



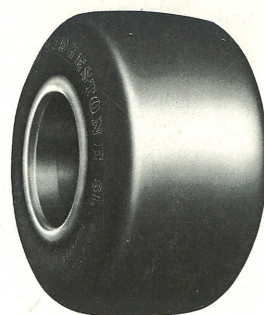
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Bridgestone cares about karters. Karting is the only family motor sport, and we've done more than any other tire maker to promote it. That's why wherever karts race, the checkered flags usually come down for the kart on Bridgestone tires.



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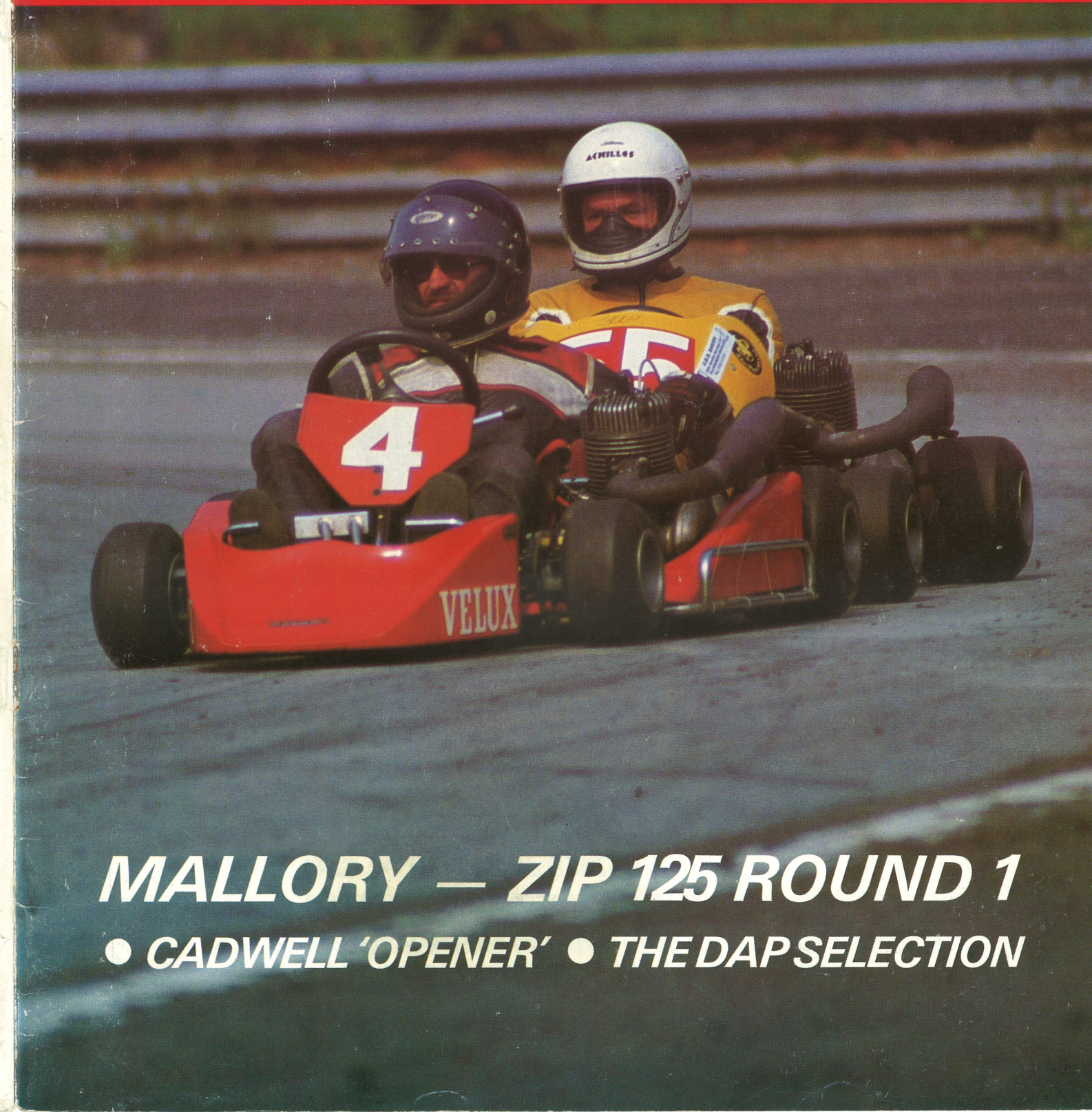
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KART AND SUPERKART

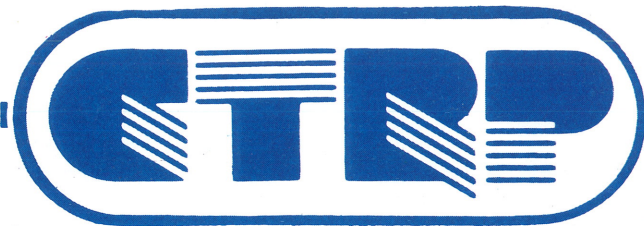
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APRIL 1984



