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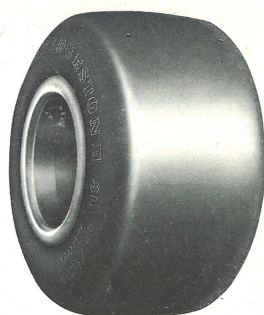


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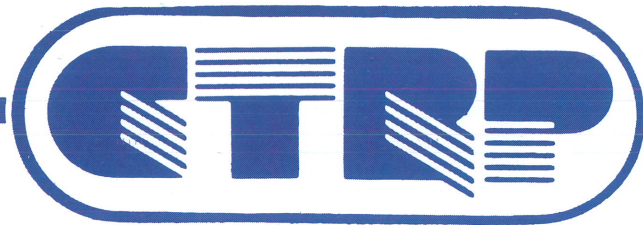
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FEBRUARY 1984



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New Zip Super tyre Pressure Gauge	£11.50
Precision dial gauge + adaptor	£14.30
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5mm 'T' bar Allen key 'genuine Jacobs'	£1.10
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THE SIMPSON TYPE "82" A Helmet that will set a new standard in comfort and protection, designed specifically for Karting and used by **World Champion Martin Hines**.

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1 SRS Sprint/Rotax	and exhaust	£950.00

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WANTED: YAMAHA 250 NATIONAL KART. Cash waiting for best kart offered — preferably with spares, tools etc. Contact Chas James, Banwell 820055. After 6pm.

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100 NATIONAL FULLERTON PARILLA, dartway fitted when Dartford tuned 6 meetings ago. Bridgestone tyres fitted plus wets and a few spares. £300 ono. Phone Cardiff (0222) 734174.

WANTED: DYNAMOMETER FOR TESTING engines up to 80-100 HP. Contact Harry Webb, The Orchard, Triple Plea Road, Woodton, Suffolk. Tel: Woodton 393.

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1 Bruno Ferrari Kart, unused... **£295 ono**
1 Lancer & 1 Dino with S.R.S. Rotax, complete with Motor... **£875**
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Aero, S.R.S. Rotax... **£950**
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please ring **Stuart Ziemelis**
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18' Sprinte Major Caravan

5 Berth, cooker, fridge, full awning,
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Only used few times during '83 season.

£1,500 + VAT

Evans Racing Engines
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The 1984 'Blue Book' is well into circulation by this time and copies are readily available. All in all there are no significant changes in the kart regulations, rather a 'tightening up' and clarification of some of the more ambiguous restrictions governing the sport. Of note is the ruling that all karts used on long circuits must be fitted with some form of bead retention, clearly amplifying the serious problems experienced during last season. Tyres too, for National gearbox classes, come in for relaxation and are now free, subject only to List C maximum prices and maximum size. Minimum weight changes also occur in several classes: the Britains go up from 105kg to 120kg, while 100 International karts without bodywork, to 150kg. There are no alterations to the list of those engines already homologated, nor does the 'grapeline' indicate any forthcoming changes, except that non-rotary valve, water-cooled will be allowed in 250 National from 1st January 1985.

The Junior Booster Class came alive on 1st January and, whilst some clubs report seeing a few of this new breed on their grids, it is very early days yet to make an assessment of the popularity. Time only will be the indicator, once the season gets under way. As an alternative to the junior bike clan it looks to be the best thing since sliced bread, but it still needs the promotional efforts of all those interested parties if it is to succeed as intended. *Motoring News* did in fact run a couple of paragraphs about the Booster class in an early January edition and with the announcement of its existence at the recent Motor Sports Show, this should help its promotion. Whilst no one will decry the skills of those youngsters in the BMX sport, the others, who purchase the imitation variety and emulate the boy racers, can only constitute a liability to pedestrians and motorists alike, as they seem to be entirely void of any parental control. At least our karters are limited circuits.

As a post script, Derek Rodgers' efforts to organise a 250 National Drivers Series for 1984 are being seriously handicapped through lack of support. After the success of the Series in 1982 and 1983, which did a lot to achieve larger than before grids and was very popular with drivers and spectators alike, it will be a great shame if the plans have to be dropped. With the long circuit season opener at Cadwell only three weeks away, time is running short. So get your pens out lads!

Ed. McCormick

FRONT COVER:

'Super Swede' Lennart Bohlin, here seen in his Loctite colours rather than the LEP International livery which he took to victory during the LEP International Series in New Zealand in January. Lennart's next stop is South Africa, where he will contest Round One of the CIK/Bridgestone Superkart World Championship. See page 3 of *Pit Talk* for New Zealand results — full report next month.

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KART AND SUPERKART

MONTHLY

No.62

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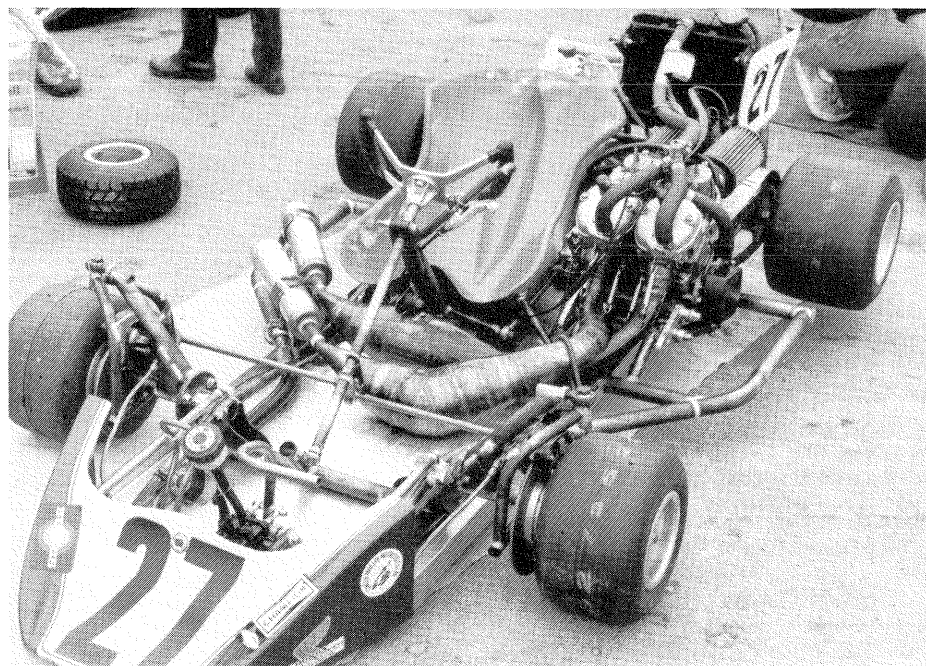
South Africa Superkarts
1984 LEP International Series

PUBLICATION DATE: 1st MARCH 1984

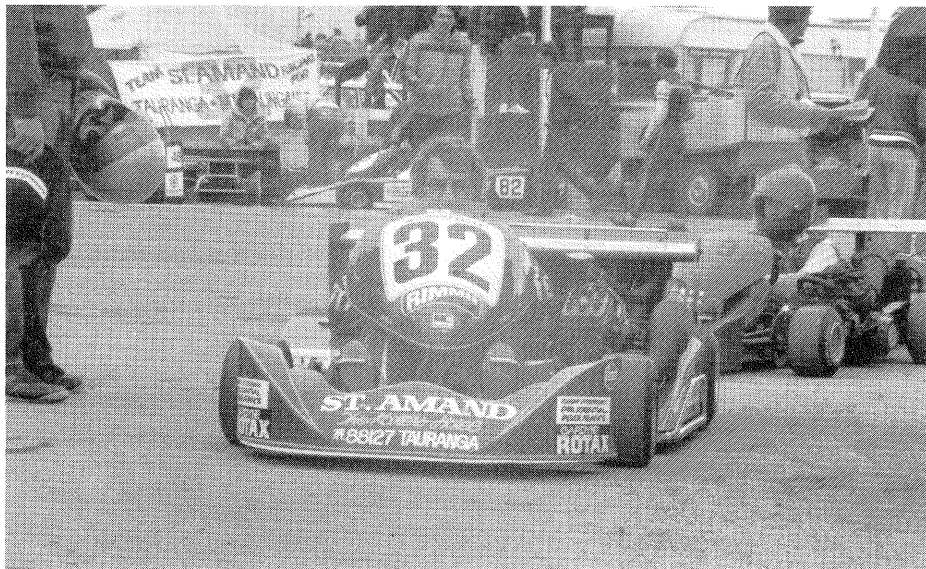
*These Items were correct at time of going to press.



Just a couple of photographs lent us by Russell Anderson, taken in New Zealand by Gary Harrison with Gary's own comments as to the race capability of the equipment displayed!



Ginger Molloy's latest creation — handles like a pig.



Kevin Clark in Chris Lambden's old kart — also handles like a pig!

RAC NEWS

The following information has been received from the RAC MSA on Information Sheet No. 447 and further amplifies the regulations contained in the 1984 'blue book':

CIK DECISION

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

125 NATIONAL CLASS

It is reported that "cannibalised" engines have been appearing. All competitors are reminded of Regulation S.3.4.2. which clearly states the parts which must be from the original engine model. Further, although notice has been given regarding the introduction of water cooled engines in the 250 National Class in 1985, no such decision has yet been taken with regard to 125 National.

NOTEWORTHY

The regulations governing the 1984 Bridge-stone/Kart & Superkart 100 National Championship Series, published in the January edition on page 36, contained an error. To remove any confusion as to eligibility, drivers are invited to note the following:

'The Series is open to National Class drivers only. No driver who represents the United Kingdom in any 100cc International event or enters any 100cc International Championship in 1984, will be eligible to participate in this Series'.

Apologies are made to all interested parties.

CUMBRIA KART CLUB

Following the Cumbria Kart Club AGM the major decisions regarding competition in 1984 were as follows:

- 1 Tyres for all classes will be as per 1984 Blue Book.
- 2 All race entries must be sent by post on an entry form (not necessarily a CKRC one). Telephone entries will no longer be accepted.
- 3 Membership and race entry fees have been pegged at 1983 levels. Membership is: Race £7, Ordinary £1. Race entry fees are: members £6, non-members £7.50.
- 4 Owing to the uncertainty of the Cumbria weather the January and February meetings have been cancelled. Our first race meeting will now be on March 11th 1984.

The committee were concerned to hear that rumours had been spread about the club's attitude to Class 4 drivers. This club welcomes all classes and has never knowingly discriminated against any particular class. Before listening to rumour come and try our track, we're sure you won't be disappointed.

Iain Blair
PRO Chairman KRC

Mini Ads

Telephone:
Hoddesdon 44201

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Congratulations!

MARTIN HINES WORLD CHAMPION

Using Merlin Pipes

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

Agents:

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Scandinavia: Lennart Bohlin
USA: John Gibson

RAVENGLASS (06577) 244

TEAM RUSHFORTH

OFFER for sale, 1983 works 125cc equipment complete with very quick SRS tuned Rotax, as used by Pete Tippell to win 2nd place in Bridgestone Champion of Champions series. For ref: See K&S mag. during '83,

£1,000

Contact Ian Rushforth
Norwich 746218 after 6pm

ZIP GP BARE CHASSIS 250cc Rotax, mounts, gearlever, included £65 ono. Fibre flare fairings £5 each. Telephone 0933 681150.

210 11E CRANK CASES, gearbox spares 2 Upton barrels, 6 Carlisle wets on rims, 7 Goodyear slicks on rims. Ring Garry Brenchley 2598.

210 VILLIERS TZ complete with spares. Also TT full race leathers, 38 chest, immaculate. Tel: 051-638 5322 after 6pm.

COMPLETE SET OF CLASS 4 Kelgate brakes, ventilated discs, nearly new. £200. Phone Colin Mills 01-697 8976.

GARY TILL HAS FOR SALE: 1 Zip 982 complete, as used last year. 1 works TKM engine (48.0). Plus various other karts and engines and many other spares., Tel: 01-845 5280 (Northolt). Secondhand Goodyears £2 per tyre.

STEVE RAWSON'S C.T.R.P. SUPERKART, CTRP chassis '82. Rotax engine '83, clutch fitted. Just rebuilt by Chris Taylor. Latest Zip fibreglass plus wets and clutch spares £1,725 ono. Tel: Ripley (0773) 42195.

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If you're short in the body or long in the leg And can't get a suit from off the peg Whatever your shape we don't give a hoot We'll fit you out with a George King Suit

Simulated leather only

Any design made or submission of drawing.

PHONE CALL or SEND S.A.E. for measurement form. Available direct order only.
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Telephone: NOTTINGHAM (0602) 821539

SUIT BEGINNER — 100 NATIONAL Gillard kart and fully tuned Sirio (rebuilt one race ago), both only 7 races old and very competitive. Stand, sprockets etc. £420. Spare engine available £80. Tel: 01-204 5194.

YAMAHA YZ 125 MOTOR fully tuned, Mikuni carbs, Hitachi ignition, spare exhaust, recent overhaul, very fast and reliable, P&R. £200 ono. 051-334 2985.

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GARY THOMAS

Moving to Formula Ford, has for sale his complete 1982/83 Britain racing outfit. All engines recently factory bored, Cleveley tuned and ultra competitive.

ZIP 983. New July 1983. New Kelgate brake. Stacks of new spares.

Reema 1981-82. Very competitive chassis. H/Arrow engine 786.

All outfits complete and ready to race. Plus: Choice of 3 sets racing leathers, helmets (Simpson XM1 and Hopkirk with wirly). 2 stands with wheels, carbs, sprockets, exhausts, tools, wet boxes etc. etc. etc.

1982 Bedford CF350 specially converted for karting.

**REASONABLE OFFERS
CONSIDERED FOR ALL OF THE
ABOVE.**

Please Telephone Gary on
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100 BRITAIN ZIP/HEWLAND 50.8 bore. Complete outfit in very good condition, trophies winner. Owner changing class. Spare Dunlops and Carlises on rims. £300. Phone Newmarket 741006.

BARLOTTI 82B BRIDGESTONES AND GOOD-YEARS on rims, wets, nose cone and bubble. Montessa engine (not run since rebuild) plus Collard tuned Montessa (needs rebuild). Many engine spares, barrels, heads etc. Tons of spares. Purpose built trailer, in fact everything you need to go racing 250 National. £850 ovno the lot. Tel: Bob 01-859 5910.

WANTED PAIR VILLIERS 9E engine casings and Amal 34mm. Bromsgrove 33582.

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Racewear

THE CHOICE OF CHAMPIONS

Station Road, Gillingham, Dorset

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CARBURETTORS — MIKUNI 34mm £25. Amal concentric 32mm £20. Manchester area. 061-633 2054.

100 BRITAIN, GILLARD ROLLING CHASSIS and Hewland Arrow 50.9. Engine, Evans tuned and N ported, (a winner at £375 ono). Plus 100 Britain Parilla, complete £50. Spare barrel and head for Hewland plus piston £30. Plus many other spares. Including tyres (Bridgestones, Dunlops, Carlisle) rims, exhausts, sprockets, helmet etc. Phone T Lethaby 0271 42995.

FOR SALE: TD3/TZF 250cc YAMAHA Superkart, Star chassis. Merlin Pipes, motor tuned by Heskeths. Very quick. Front fairing, back wing. Good Bridgestones, spares. Sprockets, crank barrels. £600 or offers. Tel: Goole 61426.

STAR CHASSIS. Good condition, Gearbox type £25. Manchester area. 061-633 2054.

SPRINT UPTON 210. Disc brakes and side tank, front wing. Other extras. Engine completely rebuilt, and wets on rims. £275. 051-336 5641.

Manufacture Your Own Frame!

The advanced **MAGNUM** chassis with the unique adjustable castor and inboard front end assembly, can be yours due to commitment of other businesses. *Items include:*

Main 125/250 jig and ancillary equipment, Chromed brake, steering, gear levers and pedals. Plus many other parts for the continuation of manufacture.

Plus a 125 finished chassis.

All for £300

Please ring Barry Loakes 0480 860361.
Anytime. Can deliver.

100 NATIONAL TKM ZIP MANX engine rebuilt, new KP brake and ignition, superb condition with spares, stand. £180 ono. Halifax 202782.

CLASS 1 BIREL ROLLING CHASSIS on Goodyears. 4 extra rears (2 on rims), some spares. Ideal beginners kart. Must sell, hence £95 ono. Tel: 01-399 7646.

ZIP 925 — 125 ROTAX, Roger Goffs short circuit kart and motor, Kelgate brakes. Winner in the right hands. £1,100. Phone Bedford 66549.

CLUB SCENE

continued...

Whitefield for second. Disaster!, Keenan misjudged a corner and spun off (I'm sure he muttered 'Oh Dash!') leaving Whitefield to take first in the 125s whilst Addie and Clark fought it out to take first and second respectively for the 210s.

Darkness was creeping in at trophy presentation and on finalisation spectators, glad of their long Johns, dispersed quickly while club members set about packing up all the gear in readiness for the start of our next meeting, 5th February, entries to: Sandra Wilson, 16 Burnhouse Crescent, Hamilton, Scotland.

See you next month.

Jimmy Gordon
041-882 7222 Day

JUNIOR BRITAIN

1st D. Coultard
2nd C. McCorquindale

JUNIOR NATIONAL

1st I. McLeish

100 NATIONAL

1st L. Di Rista
2nd J. Forsyth
3rd G. Wilson

210 NATIONAL

1st G. Addie
2nd D. Clark

125 NATIONAL

1st A. Whitefield



WE'RE GOING TO HAVE TO WATCH OUR COSTS, TITANIUM, CARBON FIBRE, COMPOSITES, CHEMICAL ETCHING, POWDER METALLURGY - ALL UP IN PRICE - AND WE MAY HAVE TO CUT DOWN ON OUR WIND TUNNEL TESTING.

