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MARCH 1984



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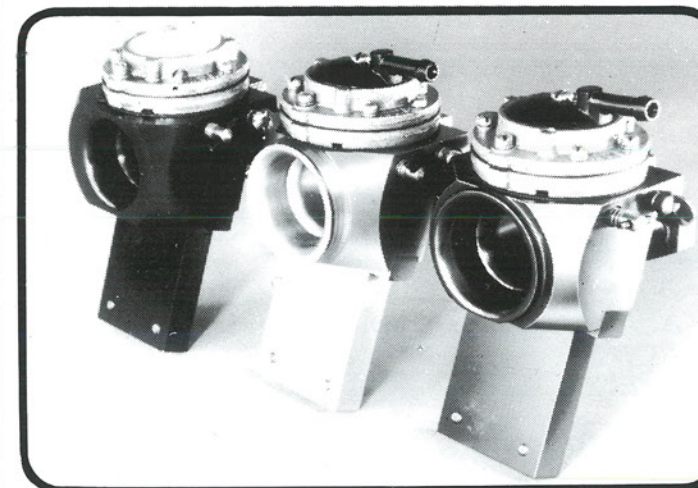
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The Cadwell season 'Opener' is now past but, as it coincided with the press run of this issue, an assessment of its success will have to wait until next month. Suffice to say it will be used as a test ground for those little innovations which, no doubt, many people have been dreaming up whilst karting has been in its winter quarters.

Before the first round of the C.I.K./Bridgestone World Superkart Series held in South Africa at the beginning of last month, speculation was rife as to who would return with the choice points score: "It has to be one of the three — Bohlin, Hines, Heerey." The disappointment that the Hermetite man felt after his contretemps with Bohlin when he was undoubtedly heading for a high rating, was shared by many, but no one can take the victory away from Brian Heerey, nor the spirit that Lennart displayed by clawing his way back to finish third. So the Series is still wide open; Heerey or Bohlin could both drop a couple of rounds, or finish well down the order at the other venues, thus negating their chances of the World Title, but it goes without saying that Hines will show determination to win the next three rounds and retain his title for yet another year, though it is quite a tall order — there will be others ready and willing to push him aside on the rostrum. It is that knowledge which will be his driving force this coming season.

The provision of several International long circuit events in the U.K. this year will surely add yet stronger competition for our own drivers. Already the Mallory meeting on the 1st April has been upgraded to accommodate probable overseas contenders; Bohlin and Johansson have voiced their intentions to visit these shores to take on Mallory. It is natural progression that the elite of the gearbox classes should enter into expansionism in this way.

Ed McCormick

FRONT COVER:

Andy Buchan (51) who finished overall 8th in last year's K&S Series, seen here at Kimbolton during Round 5, with Steve Dart (12) and George Price (80) hot in pursuit.

(Pic: Rodger Calvert)

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March 1984

KART AND SUPERKART

MONTHLY

No.63

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NEXT MONTH:*

**CADWELL PARK
DAP FEATURE**

PUBLICATION DATE: 5th APRIL 1984

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

Don't Miss Out!

*Fill in the subscription form
on page 12*



MALLORY'S INTERNATIONAL EVENT

The meeting scheduled for Mallory Park on 1st April has been upgraded to International status for the 250 International competitors and an invitation is extended to Swedish, Dutch, German, Danish, Belgian and French drivers to attend the event. In fact both Lennart Bohlin and Lars Johannsson have confirmed that they will be attending. A full day's practice has been arranged for Saturday 31st March which will enable foreign competitors to get used to the quirks of Mallory. Application forms are readily available from *Kart and Superkart Magazine*, Pindar Road, Hoddesdon, Hertfordshire, England, and all interested parties should apply as soon as possible.

THE GUERNSEY KART & MOTOR CLUB

This year the G.K. & M.C. are proud to be celebrating their 25th anniversary and we thought you might like to know something about the club's background.

It began, really, when karting began in this country, in 1959, with the formation of the Guernsey Kart Club, purely with the intentions of promoting karting. A number of enthusiasts pooled together to form a company which rented land from the Amalgamated Football Committee and laid a tarmac circuit around the perimeter of a football pitch. That original circuit is the same one that is used today, although a few years ago an extra hairpin bend was added.

Two years after being formed the Club changed its name to the Guernsey Kart and Motor Club in order to promote Hill Climb events and in so doing, permitted bike and car competitors to take part. Gradually the Club built upon experience and now provides a healthy theatre for motor racing events, promoting 14 kart meetings during the year and one Hill Climb which takes place on Spring Bank Holiday.

Although such events as these have been running for a long period, it was about 10 years ago that the Club obtained permission from both the local authorities and the RAC to promote Sprint meetings on a section of the Island's coast road. The first of these 'trial runs', so to speak, met with such success that currently the Club organises three Sprints annually.

A short time later, with karting proving so popular, 100cc National Team Racing was promoted and achieved success with the British Kart Club, eventually becoming an annual challenge. Such was the delight at being able to host visiting teams that the Club decided to arrange Hill Climbing to take place on the day prior to the Team racing. Since those days the Club considers itself fortunate in receiving so many entries from drivers in Britain. The Hill Climbs have proved popular with English drivers, many of whom now make it a habit to return to the Island year after year.

October 1983 saw yet another innovation in the Club's history. Following a great deal of work by Committee members and motor cycle competitors alike, permission was finally granted for the Club to promote scrambling. After the event in October, three more followed before the end of the year. Yet again these proved successful with the motor cycling fraternity, including several rivals from neighbouring Jersey competing.

The calendar for 1984 now reads thus: 14 kart race meetings, 2 Hill Climbs, 3 Sprints and 8 Scrambling events. Sufficient activities to keep any Committee fully occupied. In view of this

the Club members decided at last year's A.G.M. to form separate sub-committees to organise each facet of the Club's events. The result was a main Committee consisting of 14 members, a karting sub-committee of 7 and a Scrambling one of the same number. With an excellent licensed Club Room open six days a week, popular with the members, cash is raised to help keep the costs down for competitors. The membership currently runs at 400.

To help celebrate the 25 years of kart racing several meetings are to be held with a view to receiving an increased number of entries from the U.K.

- | | |
|---------------------------|---|
| Sunday May 27th | — Race Meeting |
| Monday May 28th | — Hill Climb |
| Sunday June 17th | — Race Meeting |
| Sunday Aug 12th | — International Permit Race Meeting with French Drivers |
| Sunday Sept 9th | — Race Meeting |
| Saturday Sept 22nd | — Hill Climb |
| Sunday Sept 23rd | — a.m. 100 National Team Racing
p.m. Guernsey Open Championships (all classes) |

The 100cc National Team Racing consists of a team comprising of 4 men with a reserve, if required, and the racing takes place between 10 a.m., and 12.30 p.m. In recent years the Club has seen teams from Scotland, Cardiff, Eastbourne, Sisley and the Royal Air Force competing. In the past it has gained sponsorship from various companies to promote the event and this year Total (Sarnia) Limited have agreed to come in as the Club's main sponsor.

Prize money has been distributed in the past as follows:

1st £300, 2nd £200 and 3rd £100

Although money will be distributed this year the club may be altering this to distribute as starting money.

Many of the members are quite prepared to extend hospitality in their homes to visiting drivers and, although there is no guarantee, as many as possible will be put up, obviously on a 'first come — first served' basis.

So any of you karters who fancy a holiday with a spot of racing thrown in, put pen to paper or telephone:

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ROTAX 256 '82 £950. CTRP Rotax 256 '82 £1,150. Both complete with carbs, ignition and maintained regardless of cost. Phone Borough Green (0732) 88472.

210 NATIONAL 2 ZIP SILVERSTONE/VILLIERS. Both chassis rebuilt (stored since 1975) one engine just rebuilt (new rod, piston, bearings, etc). Many spares including tyres, exhaust, gearbox, tools, stand, heads, jets etc. Must sell Gone 125. £225 each or £400 the lot. Tel: Ian 01-567 9891.

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TILBURY — Dunlop Road
WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

- 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)

- 25** BLACKBUSHE
CARDIFF KC (Pembrey Airfield, 12 miles from junction 48 off M4, Llanelli — Kidwelly Road)
CRAIL (Kingdom KC)
DUNKESWELL (5 miles from Honiton, Devon)
FULBECK (8 miles from Newark)
SNETTERTON (15 miles SW of Norwich on A11)

APRIL

- 1** MALLORY PARK (Kirby Mallory Off A47, Leics) 125 Series
ACE KC
FELTON (8 miles north of Morpeth, on A1)
LITTLE RISSINGTON (Air force base nr. Stow)
RYE HOUSE (Hoddesdon KC)
THREE SISTERS (Off junction 25, M6)

- 7/8** ZANDVOORT HOLLAND
WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) KART & SUPERKART SERIES 1st ROUND
BOYNDIE (Banff)
CHASEWATER (Pleasure Park, Brownhills, off A5)
CLAY PIGEON
KIMBOLTON (10 miles SW of Huntingdon)
ROWRAH (nr. Frizington, Cumbria)
TILBURY (Dunlop Road)

- 15** ACE KC
NUTHAMPSTEAD (1 1/2 miles east of Barkway off B1368 Cambridge-Ware Road)
SHENINGTON (Shenington Aerodrome)

- 17** KIRKISTOWN N. IRELAND

ROGER GOFF TUNED SS20GB, on Zip Britain chassis, immaculate, fast and reliable. Spare tuned carb. Bargain £250. Also Villiers engine complete, bare Zip Shadow chassis, various other 210 spares, offers to Ian, Luton (0582) 592380.

250 NATIONAL BARLOTTI KTM very competitive, reliable. Bridgestones, Goodyears, wets on rims. £425 ono. Wareham 3518 evenings.
CRANKSHAFT WANTED FOR VILLIERS 9E. Original or Alfa. Good condition, would consider part of complete engine. Hartlepool 76466.

ZIP GP PEAK REV'S 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.

210 NATIONAL KART Long or short circuit trim. Rev counter, Motive exhaust, stand and many spares and special tools. Also, trailer, leathers, tyres and wheels. £599 ono. Tel: 0323 840511.

210 ZIP GRAND PRIX CHASSIS complete with bodywork, APV engine, Motive exhaust, 36mm Amal. Ready to race, very quick and reliable, consistent trophy winner. (may split) Price £750. Phone (home) 0244 821860, (work) 0270 628461 Steve Jones.

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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
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Manufacturers, Clubs, Organisations.

ZIP GP ROTAX 125. Engine fully tuned with new, ignition and piston. Chassis complete with new tank, axle, ally tray, bubble and nose cone, one race old slicks, new Bridgestone wets, Merlin pipe £850. Must be seen, also trailer £50. Phone: 061-792 3256.

100 NATIONAL TKM KART '82. C/W w TKM FF99TT motors. Fully tuned. Stand, slicks, wets, carbs, chains & sprockets, clothing etc. £495. Tel: 01-589 0059 (daytime).

100 NATIONAL LANE HEWLAND D PORT fully tuned. Chassis recently fully rebuilt. Including new rod, main bearings etc. Excellent condition, trophy winning outfit £300. Tamworth (0827) 287877.

PCR 2 RACES ONLY. Factory motor, very fast. £250. 3 Parilla 48.0, 48.4 and 48.5 £160 each. Dap Jesolo frame, needs brake and spides £90. Zip 983 Bare frame £45. Phone 021-588 2670.

210 VILLIERS. BARLOTTI FRAME. Rebuilt and tuned by Merlins only 3 meetings old. Reading to race. 4 new tyres plus many spares. Set of leathers and kart trailer. Bargain £575. Tel: 01-658 4323.

F.D.C.K. Ltd

Dart rolling chassis, absolutely immaculate £165
Factory selected B.M. std. bore, as new £250
Parilla, 48.3, fully tuned, extremely fast £230
Two Yamaha 100 Ax's, speed with reliability, both race winning engines . . . each £295
All engines complete with carb, ignition & exhaust.
Deavinson sprint with two K88's, helmet and set of wets, ideal beginners outfit the lot £260

GENUINE YAMAHA AX STOCKISTS
Official agent for the full range of Phoenix karts and engine tuning for all classes.

LEYLAND — (07744) 51767

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210 AERO — UPTON MANX, Works prepared unit in brand new Aero — Kart chassis, slicks, wets, full body work. This is our works kart rebuilt for '84. Offers to clear. All 210 spares still made by and available from us. Manx Racing, Fieldhouse Engines Ltd, 2 Latimer Street, Anstey, Leicester. 0533 362613.

ZIP SHADOW 250 INTERNATIONAL TD3 DX YAMAHA. Very competitive, very clean, engine and chassis always been looked after, new front Bridgestones, fibreglass, ready to race, has been advertised at £875 but will consider any reasonable offer. Telephone Aldridge 52246 or 52863.

HONDA CR125 ENGINE Mikuni carb, motive pipe, new piston etc. £150. Tamworth (0827) 287877.

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ZIP GP YAMAHA YZ250H, new April '82 — unused 1983. Fitted Brembo brakes, aerquip hoses, kelgate rear axle. 4 sets slicks 2 sets wets on rims with spare TVM chrome barrel, fairing, side pods, bubble rear wing. Immaculate condition, possible exchange for car. Cash either way. Tel: Yeovil 72034.

ZIP GP 250 INTERNATIONAL SUPERKART Yamaha TZ G water cooled engine, four races only. Nose, pods, bubble and wing (red). Immaculate £875 ono. Telephone 0295 4221 (Banbury).

HELMETS — Special Offer

TOP TEK/KANGOL BS2495/77 AMD.5.

Full face single colour £47.50

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These top quality British made fibreglass helmets are individually inspected during manufacture to BS 2495/77 AMD. 5. and have the 4 year RAC motorsport sticker attached.

Pro Comp Race & Leisure, Birmingham

NO VAT POSTAGE £2.50

FUN KARTS, Honda engine, automatic clutch, cross country tyres, £295 or build your own — plans available. Honda 3.5 HP engines £116, set wheels/tyres £55. Add 15% to all prices, plus postage. Ring (0922) 77687 (eves).

SPRINT HEWLAND ARROW one meeting since rebuild, crank, little end, piston liner, disc valve, carb, chain, sprockets including 14 wheels, tyres, some new, plus some spares. £375. Tamworth 59346 or 61433. Very reliable, good starter.

100 BRITAIN ZIP ARROW fast, trophy winning outfit, complete with wets on rims, leathers, boots, spares and possibly trailer £250 ono. Tel: Warmwell (0305) 853196 (weekends only).

●The Hunts Kart Racing CLUB holds its Annual General Meeting in Manderville Hall, Kimbolton on Wednesday 8th February. 75 Club members attended and various topics under contention were finally resolved. For the 1984 season the Club will run all RAC events, except 135cc International. The officers were elected as follows:

Chairman — Cecil Coates

Secretary and Competition Secretary — Mrs Ruby White

10 other members make up the Committee

Please note that all communications, race entries and registrations should be addressed to:

Mrs Ruby White,
50 Hawkins Road,
Cambridge.

First Club Meeting — Sunday 11th March

First Race — 12.30pm.

Charles Goff

DINO'S LATEST!

A new chassis built by Dino U.K. is now bound for the '84 long circuit season. Notified of it's development before the Cadwell opener, we have as yet no details on its performance, but hopefully Steve Styrin who will be piloting the new project will give us an assessment of its qualities for our April edition. Known as the 'E.D.R.' it is fitted with a new braking system never before used. Developed by A.P. Lockheed the test report is 'amazing'.

Steve has carried out all the testing and Malcolm, who prepared the engines up until late last season, will be preparing Steve's motors for 1984. The team have obtained valuable sponsorship in the form of Champion and Shell. We wish them a successful season.

As a footnote we'd like to remind our readers that Ed Duckett is still trading in Dino spares and has a comprehensive backup available at the Coventry Depot.

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Advertisements are only accepted subject to the above conditions.

FRIGGIT



BY BARRY FOLEY

TIME FOR A CHANGE

The Neil Hann-Andrew Clark business of MISTRALE RACING LTD, ceased to trade and vacated the Clay Pigeon premises on Nov 30th 83. However, the "MISTRALE RACING TEAM" continues with Neil Hann on a Zip/Arrow, Darrell Beasley on a Dart/Arrow and Jamie Beasley and Andrew Clark on BM/Arrow this season. MISTRALE will not be running a trade van, but will be stocking BM Karts and Arrow engines only in 84. Neil is currently negotiating with a view to selling the remainder of the stock to a possible new karting business in the S-West. This action has been taken as Neil wishes to concentrate on his team's and his own racing and he doesn't feel he can do this and provide a proper service to his customers at the same time.

"SPORTAC" is not affected in anyway.

LYDDEN KART CLUB

The Lydden Kart Series has been designed to attract more support, and it hopes that this will be forthcoming. There will be 10 races on 15th April; 7th May; 27th May; 3rd June; 1st July; 15th July; 29th July; 9th September; 23rd September; 21st October and the classes catered for will be 125cc National, 210cc National, 250cc National and 250cc International. Instead of two races of equal length there will be one 6 lap qualifying race and a 10 lap Final, with points awarded on the Final only. Additionally, for a fee of £4, drivers may register to be included in the Lydden Kart Championship, so that at the end of the series the driver amassing the most points from his best 8 races will be declared overall Lydden Kart Champion. Championship points awarded will be 8-6-5-4-3-2-1 for overall finishing positions in the Final PLUS 5-4-3-2-1 for class finishing positions.