MALLORY — ZIP 125 ROUND 1

• CADWELL 'OPENER' • THE DAP SELECTION



ORDERS TAKEN FOR 1984 ROTAX ENGINES — LIMITED NUMBER AVAILABLE

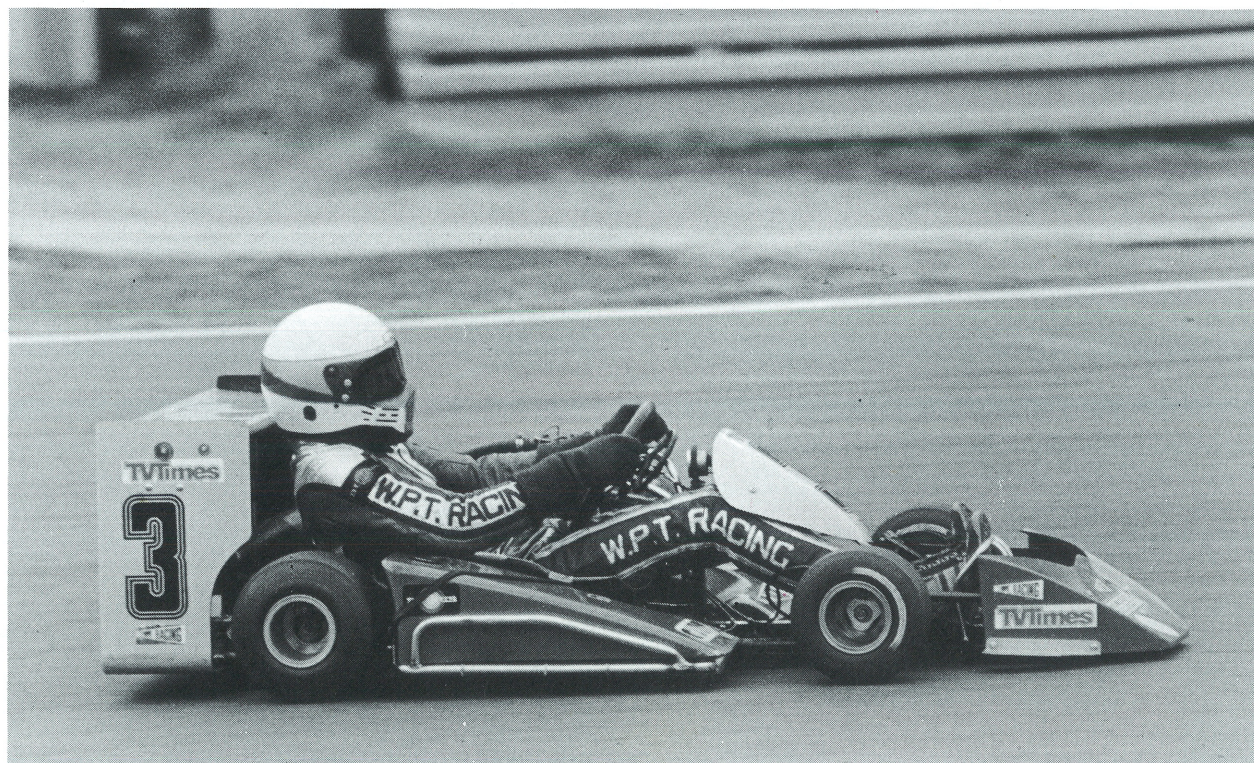
CONGRATULATIONS BRIAN HEEREY!
1st SOUTH AFRICAN GP, PLUS NEW LAP RECORD

1984 SPEC. CTRP PREPARED ZIP TEAM EQUIPMENT

ZIP KARTS & EQUIPMENT — We deal direct, we supply, we prepare. (*unbeatable prices.*)

FULLY TUNED AND DYNO-TESTED ENGINES. 125 & 256 Rotax, P.O.A.

Team leisure wear jackets, hats, jumpers, T-shirts, and overalls.



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BRIAN HEEREY spare CTRP Rotax engine (rebuilt)	£1,050.00 o.n.o.
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ZIP GP 250 Rotax, 1983, complete, ready to race	£1,800.00
CTRP Works 250 Rotax, 1983, ignition, carbs and exhaust	£1,295.00
CTRP 250 Yamaha, carbs, ignition and exhaust	£450.00
250 Racing Hovercraft (Betacraft)	Starting from £2,250.00
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Formula 1 Racing Hovercraft	Starting from £3,500.00
Microlite Phantom Mk II	£3,850.00

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UNIT 6D, SILVERSTONE CIRCUIT, SILVERSTONE, NR. TOWCESTER, NORTHANTS.