Kalendar

FEBRUARY

4/5 JOHANNESBURG Round 1 World Supercart Series

5 FELTON (8 miles north of Morpeth on A1)
RAF LINDHOLME — Borders KC
RYE HOUSE (Hoddesdon)

12 CHASEWATER (Pleasure Park, Brownhills, off A5)
ROWRAH (nr. Frizington, Cumbria)
TILBURY (Dunlop Road)
WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

19 NUTHAMPSTEAD (1 1/2 miles east of Barkway, off B1368 Cambridge-Ware road)
THREE SISTERS (off junction 25, M6)

26 CADWELL PARK (midway Horncastle and Louth on A153

BLACKBUSHE — Camberley KC
FULBECK (8 miles from Newark)
PEMBREY — Cardiff KC

MARCH

4 FELTON (8 miles north of Morpeth on A1)
RAF LINDHOLME — Borders KC
RYE HOUSE — Hoddesdon KC
THREE SISTERS (off junction 25, M6)

11 BOYNDIE (Banff)
CHASEWATER (Pleasure Park, Brownhills, off A5)
CLAY PIGEON
KIMBOLTON (10 miles SW of Huntingdon)
ROWRAH (nr. Frizington, Cumbria)
TILBURY — Dunlop Road

17 MALLORY PARK (Kirkby Mallory off A47, Leics.) including 1st Round Zip/Bridgestone 125 series

18 NUTHAMPSTEAD (1 1/2 miles east of Barkway off B1368 Cambridge-Ware road)
THREE SISTERS (off junction 25, M6)

REMINDER

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

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Rapid mail order service for your fastener requirements. Small or large quantities. Please send stamp only for price list and catalogue.

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FOR SALE: 100 NATIONAL/JNR. NATIONAL Lancer '83, TKM (48.0), plus TKM spare engine (48.4). Tyres, sprockets, 100cc spares. £500. Will split. (0945) 860476.

ZIP 981 CHASSIS clean, overhauled. National or Britain class. £150. Phone Bedford 66549.

ZIP GP 250/125 ROLLING CHASSIS, Kelgate brake, unused frame, £500. Phone, day, Bedford 63368, night 768653.

TEAM RUSHFORTH

For hire, genuine team equipment available for limited number meetings.

£150 per meeting.

Price inclusive of transport, race mechanic, and normal race wear & tear.

Contact Ian Rushforth — Norwich 746218 or Boyd Barrington (0728) 723528

ZIP GP PEAK REVS YZ250 as new, wets, spare dries, full gearing for all circuits, new piston. Ready for 1984 season. £1,000. Ring Peter King on (0205) 820406.

ZIP 981 CHASSIS COMPLETE, suit beginner. £125. Phone Bedford 66549.

MECHANIC WANTED

Experienced and competent mechanic required to join the Hermetite Zip Team next season. Must be available for all championship meetings, including overseas events. Apply in writing to: **Carolynn Grant-Sale, c/o Zip Kart, Pindar Road, Hoddesdon, Herts.**

FIRST £500 BUYS IT. 210 NATIONAL, absolutely complete, ready to race, with spares. Ring for specification (0702) 610080.

ZIP EURO WITH TKM engine, Junior Britain with many spares. £220 ono. After 6pm. Letchworth 2522.

ONE FULL SET GOODYEAR SLICKS On rims £30. Rear Goodyear wets on rims £15. Tel: Paul, Hartlepool 74370.

ZIP GP PEAK REVS YAMAHA YZ250H. Merlin, Molloy, Motiv exhausts. Mikuni, Amal, carbs. Set of wets. Sprockets, jets spare set of new Bridgestones, rears. £895. John Onslow, 01-330 5600. Worcester Park, Surrey.

PHOTO SPEED PHOTOGRAPHY No. 1 in Kart Racing

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

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

Welcome
Manufacturers, Clubs, Organisations.

DMA Racing

210 CHALLENGE (1983)

FINAL RESULTS — TOP 20

1 Ian Hunter	11 Graham Poultney
2 Mark Lockley	12 Mike Edwards
3 Mark Allen	13 George Wright
4 Tom Thacker	14 John Haigh
5 Paul Robinson	15 Steve Hurst
6 Colin Poole	16 Andy Martin
7 Mike Blake	17 Steve Jones
8 Dennis Osborne	18 Colin Hoare
9 Dud Martin	19 John Mark
10 Paul Woodward	20 Bob Rawden

The first DMA 210 Challenge drew to a close with the final round at Sherington on November 18th, this being the last in the series of fifteen nominated meetings spread over the season at Chasewater, Fulbeck, Felton, Rissington, Sherington and Three Sisters. With the best nine results to count together with points for finishing down to 15th position, and no need to register for the series, it enabled even those with second thoughts at the beginning of the year to join in and score points at anytime they wished. Certainly, the entry for the 210 Class at all the meetings increased considerably to a very healthy number with some of the biggest 210 grids for many years. The final positions were in doubt right up to the penultimate round at Chasewater with those from 2nd downwards finally fought out at Sherington. Congratulations must go to Ian Hunter on his well deserved win, proving that consistency certainly pays off. Ian scored in 10 of the 15 rounds as did Mark Lockley and Paul Robinson — Tom Thacker actually scoring in 11. I can only presume that those drivers finishing a little further down wished they had competed in a few earlier rounds when they realised the extent of prizes available.

BOHLIN'S LEP SERIES

Sweden's Lennart Bohlin continued his impressive record into the New Year by winning 2 out of the 3 rounds of the 1984 LEP International Series, making him overall Series Champion. New Zealander John Hamilton was second, ahead of Nigel Smith and Paul Larsen who campaigned the Series on Smith's spare engine. Chris Lamden, plagued with problems, finished fifth. Chris will be providing a full report on the Series for next month's issue.

1st Lennart Bohlin	Zip/SRS Rotax
2nd John Hamilton	Zip/Rotax
3rd Nigel Smith	Zip/Rotax
4th Paul Larsen	Zip/Rotax
5th Chris Lamden	Zip/Rotax

Special thanks to the following for their kind donations:- DMA Racing, Snap-on-Tools, Motiv Exhausts, Omega Pistons, Zip Karts, John Handley Bearings, Kart & Supercart Magazine, Tom Thacker Racing, DMN Motorcycles, Chasewater KC and Sherington KC.

For 1984 the DMA 210 Challenge will be run again along similar lines with a few changes — slightly few nominated meetings and several new venues to be included. Details will be published soon. Mrs Ian Hunter will be looking after details and results next year and her address is:- 10 Spruce Walk, Rugeley, Staffs WS15 2XP.

With short circuit kart racing being the grass roots of the sport the overwhelming majority of drivers who took part felt that this is the type of series that is needed in all classes of karting rather than just doing an odd meeting here and there with no real target to aim at during the season.

Again thanks to DMA Racing, to those who donated prizes, the Club Organisers and the drivers whose enjoyment made it all worthwhile.



Series Winner — Ian Hunter.

LEASIDE JOIN PEAK REVS

Phil Glencross of Leaside Tyre and Exhaust has joined the 'Peak Revs' duo of Alan Cheetham and Derek Rodgers and will be sponsoring the team for the '84 season. The trio will be turned out in the Leaside colours of blue and white and will again be battling for the honours in the 250 National Class.

Last month's front cover photograph was, unfortunately, incorrectly captioned and should have read: No 27 Jason Elliott, leading No 8 Fraser McEwan-King at Rowrah, with newcomer Richard Scott in the background. Our apologies chaps, we'll try not to let it happen again!

PHOENIX CHALLENGE CUP

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)

S.P.E.K. RACING

Midland Class 1 Kart Specialists, S.P.E.K., Racing are pleased to announce that they are newly appointed Midland agents for Simon Wright Karts. They are now also Midland agents for Hewland Arrow Engines. They have full factory backing and carry ALL spares. S.P.E.K. Racing also specialise in Tillotson carburettor modification and preparation for all classes. For further information contact Jon Filkin on 052 784 334.

TYRE REGS

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

DRY — YBN SL 83 10 x 4.50
11 x 7.10

Price maximum: £12.00 + v.a.t.

WET — YBF 10 x 3.60 (Front)
£15.00 + v.a.t.
11 x 6.00 (Rear)
£17.00 + v.a.t.

STOP PRESS

Have you registered yet for the 250 National Drivers Series?
If not — get a move on!

It is understood from reliable sources that Neil Hann of Mistrale Racing and Sportac fame is to vacate his premises at Clay Pigeon Circuit. Does this indicate the end of Mistrale Racing? Will Sportac, so popular for so long, cease to exist? In fact, will Neil Hann cease to exist?

BY BARRY FOLEY

FRIGIT

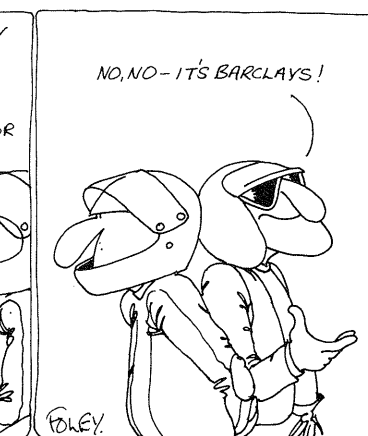
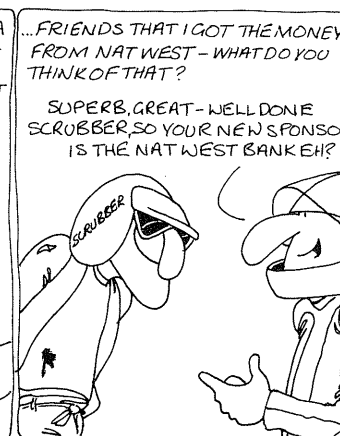
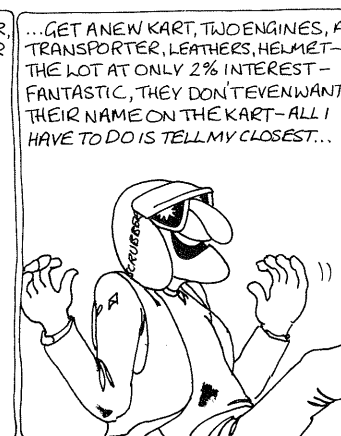
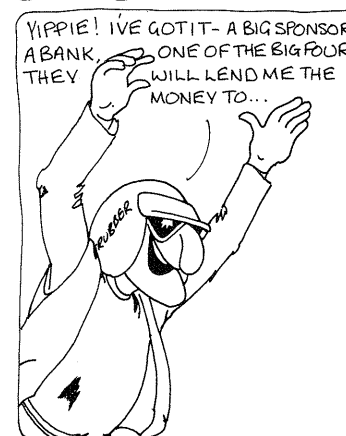


Photo Caption Competition

The following photograph is courtesy of Brian Kennedy (Ulster Kart Club) and was taken during the Carrick Fergus Road Race last year. We are looking for a suitable caption depicting the exchange going on between Brian and Trevor Roberts. How about something along the lines of.....

"After what you just did to me on that last lap, I'll tell you what G.P. stands for!"

Perhaps not. Maybe you have some ideas. If so let's hear them. Send them to:

KART AND SUPERKART (Caption Competition), Pindar Road, Hoddesdon, Herts.

The best caption wins a subscription to Kart and Superkart Magazine.



PHOTO CAPTION COMPETITION — Winner

The winner of last month's Photo Caption Competition is Jan van der Post of Maastricht, Holland with:

"Ik'wou eerst niet, maar ik heb wel ge'moeten!"

We know the translation, but we're not goint to print it. That's something we'll leave to you. So, polish up your Dutch and write in!

CLUB SCENE

SENIOR BRITAIN

1st Peter Phillips

100 NATIONAL

1st Graham McCarthy

210 NATIONAL

1st Tom Thacker (Jnr)

125 NATIONAL

1st Richard Blackburn

250 INTERNATIONAL

1st Bob Kennings

REMINDER

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

Blackbushe

18th DECEMBER 1983

The final Blackbushe of 1983 was backed by Bridge Motors — sponsors of Kart Racing for seven years through Alan and Maggie Dell and Tom Sweeney — and the fine display of trophies was augmented by cash prizes for each class. Alan and Maggie have been closely connected with CKC for many years now, currently holding the positions of chairman and secretary respectively, and on behalf of the whole club I should like to extend a warm thank you to them all — including Tom! — for their hard work and continued support.

JUNIOR BRITAIN

The 10 lap Junior Britain final, fronted by David Goode and Nicky Hart, was to prove very exciting, as these two were only 2 points apart in the club championships and Johan Dackner, 3rd on the grid, was also in contention for the annual trophy. Whilst Nicky led the field into Bennetts, shadowed by David, Nicky Kyriakides had shot into third place and was chasing hard. By Pit Corner on lap 2, Nicky Hart was rapidly being caught by Kyriakides, David had settled in behind them followed by John Bowden, Johan, Steve Sparkes and Robert Husband. At the start of the 4th lap, Kyriakides passed Hart, immediately pulling yards from under him, and from that point onward he was untouchable. Midway through the race, with Kyriakides streaks ahead, Hart was still 2nd some way in front of David, Johan was in close competition for 3rd and the rest brought up the rear. Round Pit Bend on lap 8, Johan passed David, who was then blackflagged going into Bennetts and the race took on a rather different look. At the flag then, Kyriakides won the day in very convincing style, Hart finished 2nd and Johan 3rd.

100 BRITAIN

A very small 100 Britain class found Patrick Smith on pole for the last race, ably supported by Sue Cox, Jamie Beasley and Craig Booth. Jamie hit the front when the starter dropped the flag, with Sue settling for 2nd, but through the back esses for the 1st time she took a spin allowing Patrick Smith to move up, followed by Craig. By the end of the 2nd lap Jamie had established a good lead, with Patrick and Craig attacking second place some way behind him. Sue had regained forward momentum and was lying 6th at this point behind David Germain and Richard Hunt, but as the final progressed she moved steadily back up through the field to finish a well deserved 4th. Meanwhile Jamie was never in

any danger, and whilst David Germain challenged Patrick and Craig for the 2nd and 3rd position slots, he continued to sail toward the chequered flag totally in control. At Pit Corner on lap 8 Patrick spun off, leaving Craig to fend off the attack from David alone, and on the last round David succeeded in passing him to finish 2nd. The final placings were Jamie, David, Craig and Sue.

210/250 NATIONAL

With a final line up of only 5 250's and 2 210's, it was decided that a straight race between the 2 classes was the fairest way of deciding who took home the trophies. John Ottrey in a Zip/Yamaha led the grid, Maggie Dell was 2nd and Gerry Wilten (250) 3rd. John reached the first corner in front, tailed by Maggie and Les Saunders, and at the end of this lap Gerry occupied 4th place followed at a distance by Keith Glendenning (250). By Pit Bend on lap 3, John and Maggie had pulled right away from Les and apart from a gradual stringing out of the positions there were no place changes throughout the remainder of the race. At the chequered flag then John was 1st, Maggie 2nd and Les 3rd.

125 NATIONAL

With the 125 Championship already decided in favour of Peter Jones, Russell Powell was out to improve his second position points, and Steve Bell to see if he could maintain third place. Steve earned pole for the final after two very good heats, Dave Currie occupied 2nd position and Russell was 3rd, hoping to have ousted the gremlins that had followed him all day. At the start of the 10 lap race Russell screeched off the line ahead of Steve and Dave, and by the end of the 2nd lap had opened a sizeable gap. At the mid-race point Steve was well established in 2nd, Dave lay in third well in front of Robin Stoner, John Jackson and Tom Sweeney, and in this manner they steadily clocked up the laps, until at the end, Russell finished the full length of the straight ahead of Steve, with Dave well distanced to come home 3rd.

100 NATIONAL

Peter Giddings was already the National Champion before the December meeting was even started, but he was determined to finish the season on a high note and was therefore first on the final grid. Derek Higgins (Dartford Karting) took the 2nd spot, Brian Hoooley 3rd and Daryll Beasley 4th. Derek gained the initiative as they rounded Bennetts for the first time, with Peter quick to slip in behind him and Daryll finding third. At the end of the second lap, these three were separated from the rest of the pack, fronted by Mick Whitehouse, Barry Tickner and Warren Powell, and looked set to dominate the remainder of the race. On the fifth lap, Derek and Peter overtook several backmarkers thus opening on Daryll who took rather longer to get past but by Pit Bend on lap 7 Daryll was half a lap up on the next kart, which by this time was Tony Negal. The closing stages saw no changes at the front and with Warren Powell and Barry Tickner settling for fifth and sixth places, the accolades went to Derek, Peter, Daryll and Tony.

Liz Jones

JUNIOR BRITAIN

1st Nicky Kyriakides Wright/TKM
2nd Nicky Hart Dart/Arrow
3rd Johan Dackner Lane/TKM

100 BRITAIN

1st Jamie Beasley BM/Arrow
2nd David Germain Dart/Arrow
3rd Craig Booth Dart/Arrow

210/250 NATIONAL

1st John Ottrey (250) Zip/Yamaha
2nd Maggie Dell (210) Zip/DHU

125 NATIONAL

1st Russell Powell Zip/Rotax
2nd Steve Bell Barlotti/Rotax

100 NATIONAL

1st Derek Higgins Dart/TKM
2nd Peter Giddings Dart/TKM
3rd Daryll Beasley Dart/Arrow
4th Tony Negal Cobra/ERE/CR

Summerlee

8th JANUARY 1984

JUNIOR BRITAIN/JUNIOR NATIONAL

Combination of both classes produced fast exciting racing, as these up and coming youngsters literally tore round the circuit, wheel to wheel and bumper to bumper, inching forward at every opportunity, sometimes gaining and losing places in the heat of the moment. As the heats progressed, pressure increased when first timers G. McCorquidale and Franchitti, who with a little more experience will be a force to contend with, turned on the speed and proved more difficult to catch and overtake than first imagined.

Cunning and ability won through in the end and from the start of the final McLeish and Coultard were on the boil, increasing their immediate lead in each lap with C. McCorquidale sitting in third and trying hard to catch up. McLeish finished first in National, Coultard taking Britain and C. McCorquidale finishing second.

100 NATIONAL

Although a smaller field than usual performance was up to scratch as last years battle continued between the big guns of this class with Di Rista, Ross and Wilson setting the pace in all heats and creating a tense atmosphere among the spectators for the final.

After a false start in the final they were away and pole man Di Rista powered off closely followed by J. Forsyth showing face first time this meeting, pushing hard determined to catch and overtake. Thomson and Ross, a little behind at this point, were having a tussle whilst Wilson, starting in sixth, had overtaken novice Cameron and was making ground quickly. Ross slipped neatly past Thomson and coming into contention was Wilson in fourth. Position at the rear of the field changed rapidly as the race progressed and Di Rista, with only a few laps left had extended the lead dramatically and Forsyth still in second fighting hard. Ross found short lived superpower and seized leaving Wilson and Thomson battling for third.

Di Rista took the flag in style followed by Forsyth, with Wilson managing to pass Thomson in the closing stages to take third.

210/125 NATIONAL

A very disappointing entry in the gearbox classes resulted in both being run together. Keenan carried on from where he left off last year, leading the field from start to finish in all heats and leaving Whitefield, Addie and Clark to sort out the other placings.