All communications direct to the Secretary:

Brenda Harris,
71 West Street,
Sittingbourne, Kent.
Tel: Sittingbourne 72926

Details available upon request, for those interested.

So Gentlemen, take your pick, and remember the priority at Lydden is to keep the fun in Motor Sport.

ATTENTION 250 NATIONAL DRIVERS

The Hunts Kart Club will promote a 250 National Drivers' Championship for the 1984 season, with all rounds to be held at Kimbolton. Registration fee for the Series will be £12 with minimum prize money of £450; the Series winner to receive £300. Hornig International will be donating a trophy plus £50. All interested drivers are invited to contact Bob Bicknell on 0933 681150 for further information.

DMA Racing

210 CHALLENGE (1984)

Dates for the Challenge have now been finalised and are listed below. Just enter the meetings to qualify for points in the Series. No need to register. Competitors will naturally abide by the rules laid down by the organising Club.

April 1st	Little Rissington	Bromsgrove KRC
April 15th	Shenington	Shenington KRC
April 29th	Three Sisters	Lion KRC
May 13th	Chasewater	Chasewater KRC
June 3rd	Three Sisters	Merseyside KRC
June 24th	Fulbeck	Lincs KRC
July 15th	Shenington	Shenington KRC
Aug 27th	Chasewater	Chasewater KRC
Sept 16th	Shenington	Shenington KRC
Oct 7th	Little Rissington	Bromsgrove KRC
Oct 28th	Fulbeck	Lincs KRC
Nov 4th	Three Sisters	Man/Buxton KRC

Best 8 out of 12 results to count.

We have tried to even up the venues with suitable date spacings and we hope it will prove to be a very enjoyable and competitive series. The scoring system will be as last year with the first 15 scoring points in the following order:-20-18-16-14-12-10-9-8-7-6-5-4-3-2-1. The driver with the highest total over the season will be awarded the "DMA RACING 210 CHALLENGE TROPHY". Competitors who took part in 1983 will know that the prize list was down to 10th place and this year we hope there will be a similar prize fund. There will also be a trophy for the driver scoring the highest number of points after having joined the series as a novice.

THE COMPETITION SECRETARY FOR THE FIRST ROUND AT LITTLE RISSINGTON IS:- G Ransted, New House, Nafford Road, Eckington, Nr Pershore, Worcs WR10 3DH.

Please note the entries close on Wednesday prior to the meeting. POSTAL ENTRIES ONLY PLEASE.

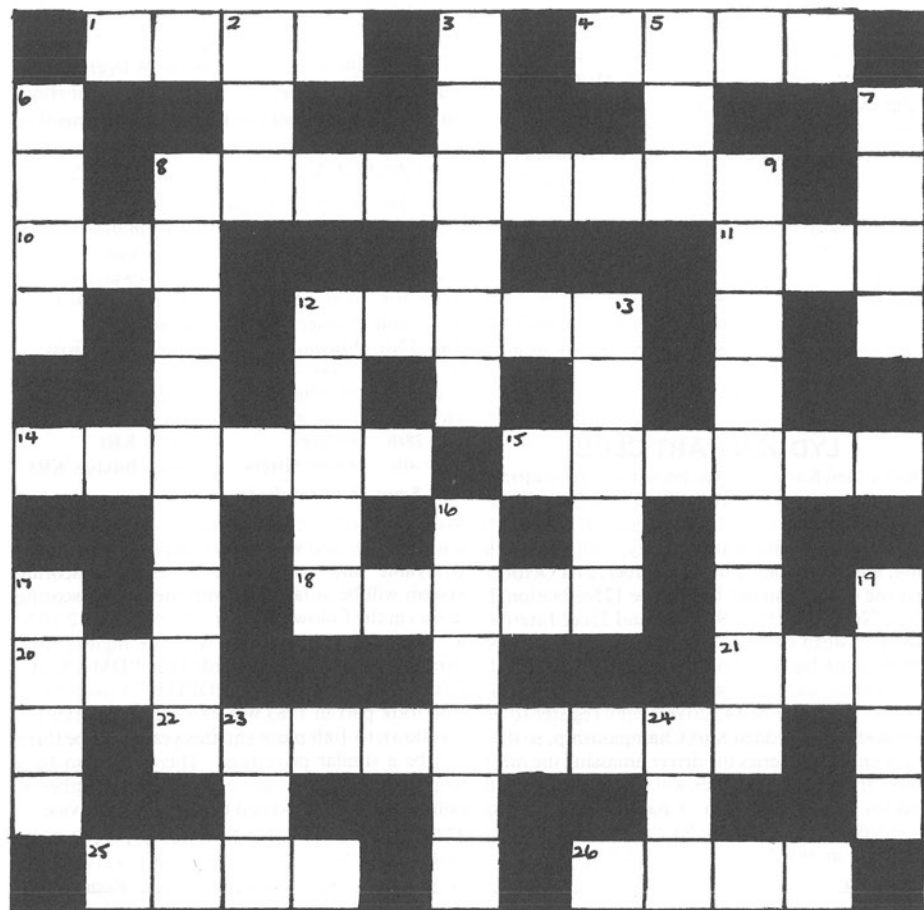
250 INTERNATIONAL YAMAHA SERIES

Please note that there are a couple of amendments to the dates and venues planned for the series:-

- 1) The 22nd April meeting at Fulbeck will now be held on 15th April at Shenington.
- 2) The 15th July meeting at Shenington moves to Fulbeck on 22nd July.

Venues, dates and regulations for the 1984 Motiv P&R Championships, are available from Bob Clowes at Motivation on 0782 542621.

CROSSWORD



ACROSS

- 184 Power bands may rely very much on this (4,4)
 8 It is difficult to maintain them when so many variations occur (9)
 10 The edge (3)
 11 Able to upset current, to a point (3)
 12 The Italian world beater (5)
 14 Means of escape (6)
 15 The result of 14 across will give you this (6)
 18 He went before to be a driver (5)
 20 "Come --- (slang), you Class 1 tuner!" (3)
 21 Second half of 14 across, perhaps (3)
 22 Sets the paper for a sound exam (5,4)
 25 Found by a riverbank? (4)
 26 Timing on a car makes you lazy (4)

DOWN

- 2 Hazel might need this for security (3)

- 3 A karting marathon? (6)
 5 The little one of 16 down (3)
 6 If it moves across you're in trouble! (4)
 7 Parts of an air-cooled fish! (4)
 8 SS males playing round the anchorage (9)
 9 Confused crews, race to the Trade Van to collect it (9)
 12 Let LEP be made into a noise (5)
 13 A ship inside a barrel? (5)
 16 Bedding scrambled after omitting fourth letter gives the pole support (3,3)
 17 Second class finish, after the straight (4)
 19 This is what you do when you pass the post (4)
 23 It takes a long time to get this on your plate.....(3)
 24or you may feel like this if you don't (3)

BRIDGESTONE/KART & SUPERKART SERIES Round 1

Venue: Wombwell (Dorothy Hyman Stadium).
Date: April 8th.
Entry Fee: £13.00
Closing Date: 27th March.
Fee & Forms to: Mrs A. Wright, Rockbank, 19 Clarksfield Street, Oldham, Lancs. (send S.A.E.).

ENTRY FORMS AVAILABLE FROM KART & SUPERKART, PINDAR ROAD, HODDES DON, HERTS.

your letters..

Dear Ed,

On 13th/14th August 1983 I paid my first ever visit to the Rowrah Kart Circuit to photograph a round of the Super One Series for *K&S Magazine*. Having not been higher than Morecambe before on that side of the country, the journey alone was worth the effort, possibly driving through some of this country's finest scenery and on par with the beaches at Zandvoort a week later!

As far as the circuit is concerned I will certainly look forward to a return visit, not only from a racing, but a photographer's point of view because it holds such varied options. In my opinion, it was probably the best Class 1 meeting of 1983. It was also good to see the best ever entry in the Junior International class with a great final to boot. Those 'men' and their machines really treated the spectators to a fine display of driving skills.

With regard to the Club officials, I thought they did a very efficient job and the meeting was kept on schedule, finishing at a respectable time. Also a special mention of the Club's starter, possibly one of the best witnessed in '83 — no messing about!

Regards,
 Rodger Calvert
 Karting Photographer,
 27 Richard Road,
 Darton, Barnsley,
 South Yorks S75 5NP

Dear Sir,

I would like to place on record my gratitude and satisfaction for the service and help I received from Mr Stuart Ziemelis of S.R.S. Racing during last season.

Being a complete novice to the 125 class and having been 'ripped off' in the past on spares, it comes as a great comfort to find that there is someone in the sport who takes an interest in the people who buy their bits from him. On one occasion at my first Cadwell meeting, I was having problems setting the motor up. I spoke to Stuart about this and without hesitation he offered to swap his motor for mine for the final to set it up. He then went out and won in fine style, whilst I had the same problems with his motor. This proved that the problem was not with the engine or any work Stuart had done on it, but my lack of experience (I'm getting better now!).

To Stuart and everyone at S.R.S. Racing who put up with me last year, thanks very much, and I look forward to racing with you again.

Yours faithfully,
 R. Jones
 Milton Keynes
 Bucks

KARTING MUSEUM

We recently received a request from Ulf-Ronny Godarp in Sweden asking for any assistance we could provide relating to karting history. The intention is to set up a small museum of karting in Sweden and negotiations are currently in progress to obtain a farm premises where the museum can be sited. It is hoped to have sufficient space to construct a kart track where demonstration drives can be given. We have been able to provide back issues of *Kart and Superkart* as requested, but Mr Godarp would welcome posters, old photographs, decals and programmes to use as exhibits. Should any of you who have such items you might wish to donate to this cause, they will be gratefully accepted. Please forward them to:

Ulf-Ronny Godarp,
 Gordarp's Kart Museum,
 Skjuthanegatan 12 D,
 S-723 39 Västerås,
 Sweden.

Rowrah

CUMBRIA KRC DINNER DANCE & TROPHY PRESENTATION

Cumbria KRC held its annual blow-out and knees-up recently at the Shepherds Inn Hotel in Carlisle. A large gathering was treated to an excellent meal for which the hotel management should be congratulated. The Club President, Mr Harry Strachan, gave a short speech in which he thanked all those who had helped the club over the past season. At this point, Mr and Mrs Edgar were presented with a gift from the Club as a token of the service they have given the club, basically from its inception. Mr Strachan also asked those present to recognise the achievement of Lloyd Ross, who represented Britain last year and looks set to do so again this season.

Club Chairman, Mr Bob Ballantyne, then announced the winners of the glittering array of silverware on display. The most surprised recipient of the evening was Miss Susan Strachan, who was named as the Cumbria Kart Club Kart Queen for 1984.

The other award winners are as follows:

CLUB CHAMPIONS

Junior Britain: David Coulthard
 Junior National: Lloyd Ross
 100 Britain: Peter Charnley
 100 National: Willie Grieve
 125 National: Berni Stoney
 210 National: Antony Bar
 250 National: Ian Reading
 250 International: Mike Davidson

Highest placed club member in British Champs (Kart Circuit): Christ Stoney; 2nd, 125 National

Highest placed club member in British Champs (Long Circuit): Mike Ballantyne; 4th, 125 National
 Champion of Champions (Highest Overall Points Scorer): Willie Grieve

Junior Tryers Trophy: Mark Leonard

Senior Tryers Trophy: Mike Leonard

After all that, Mike Leonard was presented with a trophy on behalf of his fellow 100 Britain drivers for "Cheefulness in the face of such adversity". Mike unfortunately didn't get a pot all season so two in one night must have been quite a shock.

The night ended with a disco, which had an incredible number of people on the dance floor, some of whom were dancing!

Iain Blair

The Rowrah Club Report, printed in the February edition included at the end an editorial comment which was meant to be separate from the text but which in fact was presented as part of Mr Blair's Report. This was an error in printing and proofing and in no way should there be a suggestion that the comment was that of Mr Blair. Any embarrassment caused to Mr Blair is regretted.

Summerlee

FEBRUARY 1984

After a favourable start to the season our hopes of a mild winter were soon dashed when the onslaught of snow and ice transformed our venue into a winter wonderland. All very pleasant to the eye but not for the karters who by this time were contemplating fitting runners to their equipment and taking up winter sports.

What do you do with a carpet of snow? Not a lot me thinks, so nature was left to take its course. The snow cleared, the track dried and it looked as if our

February meeting was a certainty, then disaster, a sudden downpour of sleet on Saturday night caused last minute cancellation.

Our building programme has also suffered a tremendous setback and the planned clubhouse, accommodating all facilities under one roof, is still a paperwork exercise and will sadly stay that way until the ground has time to firm, then all haste will be made to erect as quickly as possible.

The track would appear to have withstood the frost rather well and having now excavated rubble drains at the offending points, the problem of water running from high ground onto the track should be a thing of the past.

I take this opportunity to inform you of our race dates for inclusion in your karting calendar and will relay further details of individual meetings as information comes to hand.

RACEDATES 1984

4th March 1984 Team Challenge
 1st April Allan Brown Trophy 100
 6th May Summerlee Open Championships
 3rd June

1st July
 5th August
 8th September Scottish Championships '84
 7th October Ford Trophy Meeting/
 Scrutineers Cup

4th November

Jimmy Gordon

Rye House

5th FEBRUARY

A varied pattern of weather greeted the second round of Hoddesdon Kart Club's Winter Series on Sunday 5th February. Though it did stay dry, with everyone, be he or she driver or spectator shivering, the meeting got under way on schedule and produced some good racing. The turnout was pretty fair, allowing for the conditions and the time of year, with a healthy number sprinkling all classes.

In Junior Britain, young British Champion, Alan McNish, seemed to have his fair share of problems finishing up in fifth spot in the final, a similar result to that of the January event. Nicky Hart took the flag from Turner, Webb and Paul Wells.

It is pleasing to see the keenness shown by the National Novice Class learning the intricacies of their craft before graduating to the Premier legion. Such it was that Colin Livings took a deserved win from Stephen Young, Alan Symons and Mike Bernie.

The highlight of the afternoon had to be the 100 National Super. Such notables as Gary Prior, Derek Higgins, Gary Moynihan, Miles Hall (ex-Senior Britain), David Jacobs and young Rowan Dewhurst. From the first lap, the main protagonists were Prior and Higgins while Moynihan sought to enter the scrap, until the former pair established a comfortable lead then proceeded to swap tactics, with a suggestion, perhaps of occasional, accidental?, contact. Meanwhile, Moynihan and Jacobs were occupied in their own personal dispute while the lead pair exchanged positions with amazing frequency. At the line it was Gary Prior, a wheel's width ahead of Derek Higgins in what had proved to be a spectacular final. Gary Moynihan was third while David Jacobs secured fourth slot ahead of Dewhurst and Miles Hall. Martin Prior, competing in both rounds, had a disappointing day; one that was no reflection on his capability as a driver. He had weight problems. Young Martin was carrying a hell of a lot of lead which seriously affected the handling of his kart and he had to content himself

CLUB SCENE

with limping around to at least claim a finish.

100 NATIONAL NOVICE

1st Colin Livings Wright/TKM & PCR
 2nd Stephen Young Sprint/Sirio & DAP
 3rd Alan Symons Sprint/Parilla x 2
 4th Mike Bernie Dart/PCR & TKM

JUNIOR BRITAIN

1st Nicky Hart Dart 089/Arrow x 2
 2nd Ivan Turner Zip/BPH Arrow x 2
 3rd Steven Webb Spyda/Arrow x 2
 4th Paul Wells Dart/Arrow x 2
 5th Alan McNish Wright/Wright TKM & Arrow

100 SENIOR BRITAIN

1st Stephen Hamilton Sprint/Arrow
 2nd Darron Gibbs Zip/ERE Arrow
 3rd Mark Salter Dart/Arrow x 2
 4th Kim Mear Gillard/Arrow

100 NATIONAL PREMIER

1st Graeme Petit Gillard/PCR & Parilla
 2nd Michael Day Birel/Parilla x 2
 3rd Stephen Day Birel/Parilla x 2
 4th Trevor Cox Dart 81/Hewland Arrow
 5th R. V. Skilton Dart/TKM
 6th Peter Spinelli Sprint/Parilla x 2

100 NATIONAL CLUB

1st Gary Dyer Sprint/SS20 & TKM
 2nd Tony Ford Zip 935/SBR TKM & SBR Hewland

100 NATIONAL SUPER

1st Gary Prior Dart/TKM x 2
 2nd Derek Higgins Dart/DK TKM x 2
 3rd Gary Moynihan Wright/Yamaha x 2
 4th David Jacobs Zip 981/PCR x 2
 5th Rowan Dewhurst Sprint/Parilla x 2
 6th Miles Hall Wright/Yamaha x 2

Nuthampstead

18th FEBRUARY

The final results were as follows:

JUNIOR BRITAIN

1st Simon Harrison Wright/Wright TKM
 2nd Chris Bennion Kestrel/Sisley Arrow
 3rd Melanie Widdowson Wright/Arrow

JUNIOR NATIONAL

1st Clare Ledwith Sprint/PCR (Nov)

100 BRITAIN

1st Allen Reeves RWM/831B/Arrow
 2nd Gary Ricketts Zip/Arrow

100 NATIONAL 'B'

1st Justin Escott Lynx/BM
 2nd Chris Hawes Dart/TKM

100 NATIONAL 'A'

1st Curt Guy Gillard/PCR
 2nd Peter Turk Sprint/TRE TKM
 3rd Mike Gurr Gillard/TKM

125 NATIONAL

1st John Curtis Lancer/Rotax

CLASS 4 COMBINED

1st Bill McDougall Zip/Villiers

The next meeting will be held on 18th March 1984.

