardboard boxes and mark them in component sections, i.e. Steering, Brakes, Axle etc. This saves leaving them in some dusty corner of the garage where the kid's just might borrow the odd bolt or bracket for their bike or Meccanno set, never to be seen again.

When you remove a part always replace the nut or bolt, this saves either losing the bolt or fitting the wrong one during reassembly. It can be very confusing when all you've got is a pile of nuts and bolts of different sizes with no idea where they come from.

While you are stripping the kart down you should examine very carefully each part for excessive wear, cracks, (don't forget they can start very tiny) and damage or bending etc. At this stage if you find you require any spares it will give you time to get them before you are ready to rebuild the kart. Special attention at this point should be paid to the Brakes (pads and seals), all steering components (check for cracks or wear), all bearings, king pin bolts and axle fittings.

Once you have the kart completely stripped down you are then able to clean and closely examine the frame for cracks and damage. It's best to return the frame to the Manufacturer for re-jigging. It is relatively inexpensive, (about £15.00 on average) and gives you the peace of mind that you are not endangering yourself or others by driving a bent kart. It is also an ideal time to get the frame resprayed, which keeps it looking smart and adds value as well as protecting the metal.

N.B. One special note if you find the axle has become jammed in the bearings and carriers, use some form of release agent, like Rapid Eaze, to free it. DO NOT HIT the axle with a large metal hammer. If you have to use force, only use a Hide or Copper hammer, or better still a wooden mallet to shock the bearing free. You may find burrs on the axle. If so remove them by the application of a piece of emery cloth as necessary.

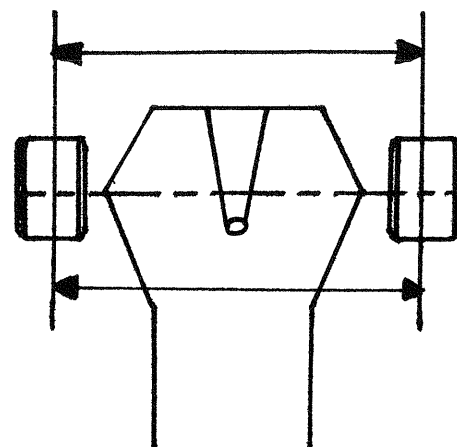
Once you are ready for assembly you'll find that is when the fun begins. Working in a methodical manner, commence assembly in the reverse order to that of dismantling. Make sure each part is cleaned and check thoroughly. The golden rule being — if in doubt change it. Never use second-hand lock nuts or safety devices. When you get to the stage of having everything replaced loosely, you can begin the task of setting up the chassis and relevant parts correctly.

To cover this simply I have dealt with each process in order of importance, with the addition of notes and diagrams.

## STEERING, TRACKING

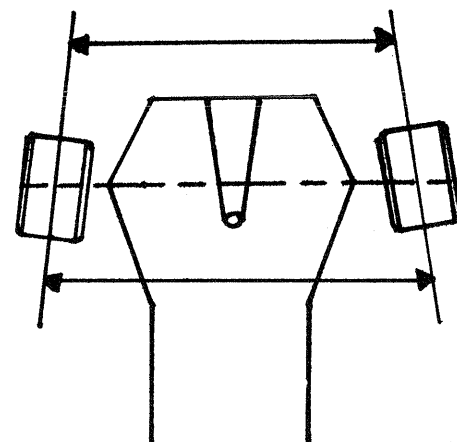
I find the best setting is either parallel (Fig 1) or with a slight Toe-in (Fig 2), depending on weather conditions. In order to check the track find the centre of the front tyres and make a cross on the rubber with chalk. With the kart on the ground and the setting set as near straight as visually possible, roll the kart forward and measure the distance between the two marks as shown, and note reading. Then very carefully roll the kart backwards without disturbing the steering position and re-measure the distance between the two marks. The two readings should match, if they do not, adjust the track rods accordingly and carry out the procedure described until they do. Finally, tighten the lock nuts on the track rods and give one last check on the measurements. Fig. 1 shows the track set parallel. Fig. 2 shows the track set toeing in.

Fig. 1



Tracking set parallel — front and rear measurements should be the same.