The final and Keenan on pole, Whitefield alongside and awaiting the flag Keenan got off to a good start, whilst Whitefield, who appeared to be underpowered in the heats, paused momentarily and had to tuck in behind for the first corner. Keenan pulled away leaving a safe distance between himself and the challenger. A better tussle ensued between Clark and Addie both 210 novices and looking good, as they repeatedly changed positions alternately throughout and at times challenging

continued...

comparison with the Rotax. Stoddart won that heat from Luby and Docker.

The final was entirely different in that Luby took the lead but this time he didn't relinquish it, in the front for the whole race distance. Stoddart couldn't quite match his heat performances, unfortunately retiring in the final. Gary Docker came in second having met his match in the best in Britain. David Davison found himself on the wrong lap in coming home a lonely third. It is understood from reliable sources that the Minarelli motor, which Kurt used to win, is currently in contention regarding its legality.

1st	Kurt Luby	Phoenix/Minarelli
2nd	Gary Docker	Zip/Rotax
3rd	David Davidson	Barlotti/Rotax

250 NATIONAL & INTERNATIONAL

Mike Davidson won the first heat from Barry Tolson who was harried all the way by Drew Liddle (proving there's life in the old dog yet). Further proof was provided in the second heat when Drew won that one after exploring the tyre barriers on the warm up lap, extracting himself in time to start the race. Davidson retired in mid-race with something terminal enough to cause non-involvement in the final. Barry Tolson was second in this one too, despite his pressure on Liddle.

Both heats in the National class were taken by Ian "Fandango" Reading, Edgar Moffat just unable to get it together on the day.

Liddle and Tolson ripped off the line as one and both came to grief at the hairpin, Reading picking his way through the melee to lead on the road. The two Inter's dragged themselves out of the weeds to restart nearly a lap down on Reading but the superior speed of the twins soon opened up an appreciable gap. Try as he might Tolson, although he moved up to challenge Liddle, could not demote him from the premier position so Liddle gained the win over Tolson in second. As the only single in the race, all Reading had to do was keep going in order to win. This he did and also wound up first on the road, making some strange gesture with his hand as he crossed the line. I really must have a word with his doctor!

250 National		
1st	Ian Reading	Barlotti/Honda
250 International		
1st	Drew Liddle	Zip/Rotax
2nd	Barry Tolson	Zip/Yamaha

And now, the thank you's. Thanks from the club to the drivers who have supported us this year. Thanks should also go to the club for staging some excellent events. A big thank you to the people who kept us fed in the clubhouse, especially Mrs Dixon and a big warm round of applause to Kath and Harry Strachan for putting up with us and to Bob Ballantyne for keeping it all together. To everyone from everyone, I thank you all.

Iain Blair

CLUB CHAMPIONSHIPS 1983

Junior Britain	125 National
1st David Coulthard	1st Berni Stoney
Junior National	210 National
2nd Lloyd Ross	1st Antony Bar
100 Britain	250 National
1st Peter Charnley	1st Ian Reading (again)
100 National	250 International
1st Willie Grieve	1st Mike Davidson

Dunkeswell

1983 Season Review

Once again the Dunkeswell KC had a successful and busy season, with six 'ordinary' club events, the RAC 100 Britain Championship, plus a round each of Super One and K&S; so nine meetings in all.

A grand total of 904 drivers competed at these events, with a low of 86 in November and a high of 132 at the April Kart & Superkart round; this averaged out at 100. 4 drivers per meeting! On average these 100 drivers covered a distance of 1,800 driver/miles per meeting, which totalled out to 16,272 driver/miles for the nine events. As in 1982 the season had its share of shunts and bumps but no broken bones!

100 Britain was the most popular class and here the equipment lined up thus; the top five chassis over the nine meetings were Jeta (62), Kestrel (37), Zip (33), Barlotti (29) and MM (22). Jeta had a high of 12 chassis at one meeting and a low of 4 — the increase in popularity of this chassis can be attributed to good PRO work by the local agent.

Engine-wise, Arrow totalled 228 engines used, with a high of 36 at one meeting and a low of 18; DAP had 94 engines used, with a high of 16 and a low of 3; TKM totalled 6 engines used over the nine meetings, with Parilla on 2 and Komet on one.

Due to the three 'special' Class One events, Gearbox was only run at seven meetings, a fact which did not go down too well with the gearbox racers.

The top three chassis here were Zip (92), Barlotti (69), and Aero (14), with Zip having a high of 17 at one meeting and a low of 9, and Barlotti a high of 13 and a low of 8.

Despite this two chassis dominance it was singleton entries from Dale and Star that came 1st and 2nd in the club championship chase!

So, a busy and successful season with no serious injuries and plenty of good publicity from our friends at the local BBC and press.

1983 CLUB CHAMPIONS

Junior Britain		
	Kim Taylor	Kestrel/Arrow
100 Britain		
	Darren Maple	ART/Arrow
100 National		
	Andrew Palister	Jeta/DAP
125 National		
	Alan Pearce	Barlotti/Rotax
210 National		
	Fred Tarr	Dale/Villiers
250 National		
	Mike Wosnitzka	Dino/Yamaha

John Kitson

Chasewater

8th JANUARY 1984

The first meeting of the year was held in very cold conditions with a couple of quick showers to keep the drivers on their toes. As is usual at this time of year, the entry was rather small necessitating some of the classes to be combined.

JUNIOR BOOSTER, BRITAIN AND NATIONAL

Judging by his performance in the heats Jeremy Everden looked favourite to win the first final of

the day and that is exactly how it turned out, with Jeremy lapping all but second man Keith Reynolds.

Paul Ozanne, the first of the new Junior Booster class to race at Chasewater, drove quickly and impressively all day. Let's hope we can find some opposition for him next month!

SENIOR BRITAIN

Only three Senior Britain drivers turned out fo the meeting but they were very evenly matched. Quickest away was Garth Brooks who overrid things at the first bend and found himself last with a lot of work to do if he was to win. By half distance he was back in touch then with one lap remaining he passed the second placed man Keith Reynolds. A big effort at the last corner almost paid off for Garth, but Peter Phillips clung on by half a length to win his first final of 1984.

COMBINED GEARBOX CLASSES

Only two 250 Internationals sat on the front row of the grid, followed by a solitary 125 and a gaggle of 210 Nationals which made for an interesting final. From the start Bob Kennings established a formidable advantage, seeming determined to christen his new helmet with an easy win. Tom Thacker's 210 proved to have the measure of the rest of the Villiers brigade, while the sole 125 contender found himself surrounded by this class. Back to the 250s — Bob Kennings spotted his contemporary stalled in the middle of the circuit and, being known as 'Sporting Bob', decided to give him a shove, an action which let the first of the 210's past. What should have been an easy task to re-establish himself at the front was balked by a sudden rain shower. However, in the end he made it and ran out the winner from Tom Thacker, who almost threw away his 210lead whilst playing with the 125. Eventually recovering his composure he went on to become a worthy winner.

100 NATIONAL

Three splendid heats boded well for a cracking final in this ever-popular class and that is exactly what we witnessed. As pole man Rob Cooper looked very quick and confident, hoping to give his new sponsor, K&G Garage, a good start to the season, whilst a vastly improved Graham McCarthy felt just as confident he could steal the limelight from Rob.

From the start Rob was straight away into the lead and pulling away. Had he something up his sleeve, I asked myself? Coming up quickly from the 4th row of the grid was DMA driver Steve Hall on the first of Dave Atkinson's smart looking chassis. By mid distance McCarthy had clawed his way up to Cooper's bumper and proceeded to put him under tremendous pressure for the next four laps but stalwart Rob held tight and refused to give in. With two laps remaining McCarthy pulled out of the bag a breathtaking manoeuvre, taking both Rob and a back marker on the outside of the 'T-Bar' bend. This met with a roar of approval and much clapping from the Paddock crowd. Steve Hall was in touch now and looking to demote Cooper to third spot, but Rob hung on, leaving Steve to collect the hard earned 3rd place.

Grateful thanks go to all the overworked officials for enduring a day of bitter cold weather and doing such a marvellous job. Let's hope it's warmer in February!

JUNIOR BOOSTER

1st Paul Ozanne

JUNIOR BRITAIN

1st Mark Gellatly

JUNIOR NATIONAL

1st Jeremy Everden

250cc International Yahama Drivers Championship

Drivers Alan Paxton and Paul Pedelty have been instrumental in organising a 250cc International Yamaha Challenge in the Midlands area. Designed as a low budget series, 45 drivers have so far been contacted, as many as 30 of whom have expressed a keen interest in the idea. Our two campaigners have already received several letters from potential sponsors pledging some form of support, one being a complete rolling chassis to the overall winner, if enough entries are received. Initially the intention is to offer £100 as first prize. Runner-up prizes cannot be decided until the final total number of entries is known. The dates of the meetings are as follows:

March 18th	Three Sisters
April 1st	Little Rissington
April 22nd	Fulbeck
May 20th	Three Sisters
June 3rd	Little Rissington
June 24th	Fulbeck
July 15th	Shenington
August 5th	Three Sisters
August 19th	Shenington
September 2nd	Little Rissington (<i>Midland Gearbox Championships</i>)

As can be seen from the above, the championship will be held over 10 rounds with the best 6 results to count, thus giving the drivers the flexibility of choice. An entrance fee of £20 will be necessary to provide cash payouts at each meeting and a bumper payout at the end of the championship. Full details of the prize monies will be posted when finalised. A points system for heats and finals has been arranged as follows:

Heats: 10 points will be awarded for each heat completed. A further 20 points will be awarded for a heat win, with another 10 points for second place.

Summary: 1st Place = 30 points
2nd Place = 20 points
Heat Finish = 10 points

Finals:	Placing	Points
	1st	100
	2nd	75
	3rd	60
	4th	50
	5th	40
	6th	30
	7th	20
	8th	10

What is needed from you the drivers is your enthusiasm and assistance to make the championship a success and also to establish whether 250 International karting can continue on short circuits. So, let's show everybody that Superkarting is not only for the Rotax, long circuits and the wealthy. The four circuits mentioned are all suitable for camping or caravanning. Why not make a weekend of it and give the family a break? Replies and comments are awaited with interest, so please write or telephone the following:

Alan Paxton 90 High Street Chase Terrace Walsall Staffs WS7 8LX Tel: 0543 79104	Paul Pedelty 4 Parkside Way Streetly Sutton Coldfield West Midlands B74 3NJ Tel: 021-353 1041
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We welcome your letters on any topic related to karting and they should be posted to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. They should have the name and address of sender, whether or not this is to be published. Opinions expressed are not necessarily those of the Editor or staff.

Dear Ed,

Following my letter to the magazine published last month, I feel the anonymous author of the comments afterwards missed my point completely. To set the record straight I shall attempt to clarify some of the views expressed.

Firstly, I never stated that the drivers were paying for the series although admittedly that conclusion could have been drawn. The intended meaning of that particular phrase was that as the drivers are paying for their karting, they are entitled to choose the equipment they use.

Secondly, a rival manufacturer has set up a mini-series encompassing 4 and possibly 5 classes with no apparent restriction on equipment used. This is how the 125 series should have been organised.

The comment that it is natural to restrict equipment to that of the sponsors manufacture may be true with respect to tyres in the K&S series in the interests of pegging costs. However, this is not the case with the 125's where the competitor must use a specific rolling chassis which may cost more and perform poorer than a rivals.

Any championship which specifically excludes the current British Champion and those drivers constantly in the reckoning, who use alternative makes of chassis, cannot possibly be representative of the class it was originally intended to help and consequently is in danger of causing irreparable harm to the class in particular and the sport in general.

My original suggestion still stands, open up the series to karts readily available in the UK and let's have a series which shows the best of British 125 racing.

Yours etc.
Iain Blair

Dear Ed,

I am writing to inform you that there have been a few changes out in the wilds of Suffolk at the Becles and District Kart Club. First of all, we have a new chairman: Jon Minns, and a new club secretary: Mrs Gillian Maryon. The race secretary to whom entries should be sent or phoned is still Roger

Yours sincerely
John Davies

250 NATIONAL 1984 DRIVERS SERIES

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

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

If you wish to secure your place in the Series, please send £15 deposit. Please make cheques payable to: "250 National Drivers Series" and send to:

Derek Rodgers, 2 Elm Tree Close, Stalybridge, Cheshire SK15 2HF.
Telephone: 061-303 0405 (After 6pm)

**FOR HEAVENS SAKE HURRY — THE SEASON STARTS
IN A FEW WEEKS!**

250 NATIONAL DRIVERS' CHAMPIONSHIP

Last year the Championship managed to field 34 drivers and, assuming that at least 30 drivers register for the 1984 Series, with funds of £150 coming from each, then it will be possible to payout prize money along with following lines:

1st	£115	9th	£45
2nd	£95	10th	£40
3rd	£85	11th	£35
4th	£75	12th	£35
5th	£65	13th	£35
6th	£60	14th	£35
7th	£55	15th	£35
8th	£50		

From 16th down to 30th place, each driver will get his start money of £15. Also of interest to note is that Autosport will be publicising the 250 National Drivers' Championship in their 16th February issue, so look out for it.

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**

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

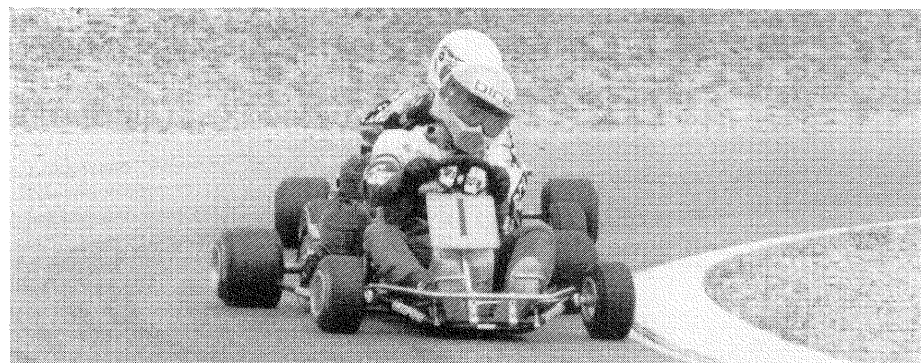
C.I.K. ASIAN-PACIFIC CHAMPS

The results of the C.I.K. Asian-Pacific Championships held in Perth, Australia were:

100cc	
1st L. Forsman	Birel/Parilla
2nd M. Wilson	Birel/Parilla
3rd R. Hart (NZ)	—
135cc	
1st L. Forsman	
2nd J. Haase	
3rd R. Hunter (NZ)	

The success of the MKM Wheels display of Karting on Stand 52 at the recent Motor Sports Show has meant that Peter Wardle has been driven to South Africa!

We have just heard there is a company in Cornwall offering DIY Homologation Kits. We wonder.....!



Triple World Champion — Mike Wilson.



Championship Winner — Lars Forsman.

Nuthampstead

The Annual Dinner Dance and Trophy presentation of the Cambridge Kart Club was held on Saturday 10th December 1983 at the University Arms Hotel in Cambridge. The Club Championship winners are as follows for the 1983 Race season:-

JUNIOR NATIONAL

1st Jean Pierre Bundle

JUNIOR BRITAIN

1st Melanie Widdowson

2nd Simon Harrison

100 BRITAIN

1st Alan Reeves

2nd Keith Tinworth

100 NATIONAL

1st Phil Hart

2nd Pat Reynolds

3rd Peter Turk

4th Dave Bramley

5th Martyn Curry

6th Rod Widdowson

210 NATIONAL

1st Ron Betties

Overall Senior Club Champion

Alan Reeves

Overall Junior Club Champion

Jean-Pierre Bundle

Roy Hayward Memorial Trophy Winners

1st Phil Hart

2nd Pat Reynolds

The Trophies were presented by the President's Wife Mrs Thelma Flack who in turn was presented with a basket of flowers by Simon Harrison.

Kimbolton

The Hunts Kart Racing Club held its annual dinner dance in Slepe Hall, St Ives, Cambridge on 10th December 1983 where 130 members and guests attended. The guest speaker was Mr Mark Hines who also proposed the toast to the Club, with Cecil Coates replying on behalf of the Club. Trophies for the Club Championships were presented by Mark Hines and granddaughter Kelly. Dancing continued until the early hours.

CLUB CHAMPIONSHIPS

Junior Britain	Stuart Sampson
Junior National	Glen Taylor
100 Britain	Victoria Phillip-Bates
100 National	Martin Farrow
125 National	Roger Goff
210 National	Colin Poole
250 National	Fran Rowthorne
Zip Kart Trophy	Colin Poole
Goff Junior Sportsman Trophy	Andy Routledge
Ladies Trophy	Victoria Phillip-Bates
Overall Club Champion	Colin Poole

The committee would like to thank all the drivers and their friends who helped to make 1983 a successful year. Hope to see you all again in March. Please note, membership applications should be sent to: Mrs R. White, 50 Hawkins Road, Cambridge and not 56 as has been happening in the past.

Charles Goff



Cambridge KC 1983 Champions.

Rowrah

TURKEY TROT DECEMBER 11th 1983

Once again a freezing day with still no sign of the brass monkeys, at least it didn't rain. Our last meeting of 1983 and the last round of the Club Championships. A fair entry included double British Champion, Kurt Luby, running a different engine in the shape of a Minarelli 125. And so to the racing.

JUNIOR BRITAIN

David Coulthard won heat one easily from Vicky Starkey who fought back to second after almost missing the start (keeping warm in the car!). The second heat produced a win for Miss Starkey with Coulthard second, these two being the only ones to finish.

The final promised a cracker between Starkey and Coulthard but the infamous chicane had other ideas, spinning Vicky out on lap one. This removed any pressure from David's shoulders as he strolled away to a half lap victory. Vicky removed to take second place from Jason Worden who was caught out once or twice by the left-hander when he pirouetted out of contention.

1st David Coulthard	Wright/Arrow
2nd Vicky Starkey	Le Spectre/Arrow
3rd Jason Worden	Wright/Arrow

JUNIOR NATIONAL

David Price, keeping up his exemplary record at Rowrah, took heat one at a canter from Nicky Charnell, back after a stint in Super One. Third was Lloyd Ross coming back well after a near excursion — not of his doing. Heat two gave Ross the chance to pull back a little with a deserved win, sustaining great pressure from Price in the process. Charnell had to make do with third time from John McKnight strangely off from in fourth.