M Curry Sec.

CLUB SCENE

ing to start the New Year with a decisive victory. As the race got under way Hogg held the lead into the Pits Corner from Blackburn, Walsh, Wilcock and Guest. Unfortunately by lap two Walsh had disappeared from his third spot, restarting way down in tenth. The race turned out to be rather a procession up at the front and the drivers to watch were Roberts and Walsh clawing their way up the lap sheet. Roberts who was in ninth place on lap one put in a determined drive to finish third behind leader Hogg and second man Blackburn, while Walsh had climbed to fourth by the finish. Fifth spot was taken by Chris Mack followed by Colin Astbury.

100cc NATIONAL NOVICE FINAL

A separate final for the 100cc National Novices and the early pace was set by Robert Ellis, closely followed by Brian Smith, Anthony Harris and Trevor Parkinson. By lap three Harris had shot through into the lead and in the end ran out a worthy winner, ahead of Parkinson, Smith, Stephen Jones and John Grashion.

100 NATIONAL

The 100 National Class which is always well supported at the Wombwell circuit, again had a number of the top National drivers, with the likes of Paul Fletcher, Nigel Edwards, Stephen Sykes, Kerry Thorpe, Graham Kershaw, also Senior Britain driver Scott Banks finally moving into the National Class for 1984 and racing a new Premier Kart, sporting new helmet and race leathers. Thorpe took the first heat from Banks, Dave Rowlands and Paul Fletcher starting the year off with a quick 'spin'. Heat two saw two very experienced drivers doing battle, with Paul taking the heat from Nigel, while Scott Banks came home third. The final again went to Fletcher with Thorpe second and Rowlands in third.

Pole position man Paul Fletcher made a very good start hotly pursued by Edwards, Banks, Thorpe, Kershaw and Clarkson. The halfway stage of the race noted little change from the start; Fletcher still had the upper hand over Edwards, while Banks had given way to Thorpe, with Kershaw and Clarkson unable to close on third and fourth place men. At the end of the race Paul Fletcher had started the season off with a convincing flag-to-flag win over Edwards and Thorpe.



250 National driver, Dudley Martin (Spring/Cagiva).

GEARBOX

The gearbox drivers are slowly making their way back into the Wombwell scene with 250 National driver Dudley Martin securing pole position by taking two of the three heats and finishing third in the other. Phil Middlehurst, 125cc National, took the first heat in that gearbox class. The final turned out to be another procession with Martin taking the flag, ahead of Middlehurst and likewise 125 driver Paul Kelly in third; Martin Jubb's 125 was fourth.

Report and Pics:
Rodger Calver

JUNIOR BRITAIN

1st	Michael Mills	Jeta/DAP T/80 JM
2nd	Jeremy Griffiths	Jeta/DAP T/80 JM
3rd	Stuart Wallace	Boxer/TKM
4th	Martin Powell	Premier/Hewland

SENIOR BRITAIN

1st	Philip Hogg	Premier/Arrow
2nd	Keith Blackburn	MM3/Arrow
3rd	Andrew Roberts	Jeta/Arrow
4th	Patrick Walsh	Jeta/Arrow

100 NATIONAL NOVICES

1st	Anthony Harris	Sprint/Parilla
2nd	Trevor Parkinson	Zip/DAP T/80 TT
3rd	Brian Smith	Blow/WRE Parilla
4th	Stephen Jones	Dino/TKM

100 NATIONAL

1st	Paul Fletcher	TKM/Parilla
2nd	Nigel Edwards	Zip/DAP JM
3rd	Kerry Thorpe	DAP/DAP
4th	Scott Banks	Premier/WRE Arrow

GEARBOX

1st	Dudley Martin	Sprint/Cagiva
(250cc Nat)		
2nd	Phil Middlehurst	Phoenix/Rotax
(125cc)		
3rd	Paul Kelly	Barlotti/CJS Yamaha
(125cc)		
4th	Martin Jubb	Zip GP/Rotax
(125cc)		

Snetterton

NORFOLK & SUFFOLK KART CLUB SEASON 1984

As the new kart season fast approaches at Snetterton Kartway, the Norfolk & Suffolk Kart Club can once again look forward to a busy yet very interesting year. The Club Championships will as usual be held over nine rounds with the best eight counting, while the Castrol Championship will be contested over all nine rounds with its unique scoring system making for another expected close finish. Following the outstanding success of last year's series when just five points separated the top pair, the club is delighted to announce that 'Circuit Travel' will be continuing their support in the Junior Britain Class.

September will be a busy month, beginning on the weekend of the 1/2 with a round of the 'Super One Series', followed a fortnight later, 15/16 with the climax to the 'Bridgestone/Kart & Superkart 100 National Championship' before a return to Club Championship action on the 23rd. The complete 1984 calendar is:- March 25th, April 22nd, May 27th, June 24th, July 22nd, August 26th, September 2nd, 16th, 23rd, October 28th, November 25th.

Club Membership is already looking good and old and new members are requested to join at their earliest convenience in a bid to reduce the usual rush at the first meeting. The fee is £7.00 and applications should be sent to the Secretary — Derek Calver, 13 Debenham Road, Crowfield, Ipswich IP6 9TD. Tel: 047 339 639.

One change of official this year is that of Competition Secretary with Bob Kett, after many months of ringing in the ears, handing over to Mark Ross. We would like to thank Bob and wife Caroline for their sterling efforts and are pleased that Bob will still be an active Committee member. Entries then this year to Mark at 8 Line Tree Place, Wymondham, Norfolk. Tel: Wymondham 606322.

Looking forward to seeing you all at the Kartway soon.

CLUB CHAMPIONSHIPS

JUNIOR BRITAIN

= 1st	Jamie Thompson
= 1st	Dean Caswell
3rd	Shaun Nicholson

JUNIOR NATIONAL

1st	Marian Rump
2nd	Darren Wenn
3rd	Robert Smith

100 NATIONAL 'B'

1st	Simon Overett
2nd	Mike Thrower
3rd	Mike Finnie

125 NATIONAL

1st	Reg Totman
2nd	Jonathan Cook
3rd	Colin Croxford

Mini Ads

Telephone: **Hoddesdon 44201**

250cc International Yamaha 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 15th	Shenington
May 20th	Three Sisters
June 3rd	Little Rissington
June 24th	Fulbeck
July 22nd	Fulbeck
August 5th	Three Sisters
August 19th	Shenington
September 2nd	Little Rissington (Midland Gearbox Championships)

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
Streety
Sutton Coldfield
West Midlands B74 3NJ
Tel: 021-353 1041

RICHARD WEATHERLEY

Following last year's success, Richard Weatherley will once again by flying the P&O Ferries Standard. P&O are said to be very happy with the arrangement and are looking forward to their second year in the sport.

Richard will be racing works prepared Deavinson Sprints and Komet engines supplied direct from the Italian factory.

Additional sponsorship will be provided by Rhino Music Spares, a supplier of components to music shops.

The main racing programme this year includes the European and World Championships. However, some 100 National races will also be entered to keep the team in well honed race trim.

The team is now preparing for the first round of the European Championships at Le Mans on 21st and 22nd April. We understand that the programme includes a trip to Zingonia!



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.

R.K.R. Team Van for Sale. 2.8 Transit Luton. Filled with tyre racks, workbench, awning etc. £1,000.
Ring Maxine Lambden on Hertford 53289 (day) or Benington 663 (eves).

It is understood that the Minerelli engine currently being raced in the 125 National class is to be the subject of a technical enquiry to verify its eligibility. Until the enquiry reaches its decision the engine may be raced in 125 National, however, the results will be treated as provisional.



MAINLY MERLIN

We regret that there is no 'Mainly Merlin' column this month as Chris is on holiday. However, he will be back in time to catch the April edition.

Photo Caption Competition

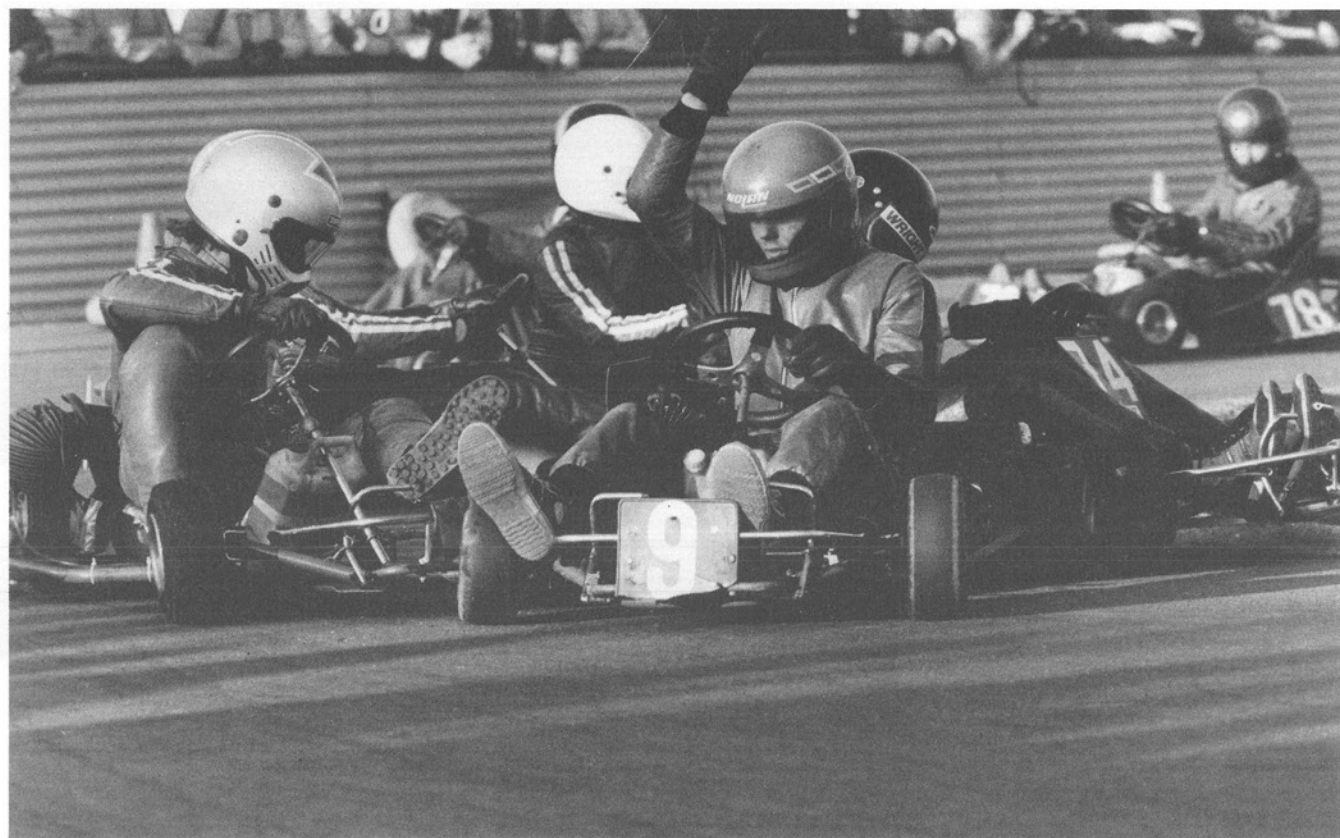
An interesting photograph, don't you think?

How about: "If I move my left leg up a bit, do you think you could.....?"

Maybe you have some ideas. If so let's hear them. Send them to:

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

Best caption wins a subscription to *Kart and Superkart Magazine*.



A couple of interesting replies to the Dutch caption in January hit it right on the nail (give or take a word or two):

From: Dr. D. J. Rhodes of Bedford —
"I wasn't going to at first, but I had to!"

From: R. Crisp of Nottingham —
"At first I didn't want to, but I had to do it!"

PHOTO CAPTION COMPETITION — Winner

The winner of last month's Caption Competition is:

David Walker of Wormley, Herts, with:

"I told you Seasplash was a dinghy, Trevor, not a Kart — and you turn up looking like that!"



CLUB SCENE

hard trying Peake to take the chequered flag.

Jeremy Everndon, ran out easy winner in the National Class, very politely keeping out of the Britains way.

125 NATIONAL, 250 NATIONAL and 250 INTERNATIONAL

Yet more problems for the starters in this one. But Bob Kennings, made no mistake from the front row, when the flag finally dropped, making a clear break and pulling away with some very aggressive looking driving. Second place went to Alan Mills who was using his water cooled Yamaha for the first time, and having to use an old set of Goodyears in an attempt to get some heat into the tyres. Third was Trevor Cryer gradually getting to grips with all that Rotax power.

The sole representative of the 125 Class, P. Rowlands, had an uneventful drive to the finish, which was not the case with our two 250 competitors who had been having a right old ding dong all day, culminating in much damaged bodywork for both karts and a win for Brian Jones from a badly scarred Kev Mason.

100 NATIONAL

The front row for the final race of the day was made up of Richard Hartley and Nigel Critchley, but there were some determined looking faces just behind them.

The leaders all got away with a clean start whilst the midfield indulged in the usual first corner pile up, luckily causing no problems for any of the fancied runners. A four kart train quickly formed at the front led by either Critchley or Hartley with Cooper looking for a way past, Hall meanwhile seemed happy to let the other three get on with it whilst holding a watchful fourth place.

By the 10th lap Cooper was leading but Hall began to stretch his legs and quickly moved into second place. With three laps to go Hall exited the top bend quicker than Cooper and forced Cooper to the outside for the lefthander at the end of the straight. The "Hall, Wright Kart, Yamaha Engine" combination now showed its superiority as Miles quickly pulled away to take the chequered flag after a very impressive demonstration of Class 1 driving.

Let's hope he can continue like this in future outings.

The slick work of the officials enabled an extra race to be added to the programme, this took the form of a devil take the hindmost for any 100 Class competitor who wished to take part. Last man in was Mick Pritchard which was just reward after retiring in his Class final.

It only remains for me to say a big thank you to all our hard working officials and we hope to see you at Chasewater for the next meeting which will be held on the 11th of March with practise on the 10th (Saturday) for those who need it, entries by 7th March please.

Wombwell

8th JANUARY

The Wombwell Sporting Association Kart Club held its first round of a three round Winter Series which is being sponsored by FRED's Racing of Sheffield. The overall winner of the Series will receive a 14 inch colour T.V. During the last few club meetings at the Wombwell circuit, we have seen the arrival of new drivers coming into the sport, which is a great sign for karting. At least 12 novice drivers signed on for this particular meeting even though the winter elements were enough to deter all but the most diehard of our species! A total



Junior Britain: Stuart Wallace (24) and Michael Mills (5).

of three heats were contested by all and the finals were held over 10 laps with everything running smoothly throughout the day's racing.

JUNIOR BRITAIN

Dominic Connelly led the first heat away on the day and stayed out in front for the full distance, with Robert Wilson and Michael Mills in very close attendance. Steve Hazlett lost a few places after the halfway stage but came home in fourth. Heat two saw Hazlett get into an early lead but he was soon to disappear, leaving Mills in front to run out a clear winner. Second place went to Connelly, with teammates Robert Wilson and Stuart Wallace taking third and fourth spots. In the final heat Jeremy Griffiths snatched the lead at the start and looked to be able to hold Wilson at bay, but Wilson found a way past in the final lap and, in doing so, took the flag, with Griffiths coming in second, Mills third and Connelly fourth.

At the start of the final Connelly was the driver to take control, followed very closely by Wilson, Mills, Griffiths, Hazlett, Wallace, Powell, Ball and that order remained the same for the first couple of laps, until the disappearance of Connelly put the leading pressure on Wilson and Mills who had

opened up a slight advantage. Hazlett's race was finished by lap six, promoting Wilson's teammate Wallace into fourth spot. As the race progressed Wilson, though under extreme pressure, looked to be able to keep Mills at bay but, by lap nine had himself gone out giving Mills the lead, which moved Griffiths up into second place, Stuart Wallace into third, Martin Powell to fourth, while Simon Court had moved up the lap sheet from a lowly twelfth place on the first lap to a good fifth slot at the finish.

SENIOR BRITAIN

Current RAC British Champion, Patrick Walsh, was untouchable in the first heat, followed by Keith Blackburn having made a long journey from Newcastle and Phil Hogg who has moved over to a Wilson Premier kart coming home in third, while Mark Faulder finished in fourth. Heat two saw Hogg out in the lead for his first heat win, with Blackburn second, Faulder third and Roberts fourth. The final heat again was taken by Hogg with Walsh sitting on his back bumper to finish in second ahead of Faulder and Wilcock.

On paper the ten lap final looked to be a toss-up between Walsh and Hogg and as Hogg had taken the win at the December meeting, the Champ was look-



Senior Britain: Patrick Walsh (1) leading Keith Blackburn (15).

Blackbushe

Camberley Kart Club 22nd JANUARY 1984

Membership enquiries and entries to Lex Jackson, 61 Willow Crescent West, New Denham, Bucks. Tel: Uxb 35873.

Our regular PRO Liz Jones is busy rebuilding the family castle so you will have a new scribe for the next few months. Due to the difficulty of racing and writing at the same time, I expect my driving to get even worse, and readers may notice the drop in the standard of reporting!