Fig. 2



Tracking set with toe-in — front measurement is smaller than rear.

## BRAKES

For the brake section I have chosen the Zip system as this is the most popular type in use, but the basics apply to most all makes. A lot of people seem to complain of fluid leaks with Zip brakes, but I think this was due to one bad batch of seals. Personally, I have not come across any such problems. Perhaps one reason is that people do not change the seals regularly, because they may be frightened to. Just think after the pounding speeds of one hundred miles per hour plus, they do need checking regularly. Once again the golden rule being, if in doubt change it, or take it to someone who knows.

It is always advisable to fit new pads after about five or six meetings, as they lose their effectiveness with age, become glazed and cooked.

## WHEELS AND TYRES

Check that all wheels and tyres are correctly balanced before racing on them and also make sure that all rims intended for long circuit use are fitted with some form of tyre bead retention, as it is now law.

# ESSENTIALLY 250 NATIONAL

The feature on 250 National maintenance promised for this month has regrettably not been put together in time to meet the particular deadlines of the January edition. It is hoped that it will appear in a future issue.

I write in hope to be of some assistance, mainly for our 250 National drivers, but I am sure some of the comments will appertain to most other classes. In the 15 years of my karting career, the earliest years were full of disasters, mainly through ignorance. From the first moment of putting my backside into a 'Faster' kart Villiers, I thought the prime objective was to get myself round the circuit in the fastest time possible, oblivious of the harm and expense I was creating for myself and, like most novices, I turned up at a circuit not knowing that a kart required gearing and jetting. I think the best advice I can give is that preparation before a race at home in your garage (or kitchen!) is the answer to a lot of problems, rather than turn up on race or practice day fitting engines and taping things on at the last moment. I know sometimes a pint of beer seems more inviting than a cold garage, but if you want to be a winner you must put in the effort. After every meeting a meticulous cleaning session is a must. It is amazing how many faults you find, i.e., cracked brackets, loose connections (fuel or electrical), missing nuts and bolts, broken chassis, etc.

Talking to a lot of the lads who asked for help, the most common answers I get is: "Oh yes, I checked that three weeks ago, so it must be alright." Always be methodical; keep a check list, either mentally or written if necessary, before every event. In this respect, let's take a look at some of the basics:

**Tracking:** parallel to  $\frac{1}{16}$  of an inch, towing in a good basis.  
**Sprocket Alignment:** Drive sprocket to axle sprocket; make sure that they are in line and not by just looking at the chain! Place a

**Tyres:**

straight edge on both face surfaces, space your engine or move your sprocket carrier to ensure alignment. Mark the axle so that when you change gearing you are certain it is still in line.

Bridgestone — so many people run them in the wrong direction. The easy way: look at the rear of the kart — on the back tyres the word 'Bridgestone' should be facing left. On the front tyres, the word 'Bridgestone' should be facing right.

**Tyres Pressures:**

Front — 16lbs; Rear: 20lbs.

**Rear Wheels:**

As far in on the axle as possible for dry conditions long circuit.

**Chassis:**

Chassis balance should be checked by placing yourself in the normal driving position dressed in the proper racing attire, not wearing house slippers, with a pair of scales of the same height under each front wheel, adjusting the chassis to attain equal weight on each wheel.

**Brakes:**

Adjust as necessary, ensuring that the rear brake reacts slightly before the front. A lot of people are under the impression that it should be the other way round. Check the fluids.

**Wheel balance:**

A must — don't take it as read that just because you have balanced them once before they will still be correct.

The comments made in this short column are offered in the hope they will be of help to others. As you will have noticed I have not used the column in the name of 'Peak Revs' so now that I have! If there is anything that I can help you with just give me a ring on 0706 848084 — it's free!