Price the younger led away from the flag with Ross and Charnell in very close attendance. Midway through the race Ross got alongside Price but failed to keep up the challenge, eventually dropping back a little to dice with Charnell. That then was the order at the flag.

1st David Price	DAP/GEP DAP
2nd Lloyd Ross	Zip/Parilla
3rd Nicky Charnell	Wright/Arrow

100 BRITAIN

Relative stranger to Rowrah, Keith Blackburn, won both heats in style. Mike Aspey non-finished heat one and took a 2nd in heat two; Stu Pringle finished a steady 3rd and 4th in his two heats.

Final. Blackburn and Aspey tore off together at an incredible rate with Pringle in close attendance. Unfortunately that didn't last as Pringle was taken out after a couple of laps. It took him a couple of laps more to restart by which time Aspey had wrested the lead from Blackburn. Soon after something went sadly wrong with Aspey's motor as a bang heralded his retirement, thus promoting Pringle to a distant second. So at the end the only finishers were Blackburn and Pringle in that order.

1st Keith Blackburn	MM3/Arrow
2nd Stu Pringle	Jeta/GEP DAP

100 NATIONAL

From the outset it became clear that there were only four drivers in it; Frank Crankshaw, George Price, Stu Davison and Andy Fairless. All occupied top places in the heats with Crankshaw and Price the elder winning them.

Price took up the initiative in the final; Crankshaw Davison and Fairless in very close order. As Price disappeared into the middle distance, Crankshaw was having a merry dingle with Davison which came to an abrupt end on lap 8 together with Crankshaw's chain.

With no further change in the race order, Price took a comfortable win with Davison second from Fairless, McKeand and A Graham.

1st George Price	DAP/GEP DAP
2nd Stu Davison	TKM/TKM
3rd Andy Fairless	Ferrari/DAP
4th J McKeand	LeSpectre/Rutherford Arrow

125 NATIONAL

Kurt Luby, famous long circuit person (he sez), turned up with a new toy called "the Minarelli" which he reckons will be the business in '84. Who am I to argue?

Heat one, Luby toddled off into the far distance and was set for an easy win until....disaster. A wire became trapped between seat and frame thus causing Kurt to retire. Novice Gary Docker took over the lead, swiftly followed by Bill Stoddart and B Winder.

Heat two, Luby disappeared yet again but then dropped back into the pack to have a scrap as a

Shenington

NOVEMBER 20th 1983

By the time you are reading this report of the November meeting you will all have put the Christmas festivities behind you and be planning ahead for the 1984 season. The main change for the season is the introduction of the new Junior Booster class for the newcomers to karting, it looks very exciting. The change of tyres for juniors has pleased many of our youngest karters who welcome the 'big' tyres.

The November meeting was very well supported, the weather was typically very bitter indeed. The main problem facing the organisers was to keep the races running to schedule to prevent cutting the programme at the end of the day because of failing light.

JUNIOR BRITAIN

With this meeting bringing the season to a close the hotly contested Club Championship was to be finalised in either Guy Wood or Dave Jackson's favour. Unfortunately Guy's hopes were shattered early on in the final with an ailing engine later diagnosed as a faulty ignition. The race proved a cracker with poleman Dave Jackson (with both heats to his credit) ousted off the start line by Martin O'Connell. Martin held David at bay for the whole race. The knowledge that Dave had to finish to win the Club Championship must have kept him from any foolish passing attempts, despite this he drove only inches from Martin's tail. Meanwhile behind the leading twosome battled Martin Powell, Denzil Titherley, John Cattell, Guy Wood and Andrew Smith. An excellent win for Martin O'Connell who must be expecting great things from 1984.

JUNIOR NATIONAL

The Junior National raced on their own but there were not really sufficient drivers to make this worthwhile. The heats were split between Andy Routledge and Stuart Sampson. In the final Stuart Sampson spun and left the way clear for Andy Routledge. Lying second was Martin Watkins, but that was short-lived when he tangled with Stephen Keech down the back straight. Stuart Sampson drove very well after his first lap mishap to come back to second place. Stuart Isles finished third but well back.

SENIOR BRITAIN

Jamie Beasley, newly graduated into seniors, is making his mark already. His first time out at Shenington as a senior was no exception with two heat wins and an unchallenged flag to flag victory in the final. Victoria Phillip-Bates clinched the Club Championship with a good second place.

Simon Richardson's second senior race was very encouraging, he made a good start and settled into third place and despite Martin Sears best efforts he maintained his position. Close on Martin Sear's heels was Ron Shone who was suffering from the attentions of Steve Filkin. Although Steve Filkin got alongside Ron Shone he lacked the decision needed to take him past. It is fifteen months since Steve Filkin last raced and, on borrowed equipment, he gave a good account of himself. Right behind Steve was Eric Butler. Eric's day was destroyed by a first heat incident in which his throttle pedal was broken. Eric driving from the back of the grid came through well in the first lap, but got himself stuck up behind Mark Bailey which stopped his forward charge. Eric finally passed Mark Bailey in the top hairpin on the penultimate lap.

This race concluded a very closely fought season. Victoria Phillip-Bates has carried off the Club Championship, much to the chagrin of some of the

menfolk. The joy of the Phillip-Bates team extended to providing all the winners of the day with "BIOTEX", a washing product, Biotex has sponsored Victoria this season. All the winners of the day will be expected to turn up looking cleaner in 1984!

100 NATIONAL

Darrell Beasley, Michael Day and Derek Higgins won the heats. The drivers repechaged from the 'B' final were Brian Taylor (a new recruit to 100 National from 100 Britain), Darrell Beasley, Gary Parker and Maurice Healey. The large numbers of 100 National drivers who are racing at Shenington is making it increasingly difficult to make the 'A' final. The 'B' finalists are frequently involved in driving which is a fierce and competitive and the November 'B' final was no exception with the first four only decided on the last lap. The 'A' final was led by a consistently quick Derek Higgins. From the flag Tony Negal was second pursued by Michael Day, Ray Lewis and Andrew Pallister. Tony Negal's debut in 100 National at Shenington ended in the chicane on the first lap. At the end of the second lap Derek Higgins was already showing a clean pair of heels to Ray Lewis, Andy Pallister, Michael Day and Ron Cox. Charlie Brown by now was making his presence felt. Charlie's axle had moved across during a heat and as a result he found himself starting from the back in the 'A' final. The race order, although tight, did not change. Down the back straight on the fourth lap saw Charlie Brown's promotion to fourth. Back in seventh place Dennis Hillback was driving his hardest to defend himself from Robert Marsh and Gordon Message. On the last lap the race order looked settled with a convincing win for Derek Higgins from Ray Lewis and Andy Pallister. At the chequered flag Charlie Brown played his hand. He dived through to take second place, his manoeuvre dislodged Ray Lewis and allowed Andy Pallister through. The new order, Derek Higgins, Charlie Brown, Andy Pallister and Ray Lewis. In fifth place, just out of the action, Ron Cox tailed by Michael Day. Although Ray Lewis must have been disappointed with the result of the final, he had done more than enough already to take the Club Championship.

125 NATIONAL

Exciting heats gave two winners, Roger Goff and Russell Powell. Off the mark in the 'A' final Dennis Osborne was taken out, while by the chicane Goff was just ahead of Bisp, Cooke, Dell, Powell and Blackburn. Roger Goff pulled out an increasing lead over Keith Bisp and John Cooke. Russell Powell dropped to sixth and recovered by lap seven when he dived passed John Cooke in front of the lap scorer's building. Alan Dell finished 5th which gave him enough points to win the Club Championship upsetting Keith Bisp's domination. Alan Dell finished his season with a very fine race with Colin Poole. The first man across the line was Roger Goff well ahead of Keith Bisp, Russell Powell and John Cooke.

210 NATIONAL

Mark Allen and Colin Hoare (back out of retirement) won the two heats. It was Mark Allen and Mark Lockley who made the break in the final. First time into the chicane Colin Hoare took the lead from Mark Allen. On the second lap Colin Poole moved to number two spot, to challenge Colin Hoare. In the top hairpin Poole went into the lead, Hoare repassed into the chicane. Three more tight laps and Colin Poole briefly went into the lead again in the top hairpin. Down the back straight Colin retired. Colin Hoare back in the lead went in to win. Mark Allen made no impression, Ian Hunter came in third ahead of a fierce contest for

fourth. Mark Lockley, Tom Thacker, Michael Blake, Paul Woodward were all evenly matched. Paul Woodward spun in the chicane but kept going, finally finishing seventh.

250 NATIONAL & INTERNATIONAL

The 250's ran together because of the low entry. The 250 National final was headed by Mike Hodgins from John Ottrey, Andrew Knott, Pat Tomkinson and Andrew Joss. When 250 International Stuart May took Mike Hodgins into the chicane Mike was pushed into the bales. John Ottrey took this advantage and passed Mike Hodgins. On the last lap John Ottrey passed 250 International Stuart May into cafe corner. John Ottrey was the race overall leader with Mike Hodgins second and Pat Tomkinson third, in the 250 National. The 250 International gave a win to Stuart May with a considerable lead over second place man Malcolm Green.

The Shenington Dinner Dance is in February tickets can be obtained from the competition secretary, Sue Wilkins. Make sure you let Sue know as soon as possible if you want tickets to help with the organisation. Those of you who have Club Champ trophies from the 1982 season remember to give your Club Championship trophies an extra special clean and give them back in good time.

A very prosperous and successful New Year to all Karters, we look forward to seeing you in 1984.

Maggie Filkin

JUNIOR BRITAIN

1st	Martin O'Connell	UFO/Arrow
2nd	David Jackson	BM/Arrow
3rd	Martin Powell	Premier/Arrow
4th	Denzil Titherley	Jeta/Arrow

JUNIOR NATIONAL

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

100 SENIOR BRITAIN

1st	Jamie Beasley	BM/Arrow
2nd	Victoria Phillip-Bates	Reema/Arrow
3rd	Simon Richardson	Zip/Arrow
4th	Martin Sears	KEG/Parilla
5th	Ron Shone	Jeta/DAP
6th	Steven Filkin	KEG/Arrow
7th	Eric Butler	KEG/Arrow

100 NATIONAL

1st	Derek Higgins	Dart/TKM
2nd	Charlie Brown	Kali/Yamaha
3rd	Andrew Pallister	Jeta/DAP
4th	Ray Lewis	Zip/Parilla
5th	Ron Cox	Zip/PCR
6th	Michael Day	Birel/Parilla
7th	Dennis Hillback	Zip/TKM
8th	Gordon Message	Dart/TKM

125 NATIONAL

1st	Roger Goff	Zip/Rotax
2nd	Keith Bisp	Barlotti/Rotax
3rd	Russell Powell	Zip/Rotax
4th	John Cooke	Dino/Rotax

210 NATIONAL

1st	Colin Hoare	Zip/APV
2nd	Mark Allen	Dale/Villiers
3rd	Ian Hunter	Zip/Villiers
4th	Mark Lockley	Zip/Villiers

250 NATIONAL

1st	John Ottrey	Zip/Yamaha
2nd	Mike Hodgins	Zip/TKM
3rd	Pat Tomkinson	Dino/KTM

250 INTERNATIONAL

1st	Stuart May	Zip/Rotax
2nd	Malcolm Green	Techno/Yamaha

Is there any truth in the tale that 'Butty' will be making his comeback this season — on a Dino? If so, will he be teaming up with Steve Stylin in an attempt to break the long circuit domination by Zip?

SUPER ONE SERIES — SUPPORT DOWN

Because the entries for the 1984 Super One Series are showing a disappointing 'low', it has been decided to extend the entry date until 15th February. Those of you who have not yet registered had better hurry!

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.

STOP PRESS

Urgent call for a 100cc International driver to compete in two races in Newland, prompted his sponsors Zip Kart to send Jack Brown out on 22nd January. Details of the results next month.

CARDIFF KART CLUB

As from the 1st January 1984 Cardiff Kart Club's circuit will be at Pembrey Airfield Nr Llanelli. Llandow circuit no longer to be used.

At Pembrey there will be supervised practice every Sunday 12pm-7pm (exception being race days) when practice will take place 2pm-6pm on Saturday prior to the meeting.

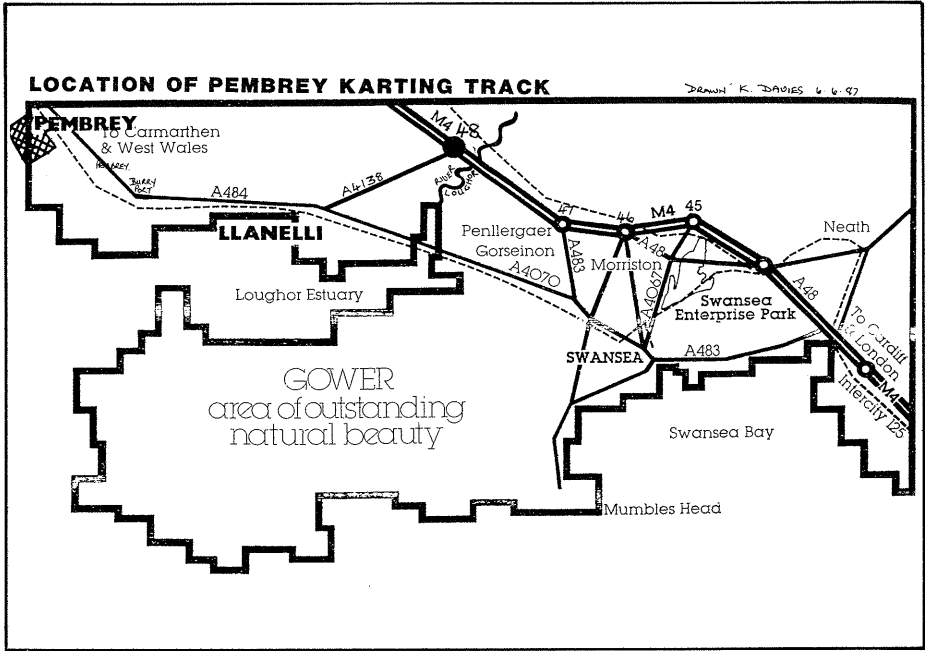
On Sundays there will be a practice fee of 50p Juniors, £2.00 members, £5.00 (non-members).

There will be no practice fee on Saturday prior to the meeting for any competitor who has entered the meeting.

The membership fee is still £10 family membership, and runs from 1st January-31st December.

Further information regarding the new circuit, also practice sessions or the club, can be obtained from:

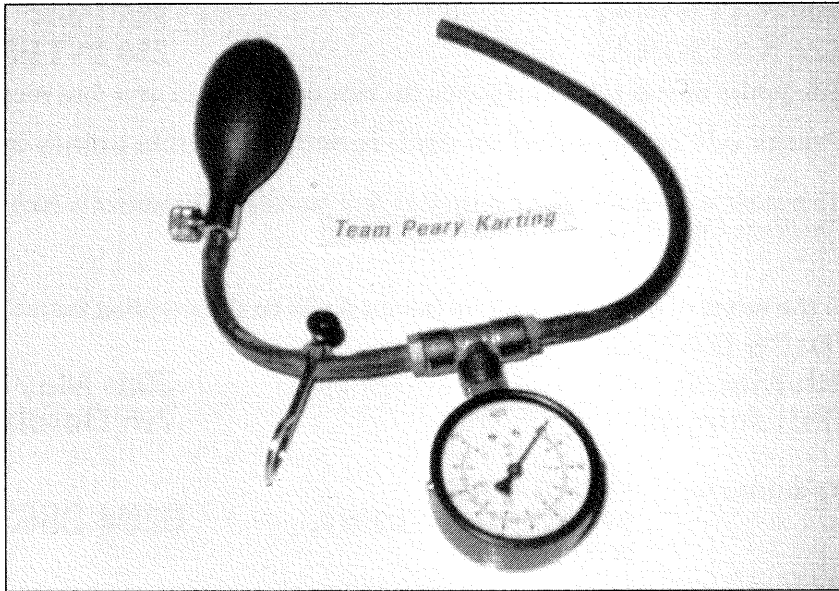
Secretary Mrs E M MAUND, 36, Forrest Road, Canton, Cardiff. Telephone No. 32439



TRADE NEWS

Team Peary Karting have begun marketing this Tillotson Carburettor pressure gauge test unit. The item retails at £19.50 plus post and packing. Team Peary Karting offer a 2 year warranty on the test unit. For further details contact:

Barrie Peary
16 Blacker Road
Mapplewell
Barnsley S75 6BW
Tel: 0226 78 4776



TRADE NEWS

G. E. Hoden of Cranfield, Bedford has come up with a good idea — 'Supertrack Wheel Spacers'. Full details can be found in his advertisement elsewhere in this issue. Essentially the spacers are machined from high grade aircraft quality aluminium castings, the same used by 210 National driver Colin Poole and they are reckoned to improve the handling of a kart by up to 50% in wet weather conditions and also improve handling greatly in dry conditions. They come ready to fit to all gearbox karts at £19.50 a set.

BECCLES AND DISTRICT KART CLUB

Please note that the Beccles and District Kart Club has a new Chairman and new Club Secretary. Details are as follows:

Chairman: Jon Minns, 44 Cawston Road, Aylsham, Norwich, Norfolk NR11 63B. Tel: Aylsham 3591.

Club Secretary: Mrs Gillian Maryon, Toad Hall, Wangford, Suffolk. el: Wangford 315.

Details of the Club's series of prize meetings for 1984 can be found in John Davies' letter on the Letters Page. The race entry fees for 1984 are:

Senior Members:	£7
Junior Members:	£6
Non Members:	£9 (Senior)
Non Members:	£8 (Junior)

Tyres at the Club will be as per 1984 'Blue Book'. All enquiries please to the Club Race Secretary, Roger Barrington, 8 Saxmundham Road, Framlingham, Suffolk, or telephone: 0728 823528.



PHOENIX UNIVERSAL CHALLENGE CUP

Organised by Bolton Kart Club at Three Sisters Circuit. Sponsored by Phoenix Kart Manufacturers.

The series will be incorporated in Bolton Kart Clubs restricted meetings at *Three Sisters*, with prizes to the value of £1,000 distributed to the first three places in the following classes:

100 NATIONAL
125 NATIONAL

125 P&R
250 INTERNATIONAL

The Junior classes will be judged on the best performance over four meetings (subject to entries)

Points will be awarded on each meeting. Double points on the last meeting.

To qualify, a driver must have entered all four meetings. The winner in each class will also receive the Phoenix Universal Challenge Cup (which is an annual trophy).