The entry for the January meeting was 65 which is reasonable for the time of year, particularly as the two previous meetings were a little wet. Sunday dawned cold with overnight snow in the area. The track was very wet for practice but the wind and occasional bursts of sun dried the track during the heats in time for the finals. However, water was still draining onto the track at the far end, keeping it damp enough for most drivers to stay with wet tyres.

Clerk of the Course, Alan Dell declared an open choice on tyres. With only one 210 appearing, he was put in with the 125 class. Therefore we only had four separate races which enabled the C of C to extend the heats and the finals.

JUNIOR BRITAIN

With only four starters the Juniors looked like having a lonely time. In the first heat Nicky Hart led from start to finish. Johan Dackner spun out of second place halfway through the heat but he slowly caught John Bowden to retrieve second place on the last lap. The second heat saw Johan's revenge as he led to the chequered flag and, although Nicky Hart caught him, he could not get past. The final on a drying track did not have any close racing to keep spectators warm but the Juniors drove hard. Nicky Hart led from start to finish in confident style and Johan Dackner did not look like catching him. John Bowden spun out of third place and lost nearly a lap to the leader on the third tour. Although he steadily caught third man Michael Pallett, even 10 laps was not enough and he finished fourth.

SENIOR BRITAIN

Several regular Britain drivers were seen in the paddock pretending their equipment was not ready or that they were too ill to race. What we all need is a dry, warm meeting! In the first heat Sue Cox shot into the lead from David Germain. However, on the third lap he must have made a mistake as he dropped to seventh place and then fought back to fifth by the finish. Meanwhile Patrick Smith, who was sixth on lap one was steadily carving through the field. He was fourth on lap two, second on lap three. Two laps later he passed Sue Cox to lead to the finish. Sue finished second but third place went to Jamie Beasley who also made spectacular progress from seventh place on lap one. With the grid reversed for the second heat Jamie Beasley was never headed, and he quickly pulled out a commanding lead. Second place was held throughout by Patrick Smith. For the first four laps Ian Northcote-Smith held third spot but he was looking over his shoulder expecting an attack from the rear; it came from David Germain who went on to finish third. David Goode who has recently graduated from the Junior class was taking it easy by running in his engine. The twelve lap final was an easy win for Jamie Beasley, and his confident, wet weather driving was outstanding. Patrick Smith held second for two laps but was then relegated to third by David Germain. Sue Cox held fourth throughout

although Stephen Hamilton got close only to tangle with Ray Wake who was a lap behind and trying to make up time after what seemed to be brake trouble.

125 and 210 NATIONAL

For the first gearbox heat, Russell Powell made the best of his pole position and led from start to finish, followed all the way by Maggie Dell who is now concentrating on 125's. Dick Short kept the field at bay in third place but then he re-appeared a lap down. Robin Stoner climbed to third after being in eleventh spot on lap one. There were plenty of spins and mechanical problems and only half the field made it to the finish. The second heat saw some restrained driving with most reaching the finish line. Dave Currie, who missed the first heat, took the lead and held it until lap seven when he was passed by Russell Powell who started at the back of the grid, but who had pulled into fourth place by the end of the first lap. Robin Stoner again finished third. Dick Short held fourth for most of the race, but the clutch went on his recently rebuilt Rotax and that was the end of his racing for the day. In contrast to the heats there was not much close racing in the final. Most of the drivers were still on wet tyres although a lot of the track was dry. With two heat wins, Russell Powell had to be the favourite, and so it proved to be. He led from start to finish followed by Dave Currie and Robin Stoner.

100 NATIONAL

The first heat was characterised by much spinning and some mechanical problems. Peter Giddings made a storming start and led across the line on lap one. Darryl Beasley also shot through the field from the back of the grid and was already up to fourth on the first lap! Peter Giddings held his lead until the fifth lap when he seemed to experience carburettor problems and pulled out at the chicane. Darryl Beasley had by this time fought his way to second, then inherited the lead which he held to the line. He had been followed up through the field by Derek Higgins who eventually finished second. Adrian Helps was third, having progressed steadily from eighth on the first lap. The second heat saw problems for poleman Darryl Beasley. He stopped on the rolling lap with possible brake problems but managed to rejoin to take the start flag. However, there was still a problem as he drove half the race in the middle of the field, had a quick spin at the chicane and then pulled out. Meanwhile Derek Higgins took the lead from the front row but again Peter Giddings had made a superb start and was already up to second place. On the third lap he passed Derek into a lead that he held to the end of the heat. Adrian Helps again finished third having kept that position throughout the race.

The grid for the 15 lap final had Derek Higgins at the front and he made the most of it, pulling out a good lead in the opening laps and then controlling the race to the flag. Both Darryl Beasley and Peter Giddings had mid-field starts as they had both dropped a heat. However their progress through the field and their subsequent race for second spot was the highlight of the meeting. Darryl again made a lightning start and was in third place by the end of lap one. At this stage Peter was sixth. Adrian Helps was second but it was only a matter of time before the other two reached him. By the fourth lap Darryl and Peter were second and third but already Derek Higgins was away and looked uncatchable. Lap after lap Peter Giddings closed on Darryl and tried to pass. One attempt at the chicane nearly ended in disaster and he dropped back. That seemed to be the end of the scrap but Peter would not give up and again fought back onto the Beasley bumper. On the last lap the opportunity came and Peter Giddings was through into second place. These two really gave us something to talk about after the meeting.

Adrian Helps finished fourth after another consistent drive.

JUNIOR BRITAIN — 10 Laps

1st	Nicky Hart	Dart/Arrow
2nd	Johan Dackner	Lane/TKM
3rd	Michael Pallett	Dart/Manx

100 BRITAIN — 12 Laps

1st	Jamie Beasley	BM/Arrow
2nd	David Germain	Dart/Arrow
3rd	Patrick Smith	Gillard/Arrow
4th	Sue Cox	Dart/Arrow

125/250 NATIONAL — 15 Laps

1st	Russell Powell	Zip/Rotax
2nd	Dave Currie	Bartolotti/Honda
3rd	Robin Stoner	Bartolotti/Yamaha
4th	Roger Northage	Bartolotti/Rotax

100 NATIONAL — 15 Laps

1st	Derek Higgins	Dart/TKM
2nd	Peter Giddings	Dart/TKM
3rd	Darryl Beasley	Dart/Arrow
4th	Adrian Helps	Dino/Parilla

Chasewater

FEBRUARY 1984

A bright sunny day greeted us at Chasewater Pleasure Park for the February meeting, but practise showed the track temperature to be very low, with many drivers having problems warming their tyres. One person having no such problems was 100 Nat driver, Miles Hall; looking very rapid in his Wright/Yamaha equipment, and, obviously confident of giving sponsors GPS Wheels their first win of the season.

In the 250 International Class Trevor Cryer was a welcome visitor, using a Zip with Rotax power and finding all that power a bit of a handful around this demanding circuit.

100 BRITAIN/100 NATIONAL (Novices)

The first final of the afternoon was won convincingly by Karl Hudson who lead from start to finish using Zip/Arrow equipment on his Britain Class kart. Second man home was 100 National novice driver Simon Bolton who picked his way through the field quickly and precisely to win his class; a just reward for a long journey.

210 NATIONAL

Only 7 entries for the Villiers Class, with local man Ed Mellor proving to be the man to beat throughout the heats. But lurking at the back of the grid after problems earlier on were Chasewater regular Martin James and January winner Tom Thacker Jnr.

From the start it was Mellor in the lead with James quickly through to second place, Thacker's problems continued and he ended a miserable weekend in the pits after a few slow laps. James was now making his bid for the lead and three laps of solid pressure paid off when the leader missed a gear in front of the pits and James was through into the lead, he would hold till the flag.

JUNIOR BRITAIN/JUNIOR NATIONAL

The Juniors combined for the third final of the day and even though he had won his three heats Jason Bird was obviously feeling the pressure being put on him by his front row neighbour Alexis Peake, as it took three rolling laps for the starter to get some semblance of order into the grid. From the start Bird led by a whisker from Peake and they were never more than a yard apart during the next 15 laps of a keenly contested final with Bird holding off the



ANNOUNCING
THE



BRIDGESTONE KART & SUPERKART 100 NATIONAL CHAMPIONSHIP

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

The series is open to National Class drivers only. No driver who represents the United Kingdom in any 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	30pts	6th	25pts
2nd	29pts	7th	24pts
3rd	28pts	8th	23pts
4th	27pts	9th	22pts
5th	26pts	10th	21pts

All Other
Finishers
15 pts

'B' FINAL

No points, goes forward to 'A' Final

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

All Other
Finishers
25 pts

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

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

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

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



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



BOHLIN'S COLONIAL CRUSADE

REPORT: Chris Lamden
PICS: Gary Harrison and Ian Love



Approximately 10,000 spectators watched the first round of the Lep International Series, one of the biggest crowds to watch kart racing in New Zealand. Out of the hairpin at Waltham Road, left to right: (8) John Gordon, Wellington; Chris Lamden, UK; (4) Eric Barnes, Australia; (27) Ginger Molloy, Huntly; John Hamilton, Chch; (2) Derek Wilso, Chch; (23) Paul Larsen, Chch.

Following the successful inauguration of their International Superkart Series last year, the N.Z. division of Lep International, the air freight people, moved to increase the international content of the 1984 series, bringing 5 overseas drivers in to take on New Zealand's best. Since that first series, N.Z. Superkarting had gained a few members, with a good sprinkling of competitive Rotax-based equipment, mainly based in the South Island, and it was here that the 1984 Championship took place.

The series itself was different in structure to the 1983 one, with four races crammed into 2½ hours at each of three meetings. Opening the 1984 Lep International Series was something a bit different for the visitors — true blue road circuit meeting. Two more conventional circuits followed — all within 8 days. The series itself was preceded by a pair of warm-up races — at the other end of the country, but supporting a major Formula Pacific meeting. A hectic schedule.....

The overseas entry was headed by Lennart Bohlin, Sweden's No.1, invited to add Scandinavian flavour to a European entry containing Nigel Smith and Chris Lamden, both making the trip for the second time. Top Australians Gerard Siebert and Eric Barnes made up the visitors — the latter with a methanol-burning Yamaha (N.Z. allows open fuel) that was to surprise everyone at the road race...

Leading the New Zealand challenge was National Champion Steve Jones, whose form leading up to the series labelled him as the man to beat. He headed a nucleus of competitive Superkarts based in the southern city of Christchurch, with the 'dark horse' perhaps being the locally built Rotax powered machine of top 100/125 driver John Hamilton. His season thus far had been punctuated with mechanical problems, but in the end, this combination was to prove a match for nearly everyone.

The warm-up meeting at the northern Bay Park venue provided a fairly relaxed start, encompassing as it did the New Year festivities. In the end, it proved to be a vital necessity for the 3 Europeans to sort out some serious fuel problems, before the series proper began. It transpired in the end that the special 102 Octane petrol provided by one of the sponsors did not accept the two-stroke castor oil too well, and was separating. After a little heart-burn it was discovered that the local drivers were on pump petrol anyway — "we never use that other stuff!" Problem solved.

Meantime Steve Jones had put himself on pole after timed practice, from Messrs. Bohlin, Lamden and Smith, though come race day, all three visitors were to improve as a result of the cured fuel problem.

Lennart won both races well, breaking clear after a lap or so. The

places were much tighter, Nigel snatching second in both cases from Jones. Lamden scared both himself and Jones when a rear wheel parted company at high speed — depositing man and machine in an in-field ditch, fortunately without too much damage...

Six days later, the Lep International Series proper got under way, 500 miles and a ferry crossing further south. The Christchurch Club, headed by stalwart promoter Ian Love, had achieved what nobody had managed before in convincing the City Council to allow motor racing in the middle of the city. This is THE way to take Superkarting to the public.

The 1100m circuit, incorporating a section of State Highway No 1, had just a couple of tricky bumps, but was in the main smooth and spectacular. Thousands of Christchurch citizens lined the footpaths, and National Television were there in force, with seven separate camera positions for full coverage. A sponsor's dream.

With the closure of roads needing to be kept to a minimum, practice was necessarily short — a couple of ten minute sessions for the Superkart field, plus the two supporting classes — 125cc and 100cc Yamaha (reed). It might have been expected that this venue would prove the most difficult for the visitors, and give the home competitors their best shot, but this didn't prove to be the case.

A combination of the extra pounding on the machinery and some engine failures (perhaps related to the earlier fuel problems) saw virtually everybody drop at least one heat during the day. Smith went from the first as Bohlin won from Lamden and Christchurch's Jim Rouse. Race two, and Bohlin was out with gearbox failure leaving Smith and Lamden to scrap mightily for the race, with Hamilton coming into the picture for third.

No Bohlin again in heat three, and with Lamden this time going out (blown big end), Smith took the win. Second was Australian Barnes, getting faster with each heat, the Yamaha pulling well through the tight section.

Race four, with Bohlin back in action — but only temporarily. A cloud of tyre smoke signalled a spectacular second lap seizure. Smith now led, but Barnes just closed steadily in and moved past to win — and take a good points lead, having scored in all four. Last lap, and the unlucky Smith threw a drive chain, handing second to Rouse, with New Zealand Lep driver John Gordon third.

Four days later, much engine repair work done, the entourage moved south to Timaru for a Thursday afternoon meeting on the interesting 1 mile circuit. At this stage, the Lep Series was wide open — but none of the three Europeans could afford to drop another race. Ten out of the twelve races would make up each drivers final score, and already Bohlin had dropped three.

This round proved a fairly decisive pointer to the final series out-



John Hamilton, Chch, New Zealand. 2nd overall, and 1st NZer with his Rotax powered locally built Wilco chassis.

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NAME _____

I race in class _____

ADDRESS _____

Kart _____

Engine _____

Race Number _____

TEL: _____

(home) _____

(bus) _____

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

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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.



Start of the B Limited Race at Road America 1983 (Grand Nationals) Kart No.2 Jed Glover. Note: who can spot Tony Smith!

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come however, and the day's results speak for themselves: Bohlin — four starts four wins; Hamilton — four seconds. A fine day for the New Zealander, interestingly on a right-hand mounted frame (all the series circuits were run anti-clockwise) which looked particularly at home on the long 180° bends. Three thirds got Steve Jones on the scoreboard after a desperately unlucky road race had seen him out after practice with a broken gearbox. Both John Gordon and Paul Larsen (recently returned from 8 months spanning at Team Schemes) compiled healthy placings that were to contribute well to their final tally, the former also on a 'right-hander'.

'The Poms' had a wretched time; Nigel Smith again dropping two heats amidst various engine maladies, and Chris Lambden also dropping one whilst changing the engine to try and cure a lack of basic straight line speed. First round celebrity Eric Barnes struggled as well — finishing the day fourth in the series table.

Three days later and Christchurch's one mile Ruapuna circuit hosted the final four races. Although John Hamilton held a tenuous two point margin going into the final meeting, Bohlin assumed the role of favourite as soon as practice began. He was plainly the quickest, but would need 4 good results to clinch the Championship. Hamilton seemed set for second, but from there it was wide open. A late charge could see either of the English pair salvaging third, or would some consistent scoring help Larsen, Gordon, Jones or Barnes?

In the end, the meeting was dominated by Bohlin — four more straight wins sewing up the Lep International Series, and impressing upon the large spectator crowd just how good the Swede is. Nigel Smith had by far his best run, netting three seconds, usually after a tussle with the persistent Hamilton, who confirmed his overall second in the Championship.

Paul Larsen's form continued to gain in strength, and four consistent heats paid a good dividend when the final points were tallied. John Gordon and Chris Lambden had wretched days, Gordon out after the first heat, and a puncture and blown clutch adding to the latter's problems.

That evening, the 1984 Lep International was rounded off with a great Prizegiving 'Do' in the great tradition of N.Z. Kart 'Do's'. Whilst Lennart Bohlin collected the winner's cheque, John Hamilton claimed perhaps the most sought-after award of first resident New Zealander — and with it the £300 Richard Tapper Memorial "Pommie Trophy", brought from England for this and subsequent year's award.

The main sponsors once again seemed happy with their series and



Kevin Clark.



Out of the tight hairpin at Ruapuna, left to right, (99) Jim Rouse, Chch; (9) John Hamilton, Chch; (0) Lennart Bohlin, Sweden; Paul Larsen, Chch; (4) Eric Barnes, Australia; and Gerrard Siebert, Australia.

gave every indication that it will happen again next Christmas. New Zealand Superkarting has progressed well since the first series just over a year ago — the 1985 Lep Series is something to look forward to...

BITS & PIECES

● Supporting 125 Series was dominated by Australian Allan Miller, with a water-cooled, methanol burning Honda.

● 100 Yamaha 'Reed' class went to N.Z. Champion Kevin Nairn, using an American style 'lay-down' chassis.

● Lennart Bohlin was intrigued by American midget car racing at Western Springs Speedway, in Auckland. The racing was dominated by an American called — wait for it — Sleepy Tripp... Bohlin returned twice more to see action at "The Springs" — he really *did* get hooked...

● Star of the '83 Lep Series, former bike ace Ginger Molloy, had a terrible run. Having forsaken his elaborate home-grown Yamaha 'J' powered machine in favour of the more conservative Zip/Rotax set-up, a series of niggling mechanical problems resulted in a sequence of DNF's.