Alan Cheetham



1983 BRITISH CHAMPIONS

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**BRIDGESTONE CHAMPIONS 1983**

1st CADWELL PARK	APRIL 3rd	1st OULTON PARK	AUG 27th
1st SNETTERTON	APRIL 23rd	1st CADWELL PARK	SEPT 11th
1st FULBECK	JUNE 26th	1st SNETTERTON	SEPT 17th
1st ROWRAH	JULY 10th	1st MALLORY PARK	OCT 2nd

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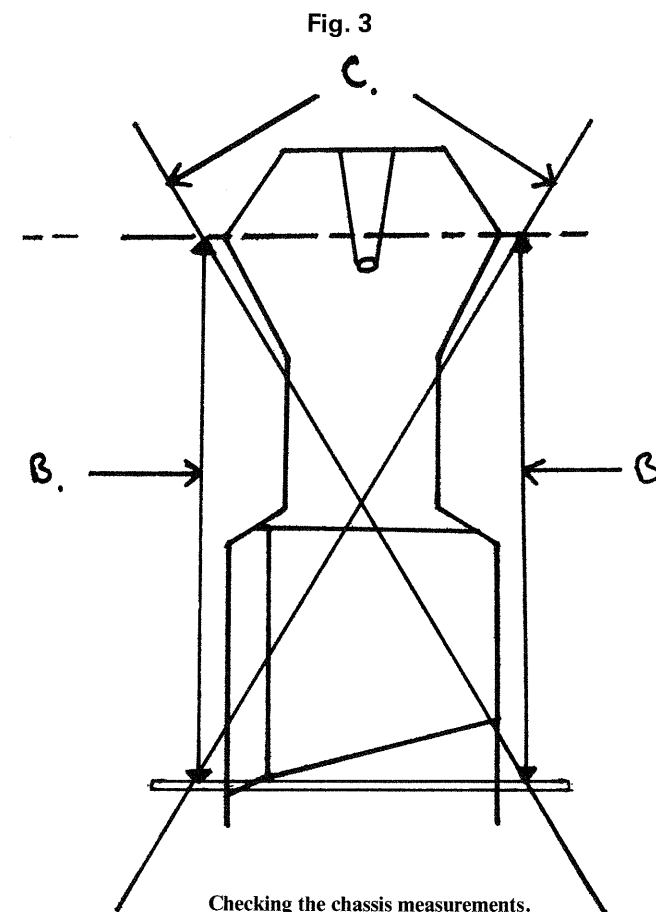
## REAR AXLE AND TRACKING

To fit the rear axle properly is almost an art but briefly what you are aiming for is as straight and as central as possible. Referring to Fig 3 take the following measurements to check your alignment. To check the axle is central take the measurements marked (a) on the diagram Fig 4, from the end of the axle to the edge of the frame tubing — obviously they must be equal.

To check the axle and the frame is straight take

the measurements marked (b) on Fig 3, on both sides from the centre line of king pin to edge or centre line of axle and again measurements should be equal. Measurements marked (c) will reveal any twist in the chassis. They must be taken diagonally again from centre of king pin to centre line of axle as shown in the diagram. Once more it is desirable to have them of equal length, although a tolerance of plus or minus 3mm is acceptable.

All that should remain to do is fit the fibre-glass and



Checking the chassis measurements.

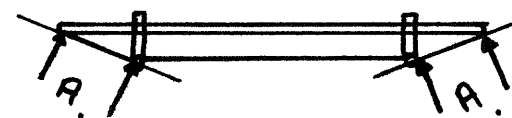


Fig. 4

Axle seen from rear of kart.

engine etc, but that is another story. If you have any queries or need some advice please contact me.

Now some information on the **ZIP/BRIDGESTONE CHAMPIONSHIP**. It is to be contested over six rounds with the best five results to count. There is a total of £5,000 prize money. Only Bridgestone shod Zip Karts can qualify for the prize money, although other makes of chassis are allowed to compete in the same races. There is a £20 subscription fee which includes full membership of the Central Kart Club which entitles you to the normal reductions in entry and practice fees. The prize money distribution is not yet finalised but it will be along the following lines: overall championship positions — 1st £400, 2nd £250, 3rd £175, 4th £125 and from 5th to 10th £100.

For each individual round 1st place £100, and from 2nd to 10th is £50. As this only applies to ZIP KARTS you can in theory finish 20th and still have the opportunity to win prize money as long as you are in the top ten ZIP KARTS home.