In the event of a tie, the position in race 4 will be the deciding factor.

RACE DATES:

4th March
19th August

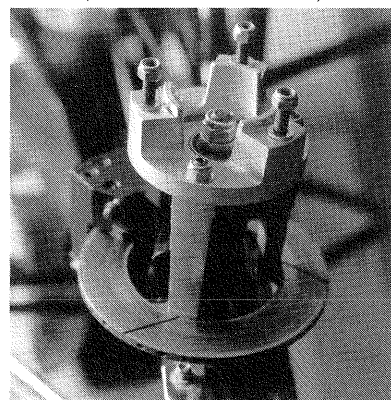
20th May
7th October

All entries to: **MRS E. PRICE**
26 WALNUT STREET,
BOSTON.

0204 28630

'SUPERTRACK' WHEEL SPACERS

(For all Gearbox Karts)

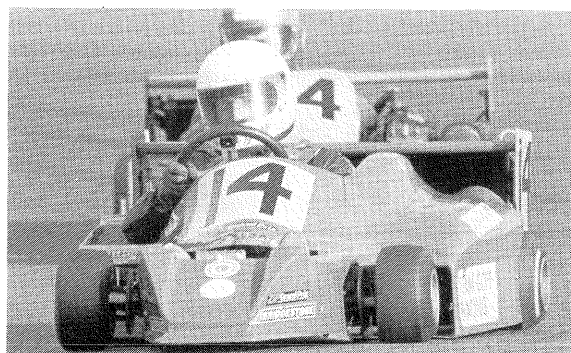


SUPERTRACK wheel spacers are machined from high grade aircraft quality aluminium castings. SUPERTRACK wheel spacers will improve the handling of your kart by up to 50% in wet conditions, they will also greatly improve handling in dry conditions too. As used by COLIN POOLE 210 NATIONAL with great success in 1983.

£19.50 per set

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G. E. HODEN, 3 Windmill Way, Cranfield,
Bedford MK43 0HN. Tel: 0234 750016

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CELEBRITY SCENE WEST OF SCOTLAND KART CLUB

8th JANUARY 1984

TV and Press rolled as the 1984 season at Summerlee got under way, the first grid formed by representatives of Television and Newspaper media taking part in our Summerlee Challenge Race.

The competitors were:

Allan Douglas	BBC TV
Haig Gordon	Scottish TV
Dave Marshall	Radio Clyde
John Eyres	Glasgow Herald
Malcolm McDougal	Daily Record
Susan Barrows	Sunday Post
Allison Black	Weekly News
Mike Barr	Hamilton Advertiser
Anthony Carlin	Wishaw Press

After finalisation of the usual equipment and licence checks, these first time karters shivered and shook themselves into a reasonably comfortable seating position and were ready to make their karting debut.

Keeness showed as they bunched on the rolling lap, a little unsure as they jumped from throttle to brake, karts leaping forward, endeavouring to stay with the pole man.

At the drop of the flag Eyres, Marshall and Carlin shot into the first corner throwing caution to the wind, through the chicane and round into the straight the pace slowing a little as the realisation of power sank in. The pursuing group Barr, Douglas, McDougal and our lady driver Susan Barrows negotiated the corners and chicane more cautiously and were now catching the front men.

The pace quickened as they jockeyed for position and as the race progressed aggression and valour

took precedence causing some unwanted spin offs but with the aid of our red nosed, blue cheeked pushers were soon back in contention.

Eyres, who I suspect has been practising behind the scenes somewhere, had now pulled a commanding lead from second man McDougal with the rest of the field still hard in chase. Eyres took first place and McDougal second with Marshall, Douglas, Barrows and Carlin taking respective placings. The

unfortunate pair Allison Black and Haig Gordon had to retire in the early stages due to mechanical failure.

Terrific, Great, Marvellous, words from the competitors expressing the sheer excitement and fascination which our sport holds for many. We enjoyed it very much but if only I had..... Comments heard many times throughout the year.

Our thanks to all for being such good sports



Daily Record, Malcolm McDougal; Glasgow Herald, John Eyres; BBC TV, Alan Douglas; Weekly News, Allison Black; Hamilton Advertiser, Mike Barr; Wishaw Press, Tony Carlin; Scottish TV, Haig Gordon.

EUROPES' LARGEST



KART ENGINE & SPARES CENTRE

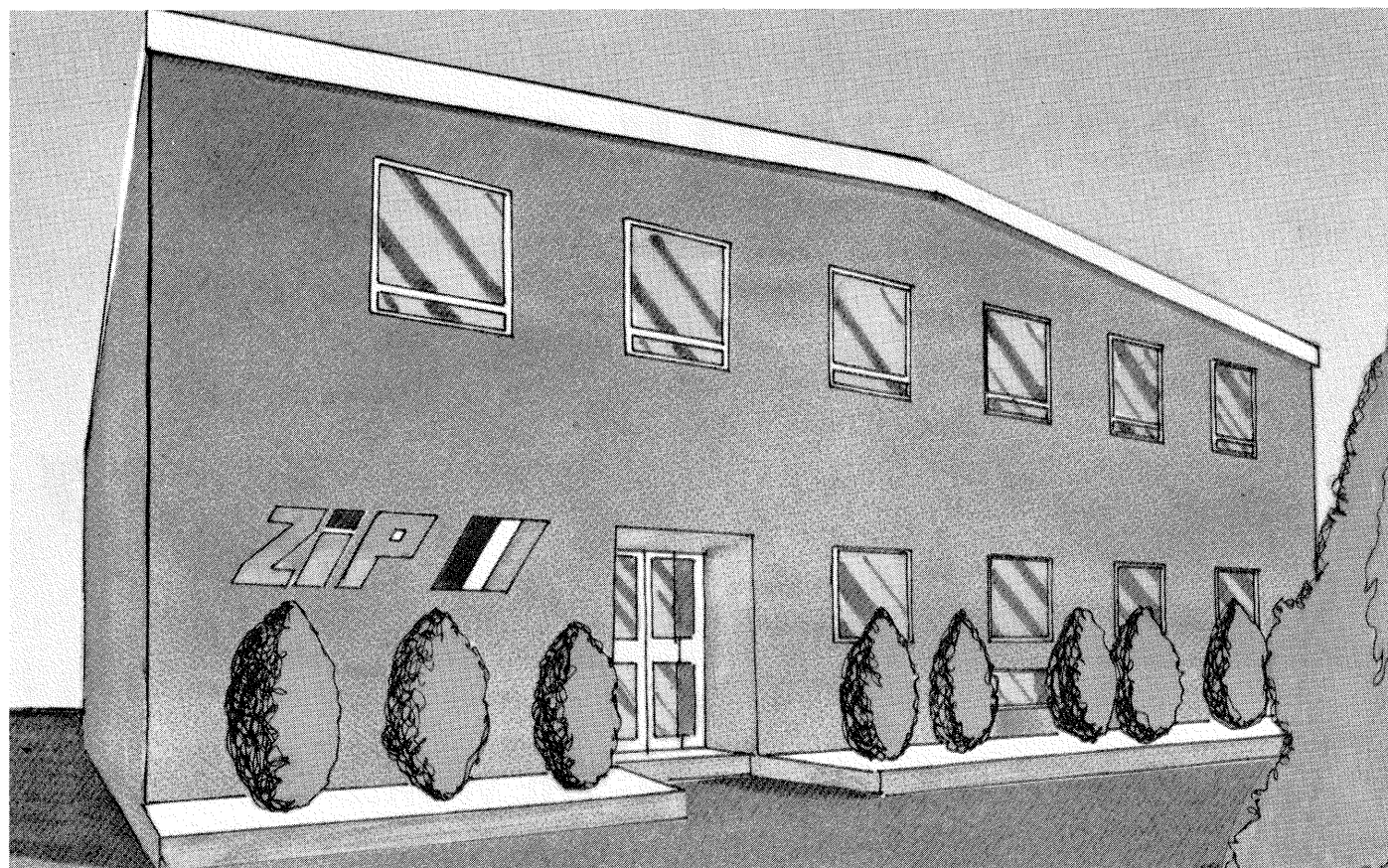
OUR NEW ROTAX SPARES DEPT IS NOW IN OPERATION, WE HAVE THE WORLD'S LARGEST STOCK OF KART ENGINES AND SPARES TO BE FOUND OUTSIDE THE BOMBARDIER ROTAX FACTORY, WE ARE NOW THE WORLD'S LARGEST DISTRIBUTOR FOR THEIR KART ENGINES. ALL THE NEW '84 ENGINES AND SPARES WILL ALL BE EX-STOCK.

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PROFILE.....



Those Class 1 days.

ROGER GOFF

A driver of undisputed ability; a man who has dominated the 125cc short circuit club scene at Kimbolton for a long time and who last season made serious inroads among the Superkart legion's established figures. His excellent 5th place finish at Le Mans gave only a glimpse of his potential. 1984 could very well prove to be an even better year for Roger Goff.

Born into the fold of the Goff family on 23rd July 1951 at Kempston in Bedford, Roger grew up in that town, attending Elstow Abbey school where his choice sport was football, an interest that gained him captaincy of his local team. He first became involved in karting in the early 1960's and at the age of 13 had his first drive on a Trokart powered by a Clinton E65 motor. Of course, he says, that was just playing around, but the interest grew sufficiently for him to enter Juniors in 1965, driving a Quickart/Saetta fan-cooled outfit to second place at North Luf-fenham aerodrome. A year earlier the Zipper Kart was being manufactured by Alex Bottoms who eventually sold out the trade name to Mark Hines. At that time Mark owned a cycle concern in Finchley High Street and the cellar of the premises became the production department for the Zipper. Roger, aided by father, purchased the first Zipper produced at the Finchley premises and mounted it with a Komet K33 engine. In those days Roger and Dad virtually lived at the Finchley shop and with half a dozen people working in the cellar it tended to become a bit cramped at times. It wasn't long before the name Zipper was changed to the familiar name of Zip, so well-known today.

Karting was beginning to seriously occupy most of Roger's time. Armed with his new outfit, he travelled with his parents to the Isle of Wight, gaining permission to run it on the concession circuit. It wasn't long

before the Komet K33 was changed to a Montessa and Roger began in earnest to seek experience in the championship field. His best result was a fourth place in the championships against such likely names as the Fullerton pair, with Terry coming out on top. His next excursion on the same equipment was round the club circuit at Brands Hatch, but with a somewhat limited amount of experience with kart motors and their preparation, the flywheel and half a crank passed him on the straight! That was when Roger decided it was time to part company with Montessas and look for something else. Gradually, through experience and practice, Roger was beginning to show results and people started to take notice of the young man from Bedford. In 1966 he was the Junior class and Club Champion of Kimbolton and began using K88 engines. Along with Pax Wilbraham (who some people may remember always used a Stihl Reed Motor and was very quick) helping each other with engine preparation, Roger achieved very good results.

As he entered the senior league he got himself a Zip K88 and did better than he expected against some of the best names of the time. A year later the big break came with his selection for the British Seven Man Team. That was in 1969 and the memories are particularly enjoyable, especially Holland, trying to get 14 under one umbrella and walking around the Red Light District in Amsterdam in the rain. Perhaps it was not all walking, some would say!

The same year saw the Paris 6 hour race and along with Martin and John Stokes, Roger completed the team, each racing a Zip BMJB. After two years experience of six hour racing the trio decided to compete in the Brignoles 24 hour event using Zip Petry/BM equipment. The event was staged in a Hyper Market carpark with the weather more ►



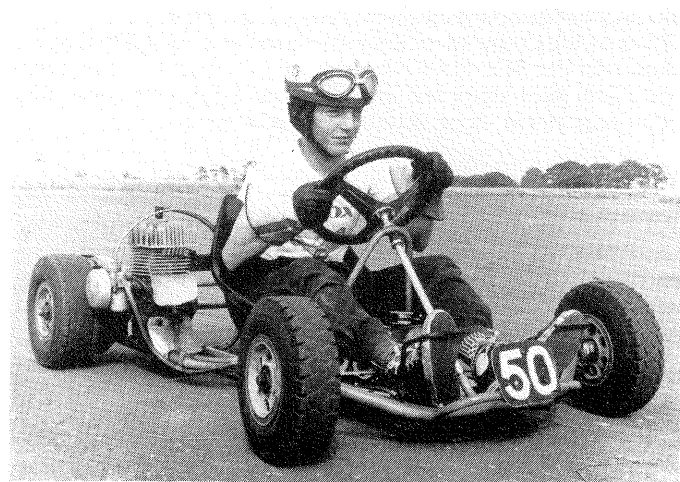
A very young Goff, complete with Komet/Parilla.

appropriate for Cadwell than the Continent. It isn't easy driving a twenty-four race, each driver relieving the other and trying to grab sleep whenever possible. In the end they finished 4th with the only equipment changes being pistons and rings.

The 1969-70 season also saw selection for the four man team, managed by Paul Fletcher, along with Martin, Terry Fullerton and Dave Ferris, to tour Rome, Yugoslavia and Holland. Firstly he went with Martin to the BM factory taking two karts and ran the motors in on the BM circuit, picking the best ones before heading for a sweltering Rome to start off a successful trip.

Up until 1970 Roger had been working in a garage but karting was taking up so much of his time that, when the opportunity of working for Zip Kart came up, he eagerly grabbed it, being able to turn his expertise to engine tuning on a more or less full time basis. That was about the same time that Martin Hines set up a separate department to the chassis manufacturing and called it ZED Zip Engine Development. With a 'tickled up' Suzuki GT250 mounted on a suitable chassis they took it to Brands Hatch where, apart from the usual teething problems inherent in experimental work, the motor proved very quick on its first time out.

The decision was taken at Zip that they would have a works driver in the 210 class; a job which was offered to Roger. With a special Upton Manx run in, they travelled to Aintree for the first round of the British Championships. Disaster, the motor proved totally uncompetitive against the others in its class. Whispers passed to Aubrey Upton: 'Wait until Cadwell — the next round'. Roger considered maybe they were biting off a bit more than they could chew as he only had the Aintree experience behind him. Anyway, the Manx was stripped and retuned and taken to Cadwell where it was to prove a classic outing for the young Goff — he came away with an overall first place. It was the start which heralded a very good season for Roger as he finished fourth in the 210 championships. It was at this time that Zip Kart grew too big to continue operating from the Rye House circuit shop and moved into their new premises in Pindar Road, Hoddesdon, but it was to turn out a disappointing year all round. The ZED 1 engine did not quite come up to expectations and Roger parted company with the Hoddesdon con-



Aboard the Zipper/K33.

cern to set out on his own in the karting business. Again this too was to be disappointing so, in November of 1975, he took a job with Peugeot UK, where he is now the Warehouse Manager.

Matters progressed normally for a few years. He went into 125cc with a twin-cylinder Yamaha and won the 125 International British Championships in 1977, a title which still stands.

At the Goff premises, design and production began on their own chassis. This was mounted with a Villiers which he continued to compete with for a year before changing to a 250KTM where he showed a few successes. It was about that time that the Yamaha and Kawasaki 125's were homologated for the class and Roger opted for a couple of years with 125 National. In his first long circuit meeting on the Kawasaki he gained a first and fourth, but then everything seemed to go wrong; long circuit was not a success. Short circuit karting was where Roger was to shine best. With the Kawasaki 125 he claimed several good finishes, almost walking away with the British Championship on two occasions at Sherington.

His genuine interest in Class One called him back and with Kelgate he began development work on front wheel brakes and incorporating a single rear brake. With this principle applied to an outfit powered by the Manx 100 he saw three good seasons. The perfection of the front wheel brakes proved too much for ninety per cent of any National class driver on the right circuit, giving him his best day at Kimbolton when



The British Team in Rome with Martin and Roger, 2nd and 4th from left, respectively.

his B final finish earned him a slot at the back of the A final grid. With an example of fine driving he took third place in that Kart and Superkart round. In 1982 he went back into 125cc, using a Rotax on a Zip GP chassis, but did not succeed with the GP. When the offer to test the Zip 925 chassis came up he took it. In his own words: 'A different kettle of fish — just like driving a Class 1'. He continued using the new chassis through 1982 and 1983 and it proved to be his best move, though he only gained a fourth in the Gearbox Championships at Fulbeck. However there were other better days on the horizon: 1st in the Midlands Championships; 1st in the Welsh Championships; Hunts Kart Club Champion and a very creditable 3rd in the fiercely contested World Cup 125 event.

1983 was also the year the decision was made to drive in the 250 International class, as well as continue in 125's. He was already preparing Paul O'Shea's engines and considered he had a rough idea of what was going on. Paul and Bill (Giant Haystack!) built up an outfit for him, equipping it with a full body configuration, ready for Snetterton in April. Roger had bought the ex-Martin Hines '82 rolling chassis and one of his engines. He used it exactly as it came, except that Bill rebuilt the carburetors to accommodate the pulse pump. Setting off on the Saturday morning the team experienced nothing but mishaps en route as Paul's van kept breaking down. Eventually they arrived at Snetterton at 5 p.m., missing the practice session he so badly needed. Sunday dawned with expectations a little doubtful, but no problems arose, apart from the breaking of a wing support. When asked for his comments on Superkarts: 'Bloody handful first time out!' In the first heat he got away to a flying start and won. For the final he earned himself pole position and finished fourth with some of the best after a spin. A very pleased Roger Goff travelled home that day and as the season progress-

CONGRATULATIONS!



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£3,200.000

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7.5x11.5x5 YBK slick£28.00
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6.0x11x5 YBF wet£20.50
7.5x11.5x5 YBF wet£30.00

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Motoplat, 100cc comp.£25.00
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35 pitch engine sprockets 9T, 10T£3.00
DID 219 HT chain (110link box)£6.50
DID 35T chain (100link box)£5.50
DID 35T chain (10metre box)£47.50

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Rear wheel box, 25mm or 30mm bore£3.75
Sprocket carrier 100cc, 25mm or 30mm bore£3.75
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ZIP (Bridgestone approved) DIE-CAST WHEELS

Complete set (100cc with 15mm front wheel bearings. Available all widths£25.00
Complete set (125cc-250cc). Available in full range of sizes£22.50
All wheel sets supplied less rear bosses. Add £2.50 per set for valves and O-rings. Tank tape best quality, various colours£4.00

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The team in Ljubljana, Yugoslavia (L to R) Roger, Martin, Calvin May, Mark Steed and John Stokes.

ed he was decidedly getting quicker: a 4th at both Cadwell and Oulton Parks, Oulton from the back row of the grid; Cadwell again where he was nearly written off; Mallory Park — 7th. At the Silverstone Grand Prix in June, he wasn't qualified to compete in the World Championship round and found himself relegated to the Non-Championship race where he led every heat and the final but had disastrous results, blowing two pistons and a tyre.