● Hard working Bohlin only had two days back at work in Sweden before heading off for South Africa.

● Biggest 'plus' of the whole series has to be the successful creation of a genuine road circuit meeting in the middle of Christchurch City. What a shame this sort of thing seems to be not on in England.

● Two of the New Zealand drivers intend taking us on, on "home ground" this year. John Gordon and Jim Rouse expect to be competing at both Silverstone and the Nurburgring in July.

● Compressing each meeting into some 2½-3 hours proved a problem for anyone suffering more than minor troubles — in the end only two drivers completed more than 10 heats and had points to drop. Next year's format is likely to expand to a more relaxed time schedule.

LEP INTERNATIONAL SERIES 1984

			1	2	3	4	5	6	7	8	9	10	11	12	Best 10
1.	Lennart Bohlin (SW)	Zip/Rotax	15	—	—	—	15	15	15	15	15	15	15	15	135
2.	John Hamilton (NZ)	Wilco/Rotax	—	10	10	9	12	12	12	12	12	10	10	7	109
3.	Nigel Smith (UK)	Zip/Rotax	—	15	15	—	9	—	5	—	10	12	12	12	90
4.	Paul Larsen (NZ)	Zip/Rotax	6	—	8	—	6	7	8	9	7	8	8	6	73
5.	John Gordon (NZ)	—/Rotax	—	9	9	10	10	9	9	7	8	—	—	—	71
6.	Chris Lambden (UK)	Zip/Rotax	12	12	—	—	8	8	—	8	2	—	9	9	68
7.	Eric Barnes (AUS)	Zip/Yamaha	8	8	12	15	5	6	7	—	5	1	—	—	67
8.	Steve Jones (NZ)	Zip/Rotax	—	—	—	—	7	10	10	10	9	9	—	10	65
9.	Jim Rouse (NZ)	Zip/Rotax	10	7	—	12	—	—	—	—	3	7	7	8	54
10.	Gerard Siebert (AUS)	Eliminator/Rotax	3	6	5	5	4	3	6	3	6	5	6	5	51

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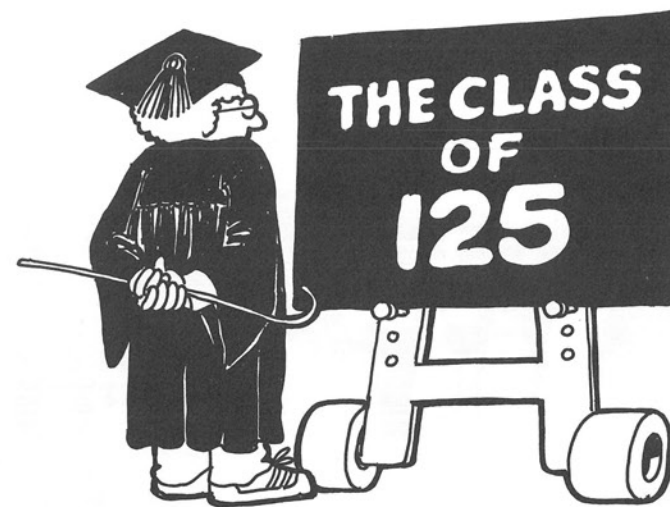
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I trust you found last month's article of interest. There will be a sequel with more revealing facts on the same topic a little later in the year. I should like to take this opportunity to thank RICARDO once again for their help and hospitality during my recent visit to the factory.

This month's little feature is of differing content but of equal interest, in that it looks at the 125 scene in the United States and has been kindly sent to us by expatriot driver Jed Glover.

STUART ZIEMELIS

125 KART RACING IN THE U.S.A. WITH W.K.A.

I thought that the readers of this column may be interested to hear what is going on in the U.S. with 125 gearbox karts.

The governing body promoting kart racing in the Midwest is the World Karting Association (WKA). There are three major class groups, namely Sprints, Dirt track and Enduro. It is in the Enduro group that we find Superkarts and 125 gearbox karts.

I was amused to read a letter in a recent issue of *K&SK* complaining about too many classes. In Enduro racing alone there are sixteen classes! Sprint racing boasts twenty two, and no less than nine classes run in the dirt!! So think yourselves lucky.

The Enduro race schedule consists of usually ten or more races held at different venues in the Midwest and Southern States. Points gained from these events count toward a national championship, awards are presented at the Daytona meeting held between Christmas and New Year heralding the new season. I have recently returned from an unusually chilly Florida race week and decided that this would be an opportune time to review the first two seasons of 125 kart racing with the WKA.

125 gearbox karts appeared on the WKA scene at Daytona in 1981, the idea was to try and revive a dying class. The class was called, and still is called, B Limited, the reasons for the name are unlikely to become clear. In this class we now have 150cc 'USA style' laydown karts running on open fuel pitted against 125cc gearbox karts running on humble petroleum spirits (gas).

In the B Limited class the numbers of gearbox karts has risen over the first couple of seasons albeit more slowly than was predicted by the likes of Doug Mayr owner of Franklin Kart Sales. The first season was a pretty bleak one for gearbox karts, it was a new concept to most dyed in the wool laydown kart drivers, they needed to see results before they would throw aside the machines they knew and take to something foreign like a gearbox. As a result of this most of the drivers showing up to race with gearbox karts were new to the sport. Consequently many of them had the inevitable little problems that we all have in our first season of racing. I was fortunate to have paid my dues racing karts in England before emigrating in the summer of '81. My first season was very successful finishing in second place in the National Championship on a Zip GP/Rotax which I purchased from Franklin. What was even more surprising was an eighth place in the 250cc Superkart class in the same machine!

This performance generated a great deal of interest in the pretty little Zip machines and as the 1983 season wore on more and more outfits appeared on the scene. Laydown karts with gearbox engines sprang up together with Dinosaurs to swell the ranks. However at this moment in time gearbox karts are still in the minority with a hard core of about ten drivers regularly attending the meetings and getting good results.

The Enduro races are 1 hour in length and the Zip GP/Rotax combination has proven very reliable, I have only failed to finish in four races out of 56 races started, none of these being due to basic motor problems.

The new season looks promising for gearbox karts with more drivers getting the message of improved reliability and how much more enjoyable racing a gearbox kart is. I am expecting that the national champion this year will be driving a 125 gearbox kart, it will be an interesting season. The 135/150cc Laydown karts on open fuel have the power advantage and less frontal area but suffer from a high attrition rate. On the super speedways in the South they have the edge, without some demon slipstreaming tactics by the 125 drivers a good Laydown kart cannot be beaten. On the road racing circuits the balance is even where superior handling, braking and acceleration of the gearbox karts compensates for slower straightline speeds. On the whole of the season a reasonable balance exists giving both drivers an equal chance of winning the championship, until recently it has been sheer weight of numbers of Laydown karts that has helped them prevail.

Hope this has been of interest to you readers. I hope to send a mid season update in July following our Grand National Race at Watkins Glen. Until then all the best in your racing; 125 is the class of the future keep up the good work.

Your U.S. connection
Jed Glover

Many thanks for giving us a small insight into the varied spectrum of 125 life in the United States and please keep in touch with me as I would be most interested to hear more. Next time, Jed, please enclose your address!

There should be lots of intriguing snippets to include in the April issue as at last the racing season will have got under way.

Stuart



Jed Glover (Zip/Rotax) Road America Wisconsin.

Who, What, Where, When?



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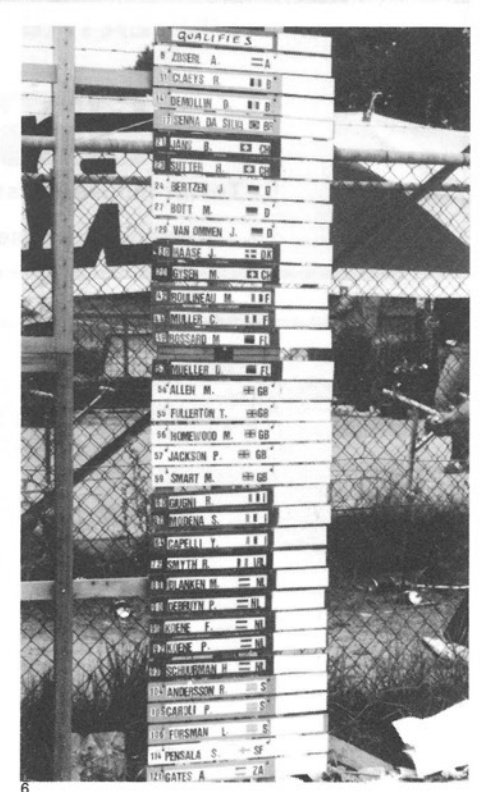
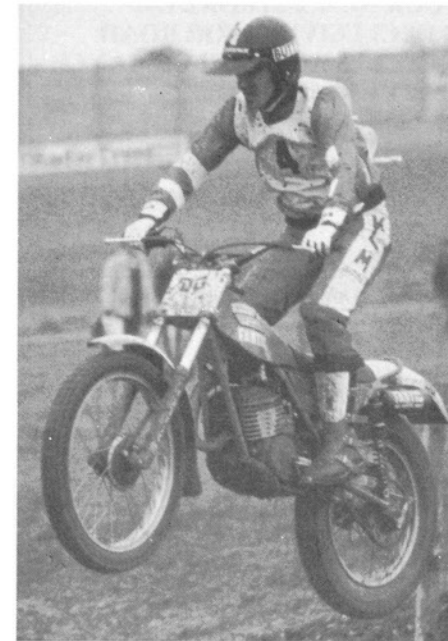
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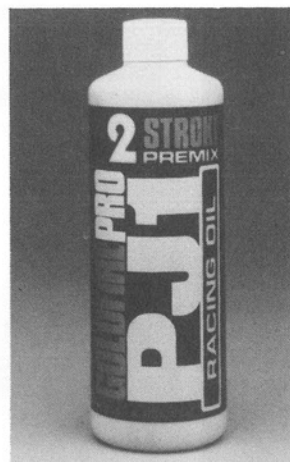
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A lot of talk has been generated lately over the current tyre prices being exerted by the U.K. retailers. In the case of Bridgestone tyres, the prices are regarded by many people as unnecessarily high. Unfortunately most people are only interested in the actual cost to themselves of buying an item without appreciating how the figure is arrived at.

The major problem with importing foreign manufactured goods is that prices are governed by currency fluctuations; in the case of Bridgestone this is reflected in the changing values of Sterling against the Japanese Yen. To appreciate exactly what has happened it is necessary to analyse the changing pattern over the period of years since 1977. At that time the rate of exchange stood at 565 Yen to the Pound, therefore, if we use that as the basis from which to work and examine the patterns of change up until January 1983, it will reveal the dramatic decline in the purchasing power of the Pound against the Yen.

1977	565 Yen	=	£1.00
1981	495 Yen	=	„
1982 (Jan)	465 Yen	=	„
1982 (July)	437 Yen	=	„
1982 (Dec)	406 Yen	=	„
1983 (Jan)	406 Yen	=	„

It was at this time that we were forced to apply for a currency surcharge to be added to the price of the goods. It did help to alleviate the problem, until July 1983 when the Pound slipped a further 9% against the Yen, reducing its purchasing power even more. However, it wasn't to stop there and, by January of this year, the trend had continued until the Pound stood at 330 Yen. This means that since the surcharge was applied in January 1983, the Pound's purchasing power had depreciated by 18%. But it isn't only currency fluctua-

tions which have affected the price of tyres. During the period between January 1982 and January 1984 a total of 8% has been added to tyre prices by the manufacturers to cover their own increased costs and raw materials price rises. Therefore, since the 1982 price limit of £16.50 per tyre was introduced, there has in fact been no allowance made for price increases. The only allowance made during this period was for currency fluctuations and this was absorbed in the first year 1982-1983. Therefore the distributors have had to stand a total of 8% in price increases over the two years period, plus an additional 18% decline in exchange rates.

Perhaps it might be clearer if we use example figures, but please remember, these are only examples, used purely for illustration.

Say that a tyre cost 3,300 Yen in January 1982, ex-factory, its U.K. Sterling equivalent figure would be £7.10. The same tyre in January 1984, with the two year 8% increase added by the Factory for rising costs etc, and based on the January exchange rate of 330 Yen, would cost £10.80. That is only part of the story; the duty and clearance imposed per tyre, works out at 10% of the ex-factory price. Therefore the true landed U.K. costs show the following differences:

January 1982	£7.10 + 10%	=	£7.81
January 1984	£10.80 + 10%	=	£11.88 (almost 50% increase)

Looking at the costs of today's tyres and accepting that the £2.00 currency surcharge has already been granted, it still leaves the distributor carrying the burden of additional charges of £2.07 per tyre. This obviously does not allow anything for the distributor's own increased handling costs and wage increases. So the price of tyres today does not truly reflect the hidden costs spoken about above and it may be that a further increase may prove necessary to achieve a realistic balance. It can also be used as an example to point out that in the same period the Goodyear 600 x 11 x 5 Tyre, being retailed in 1982 at £9.50, is now being marketed at up to £15.00, showing an increase of nearly 60% in the same period, obviously due once again to currency changes and raw material rises.

You may be interested to note that in 1978, Bridgestone tyres used in the National Classes cost approximately £80.00. So, in fact, tyre prices have actually come down since 1978! To finish on, I am now able to tell you that Zip Kart have the latest pricelists available for Bridgestone tyres, which are effective immediately.

Morton

STOP PRESS

The 1984 C.I.K. Junior Cup event will not now be held at Beistreim but will be organised by the club of Laval from 5th to 8th July 1984. Further details will be published when the information is available.

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OBITUARY — GILBERT NELSON

In the January 1984 edition we published an article about the Dubai Kart Club's successful Goodyear International Event, featuring Gilbert Nelson, a leading member of the Club. Since 1980 Gilbert had been instrumental in introducing many people into karting in the Middle East and was greatly liked and respected by all.

Sadly he was killed in a road accident whilst returning from a practice session at the track on Thursday 16th February. He leaves a widow, Hilary, and a six months old son Saul. Karters everywhere, we are certain, will join with us in expressing to Hilary and the members of Gilbert's family our sincerest sympathy at this tragic loss.

BRIDGESTONE TYRES

(National and Britain Class tyre prices include temporary currency surcharge)

YBNSL 83 4.5 x 10 x 5	£12.00	(Jnr Booster)	YBK 4.5 x 10 x 5	£20.50	Gearbox Nat.
YBNSL 83 7.1 x 10 x 5	£12.00	Jnr Booster and	YBK 7.1 x 11 x 5	£20.50	Classes
YBF 3.6 x 10 x 5	£15.00	Jnr Britain	YBK 7.5 x 11.5 x 5	£30.00	(International)
YBF 6.0 x 11 x 5	£17.00	Classes	YBF (wet) 3.6 x 10 x 5	£22.50	National
YAKSL 3.5 x 11 x 5	£15.00	Senior	YBF (wet) 4.5 x 11 x 5	£22.50	Classes
YAKSL 4.5 x 11 x 5	£15.00	Britain	YBF (wet) 6.0 x 11 x 5	£22.50	
			YBF 7.5 x 11.5 x 5	£33.00	(International)
			(wet)		
YAKSL 4.5 x 10 x 5	£18.50	100 National	YBH 4.5 x 10 x 5	£20.50	(Gearbox Nat.)
YAKSL 6.0 x 11 x 5	£18.50	Classes	YBH 5.5 x 11 x 5	£24.00	(International)
			YBH 7.1 x 11 x 5	£20.50	(Gearbox Nat.)
YAKSL 7.1 x 11 x 5	£18.50	(Gearbox Nat.)	YBH 7.5 x 11.5 x 5	£30.00	(International)

NOTE: We have left the YAK tyre prices as per our December 1983 advert to help the growth of both the classes.



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To Russell Powell, making a good start to the season by winning the Blackbushe first meeting.

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ADVANTAGE HEEREY

Brian Heerey clinched the first round of the 1984 CIK/Bridgestone Formula 'E' World Superkart Championship at Zwartkop, South Africa during the weekend of the 4th/5th February after the strongest contender, current World Champion Martin Hines, was forced into retirement with mechanical problems collected in a 'shunt' with Sweden's Lennart Bohlin. South African Derick Irving grabbed second while Bohlin managed to claw his way back after the incident to claim third.

With only 24 drivers qualifying to compete, the CIK was prompted to reduce the racing programme to one heat, a pre-final and a final. Of the total competitors in attendance at Zwartkop, 14 were from Europe, six of whom were from the British Isles: Martin Hines, Brian Heerey, Sandy Dalgarno, Paul O'Shea, Adrian Pollock and Ulsterman Ivor Greenwood. The main protagonists in the ensuing drama were to be Hines, Heerey and the forceful Bohlin. After the classic scrap during last October's Le Mans meeting everything looked set to be a repeat performance.

Pre-race practice netted a bagful of trouble for most competitors, the principle culprits being the weather, with temperatures in the high 90's F (one day topping 104 degrees F) and the 6000ft altitude of the High Veldt causing fuel separation problems. Many competitors suffered carburation troubles, though the Zip Hermetite team 'got it right'. Seizures, broken conrods, big and small end failures were reportedly the order of the day, necessitating long hours of toil for many drivers. Nor did champion Hines escape lightly. With more 'blown' motors than he cared think about he spent most nights working late with Works Tuner Russell Anderson effecting rebuilds.