The dates and venues of each round are listed below:

<b>Round 1</b>	March 17th	Mallory Park
(Practice March 16th)		
<b>Round 2</b>	April 1st	Mallory Park
(Practice March 31st)		
<b>Round 3</b>	May 13th	Mallory Park
(Practice May 12th)		
<b>Round 4</b>	June 10th	Snetterton
(Practice June 9th)		
<b>Round 5</b>	Sept 9th	Mallory Park
(Practice Sept 8th)		
<b>Round 6</b>	Sept 23rd	Snetterton
(Practice Sept 22nd)		

Hope you find this of some use, all that remains is to wish you all a very Happy New and Successful Season.

*Stuart*

**KURT LUBY** insisted on Minilite Wheels in 1983 and he won both of the **RAC 125 Championships**. Don't forget that you must have bead retainers for 1984.

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## BEHIND THE SCENES

**This month's 'Behind the Scenes' adopts a slightly different theme from the feature in the December issue, in that it deals with a very essential, perhaps an underrated facet of Karting's world — that of communication. With the sport still regarded by many to be a somewhat insular animal, communication plays a major role, not only by keeping the various clubs and organising bodies in touch with each other, but helping to project the sport to the media at large. As its 5th birthday dawns, we take a look at *Kart and Superkart Magazine*, how it is put together and what its aims are.**



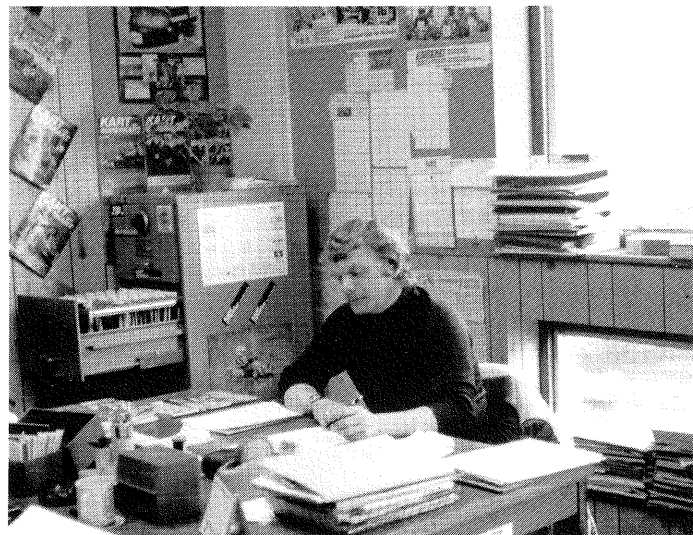
THE PRINTING TRADE IS DEPENDANT ON MODERN TECHNOLOGY THESE DAYS...

Some people seem under the misapprehension that once the current issue of the magazines has been despatched to subscribers and distributors alike, the staff either go to sleep, throw a party or even take a holiday! Nothing could be farther from the truth. It's not just a case of the staff working their butts off for one week in four then hibernating until the next issue comes along, rather the opposite. Every day of each week is spent in preparing the next edition. We thought you might be interested to know what goes on in the Editorial and Advertising Departments during the space of an average month. Read on.....

*Kart and Superkart Magazine* comes together with the help of many different people: our columnists, reporters, photographers, drivers, spectators, etc. However, Jayne and myself are the only two full-time employees in the *K&SK* office on a nine to five basis.

Of course there is a general monthly routine for putting the magazine together and the best point to begin explaining that routine is when the last of the current issue has been shipped out.

As with any magazine or publication there is a 'copy deadline' which many contributors find difficult to meet. In our case it can be said to be the 15th day of the month preceeding the month of publication. This puts a lot of pressure on contributors, as already stated, for a variety of reasons. The contributors are everyday working people who have full