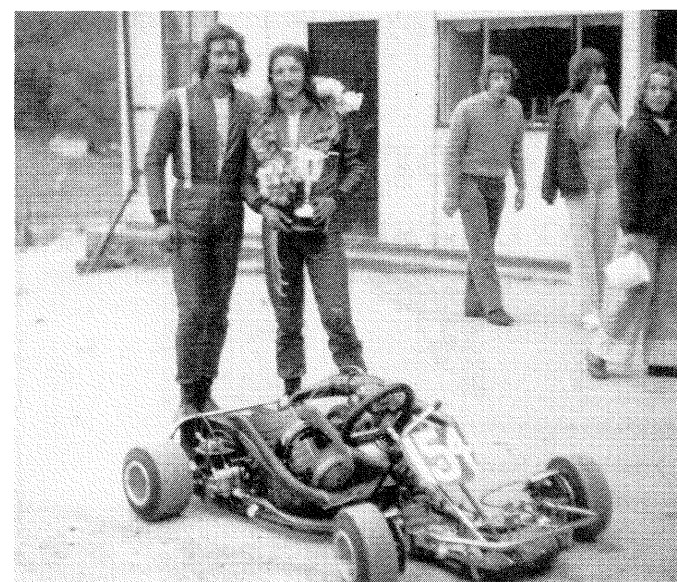
His best example of ability, precision and determination must be the final round of the World Championships at Le Mans in October. He did have his share of problems, as did everyone else who was at the event. He spent nine practice laps running new tyres in and in fact used two and a half sets of YBH and a hack set of YBK. Timed practice wasn't bad. He picked up a good pace kart and finished third quickest next to Martin and Brian Heerey. A very creditable finish to end the 250 International season; 4th overall in the British Championships and

equal 11th in the World series after only competing in the Le Mans round.

What of the coming season? He intends to continue in 250 but in a more serious manner and also carry on racing 125 short circuit.

Over the past twenty years he has seen a lot of changes and without the continuing help of his father, he doubts very much whether he would have seen any of it. As he says, it is no longer a family sport — it has become so competitive, but Roger still enjoys racing, even when he fails to win — it makes him more determined and eager to try harder the next time out.

He wishes to express grateful thanks to all the people and mechanics who have helped put him where he is today — at the top where he belongs. Sponsorship is obviously a high priority for the coming season but so far there have been no offers. Roger Goff is a driver who deserves that bit extra help because he will repay it many times over.



Cadwell 1970, with the Zip Espada/Villiers.



With Colin Poole (L) and brother Nigel (R), at the 1983 Midlands Championships.

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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 100cc International event, or enters any 100cc International Championship in 1984 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:

1st	30 pts	6th	25 pts	
2nd	29 pts	7th	24 pts	All Other
3rd	28 pts	8th	23 pts	Finishers
4th	27 pts	9th	22 pts	15 pts
5th	26 pts	10th	21 pts	

'B' FINAL

1st	No points, goes forward to 'A' Final
2nd	As above
3rd	As above
4th	As above
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.

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all those involved should have long ago considered the risks and not hold anyone else to blame when things go wrong, however tragic. This attitude however does not solve the problem.

I noted with interest when commenting on the long held desire to hold a 'round the streets' GP in Birmingham; (and now there is talk of one in Torquay), the Technical man for the RAC, Derek Ongaro (who is also the F1 Starter) considered the whole idea unviable on the grounds of the improbability of gaining insurance cover!

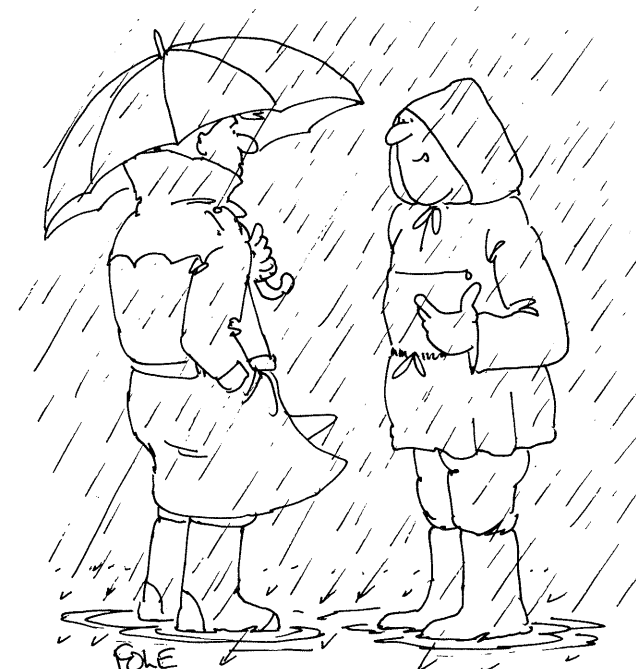
I have talked to an insurance broker who used to be successful in kart racing, and consequently fully understands the whole context of the problem and has been making enquiries in America to obtain insurance cover. The organising clubs in the States; the land of attorneys and huge sum law suits, are dealing responsibly with the frightening dilemma in various ways. In one of the American States, legislation is soon to enter the statute books, requiring any equipment used in sport to be adequately covered by insurance against all liabilities. So the insurance market there will soon be able to cater for this type of business. Should anyone be interested and everyone who could possibly be effected should be, I will gladly forward any enquiries to the broker who has shown this initiative, as the RAC appear unwilling to meet what I consider to have been their responsibility for many years. They do, after all, have legal advisers. I don't wish to suggest by this that the RAC should provide the cover obviously, but they should have identified the full implications of the possible liabilities facing any component manufacturer. Their apparent impotence in this respect is appalling. Any vaguely fertile mind must be aware that the present realisation of the situation could rapidly grind all motor sport to an instant halt.

The relevant fact is that the RAC appears to cover itself, but has for many years cast a blind eye to the possible liabilities faced by those involved in the sport and the manufacture of equipment. In the extreme as has happened in boxing and I believe now in other sports, people have even sued for injuries received as a result of other peoples action. In the case of motor sport this could now include injuries sustained as a result of alleged dangerous driving. It is time for a very careful appraisal of the situation, when the results of activities in the field of sport end up in the law courts.

Many years ago when I ran the business at Isleworth I had a customer who raced Villiers. Pleasant enough but giving the impression of always being half asleep and never too keen to spend his "loot". A good week was a set of piston rings and oil seals, while a more usual week was one base gasket! His name was Dave Edwards, whose more recent karting activities were in the 125 class in 1982, with a Zip powered by an ex Wooldridge Rotax, with which he had some success. Life has now radically changed for Dave; the headline in the newspaper read "SuperTed conquers the World of Disney". When he was working at Richmond in Surrey and a customer of the Isleworth works, he worked in an animation studio, one of their contracts being for the GPO as it was then, creating the "Busby" adverts. At Silverstone '82, when I last saw Dave he told me he had moved down to Wales, having formed a company in partnership with a Mike Young. They now employ 70 people at Siroi Animation creating SuperTed cartoons for Cymru Channel4 Welsh Television. The great breakthrough came when it was announced recently that they have sold a 24 part series to Disney Cable Television to be shown coast to coast in America. This is the first time Disney, the masters of animation, have ever imported a British cartoon character. The great dollar earning "spin off" is in the manufacture of SuperTed souvenirs and toys, which already involves twenty other companies in their manufacture. We can but wish Dave Edwards well and hope that his skills may now enable him to have increased his purchasing power of base gaskets, should he ever return to karting!

Though it is not considered that it will alter the results of last years World Championship in Grand Prix Racing — certain disquiet has been caused by the findings of the octane ratings of petrol used by Brabham for their BMW engines exceeding 102 octane. The world of motor racing is not unique in its experiments into the use of performance advantage "hot fuels". I read the other day that drug smugglers operating along the Pakistan-Iran border are feeding their camels heroin.

"Hopping high on hashish", it is claimed that a camel can run at speeds of up to 30 mph, far above its normal stately rate. In so doing they can outrun the pursuing customs officer's camels across the desert!



YES - BUT THE PEOPLE I FEEL SORRY FOR ARE THE GUYS SITTING HOUR ON AN AEROPLANE AND THEN HAVING TO SLAVE FOR DAYS ON END JUST TO GET A FEW HOURS RACING IN SOUTH AFRICA.

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PROFILE..... MIKE BALLANTYNE

Born on 24th November 1958, Mike started karting with a Deavinson Sprint powered by the venerable Komet K77 in the then Junior class, after being introduced to the sport by the Allinson brothers (who have since moved on to Formula racing). The following season (1974), a Barlotti Monza replaced the Sprint resulting in a tied Northumbrian Junior Club Championship with local ace, Brian Parias. The Monza was changed for a Barlotti Barracuda in '75, the engine remaining the faithful K77. Many of the 200 or so trophies in Mike's possession were won with this combination and the winning ways continued when a Komet K88 was added to his equipment (no wisecracks please!).

It was back to a Sprint for 1977 in a season which had the 100 National RAC Championships at the North-Eastern venue of Felton. This was the first time that Bridgestone tyres appeared in the National classes but were very hard to obtain. Hence, of the 24 karts on the final grid, 23 were Zips accompanied by the sole Sprint of one M. Ballantyne (who couldn't get any Bridgestones). On the wrong tyres, Mike fared badly but as always refused to give up and battled to the end, to finish 18th overall.

A change of engine in 1978 to TKM proved very fruitful with a string of good wins both at Rowrah and elsewhere netting him loads of pots including the 100 National Cumbria Club Championship and the Champion of Champions Trophy (for the highest overall points scorer). The purchase of a factory tuned TKM in time for the Rye House RAC Champs in 1979 was handsomely rewarded by a second row grid position helped by a heat win. That was a mistake, winning the heat. It brought us attention and there were mutterings on the dummy grid to get him. As it happened, it was a fellow Northerner Nigel Edwards who aided Mike's demise when contact took place and a broken track rod prevented further progress.

1980 bought Mike his first assisted drive from the Bolton concern of LD Racing on BM/BM equipment. The chassis was excellent but the engines had suffered from the factory's lack of development and, as a consequence, lacked the pace of some of the opposition. The RAC champs were staged at Rowrah that year and Mike was naturally enough expected to shine. This meeting ended rather spectacularly when he rolled out of the B final. Mike attributes this exit to too many helpers with not enough liaison between them. The cause of the crash was a key coming out of the disc carrier so that when the brakes were applied, the disc stopped but not the kart.

A return to TKM power in '81 coincided with the debut of Peter Haywood's Stratos kart. This was a less than successful alliance; the engines were superb but the chassis suffered from unpredictable handling. (The 81 karts are entirely different to the current models). For the first time the RAC in its infinite wisdom introduced rounds into the short circuit champs. The first round was the aborted meeting at Dunkswell which Mike has more cause to remember than most. A Securicor crash on the M6 smashed up one engine, leaving the merry band of driver and mechanics to journey Southwards with only one serviceable motor. At the track-disaster; the kart wouldn't handle, the weather was awful and a lousy time was had by all. Mike came home before the finals, unwittingly missing the blizzards by a matter of hours.

The next two rounds at Felton and Wombwell were much better with finishes in the upper part of the middle order (try working that one out). Mike also went to the last round at Clay, travelling via Peter Haywood's shop in Royston, in all a round trip of well over 700 miles.

Now at the crossroads of his racing career, Mike had to make a decision; whether to stay in 100 National and plough through the endless choice of karts & engines or cut all ties and go 125 with a Rotax. The latter course was taken, the Stratos exchanged for a Rotax which was



Mike (131) leading Ian Shaw (Pic: Rodger Calvert).

transported to the newly formed business of Stuart Ziemelis who also supplied Mike with an Aero kart. The first half of 1982 was spent misfiring around the long circuits of England while the opposition shot off into the far distance. The misfire persisted until eventually something had to give and when the rotary valve disintegrated, a very disheartened Mike Ballantyne gave his motor to Jim Luby with the instruction "make it go". Go it did from then onwards with the undoubted highlight of the season being a 9th place at the GP from a grid position on the outside of row 5.

A spare engine for '83 was a priority and when a suitable unit was located and tickled up, proved to be as rapid as the Luby original. The season started well with a heat win at the first Cadwell and 5th at the first round of the British champs. Mike was excluded for being underweight but was later reinstated when a discrepancy was discovered. Mid-season was the time of greatest success with a 7th at the GP after holding the lead at one stage, then the ignition went sick..... The Championship meeting at Brands Hatch gave most pleasure with a well deserved win, taken after Ziemelis struck tyre troubles. Throughout the season Mike consistently finished in the top ten, that record only spoilt by the non-finish at Snetterton due to a puncture and the bad placing at Mallory caused by a duff plug.

In 1984 Mike hopes to be using a Phoenix kart and may also plump for a Minarelli engine. New transport is well on the way to completion; those of you who have heard the throaty roar of his 2 litre Triumph-engined Bedford van are in for a surprise when he wheels out the latest beast. It's a long wheelbase Bedford, powered by a 3½ litre Rover V8 and early road trials indicate that it's going to be incredibly quick. Mike hopes to have it ready for the first Cadwell meeting and also hopes that a sponsor will be forthcoming before then. Literally dozens of requests and photo's have been sent out with only one or two tentative replies so far.

Mike is a member of his local club committee and helps run the meetings at the Rowrah circuit. He sees it important to help maintain the track which gave him his first taste of karting, an attitude which is refreshing in these days of discontent. However that is the man, dedicated to his racing and to his club; a karters karter.

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.

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Kart _____ Engine _____

Race Number _____

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For 125cc National drivers who wish to participate in the

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The combined registration and membership fee is £20.

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

ALL KART TRADERS

Wishing to attend meetings with Trade Vans will only be allowed in Pits if they have a **Trade Vehicle Permit** issued by the **Central Kart Club**.

MEETINGS ALREADY ARRANGED FOR 1984

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

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			Prize Distribution at Final Round		
1st	Highest point scorer of the day	£100	Series winner	Highest scored	£400 + Trophy
2nd	Highest point scorer of the day	£50	2nd	Highest scorer	£250 + Trophy
3rd	Highest point scorer of the day	£50	3rd	Highest scorer	£200 + Trophy
4th	Highest point scorer of the day	£50	4th	Highest scorer	£100 + Trophy
5th	Highest point scorer of the day	£50	5th	Highest scorer	£100 + Trophy
6th	Highest point scorer of the day	£50	6th	Highest scorer	£100
7th	Highest point scorer of the day	£50	7th	Highest scorer	£100
8th	Highest point scorer of the day	£50	8th	Highest scorer	£100
9th	Highest point scorer of the day	£50	9th	Highest scorer	£100
10th	Highest point scorer of the day	£50	10th	Highest scorer	£100

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



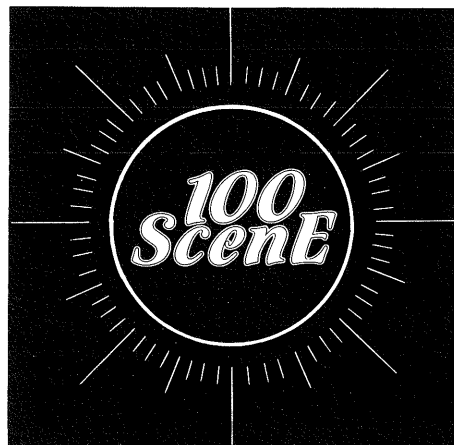
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This time of year tends to be outwardly a quiet period, but in truth it is when many plans, thoughts, and developments take place, and is very important. For the kart manufacturer it is time to incorporate new designs, and improve where possible. In Zip's case the successor to the 983 frame remains very similar to that well proven model but incorporates a new braking unit (smaller, lighter and more efficient).

Work is also apace on the Junior Booster model kart and a lot of effort is being put into the manufacture and design of the side pods, which will have to be reasonably robust to withstand the knocks in this class. Although undecided at this stage, some form of carburettor guard may also be included in the right hand pod — very useful.

The famous father — namely Brian Wilson is also busy producing his new Premier range for 1984. Having now settled into his house next to the shop (and very nice too) production continues and Brian's up and down karting fortunes look very rosy at the moment.

Word is also about that DAP have a new 100cc frame for '84. It is called the Greyhound and is made of a lighter gauge material than previously used. Further details from John Mills. Whilst talking of John Mills he now has available some very smart Cast Aluminium mono wheels. These are as the magnesium mono's but are 25% heavier and will be ideal for the Junior Booster class.

Dartford Karting continue to offer their competitively priced Dart karts which have proven successful for Gary Prior and Derek Higgins, and they will no doubt be producing a "Booster" model.

GP by the way won the first meeting at Tilbury in both 100 National (Goodyear) and National (Bridgestone). Memories of the old days when drivers like Paul Fletcher, Bruno Ferrari and Roger Mills used to drive in 100 Standard and 100 Super or Special. (God they had nearly as many classes as we have now).

Wombwell winter series has been generously sponsored by Mike Mulhearn of FRED Racing and he has offered gift vouchers for each class, and a 14" colour portable TV for the overall highest points scorer.

The first round of the Rye House winter series brought out two interesting characters. Firstly the winner in 100 National the well known Jackie Brown. The dry conditions gave Jack an opportunity to show his skills on 100cc equipment. His knowledge of the circuit and his driving ability on Bridgestones gave him the edge over the rest, as expected Jack was Zip/PCR mounted.

The other "star" to appear was none other than 100 International veteran Martin Homewood. As ever Martin was smooth and competitive and could prove a man to watch if this is a serious attempt to return to karting. Again the equipment he used was the norm for Rye and Martin, Sprint/Parilla, a combination which saw World Championship action in years gone by. Martin will always be remembered by me for the colour photo of his World Championship meeting at Estoril which appeared in a rival mag! The immaculate green helmet

with red, white and blue stripes, and those dazzling red gloves were superb. Nice to see you back Martin and, if the professional approach we saw previously is recaptured, then 100 National drivers watch out.

The Juniors at Rye sampled the new YBN Bridgestones and appeared to find some difficulty in setting up their karts to suit. Also as they are of a very hard nature, (plus the cold temperature) this highlighted the benefit of warming the tyres prior to racing, something I hope clubs and officials appreciate and allow some warming up laps!