Timed practice on the Friday finally sorted out the who's who, with Hines predicably coming out quickest with a time of 31.08 seconds on the tortuous short circuit of Zwartkop. Brian Heerey was the second fastest, recording 31.20 while Bohlin claimed a 31.31 ahead of South African Irving's 31.43 and colleague Johnny Gemmell's 31.44. Sandy Dalgarno was in 8th while O'Shea was next up; Greenwood 11th and Adrian Pollock back in 14th.

The heat was held over 16 laps with the familiar trio of Hines, Bohlin and Heerey pulling out a sizeable lead over the rest of the field, but it was Bohlin who crossed the line ahead of Hines and Heerey. Sandy Dalgarno finished in 4th in front of Johnny Gemmell while Greenwood logged 8th spot.

Armed with a satisfactory victory, Bohlin felt reasonably confident for the Pre-final, but all was not to be. An awareness that Hines was more than on the pace perhaps removed some of that confidence. It was Hines who clinched the Pre-final with a flourish ahead of Bohlin and third man Heerey whose consistent two third placings were making him a dangerous threat. Johnny Gemmell was fourth home from Sandy Dalgarno.

The final on Sunday was destined to be a gruelling 32 lap affair. With Bohlin and Hines both sharing a win, it was evident those two would be the ones seriously in contention, though one must not dismiss Heerey's ability with a casual gesture. In fact, as to who would succeed and carry away the 15 coveted points, Bohlin was heard to comment: 'If I am to beat Martin and Brian, I must be leading into the first corner.'

Glolec
SOUTH AFRICAN KART GRAND PRIX
Zwartkop Raceway
SOUTH AFRICA
3-4 February 1984
BRIDGESTONE

NAME: _____

MECHANIC

That is exactly what happened, but such was the fierceness of the Hermetite man's challenge that Bohlin was unable to shake him off. To an extent this was to unnerve the normally steady Swede. On two occasions he glanced behind to find Hines right on his bumper and missed a gear change forcing Hines to brake hard to avoid contact. On the second occasion he repeated the gear miss, lost it and spun. As his machine rolled backwards across the track, Hines desperately swung wide to avoid it, but Bohlin's outfit made contact and took Hines out. Heerey was now in the lead with Derick Irving following.

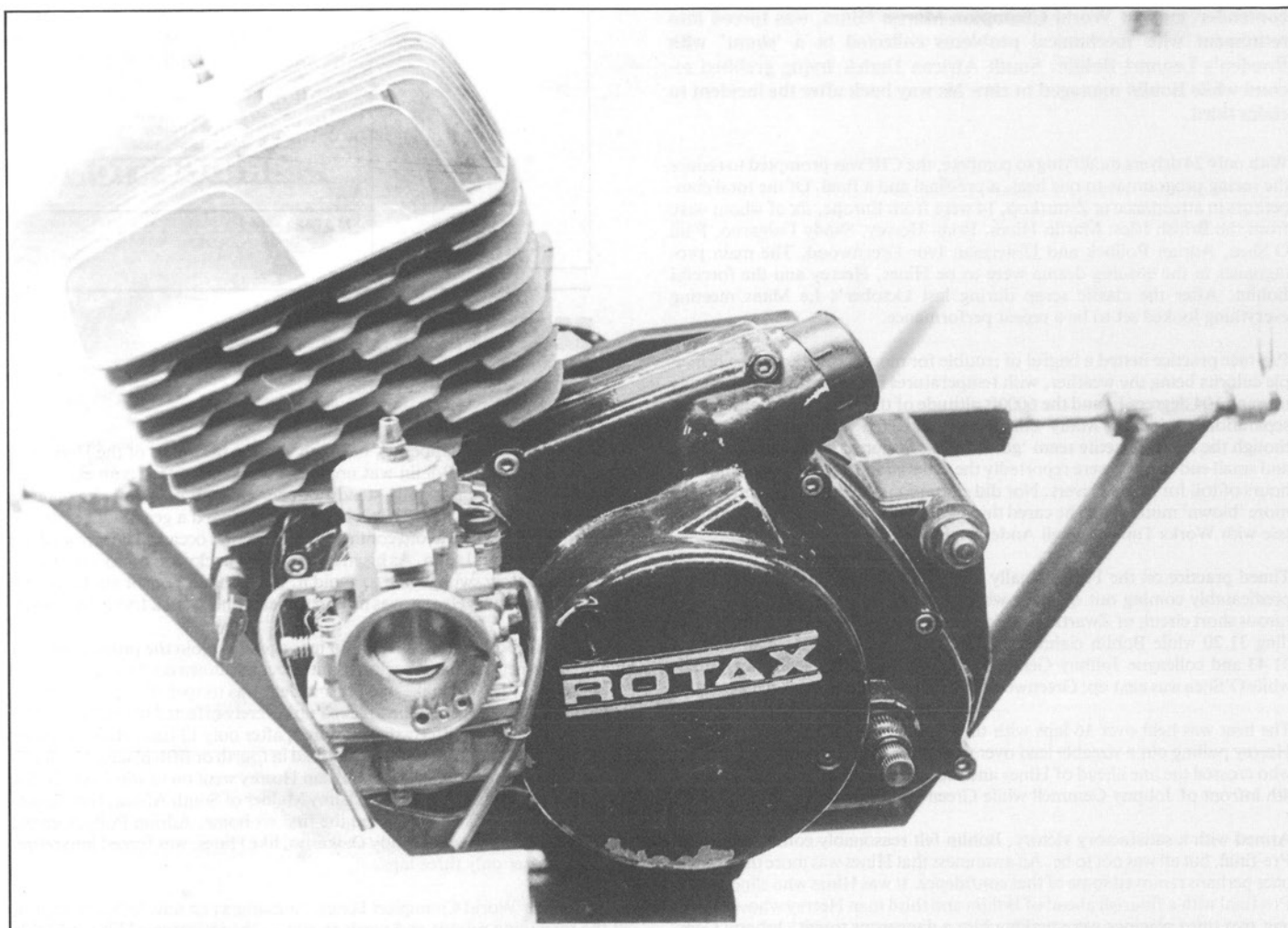
Meanwhile both Hines and Bohlin managed to rejoin the proceedings but they were something in the region of nine seconds down on the leaders with a lot of ground to try to make up. The incident was to spell disaster for Hines. The amount of gravel and dust picked up severely affected the motor and he was forced to retire, bitterly disappointed, after only 13 laps. Had the motor kept going he would as likely have finished in fourth or fifth place, at least collecting some points for his efforts. Brian Heerey went on to win from Derick Irving with Bohlin in third place. Danny Mulder of South Africa, Ivor Greenwood and Paul O'Shea completed the first six home. Adrian Pollock ended his race in 12th spot while Sandy Dalgarno, like Hines, was forced into retirement, but after only three laps.

A disaster for World Champion Hines. As matters rest now he has to contest all the remaining rounds and needs to win — the retention of his world title might very well hang on the results.

1st	Brian Heerey	Zip/Rotax
2nd	Derick Irving	Dino/Rotax
3rd	Lennart Bohlin	Zip/Rotax
4th	Danny Mulder	Dino/Rotax
5th	Ivor Greenwood	Zip/Rotax
6th	Paul O'Shea	Zip/Rotax

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SOUTH AFRICAN KART GRAND PRIX
Zwartkop Raceway
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THE 125 ROTAX.....



The complete unit.

In February 1981 Roy Wooldridge provided *Kart and Superkart* with an excellent feature: 'Inside the Rotax'. 3 years on Roy discusses the significant changes he has seen and experienced with this engine, probably the most prominent all in the 125cc Class. Our thanks to Roy for his efforts. Incidentally, copies of the original feature are still available from: *Kart and Superkart Magazine*, Pindar Road, Hoddesdon, Herts, and Roy also has available photostat copies of the feature.

In 1981 I wanted to write an article about stripping and rebuilding the 125 Rotax. Well, three years have passed now and it seems appropriate to up date this information. Bearing in mind that the basic engine unit has not changed during this time, it would seem rather unnecessary to repeat all the information written in the previous article. I propose mainly to concentrate on the detail changes that have occurred over this three year period. As there are undoubtedly a number of newcomers to the 125 Class who were not around three years ago, I would suggest that if they want to see a copy of this article they refer to the introduction.

CHANGES IN THE ENGINE OVER THE YEARS

Starting at the top and working downwards, first of all the cylinder

head has changed, it used to be a cast shape. Now the inside of the head is machined all over to give a narrow squish band and very shallow combustion chamber. We used to have two cylinder head gaskets, but



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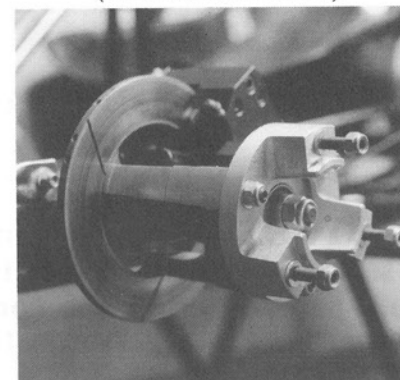
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"But Charlie's my mechanic," Hero protested.
 "What you'll be driving won't need a mechanic!" She tugged his arm. "Let's go, we're being waved."
 Hero looked again at the marquee. "What scene is this?"
 "The orgy scene, of course."
 He frowned. "Tell me, does this film have an end?"
 "Definitely an end, but I'm not sure about a beginning or a middle."

The marquee turned out to be no more than a large tent. Scatter cushions circled a clear area in the centre which Hero rightly presumed was for dancing or 'other things'. Two guys wearing turbans and pink breech clouts were slowly waving fans over a throne area at the back, though the fans were hardly necessary as the gale blowing under the sides of the tent would have raised goose pimples on a corpse.

When Hero arrived he was met by a variety of partly dressed young ladies arrayed on the cushions to his right and left.

Salome nudged him. "Put your eyes back in — this is supposed to be serious."

Directly in front was a tripod mounted camera facing up an aisle, flanked by liveried trumpeters leading to the throne in which Charlie, the Emperor, sprawled.

Hero stifled a snigger and Llympryst glared at him. Charlie wore what could only have been a bedsheet tied at the waist by a red thong, while on his head was perched a set of plastic laurel leaves. Half in his fist and half in his mouth were several pounds of grapes. Either side of him, amid the girls, were the rest of the competitors, dressed and coloured up to depict every nationality Hero could think of.

Suddenly the trumpeters, at a signal from Llympryst, silently imitated a fanfare. At the signal Salome shed her duffle coat. The camera rolled and Hero groaned: what she wore could quite easily have been concealed by a couple of beer mats. She strode forward to take a seat at Charlie's feet. The expression in his eyes told all, so did the sucking sound made by the partly consumed portion of grapes, likening him to some latter-day consumptive. He pretended a glare as Hero walked to the throne, the other competitors emulating him from their positions of comfort.

Hero bowed and slammed a fist against his chest in a token salute. Charlie granted him a curt nod that dislodged some of the grapes, depositing them on his bedsheet robe. With a casual wave he ushered Hero aside, conscious of Kartopatra's lingering expression as Hero took his seat beside her. Once again an imitation fanfare before the trumpeters vanished, to be replaced by a sword swallower from Cricklewood; a couple of jugglers from Golders Green and a fire eater from Westminster. The dancing slave girls, effectively protected by burnt cork but little else, could have come from anywhere.

If this is supposed to be an orgy, mused Hero, where the orgyists? He soon found out and shut his eyes to the cavorting taking place around him. All in all it was a half-hearted orgy and he was glad when the fire-eater came back, at least he warmed the place up a bit and it stopped his teeth chattering. Let's get on to the interesting scene!

There were ten of them packed onto the grid, each reposing in a fun kart frame, powered by a 50cc motor. Hero's was a Montessa he suspected stolen from a kid's moto-cross bike; the others were a motley collection made up of cannibalised bits from lawnmower engines, while the front of each outfit sported a plastic horse's head.

Hero, naturally, had pole position and he glanced left to see a snarling Nubian glare back at him from beneath a head-dress of green nylon

plumes. Hero eyed the Emperor's dais, saw the handkerchief fall from the limp fingers of Charlie to be plucked away on the wind and slammed the throttle open.

The machine snarled off down the straight and into Woodcote under full power. Remember your tactics, he thought suddenly. He realised as he shot out of Woodcote that the seat was bouncing around and the mock horse head bobbing up and down; the complete outfit was spring-mounted to suggest the motion of a chariot.

As he hammered along the back straight he caught sight of the Nubian closing on the outside. Hero flashed him a glance and saw his main opponent deliberately twitch the steering, but he was prepared for the impact — or so he thought. It carried him into the large polystyrene colonnades, one collapsing behind leaving simulated carnage for the rest of the competitors to deal with. By this time Hero had lost ground and the Nubian was streaking away into a three chariot lead, but Hero hung on grimly, flat out for the next corner, maintaining the inside line. Death or glory, he decided, was the only way to deal with him. He wanted Salome!

Hero caught him on the corner. The Nubian, swollen-headed at the thought of an easy victory and easier pickings, chose the outside line. Anyone could tell he had never driven a chariot before!

Hero managed to drift the machine on the sand. It helped that they were using 'slicks'. He caught the Nubian's offside with his rear wheel, nudging the outfit into a slide no Nubian could control and quickly saw him spin into the hardboard walls, chopping pieces into the air to settle in a cloud of dust and wreckage. The nylon plumes drifted lazily in the wind as the Nubian began the task of extricating himself and his machine from the hoarding.

Hero took the finish line to rapturous applause and a thumbs down from Charlie. What the hell's he doing?

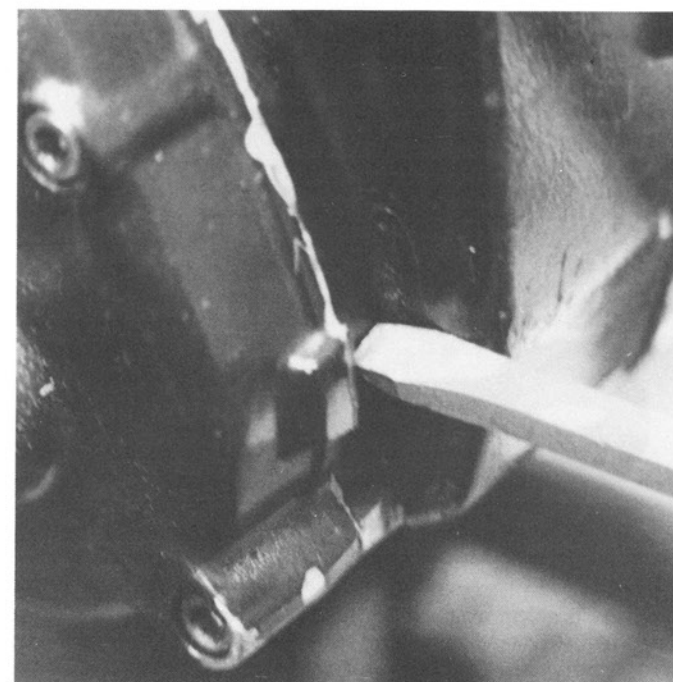
The final scene showed a summary execution of the Nubian and the confiscation of his kingdom. The Emperor though was none too pleased that Anthony, his Queen's Champion, had won. He issued an edict that Anthony and Kartopatra be either boiled in oil, or she stop dating him on the side. There were plenty of places in the Empire where Anthony's talents might excel, such as the flint mines of Cumbria or elephant tending in the Carpathians.

Kartopatra and Anthony, realising that their options had gone down the river, settled for the love tryst. The scene was enacted in her boudoir, as it happened the dais converted. They were both to die from an asp bite. The asp consisted of a borrowed, black bootlace, one end of which was adorned with a plasticine head featuring eyes of luminous green paint. The reptile was suspended at the neck by a fine thread jiggled furiously by a young man stretched precariously across the makeshift gibbet. The idea worked quite well, until the asp was hoisted from its basket. That was when things began to go wrong — the constant jiggling shook the asp's head free — into Kartopatra's lap.

Not anticipating such an uncharacteristic move from the unfortunate creature, Kartopatra screamed and fell back off her cushions, dragging Anthony through the cardboard sky. Shouts of 'Cut' echoed round the set.

Amid the cushions and Salome's warmth, Hero thought: It's been a laugh, if nothing else. With the money, I suppose there's always Don-

.....3 YEARS ON



Rotax provide lugs for levering joints apart.

not any longer. The cylinder head rests straight on top of the barrel and usually this is sealed with some orange Hermetite or something similar. Standard fitting on the piston now is an Asso cast piston. These are considerably cheaper than the Mahle forged pistons which really priced themselves out of the market, although I do still believe they were the best pistons. The cylinder has always been the same, with the exception that just recently I heard that there was a new cylinder with a different part number which enables you to only use one cylinder base gasket instead of the normal two. I haven't checked it out yet but I imagine the port timings have been adjusted accordingly.