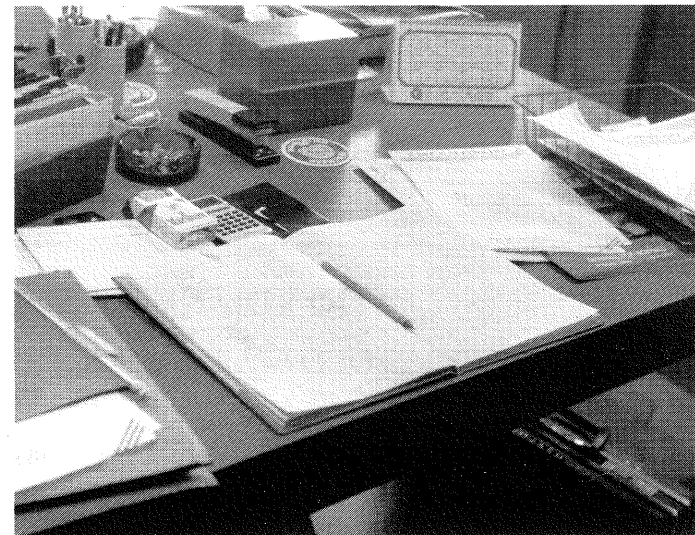


*Dealing with letters, an essential part of communications.*

time occupations to follow, therefore to put together a detailed report tends to become rather demanding. Additionally, the dates on which the meetings are held will, to an extent, dictate the content of the issue. That is why on occasions there are repercussions when submitted matter fails to appear, but the only reason for such occurrences is when the reports or articles miss the copy deadline. Whilst on the subject of submitting material, a good yard stick for any of you would-be contributors is that a single page in the magazine, without photographs, headings or illustrations, will hold approximately 2,000 words of text in the standard type size used.

So, it follows that the first step is to assess exactly what the next issue will contain; the meetings to be covered; who will be writing the report and who taking the photographs. We need to know approximately how many pages to allocate to each report, feature or column, club, Pit Talk and so on, in order to establish how many pages of advertising are needed to achieve the correct balance that will complement the copy narrative. In this respect experience tends to be the rule of thumb though, on occasions, assessments sometimes fall short, creating minor panics.

The next stage involves actually getting the copy into the office. No mean feat! Usually this entails frequent telephone calls and nail-biting



*The day to day updating of accounts.*



*Advertising plays an important part in the administration.*

before the problem is finally resolved. Once the material begins to trickle in, the next step is to mark up both the adverts and copy text in the appropriate type size and column width. The material is then despatched to the typesetters. In the meantime we have to work out a 'dummy page layout' to give us a guide as to what will end up where.

Probably the biggest headache with compiling an edition is choosing the front cover picture and the banner colours. Not easy, because ideally the colour transparency must have good definition and be in focus, otherwise when the film is magnified up to the cover dimensions the result may be a blurred image and show the individual colours merging. Also it is essential that the transparency be bright because, though it may reproduce a quality colour print, the process for separating the colours, to an extent, robs the picture of the brightness it might reveal when printed up or examined through a viewer. The cover feature is also dictated by the subject matter of the transparency available. Whilst a selection of photographs depicting the whole spectrum of karting is desirable if we are to strike a fair balance, this is not always possible when taking into account the tolerances mentioned above. Therefore to maintain the high quality of the magazine we have to use the best possible photographs, a fact which sometimes mistakenly suggests bias.

The most critical decision is the choice of colours for the banner, as this can ‘make or break’ appealing presentation. You would be surprised how many permutations are discarded before the final decision is made.

Another important feature of the magazine is the amusing quality



EVEN ED'S A DAB HAND AT PASTE-UP.

work' is the actual photo-typesetting material from which the dummy paste up copies have been taken. The material is scalpel trimmed and carefully wax-mounted onto magazine page size grid sheets before being passed for plate making. Everything remains in the hands of the printers for the next week until the magazine copies are run off and returned to the office, already stitched, folded, trimmed and packaged. In the interim, all is not lax at Pindar Road, we are busy invoicing, addressing and stamping envelopes in preparation for the monthly distribution panic. As the Post Office van disappears down the road the process begins again. Even while the magazine is being put together the day to day running of the office has to be maintained. Accounts, subscription updates, queries on karting matters, numerous letters and phone calls to be dealt with, all these make it a self-generating process, keeping us fully occupied from month to month.

**That is *Kart and Superkart* and the work involved in putting it all together. It averages some 36 to 40 pages each month, pages which contain advertising, photographs, cartoons and diagrams, and has over thirty thousand words of text covering all aspects of karting.**

**Its aim is to be a focal point for karters to communicate their needs and ideas, it tries to promote the enjoyment, competitiveness and act as a voice for karting on a world wide scale.**

**Ed McCormick**