JUNIORS AND TYRES

In order to assist the Juniors who may run into problems with the new Bridgestones, I have listed below some hints on setting up.

- 1 Select a practice day at your local club, and go down with your equipment, a stop watch, and mum and dad, (or mechanics — if you're lucky).
- 2 List out on a sheet of paper the combinations of changes you will use.
- 3 Only change one thing at a time. This is very important and is the only sure way of highlighting improvement.
- 4 If it is tyres you are experimenting with be sure to allow several warm up laps (and use the same number prior to each test).
- 5 Timings should be taken continually to show how things are going.

If full laps are too time consuming or expensive then take times at intervals on the same piece of the circuit, this way you may get 2 or possibly 3 changes to time per lap.

N.B. Always ensure the driver gives "feed back" or else one super lap may be a fluke, and you could jump to wrong conclusions. The more laps or timings, the more consistent the result.

- 6 Tyre circumference is also very important when considering gearing. As a quick rule of thumb, each additional 2cm in circumference equals one tooth extra.

So if your Carlises measure 88cm and the Bridgestones 90cm, then your original gearing of, say 82 teeth would need increasing to 83 teeth.

As can be seen from the graph the lap times should fall as the average pressure area is reached (23-26lbs).

If you were to compare this average on a Carlisle and compare it to the Bridgestone then you may be surprised at the difference in the position of the average pressures. So, straight away you will be in the right ball park at your next racing meeting. The

graph shown can be modified for any test.

For example exhaust length v lap times; rear tracking v lap times.

There are many combinations which can be tried, and I have listed the main ones which should help.

- a Tyre Pressures** — Start off excessively high (or low), say 40lbs. Then progress down at 2lb intervals. You should find that an area of quick times is established.
- b Tyre Pressure Front/Rear** — Again as above but with 2/4lbs difference. Again note the "quick area".
- c Front/Rear Tracking** — Undoubtedly the tracking will be wider than when using Carlisle (except perhaps in extreme cold conditions when high pressures and narrow tracking should reasonably heat the tyres).
- d Extra Seat Supports** may prove advantageous as they will stiffen up the back end and make the fat tyres bite. Axle clamps or extra bracing bars may also help.
- e Seating** — This is a very important part of the set up of a kart and it is always worth experimenting with. The idea is to allow the driver's weight to give balance between front and rear.

(Don't forget also that as you are now carrying an extra 15kg in Junior Britain it may be possible to so position the seat to give an increased balancing effect).

The basics of tyre testing are simple but long winded, however, the effort required will be well worth it, remember:-

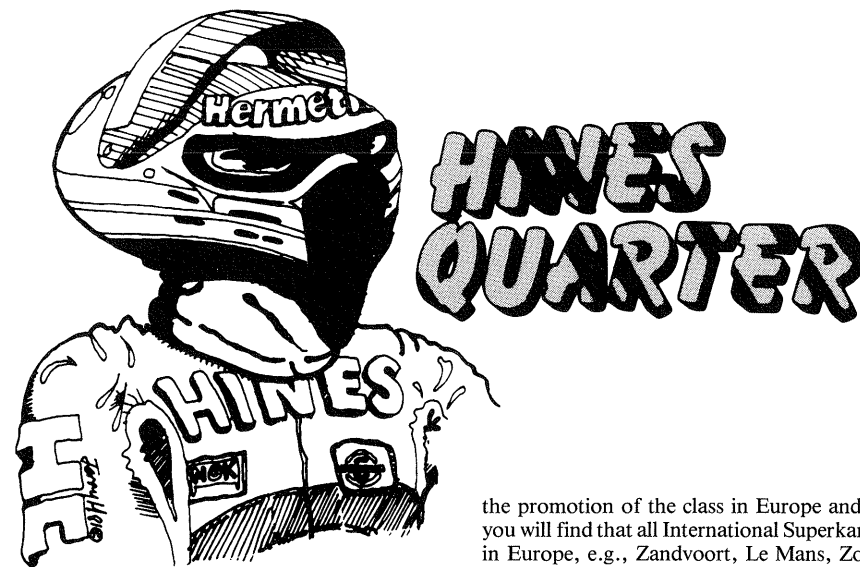
- i Time each test session, (with a neutral person).
- ii Change one thing at a time.
- iii Remain with the same engine, carb and exhaust in order to have a base to work from.

If you have any queries or questions then please write to Ed and we will try to answer them, and hopefully help you and other readers develop the art of testing and racing.

To end this month's article I would like to echo the thoughts of Miles Hall, (from last month's interview) who could foresee the potential of having karting short circuits situated within the grounds of motor racing circuits. The idea has passed my mind also, and I would like to see some effort channelled into exploring the possibilities. Circuits like Donington and Silverstone have all the land and facilities one could hope for, what a setting for kart events at attractive, well known venues. Let's hope somebody influential reads this and sparks off some action!!



Paul Fletcher (22). But not the 'Old Days' (Pic: Rodger Calvert).



THE YEAR OF THE 125

I am sure 1984 will be the year the 125 class becomes one of the strongest, not only in the U.K. but also in Europe and the U.S.A. On my recent visit to California and the Riverside Raceway it was obvious that the most rapidly growing of any of the classes was the 125cc Gearbox. Running along similar lines to ours the class is dominated by the Rotax engine, as is the 250cc class. Superkarts it seems have fired the imagination of the Americans and are destined for great things, especially as the people involved in the Superkart scene realise the potential of the class as a publicity machine for the whole sport, something I feel has been lacking in American karting for years. The result has been an enormous boost to the gearbox classes. Obviously with the cost of karting an ever important factor, it appears that the average enduro kart driver can buy a 125cc long circuit set up almost as cheap as his direct drive enduro kart. Apart from that point, the 125cc Rotax is considerably more reliable, subsequently a real boon for the class.

One area where the Americans already show more professionalism than we do is in the starting stakes. Nearly everyone in California uses battery starters to start the karts off the back axle or crankshaft. This procedure originates from the time, many years ago, when they began using centrifugal clutches on their karts because, unless one could run at 50 miles an hour, there was no chance of starting them. Everyone has a rather neat little trolley with a 12 volt battery mounted on it. A set of long, heavy-duty leads run from the battery to the starter motor which has a suitable tubular handle fitted in order to convenience holding. The starter motor is also fitted with a large socket. The end of the kart axle has an appropriately sized nut affixed. There is then a little bumper stand that fits under the bumper, just raising the wheels clear of the ground whilst the driver is sitting in position. The mechanic, in true Formula 1 fashion, connects the starter motor to the back axle via the socket to the nut then pushes the starter button, conveniently located on the tubular handle. Hey Presto — the engine starts and the starter even sounds much like its Formula 1 contemporaries. Very professional it removes the possibility of near heart attacks the gallant mechanics often risk when pushing! So we are going to give the idea a try. After all it is not very often such little goodies come along, goodies that can make a mechanic's day infinitely more enjoyable.

WELL — BACK TO THE 125 SCENE

The C.I.K. have now approved the proposal that in Europe the Intercontinental 'C' class can race on long circuit. This in fact is a great step forward in

the promotion of the class in Europe and I think you will find that all International Superkart events in Europe, e.g., Zandvoort, Le Mans, Zolder, to name but a few, will have 125cc support events. When this is confirmed, together with the dates, I will keep you posted.

BRSCC 125CC SERIES

After the success of the 1983 125cc event at the Brands Hatch BRSCC meeting, I have arranged with the BRSCC to promote a 125cc Series, held over three meetings, in 1984. They will probably take the form of two 8 lap races with an overall championship result based on points earned at all three events. There will in addition be some prize money, awarded to the first three drivers at each meeting. I do hope as many 125 drivers as possible will support the series. In the past many drivers have requested this type of event, but with lack of support it is all too easy to lose such opportunities. The dates for the three round championship are listed at the bottom and entry forms are available from the BRSCC, Brands Hatch, Fawkham, Dartford, Kent DA3 8NH — Telephone: 0474 874445. (Attention John Nichols).

BRSCC 250CC CUP

In 1984 it has been decided to give the 125cc brigade a fair crack of the whip, however the BRSCC will be promoting a 250cc Superkart Cup event as a climax to their year's karting programme which will be held at Mallory Park on 21st October. I feel sure this will be an excellent meeting and well supported. Entry forms are available from Brands Hatch (again please write: attention of John Nichols) at the address already given above. Of course there will be prize money for the first three drivers.

THE LEGALITIES OF 125CC

It would appear there is some misunderstanding of the 125cc National class regulations. You will see elsewhere in the magazine that the R.A.C. wish to draw peoples' attention to Regulation No. 3-4-2 on page 208 of the 1984 RAC Blue Book, which quite clearly states that 'Cylinder Head, Barrel, Crankcase, Gearbox Casing, Crankshaft and Connecting Rods must be from the original engine model'. This means of course that if you have a Rotax engine you could not run it with a Honda cylinder and vice versa. It also means that a manufacturer's engine can only be run in the form originally intended, e.g., if the engine was homologated with one type of head or cylinder, it could not be changed for another type or manufacture, not even by the original manufacturer. Obviously the manufacturer, if he did change to a completely different type of cylinder or fuel induction system, could apply for the motor to be homologated under a different model number.

The R.A.C. have not homologated any new engines for the 125cc National class for the last three years, a factor that has given the class the stability and tremendous growth rate it has enjoyed

over this period. Engines can be homologated for the International class, but of course these are not eligible to race in the UK. Even at the British Kart Grand Prix, the 125cc race has always been run under R.A.C. National Class Regulations for all British drivers and, to my knowledge, there is no thought of changing that situation, though in the interests of foreign drivers, they may be allowed to compete using their Intercontinental 'C' equipment, but that would not apply to British drivers. The same conditions apply when we go to race in Holland; under C.I.K. rules the British drivers are allowed to run their RAC National Regulation equipment. At this point if you recall when our 125cc boys went to Zandvoort last August, they completely dominated the event, even against the top water-cooled equipment.

Well, hopefully that will clarify the position for everyone involved with 125cc.

Now that everyone has had a chance to see the method of distributing the prize money for the Zip Rotax Bridgestone £5,000 Championship, I would welcome your views on the system employed because, although nothing can be changed for the '84 series, it might be necessary to alter the division of the spoils, so to speak for 1985 if sponsorship is found from other sources. The aim for 1984 is to help those drivers who in fact just keeping missing out on the silverware and money. It has been allocated in such a way that the driver who wins all six events and the overall championship will still only take 20% of the total, while the man who finishes as the tenth Zip Rotax Bridgestone shod home at all six meetings, will still receive something in the region of 7½% of the total prize fund.

'83 HONOURS

Just before closing my first column for 1984, I must say there is one person who spends more time and effort promoting our sport than even I do (and I get paid for it!). No greater ambassador for any sport could ever be found and she never collects any praise for her efforts. Yes, I'm talking about Carolynn Grant-Sale. On behalf of the Sport, myself and karters everywhere, our sincere thanks, we award you the M.B.K. (Member of British Karting). Perhaps not as prestigious as a M.B.E., I am sure given with as much meaning.

Well, it's time to take my leave of you. I'm off to South Africa shortly in defence of my World Title. Hopefully next month I can bring you the inside story on some of our Californian and South African counterparts. Additionally, I will bring you some photographs and information of the new Simpson Type 82 helmet, designed and manufactured especially for karting use and even at a more realistic price, although it is still not inexpensive by any means. However, I recently spent some time at Simpsons and, in a future column, will explain about the incredible amount of time and effort devoted to each single helmet to ensure that, when it leaves the factory, it is nothing less than perfection, so perhaps it is entitled to cost a little more than the average.

BRSCC 125 SERIES

Venues and Dates are as follows:

Round 1	Mallory Park	11th March
Round 2	Mallory Park	30th September
Round 3	Oulton Park	13th October

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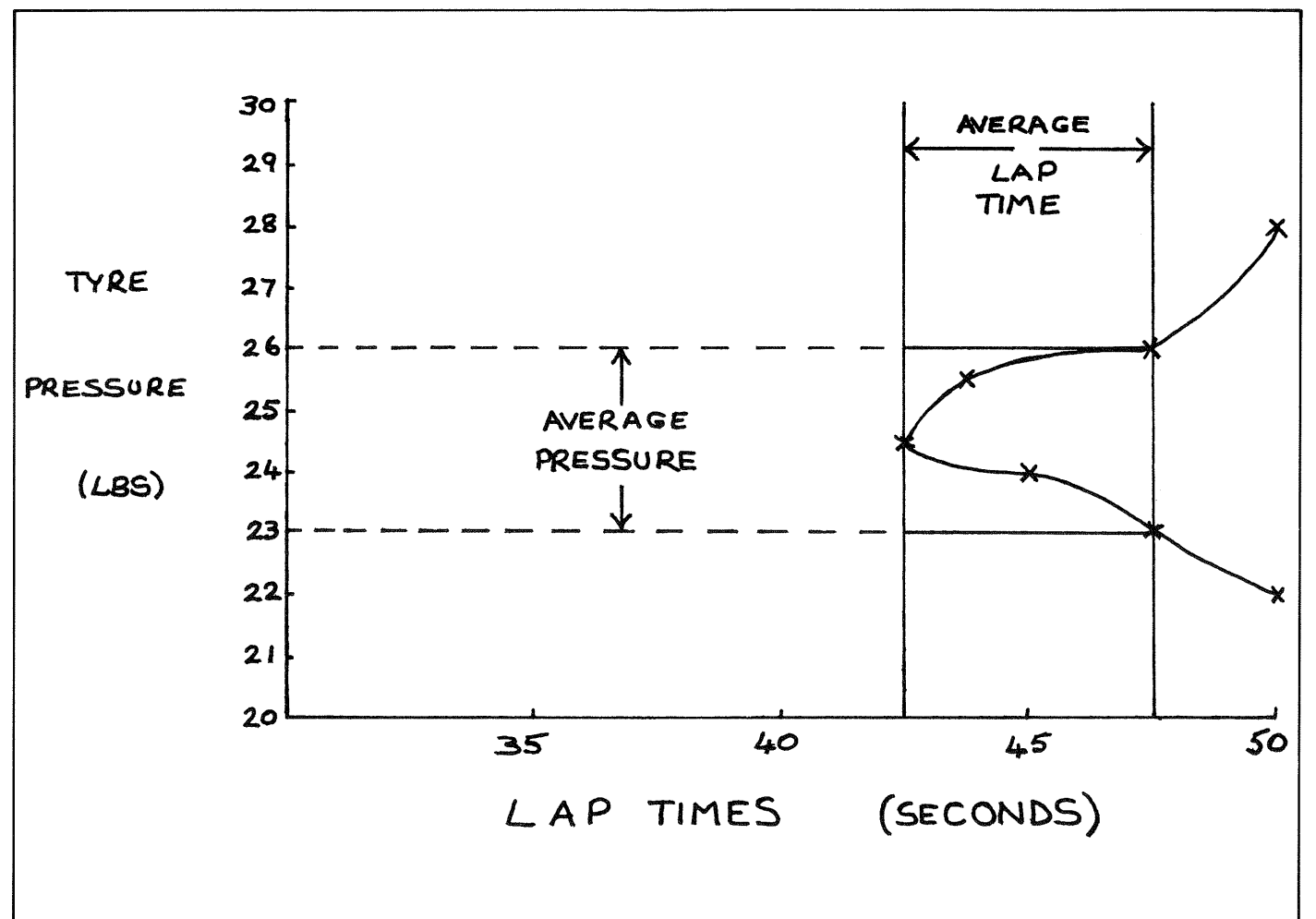
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Crankcase (Pair)	Rotary valve cover	£12.00
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Liner, TT	Piston, TT	£7.00
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Exhaust bend	£7.06	
Exhaust flex	£2.25	
Silencer	£9.50	
Crankcase complete	£47.25	
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Small end washer (steel)	1mm thick	20p
Crankcase main bearing	shims	24p

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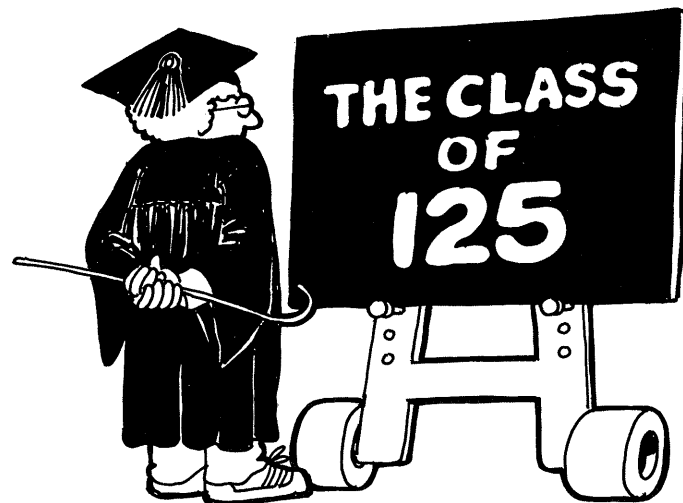
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MANUFACTURERS OF THE DART KART - THE WINNERS' CHOICE.



This month's feature is quite interesting, especially if you are 'into' engines. It has been written by Doug Cartwright who works for a large company called Ricardo, a firm specialising in every conceivable activity connected with the research and development into the Internal Combustion Engine. It is with their kind permission that the following article and its contents has been allowed to print.

STUART ZIEMELIS

DYNO TESTING....IS IT WORTH IT?

"Doug Cartwright and Colin Lawrence outline their experiences of dynamometer engine testing and the results they have obtained. Engines developed by this method have been used by them and Barry Train under the name RRE in various 125 National events during the 1983 season. All testwork has been carried out using the test facilities made available by Ricardo Consulting Engineers at Shoreham-by-Sea".

To many people, testing an engine on a dynamometer is a mysterious business conjuring up images of darkened workshops where engine tuners, like magicians, try to find that elusive gain in power that will make their engine a race winner. In reality there is probably very little definitive testing of Kart engines, most people preferring to rely on lap times as a performance yard stick. So let's take a look at what Dynamometer testing does have to offer and some of the shortcomings to be considered when looking at the results.

The main objective of engine dynamometer testing is to eliminate costly, time consuming and sometimes "risky" track testing of unproven engine modifications. You are well aware of the problems of track testing and its very subjective nature due to the one thousand and one variables on a Kart and the difficulty in maintaining chassis and tyre performance and driver consistency. It would therefore appear that by concentrating your engine development on the dyno "you cannot fail" to produce a race winning engine!