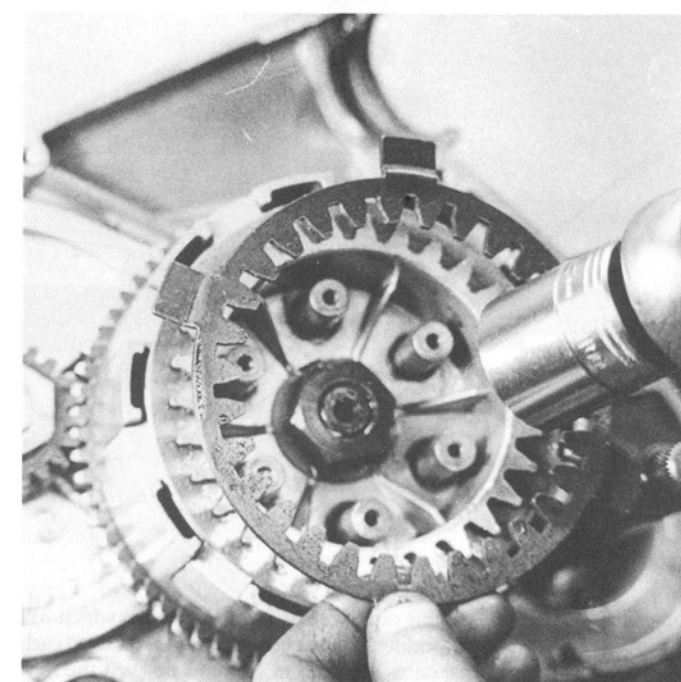
The conrod is not H-sectioned any more but is now an oval section as used in the 250 engine. The small end cage has been retained but a number of different big end cages have been tried. Interestingly, they changed the balance factor on the crank shafts about two years ago, presumably to give less vibration at high r.p.m.

The crank shaft is still supported in a massive double row bearing on the drive side, however, the method of retaining these bearings in the crank case has changed. In the latest engines the timing side bearing is located in a steel ring which is pressed into the crankcase and secured with three screws. Unfortunately, unless you have access to rather accurate machining facilities these steel main bearing rings cannot be fitted as some machining is involved. The older engines used alloy rings and older still used nylon rings to secure the main bearings.

The rotary valve assembly has always remained the same, having never caused any problems at all. Interestingly the standard rotary valve, when fitted on the 250 twins, used to split outwards from the centre drive column and this caused Rotax to reinforce the valves, though this isn't a problem with the 125's and in fact we have only seen one or two that have split in this way.

The primary drive system remains the same, but there have been a number of changes in the clutch which entail, in the latest engines, only five friction plates which are of sintered bronze material, where as earlier engines had six. There have, however, been a number of problems with the clutch which I propose to talk about later in the article.

The gearbox has always been the same, they have never altered the ratios sent out on the standard engine. The gearbox is very robust and longevity of life is ensured by the needle roller bearings that allow the free running gears to rotate.

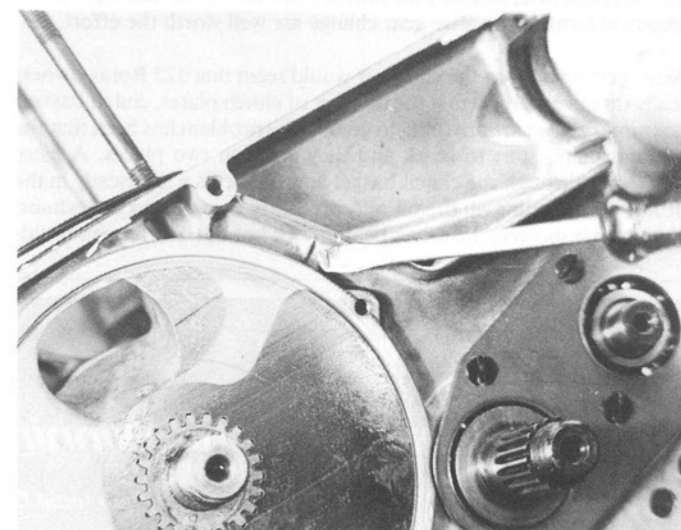


Clutch examination, with the locking tool ready.

The ignition system is still Motoplat but no longer has that little lump in the lead which was the automatic spark retard device. It is now incorporated into the stator unit itself and there is also only one slot in the Rotax for the Woodruff key.

VARIATIONS ON THE THEME

Starting with the carburettor, there are two ways of feeding the fuel in, either you use an axle pump or you use a pulse pump. If you use an axle pump an arrangement described recently by Martin Hines in *Kart and Superkart* provides an admirable arrangement, however, remember to use regulator and float needle shut-off valve number three size. If you choose to use a pulse pump then I would advise not to use the fuel pump that comes with the engine, but to use the Volvo Pentapump which used to be supplied with the engine some four or five years ago. This is a much more robust pump and is quite readily available, incorporating a filter in it as well. Employing this system you should use the 2mm sized float cut-off valve or, in some instances, even go down to 1.5 if you have trouble with the engine flooding on fast corners. You



Valve timing mark (with the engine locked at T.D.C.).

Little Rissington

Britain's Finest Circuit

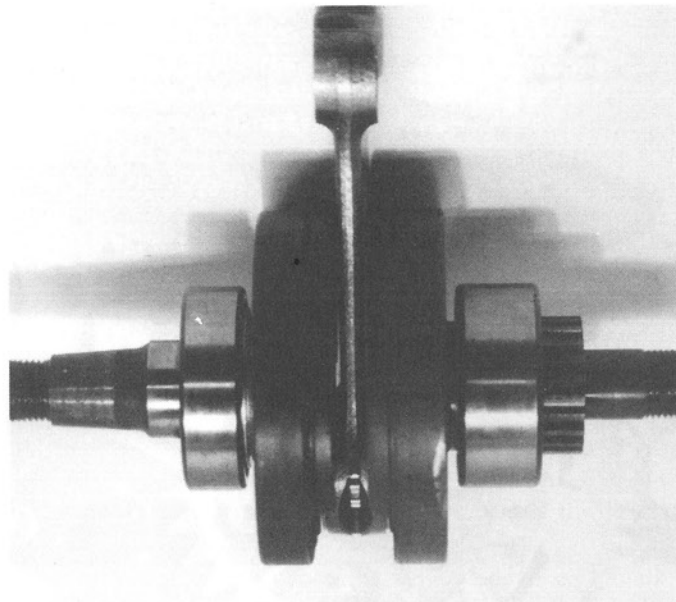
April 1st	DMA Challenge (R)	All Classes £9
May 6th	Pelican Trophy 100 Nat (N)	£11, Others (R) £9
June 3rd	Clubman's Day (R)	All Classes £9

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Entires close Wednesday prior to Meeting

THE 125 ROTAX 3 YEARS ON



The crankshaft/rod assembly is very robust.

can usually see the fuel coming out of the fuel over flow pipes which will tell you when the carb is flooding. Many people bore the standard carb out to 35mm or, in some cases, use 36mm Mikunis or even the new Dellorto carburettor as used on the 256 engines. Whatever carburettor or fuel system is selected, it seems to be worth while incorporating an air box as the carb is mounted on the side of the engine subjecting it to a lot of air turbulence and there is also water shovelled up by the front wheel in the rain.

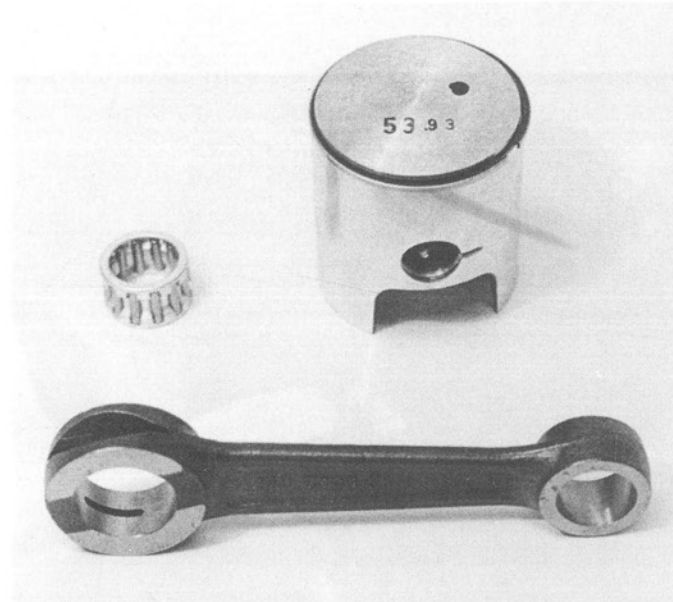
There are wide variations of gear ratios available but generally speaking the only one worth changing is first gear where you have a standing start to make, such as Silverstone and the gears that you use consist of a ten tooth main shaft gear and thirty two teeth lay shaft gear.

Rotary valve timing is an area for experimentation and there is a trials valve available which has a very limited port opening, therefore is ideal for people who want to try and modify valve timings.

The only bearing in the engine ever to give a problem, is the timing side main bearing and in standard form this is a plastic cage bearing. You can replace it with a fibre cage bearing, which is about four times as expensive, but much more reliable.

Another modification we do to all our engines is to convert the gear change from the left hand side to the right hand side. This involves drilling the crank case, blocking the primary case and some welding, but the results in terms of positive gear change are well worth the effort.

Now, getting back to the clutch, it would seem that 125 Rotax owners really do have a problem if the number of clutch plates, clutch baskets on primary cases are anything to go by. The problem has been that the sintered plates start to crack and they crack in two places. A piece comes out through the clutch basket and then cuts a slot neatly in the primary case letting all the oil out, promptly going on to the exhaust pipe, which showers the driver behind with hot oil. The answer to this



The piston/little end/rod assembly is also a strong point of the Rotax.

expensive problem would appear to be to revert to the original fibre plates that were used some four years ago. These are an aluminium plate with friction material bonded onto them, which as I recall never really gave us problems.

On a more general theme the engine has never been cheaper in real terms than it is at present, and has provided the 125 driver with chance to purchase second hand engines at reasonable prices; engines still capable of winning. With a water cooled version available, whenever it is allowed, what more do we need?

Now as a post script to this, if anyone has any questions they would like to ask, any problems, any queries, I am more than happy to answer them on the telephone.

Important Torque Values

	Nut size	Torque (ft/lbs)
Cylinder head	7mm	11
Cylinder	8mm	18
Crankshaft (clutch side)	18mm	90 + Loctite
Crankshaft (mag. side)	16mm	60 + Loctite
Clutch hub centre nut	16mm	75 + Loctite
Crankcase	6mm	8
Clutch cover	6mm	6
Clutch spring retainers	5mm	4
Disc valve cover	5mm	4 + Loctite

KARTING HERO – CHARIOTEER OF THE GODS

After surviving three seasons, albeit seasons of little success apart from staying in one piece, Hero forgot the Dunroamin Club days and took to the long circuit scene aboard an International outfit. His first real meeting, after proving he was no longer a novice (tongue in cheek), was at Oulton Park where he quickly learned that the extra power under the right foot is something requiring a lot of consideration! The first hard-learned lesson came when he misjudged Lodge Corner and was obliged to the spectators' help in cushioning his 'free-fall' experiment. The next was the Devil's Elbow at Mallory where the devil himself would have shied away from the screaming Rotax looking to redesign the armco.

It was perhaps those heart-rendering moments that eventually brought Hero to his senses. Life was worth more than accolades, he thought. Along with pressure from girlfriend Salome, an ex-employee from one of his father's now defunct massage parlours, Hero was forced to review his karting career with some concern. It was obvious that to succeed he first must know what he was doing. He thought he had the basics right, though recent experiences tended to suggest otherwise, although the last Cadwell meeting had gone off without mishap. His best performance had been a totally hazard free 25th finish at Donington, leaving him reasonably elated.

Hero's father on the other hand, was none too pleased. His son's somewhat reckless attempts to prove he was the karting master had cost a lot of money and now the Authorities, in their misguided wisdom, chose to shut down the very lucrative 'magazine' business and put him away for four years. With father in the 'Nick' Hero's funds suddenly dried up.

Understandably Hero was a degree pessimistic about the future — he was downright broke. He spoke of the problem to his overworked mechanic, Charlie, as they sat on a couple of upturned oil cans one chilly October day.

"How in heaven's name," began Charlie, "can we afford to buy, let alone consider racing, another Superkart next season?"

How indeed, Hero mused awhile before the obvious dawned. "We open a secondhand kart business. What else?"

Charlie stared at him aghast. "Sell that pile of scrap crammed in the garage? You must be joking, there aren't that many fools around."

"There are a few," said Hero, thoughtfully. "We only need a few....."

So was born: 'Light Sabre Secondhand Kart Centre', sited in a disused grocer's shop, loaned by an obscure friend for the purpose. Between Hero and Salome a furious week was spent cleaning and redecorating to make the place look remotely respectable, even then the odour of rotted cabbage still lingered. Charlie, meanwhile, was busily engaged sorting through the wreckage in the garage, eventually decided on twelve chassis, seven 250 Yamahas and several 'slightly damaged' 125cc motors. With the aid of an unemployed diesel fitter, Charlie stripped and rebuilt the engines with a precision second only to Hero's. A plumbing friend managed to straighten the chassis and weld up cracked joints where possible. Salome as the business brains, priced each item to be individually sold, reckoning there was more cash to be earned that way — Salome was a girl who knew!

Opening day dawned dimly with rain, customers few and far between. Most who poked their noses through the doorway were more interested in Salome's chassis than the metal variety. Those genuine, turned out to be scrap metal dealers and, by lunchtime, the idea of individual sales went out the window. Every chassis excepting Salome's was sold, netting £150. A chap from a school going under the guise of 'Progressive Education' bought the motors as a job lot for £500. Much to Hero's annoyance the remaining bits and pieces hardly made enough to pay the entrance fee for a long circuit meeting. With a total figure of £695 Hero was despondent. Even more so when the 'friend' suddenly demanded rent for the premises, eventually leaving the trio a balance of £300 upon which to ponder the future. Basically Hero had ten per cent of the price of a new outfit and on his past record no dealer would ream of extending credit terms!

"I could always put myself about a bit," suggested Salome.

Hero shook his head. "You're not putting yourself on anything else about," he told her. "I'll think of something."

"We haven't much time," Charlie pointed out.

"Who asked you!"

"Sorry I spoke." Charlie wandered away, sullen and morose.

Salome draped an arm round Hero's shoulders. "I have an idea. No don't bit my head off — it's all above board."

"Are you sure?"

"Would I ever lie to you?"

"Well, alright....I suppose it's worth a try."

It was destined to manage the circuits of the London cinema clubs, ranking as a soft porn version of a Mack Sennett comedy. Hero didn't think much of the idea, but Salome was insistent that there was good money to be made and the guy involved was a reliable old friend from way back.

Hero was required to wear a centurion's helmet and a toga with a leotard beneath. 'Llympryst Productions' as it was known, did not run to excursions to the Mediterranean to film the location shots. Instead Hero had to bear the chills of October at Brighton against the setting of a grey driven sea breaking on a private naturist beach. To reduce overheads most of the Nature Clubs' members were conscripted for a fiver a head, with the proviso that they gird their loins a bit for the sake of propriety.

Hero had no idea what was expected of him though, judging by the scantily clad young ladies, he began to have some vague suspicions. The only clues Salome and that 'Limp' fellow gave him was that 'Anthony and Kartopatra' would be a silent, short movie.

"Is there a script?" he asked.

"No, dearie," Llympryst replied gazing through veiled lids. "Who needs a script anyway?"

"Well, what am I expected to do?"

"Just drive and look your darling self." Llympryst walked away to speak with the cameraman.

Hero took Salome's arm. "Is he.....? You know."

"I'm not sure. The way he's acted at some parties I've been to with him, I wouldn't have thought so, but if I were you I wouldn't waltz around in that get-up too often, at least not on your own!" She pulled a duffle coat closer round her shoulders. "Come, I'll show you around."

An area of the beach had been rolled flat and several polystyrene colonnades erected to form a line down the centre, effectively creating an oval circuit. The perimeter was governed by hardboard, false-fronted buildings in Roman style.

"It looks like the Circus Maximus," Hero observed.

"That's what it's supposed to be," Salome shivered. "I hope they've got some heating where I'll be seated."

"Oh?"

"Up there." She pointed to a raised stand roofed with canvas and decked with flags waving in the stiff breeze. It was called the Emperor's Dais and looked out across the straight.

"Tell me about the plot," he said, "if there is one."

"Don't be like that, lover, this could be your big break. The storyline is about a great kart race, with drivers from all corners of the Empire competing."

"What's the prize — a bust of Hadrian?" Hero scoffed.

"No," Salome shook her head seriously. "Me, so make sure you win. I've seen the other competitors!"

Hero nodded and looked around spotting a knot of people crowded into a marquee.

"After the winner's presentation up there," she continued, "we have the death scene."

"Death scene." Hero paled.

"You see, Anthony is my lover and my husband the Emperor doesn't got a bundle on the idea. You as Anthony and I can't accept his wrath so decide to die in a love tyst."

"I see," Hero muttered, a little concerned. "Incidentally, who plays the Emperor?" He had visions of some great hulk towering over him, doing unpleasant things to his bones.

"Charlie," she said.

"Charlie!"

Salome shrugged. "Well Llympryst needed somebody and Charlie just happened to be standing about doing nothing."

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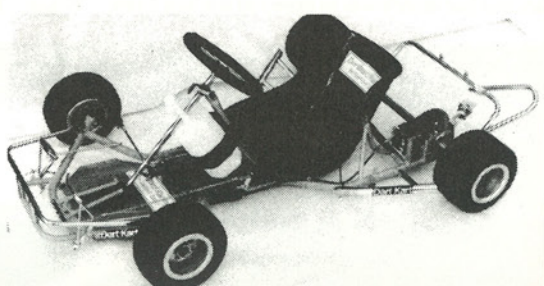
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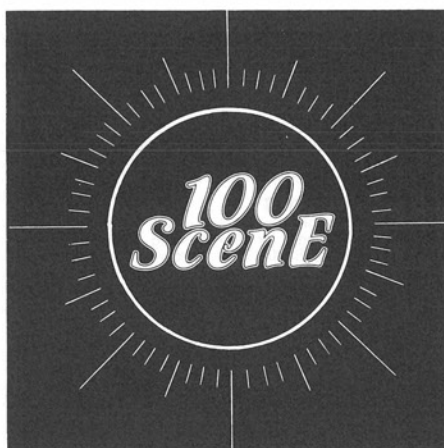
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March 1st is the start of a new era in 100cc karting in Great Britain, the privilege falls to the stars of the future — the Juniors, the new Junior Booster Class officially starting. Although the body work is optional the YBN Bridgestones are compulsory, and if the RAC's ideas are realised then the new class will encourage a much needed increase in licence holders — with a future. Although the Juniors will run compulsory tyres, their older brethren, namely Senior Britains, could find some complication in tyre selection. If the meeting they compete in is held under Blue Book rules then basically they will run to the list used in '83, but should they compete in the Super One Series then Carlisle's are compulsory, no fat tyres until '85. Let's hope this unsettled situation during the year does not deter them from remaining in karting, as it is my firm belief that this year is the start of a stabilising period within karting when the rules will provide a base for progress. Licence holders are well below 4,000, and during the next two years I am sure we will see this figure increase, with karting attracting more interest due to its new found stability. Don't forget it is up to you and everyone connected with our sport to encourage new people to participate. Get your friends or work-mates to go to watch karting, or get them to look at your magazines, help the Novice drivers, and show them that our sport is a friendly and exciting form of motor sport — the more the merrier.

Kart dealers and traders can, and do, play an important part in encouraging the growth of karting, and helping newcomers to our sport. Two pieces of news have broken which show both sides of the coin — firstly the bad news is that Christo Racing are no longer in the kart trade, due to some unfortunate financial problems. They have been actively involved in the 100 Britain Class and showed their team organisation and engine tuning ability by powering Miles Hall to the Super One Championship last season. Secondly some good news which should benefit the Wombwell Kart Club and its members is that Mike Mulhearn of FRED Racing is supporting the clubs Winter Series, giving generous gift vouchers to the top six finishers in each 100cc Class.

The re-appearance of Martin Homewood in 100 National last month was as expected not just a one



off, Martin contested the second round of the Rye House Winter Series, and with the aid of a development Deavin frame was a potential winner. However, things did not quite work out and honours went to Gary Prior, followed by Derek Higgins, despite some "contact"!!

Miles Hall was out for a run in the National Class and impressed by winning a heat, in good style, a pointer to the coming season??

Word is around that Peter Rochford will contest the '84 K&S Series, but that he has changed to a Wright kart, with Parilla power. (Presumably tuned by his motor man, ex-100 National exponent Peter Newsham). Also the rumour concerning Norman Box's retirement is correct, and Norman has a lot of his equipment for sale.

Lincolnshire Kart Club's John Mills Winter Series (Round 1) was unfortunately cancelled due to a heavy snowfall that weekend, and the series will now be contested over 2 Rounds only — Feb 26th, March 25th, also the Feb meeting of the Borders KC was called off due to lack of entries!! Although these clubs have had problems and others choose not to start their seasons racings until Spring, it is now becoming quite clear that most clubs will be running 1984 Blue Book tyre rules. Rowrah, Wigan, Linholme, Fulbeck, Wombwell, Rye,

Tilbury, Rissington to name the majority. With this sort of stability karting can only benefit, and if difficulties arise then be sure to write to the RAC or inform the RAC Steward or an RAC Committee member, and let them know the problems with tyres, if you are concerned regarding eligibility etc, then you are able to request that these be impounded by the RAC Steward, and let him check them against the "standard" tyre held at Belgrave Square.

Two RAC Committee members who will help ensure Short Circuit karting thrives are old hands — Chris Lambden, and newly appointed — Neil Nann, these Committee members will listen to your problems, and suggestions, and will ensure the RAC is fully aware of the feelings at the "grass roots". (Things certainly look as though they are improving).

The first round of the K&S Series starts at Wombwell in April, and should attract a large entry. Already drivers are preparing for the race by paying a visit to the circuit, on preceeding race days. Deavinson rider Clive Wheldon made a rare move out of Rye House territory, to compete in the February meeting. He was ably assisted by Steve Davis (ex-100 National British Champ, and well travelled mechanic), and a very interesting Sprint frame. The front of the kart in particular having facilities to adjust caster/camber angles as well as adjust tracking. Various stiffeners, front and rear, were available and the combinations of set-ups could be immense, generally I would say that this complexity is not for Mr Average, but could prove successful in the right hands, time will tell. At the same meeting Nicola Fletcher made her come-back. After taking a few months off to have a baby, a little girl to be called Haley, Nicola looked impressive and has lost none of her skill, however, she will have her hands full with the new addition.

Gary Prior's start to the new season has been quite staggering, with continued success at Rye and Tilbury in February, a pointer to the ability Gary has and the continued back-up from Dartford Karting. Should this run of success continue then G.P. will be the yardstick to measure 100 National performances by, and he will be doing everything possible to maintain his No.1 rating.

ULSTER NOTES

The suggestion made by Miles Hall in his recent 'Driver Profile' that he would like to see a specialist kart circuit within the perimeters of a major UK motor racing circuit, has prompted Frank Weir, Council Member responsible for karting within the 500 Motor Racing Club of Ireland, to explain the facilities which have been made available for karting at Kirkistown Circuit, Northern Ireland. There is a 970m kart track using part of the car racing facility centred around the Paddock, the Hairpin and the Control Tower.

The loops and extra track required for the karts were constructed two years ago at a cost of approximately £12,000. A low figure when one considers what the cost would be if starting with a green field. Also, the presence of existing services; electricity, water, toilets, canteen, race

control building, medical centre, telephone, stores, etc, made the undertaking very attractive.

Where did the money come from? Through the generosity of the karters and supporters of karting in the Province and was collected in three months!

Race format sees the 100cc karts competing on the kart circuit as you would expect, but the gearbox brigade have the choice of either short

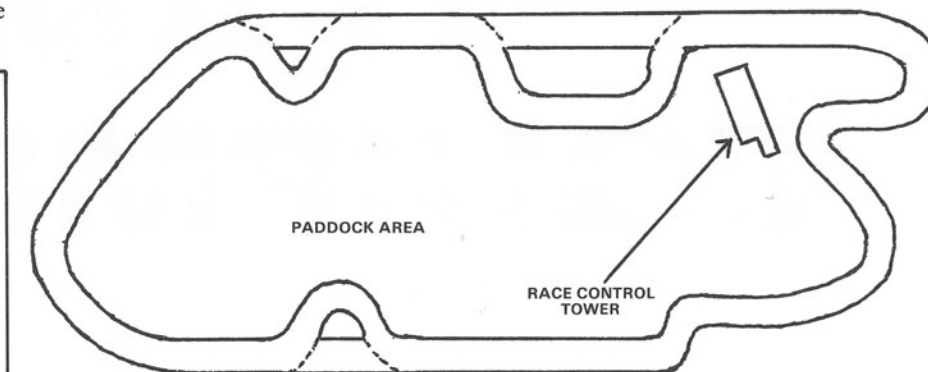
or long circuit racing, the motor circuit having a lap distance of 1.5 miles.

Any driver who wishes to compete at Kirkistown or any other venue, should contact:

Frank Weir,
124 Mountstewart Road,
Carrowdore, Newtownards,
County Down, Northern Ireland.
(Tel: 0247 861429)

Dates of the various events are also available from *Kart and Superkart*.

KIRKISTOWN KART CIRCUIT



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.



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The 'Flying Box-Car' — Norman Box retires.

BEHIND THE SCENES DEAVINSONS

The premises of Deavinsons are perhaps deceptively small when viewed from an external aspect yet incorporate a fair-sized showroom, workshop and stores with a packing department. To the rear and only visible from the river is the engine room where repairs, servicing and rebuilds are carried out. Tucked into the corner of the same room is the Dynamometer Test cubicle. The chassis workshop is a long affair with its jig, tube benders and welding equipment and it also allows adequate space for the storage of tubing.

Deavinsons occupy a position beside the long-established and well-known Rye House Kart Raceway, home of the Hoddesdon Kart Club, itself adjacent to the Speedway Stadium.

Reg Deavin has been around karting for a long time, in fact ever since the idea of racing such machines first developed in this country at the end of the 1950's. A good many people are undoubtedly unaware that Reg was, at one time, a bricklayer and an example of this talent is the fine club house near the entrance gate to the circuit. It was not bricklaying that set him on the road to kart manufacturing, but a studious apprenticeship as a blacksmith. Once son Paul began racing and Reg realised that this was the field in which their joint careers lay, the obvious came about: why buy karts to race when we have the knowledge and ability to make them?

So it was that number 4 Devon Close, Buckhurst Hill, Essex, provided the means to manufacture the first ever Deavinson 'Sprint', a name that has become a household word in the karting world over the years. That was back in 1969 and the first Sprint was to have its track test at Rye House. The style of the chassis was reminiscent of the Voodoo which appeared in 1965, but incorporated many significant differences. The kart was presented in metallic green livery which afforded much to enhance its attractiveness and it was mounted with a K88 motor. Fitted with various high quality chromium accessories, it included number plate brackets and an adjustable steering column sleeve which, with the innovation of an adjustable seat, proved extremely popular. Mickey Allen, that stalwart of the karting scene, was to pioneer the Sprint to success. That was the first step along the road leading from acorns to oaks. Of course it took time and a concerted effort to set up the organisation, which was achieved when Zips finally moved out to their new Pindar Road establishment.

Anyone involved in kart manufacturing knows that business in such a field is not all roses; there are many ups and downs and crisis to boot. Deavinsons had its fair share, coming through, perhaps not totally unscathed, but certainly that much richer for the experience. Deavinson equipment is now recognised on a World-wide scale and boasts a healthy export trade.

From the limited manpower resources of father and son, it may appear difficult to recognise how such achievements have been reached. In essence the answer is a relatively simple one — the personal touch and reputation built up by word of mouth of many satisfied customers. Advice is given freely to those young hopefuls who elect to challenge their already well-established contemporaries. In the field of customer service and liaison they have built



The Deavinson premises at Rye Park.

up quite a daunting reputation for reliability and credence. Whether an engine be new or second hand, or received for service, it is treated with the attention one can expect from an individual as dedicated to his craft as young Paul Deavin. Meanwhile the hand-made kart chassis are tooled with precision and care by Reg. Always seeking to improve upon his products, Reg experiments with design alterations and innovative ideas.

Yet there is another side to Reg Deavin which most people do not see. As mentioned earlier, he was apprenticed as a blacksmith. Such skills once learned are not forgotten. Some time ago he was given to repair a pony trap and having succeeded in the task, his eye for a quality finish prompted him to make

such a trap himself. It is the work of a craftsman, though still requires a little to finish. Time of course is at a premium as karting occupies most of the waking hours. Yet another string to the bow? Maybe.....

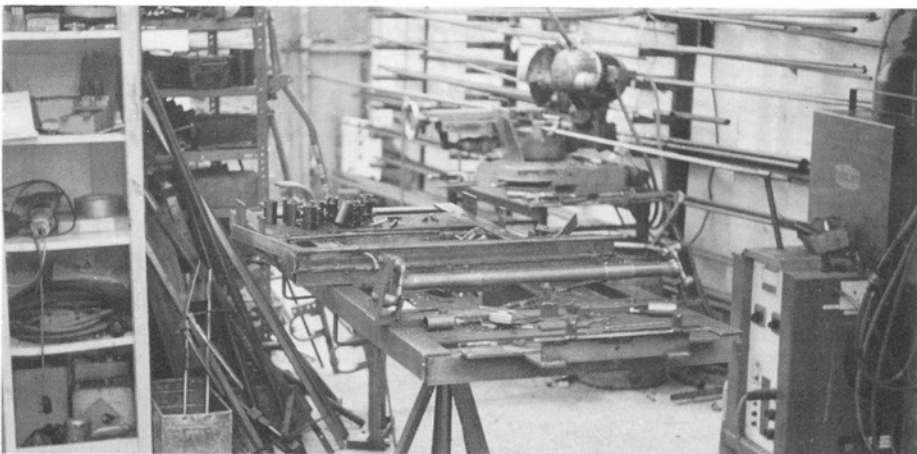
As from 1st January this year, Deavinsons became the lease holders of the Rye House Circuit and would like to consider expansion, but that is something for the future. The more immediate priorities are to improve the existing facilities for both competitors and spectators alike, something which is certain to enhance the sport as a whole and Hoddesdon Kart Club in particular. We all wish them success. They put as much, if not more, into the sport as anyone.



Another string to the bow?



Yet another order.



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1 UFO, 3 meetings, mint £225.00
1 Premier, 6 months use £190.00
1 Dap Kart, 4 months use £190.00
1 UFO, 1 Season old £125.00
1 Premier, 1 Season old £150.00
1 Boxer National, 2 meetings £300.00
1 Boxer Britain, Rob Wilsons, 6 meetings £250.00
4 Karts, 2 Seasons old £90.00 each
1 Sprint Kart 6 months old £135.00
1 Cobra Kart, brand new, without brakes £195.00

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1 TT27, Personal Engine £480.00
1 TT22, Standard Bore £200.00
2 Hewlands Arrows, standard bore £280.00 each
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KART & SUPERKART

1984 RACE CALENDAR

MARCH

- 11** Mallory Park, BRSCC 125 Series
17 Mallory Park, 125 Championships

APRIL

- 1** Mallory Park, 125 Championships
8 Wombwell, Kart & Superkart Series — Round 1
7/8 Zandvoort, Holland (I)
21 Donington TV race
21/22 Le Mans 135 GP Series
22 Cadwell Park, Long Circuit Championships
22 Fulbeck, Super One Series — Round 1

MAY

- 6** Rye House, 100cc Global Cup
5/6 Falkenberg, Sweden (I)
13 Mallory Park, British Championships incorporating Zip/Bridgestone £5,000 125 Series
13 Clay Pigeon, Kart & Superkart Series — Round 2
20 Heerlen, Holland (I)
26/27 JPS Donington Park (I)
27 Rowrah, Super One Series — Round 2

JUNE

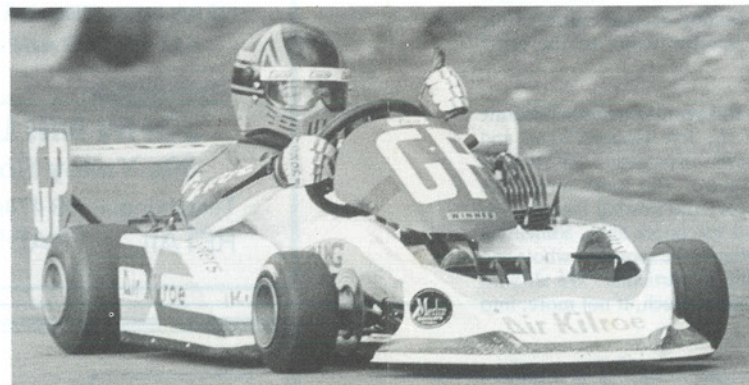
- 3** Cadwell Park
2/3 Jesolo, 135 GP Series
10 Snetterton, British Championships incorporating Zip/Bridgestone £5,000 125 Series
10 Tilbury, Kart & Superkart Series — Round 3
16/17 Fano, European Individual Championships
16/17 Three Sisters, RAC Short Circuit Gearbox Championships
24 Donington TV race
29/30 Munich, European Championships
30/1 Silverstone GP Round of World Championship Series

JULY

- 1** Silverstone GP
1 Little Rissington, Super One Series — Round 3
7/8 Biestrein, Junior Championships
12-15 Nurburgring GP, Round of World Championship Series
14/15 Felton, 100cc British Championships
21/22 Carpentras, European Individual Championships



Mike Wilson (135cc).



Kurt Luby (125cc).



Gary Prior (100cc).



John Newton (210cc)

AUGUST

- 4/5** Mondercagne, 135 GP Series
5 Cadwell, British Championships
5 Little Rissington, Kart & Superkart Series — Round 4, incorporating British Junior Championships
12 Clay Pigeon, Super One Series — Round 4
17-19 Zandvoort, GP Round of World Championship Series (I)
25/26 Horrem, 135 GP Series
26 Oulton Park, British Championships
26 Kimbolton, Kart & Superkart Series — Round 5

SEPTEMBER

- 1/2** Axamo, World and European Championships
9 Mallory Park, Zip/Bridgestone £5,000 Series and 125 Championships
9 Scottish Championships
9 Snetterton, Super One Series — Round 5
13-16 Leidsheim, World 135 Championships
16 Snetterton, Final Round of Kart & Superkart Series
22 Donington TV race
23 Snetterton, Zip/Bridgestone £5,000 125 Series and British Championships
29 Cadwell Park
30 Mallory Park, BRSCC 125 Series
30 Le Mans, World Championships Series

OCTOBER

- 7** Wombwell, Super One Series Final Round
13 Mallory Park, BRSCC 125 Series
21 Mallory Park, Superkart only

NOVEMBER

- 17/18** Cockburn, Asia Pacific Championships

DECEMBER

- 7-9** Bogota, 135 Pan American Trophy

Keep up to date. Read *Kart & Superkart* published the first Thursday each month!