The engine dyno is basically a very simple device measuring engine speed and torque — multiplying these readings together gives engine power. Simple, or is it? Unfortunately that's where the simplicity ends. Our experience has shown that when a dynamometer is coupled to a racing two-stroke engine it is almost guaranteed to give endless hours of hair wrenching frustration and confusion before even one meaningful result is obtained.

The problem really starts with the engine. Specific power outputs have increased dramatically over the years. Today, gearbox Karts have probably the highest specific power output and engine speeds of any competition engine. Power characteristics now resemble a light switch, either on or off. This is what makes power measurements extremely difficult. Vibration levels at 13,000 revs per minute play havoc with sensitive and expensive electronic measuring equipment. However, with patience these problems can be overcome and an accurate and repeatable power curve can be obtained.

It is now important to realise that the power curve has been obtained under conditions which are far removed from the track. Variations of atmospheric conditions can be partially corrected for but other variables such as wind effects, inertia, cornering, fuel pressures, cooling, throttle response, can be difficult if not impossible to simulate on a relatively simple test stand.

To give you some idea of the results we have obtained from this type of testwork the following figures are taken from both, standard Kar-

ting specification and developed Rotax engines that we have used in the 125 National class. Although these tests were carried out on a 125 single, the results should be equally applicable to the in-line 256.

Figure 1 shows to baseline power curves for a 125cc Rotax single cylinder engine, one fitted with an air-cooled barrel, the other water cooled. The power is measured at the gearbox output shaft and is therefore a realistic measure of power available to accelerate the Kart. At first the difference in peak power of 3 hp appears surprising but take a look at the difference in low-speed power (if you can call 9,000 rev/min low speed). The water-cooled engine is lagging behind by 3 hp which is similar to the gain at the top end.

For Karting where it is possible to keep the revs above 10,500 rev/min, the water-cooled engine would undoubtedly give quicker lap times. At first, it may be thought that this power difference could largely be attributed to the advantage of water cooling but this is not in fact the case. A large proportion of the difference is due to the different engine specifications. Both the exhaust port timings and disc valve timings are different on the water-cooled engine as well as being fitted with an exhaust pipe of different length.

The advantages to be gained from water cooling are more even cooling of the cylinder bore and consequently less bore distortion; a small leakage past the ring can give a significant power reduction (hence the reason for dyno testing at a given temperature) and the combustion chamber runs cooler so that engine-killing detonation is pushed further away.

Figure 2 shows what can be achieved by relatively simple modifications to an air-cooled engine. For comparison, the standard power curve is also shown. From this we can see that as well as the increase in power, the peak-power point has also been raised up the rev range towards the "safe" limit of 12,800 rev/min.

These curves highlight the trade-off between maximum power and low speed torque that faces every aspiring engine tuner, but only when you have obtained reliable and meaningful results.

So the answer to the question often asked by many drivers, 'Dyno Testingis it worth it? We would consider it to be yes.

Dynamometer testing has the advantage of being able to test many modifications relatively quickly but gives meaningful results only when you have obtained a reliable and repeatable test procedure. Our experience has shown that results obtained on the test bed give very useful pointers and ball park figures for engine modifications and settings. The difference between modifications can be put into numbers and the effect on 'top' and 'bottom end' performance shown up. Engine durability can also be assessed, allowing us to put a figure on the safe working limit for components such as big end bearings and crankshafts. However, in the final analysis it is of course the performance on the track that counts. The final settings can only be obtained by driver feel and experience.

Our track testing is carried out at Goodwood using a 125 in a Zip GP chassis. Lap times are in the mid 1-40's with average speeds of 85 pmh. The modified engine in Figure 2 subjectively felt quicker on the track but this was not borne out by the lap times. It was only after making a few adjustments to the compression ratio and jetting to improve the low speed torque and throttle response that the lap times improved from 1-42.2 to 1-40.4. The Kart was also easier to start and got off the line much more cleanly. Surprisingly, the engine did not feel as quick even though the lap times were faster.

These surprising differences can be explained by taking another look at the power curve for the modified engine. The sharply rising power curve gives the driver an impression of improved acceleration over a band of about 2000 revs. Outside this band, the power is worse than the standard engine. Consequently the tuned engine requires no more gear changing to keep it in the power band and the Kart cannot be driven round the corners as fast. This goes to show that a higher standard of driving is required to get the best out of a tuned engine.

We hope that this has given you an outline of what can be achieved with dynamometer testing even if an improvement of 2 seconds doesn't sound very much. All that remains is to try it out under race conditions....!

Stuart

MARTIN PRIOR

Martin Prior has been around karting for at least seven years and during that period has proved that he is a force to be reckoned with. His major achievements, which brought him to the fore, really commenced with the 1980 season when he won the World of Sport Mazda Race of Champions to become the first driver to win on British Television. The following year he was offered the chance to be the Junior Works Driver for Zip Kart, an opportunity Martin accepted. He was to prove to his sponsors that he was no 'flash-in-the-pan' when he won the first round of the British Championship and could well have become Champion had things worked out for him. However, he did have a successful year because he took the Junior Britain Greeman title. He was also the first Junior Britain driver to be selected to drive for Britain in the Junior World Championships and was voted Junior Britain Driver of the Year.

As the 1982 season began, Martin was retained by Zip as their Junior Works Driver, now racing in Junior National. He won the Castrol Championship in his class, was runner-up in the Greeman series and found himself reselected for the British team, representing Britain in the Junior World Championships in Italy. He also had the honour of being a member of the Junior British team which won that year in

Holland, the first time Britain had won in eight years.

Last year Martin entered the seniors and clinched the 100 International Series. He actually won three out of the four rounds with a second place in one round next to a non-registered driver. He was awarded the series first place for that meeting. Martin's other credits during 1983 were: his reselection for the British team to compete in the World Championships in Hamburg where, incidentally, he clocked the fastest British time; he was also selected to represent Britain in the European Individual Championships. Martin put in a good performance, with a second in the first heat and was lying second and third respectively in the other two until he became plagued with repeated big end failure, in both cases just within sight of the finish line. Had these unfortunate circumstances not occurred he would undoubtedly have been on the front of the grid with Modena in the final.

For the coming season Martin has again gained the support of Zip Kart and will be campaigning their colours in the 100cc National class. Seen recently at Rye House in this class, he finished a creditable fourth in a race containing names such as Moynihan, Gary Prior, Derek Higgins and Jack Brown. Without doubt young Martin Prior will prove himself a threat to the establishment.

Martin Prior in fine style.



SO YOU WANT TO START KARTING?

This feature is aimed at those readers who, though not karters, may be considering taking up the sport. It is hoped that it will answer many of those questions frequently asked and remove the doubts and uncertainties.

Karting in Britain falls into two main categories: the 100cc classes in which all competition takes place on specialist 'sprint' circuits and the gearbox classes, which, in addition to 'sprint' racing, also race on long circuits, such as Silverstone, Donington Park and Cadwell Park. Let's first take a basic look at the various classes within these two categories.

We begin with the Junior classes which fall in the 100cc category. As of 1st January this year you may start racing a kart at the age of 10 and remain in the Juniors up until your 14th birthday.

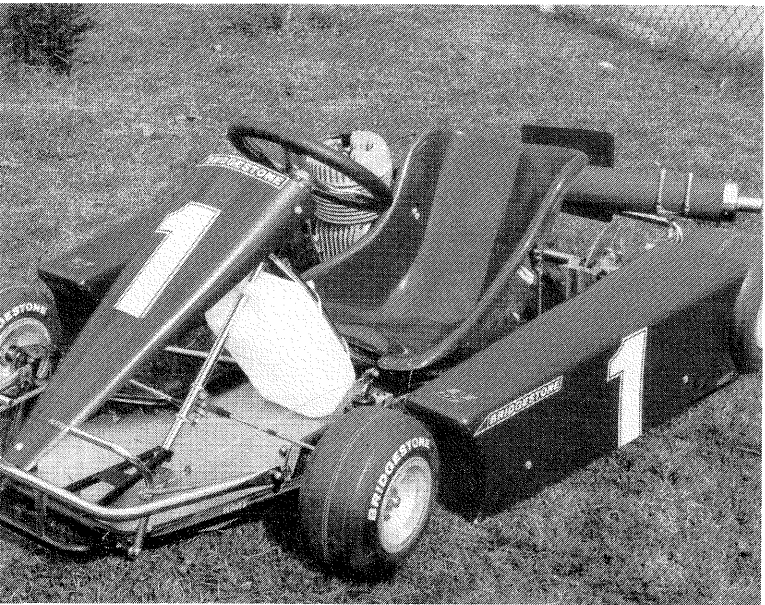
JUNIOR BOOSTER CLASS

An excellent class in which to start karting and designed to attract youngsters into the sport. You may compete in this class from your 10th birthday until the end of the calendar year in which the 13th birthday falls. There is a minimum weight limitation of 105kg which includes the combined weight of the driver, kart and engine with the kart in complete racing trim. As of 1st March this year the tyres will be restricted to one make and size of front and rear. The chassis must be sold complete and include tyres, tubes, brake, chain guard, sprocket carrier, axle sprocket, axle (magnetic), tank at a price not exceeding £385. The engines permitted are all those with booster port currently accepted for Britain class but excluding those with TT porting.

JUNIOR BRITAIN

This is a superb class to graduate to or commence racing in. All aspects of the class are controlled by maximum price rules. Tyres are also restricted to one make and size of front and rear. The chassis must be commercially produced in the UK and sold complete (with wheels, tyres, etc) for no more than £385. Only a mechanical type (not hydraulic) brake is allowed. Engines, of which there is a list of allowed models, must retail for £255 (+ VAT) or less, including ignition, carburettor, restrictor, exhaust system and engine sprocket. So in theory, you can start in Junior Britain with brand new equipment for £640 (+ VAT, or course). However, you will soon discover that there are one or two 'optional extras' that virtually everyone uses, for either reliability or performance increase and one or two are a definite must. Your chassis will probably come fitted with 'slick' dry tyres. With the occasional drop of rain that has been known to fall in the UK, a set of (4) rain treaded tyres ready on wheels, is really advisable.

A certain amount of engine tuning and modification is allowed.



New Junior Booster Kart.

When it comes to Championships and other big meetings, the front runners will usually be found to be using engines that have been 'set up' by a recognised tuner, to some degree. Prices here vary. Not necessary early on, but something to be looked into later on.

After your 14th birthday you may, if you wish, move into:

100 JUNIOR NATIONAL

This class does not carry the strict price limit on kart chassis, so a more sophisticated type, with hydraulic brakes, may be used. A wider range of makes and sizes of tyres are also allowed. You may of course use a 'Britain' class chassis in this Class, but without changing the tyres and most probably the brake, however don't expect to be competitive. Engines are also more expensive, with a maximum price — less carburettor and ignition — of £290 (+ VAT). The standard in this class is much higher and some form of engine tuning and preparation would seem a necessity. As with Junior Britain, Junior National has a minimum weight limit, including kart and driver, of 120kg.

Once you reach your 16th birthday you graduate into the Senior Classes of which the first two, 100 Britain and 100 National are virtual equivalents of their junior counterparts:

100 BRITAIN

Rules the same as Junior Britain, except the weight limit is raised to 132kg.

100 NATIONAL

As for Junior National, except with the minimum weight limit of 132kg. This is by far the biggest class numerically in British karting, with full grids and fierce competition at all but the remotest of circuits. It is a great class to develop your talents in. Or you may wish (if your bank balance permits) move into:

100 INTERNATIONAL

As its name implies, the pinnacle of 100cc kart racing. The class is governed basically by international C.I.K. rules and is the class in which the majority of international competition takes place, including the annual World Championships. Again there is a list of allowable engines as defined by the C.I.K. — including all the latest models — with a *basic* maximum price and a minimum weight restriction of 125kg. The karts can come with precision magnesium accessories and any of a range of sticky tyres. Again National Class equipment can be used in this Class, with a change of tyres.

We can now take a look at the gearbox categories which utilise various sizes of motorcycle engines. There are no restrictions on tyres in 'National' gearbox classes, except on maximum price and size.

125 NATIONAL

This class is probably the largest class numerically in gearbox karting. The engines are 125cc with up to seven gears and a list of accepted engines but no price maximum. As with all the gearbox classes, the chassis utilise four-wheel brakes and bodywork configurations are permitted, which accounts for the generally higher prices of equipment. 125 racing takes place on both kart tracks and long circuit, though the emphasis is more on the long circuit type, as with all the gearbox classes.

210 NATIONAL

This is the oldest class in the sport, utilising the old Villiers engine — though most parts are replaced by updated versions, or even complete modern replicas of it. Still a popular class with a great deal of relatively cheap secondhand equipment available. There is no maximum price on engines and it is limited to four gears.

250 NATIONAL

At one time this class was the pinnacle of gearbox karting until the advent of the twin-cylinder class. More popular on long circuits than karting tracks, 250 National has seen a resurgence of interest in recent times and attracts a good following. Powered by single-cylinder, air-cooled motorcycle engines, with either piston or reed timing, there is a variety of engines permissible, including such names as: Bultaco, Yamaha YZ 250, KTM and Montessa and the class has a maximum allowance of five operative gears. A good supply of secondhand engines is available on the market.

250 INTERNATIONAL

This is the high speed, spectacular and promotable class now enjoying television coverage. It is more commonly known as the Superkart category and has recorded speeds in excess of 140 miles an hour at places such as Silverstone and the French Le Mans circuit. Complete with wings, fairings or full bodywork, Superkarts add colour to the long circuit events. 250 International is run to C.I.K. Formula E regulations, once more with a list of eligible engines, but most competitors use the 250 twin-cylinder, water-cooled Rotax or Yamaha 250 twins. Ready to race equipment in this category can be very expensive and that is the reason most of the drivers are always on the lookout for some form of sponsorship to help them compete during a racing season. Of course various combinations of secondhand equipment can reduce the initial costs, but such sort of equipment can hardly be expected to be competitive!

You will note that no prices have been quoted in the above text for the gearbox categories, because it was thought they would be easier to highlight if kept separate. As a general guide, prices of new long circuit ready to race (including bodywork) equipment in each class are as follows:

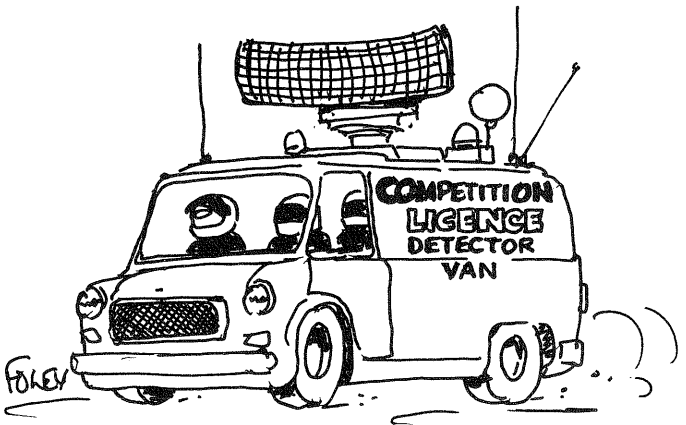
125 National	£1,600	250 National	£1,800
210 National	£1,600	250 International	£2,800

For ready to race new short circuit equipment, deduct say £300 in each case, because drivers rarely race with bodywork on short circuits.

New versus Secondhand

Obviously if you can afford it the new equipment is ideal. You know it is good and it can be expected to have some sort of life before any extra expense is needed and should be competitive. If finances mean secondhand equipment, look carefully at what you are buying. With chassis, check carefully for cracks, both in the welds and the tubes themselves. If it is a complete rolling chassis, do all four wheels sit evenly on the ground? Does it run straight? It should!

Secondhand engines need careful checking. Firstly, is it eligible for the class you intend to compete in? What is the bore size? How many rebore sizes are left? When was it last completely overhauled? If it was not recently, you must be prepared to spend something on it immediately. In a lot of restricted classes, documentary proof is needed of purchase price of an engine. Make sure you get it.



MAKE SURE YOUR LICENCE IS CURRENT - THEY'LL BE DOWN YOUR WAY SOON !!!



250 International Superkart (Pic: Rodger Calvert).

All kart equipment is racing equipment and as such no guarantee is given with it, so make sure you buy well.

Hire of karting equipment has not been general practice, but one or two firms are now starting to look into this side of things.

If you are in any doubt about prices, regulations, etc., contact a reputable kart dealer in your area. He will be pleased to offer advice.

WHAT NEXT?

So you have decided which sort of karting appeals to you — you may even have bought something! What else do you need to do? First thing is to join a club in your local area. The easiest thing is to contact one of the kart dealers in your area who should be able to provide the necessary information.

You don't need a car licence to drive a kart, but to race you must get an RAC Kart Competition Licence. An application form for a licence can be obtained often from your club, or direct from:

RAC Motor Sports Division, 31 Belgrave Square, London SW1X 8QH.

As a beginner you will have to take out a Novice Licence — cost £5 — which is valid for 'kart' circuit meetings only. Your first few meetings will be observed by track stewards (to aid them you will have to use black number plates with white or yellow numbers).

After you have collected four stewards' signatures (showing competent completion of four meetings), you will be eligible for an International (Kart Circuit) and Novice (Long Circuit) combined licence (upgrading fee £6.00). Long circuit competitors go through the same Novice procedure before being eligible for an International Long Circuit Licence.

When you receive your licence back from the RAC you will also get a copy of the full Kart Regulations, which also includes a list of clubs, circuits and an RAC fixture list for the year.

The last thing you will need is the appropriate racing clothing. Crash helmets are obviously compulsory and must bear one of the following safety standard marks: BS 2495 (1977) Amend 5, or Snell (1980). Anyway, your kart dealer will be able to advise if you are uncertain, but be careful when you buy a helmet that it is within the validity date quoted by the RAC, otherwise you will not be allowed to compete wearing it. In addition a visor or goggles, complete gloves and a leather or heavy PVC suit must be worn. A lot of people find the PVC suits quite adequate for 'kart' circuits, but leathers are seriously recommended for long circuits. This area is often overlooked — but is really the last thing anyone should skimp on, especially the choice of a good crash helmet.

All this should be enough to start your karting career! Maintenance costs can vary enormously, depending on all sorts of factors. One thing is definite — it is ten times better to spend money on regular preventative maintenance, than wait for something to go wrong!

Best of luck!

NOTE: All the above information is our interpretation of the current situation in karting. Complete details of Class price regulations, etc. can only be obtained from the official RAC regulations.