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All 100cc sprockets are fully machined and made of L70 material.

219pitch, 64T-95T	£3.30
35pitch, 56T-82T	£2.40
219pitch engine sprockets 10T, 11T	£3.30
35pitch engine sprockets 9T, 10T	£3.30
DID 219 HT chain (110 link box)	£7.15
DID 35T chain (100 link box)	£6.00
DID 35T chain (10 metre box)	£52.25
1/2" x 5/16" steel machined 4-hole sprockets, 23-36T	£3.50
1/2" x 5/16" DID 428H chain (per metre)	£7.15
1/2" x 5/16" Rotax drive sprocket	£9.35
17-28T	£9.35
1/2" x 5/16" Yamaha drive sprocket	£8.25
23T	£8.25
Reynold link extractor (new model)	£17.50
PJ1 chain lubricant	£3.30

ZIP HIGH QUALITY DIE-CAST COMPONENTS

Rear wheel boss, 25mm or 30mm bore	£4.15
Sprocket carrier 100cc, 25mm or 30mm bore	£4.15
Rear disc carrier, 25mm or 30mm bore	£4.50
Zip Super engine mount	£14.00

ZIP (Bridgestone approved) DIE-CAST WHEELS

Complete set (100cc) with 15mm front wheel bearings. Available all widths	£36.00
Complete set (125cc-250cc). Available in full range of sizes	£34.00
All wheel sets supplied less rear bosses. Add £2.50 per set for valves and O-rings.	
Die-cast rear wheel 5" up to 8" width with O-ring and valve, less rear boss	£9.00
Die-cast front wheel (gearbox classes), less front boss with O-ring and valve	£8.50
Die-cast front wheel (100cc) with bearings, valve and O-ring	£11.00

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Motoplat, 100cc comp '84 model	£40.00
Motoplat, 125cc Rotax	£60.50
Motoplat, 250cc Rotax, with back plate	£93.50
Motoplat, 250cc Yamaha with back plate	£93.50
Motoplat rpm gauge to suit all above	£44.00

Motocraft plugs	£2.25
NGK plugs	£2.50
New NGK plugs — 9EG and 10EG	£1.75
Zip professional Tyre Pressure Gauge, Masta	£16.50
New Zip Super tyre Pressure Gauge	£11.50
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4mm 'T' bar Allen key 'genuine Jacobs'	£1.50
5mm 'T' bar Allen key 'genuine Jacobs'	£1.50
6mm 'T' bar Allen key 'genuine Jacobs'	£1.50
Allen key foldaway set, in steel case, 2mm-6mm	£3.00
Zip cabinet-type steel tool box	£32.50
Tank tape, best quality, various colours	£4.50

GENERAL KART COMPONENTS

Zip noise box (compulsory RAC)	£12.90
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Zip leather-rim steering wheel	£10.00
Zip 100cc glass fibre seat	£11.50
Seat cover, foam padded	£8.75
Kart cover, special Zip type	£10.95
Genuine rose rod ends, 8mm female	£2.50
30mm HT ground finish axles	£11.00
25mm HT ground finish axles	£9.00
Number plates, all colours (100cc)	£0.35
Tillotson filters	£1.20
Chain guard strips	£0.30
Plastic finger guard	£1.10
Plastic chain/finger guard	£1.65
Plastic continental fuel tanks with special fittings	£4.50
Alloy finger guard	£3.00

STOPWATCHES

Cronus S.E.	£22.00
Cronus 3T	£44.00
Cronus LC20D	£55.00
Cronus 2D	£60.00
PVC case for SE, 3T, LC20D, 2D	£3.00

ZIP RACEWEAR

All PVC suits are available in Red, Green, Black or Blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.	
Zip std. PVC suit	£29.75
ZIP NEW TEAM SUITS are in the latest fashion with stripes up the side of arm, leg and body and carry Zip logo on back and shoulders	£32.00
ZIP NEW CIK SUITS	£32.00

"DO NOT FORGET THE NEW HELMET REGS FOR '84"

THE SIMPSON TYPE "82" A Helmet that will set a new standard in comfort and protection, designed specifically for Karting and used by **World Champion Martin Hines**.

NEW SIMPSON Type 82	£169.00 + VAT
SIMPSON Type 82 Carbon Fibre (You will not believe how light it is!)	£199.00 + VAT
BELL M.1. Special Offer SAVE £51	£99.00 + VAT
BELL TOUR STAR	£59.00
G.P.A. F.1. HELMET	£199.95 + VAT

ZIP NEW F.1 style CIK SUIT — A new standard in style and comfort	£42.00
Zip std. leather suits are available in colours and sizes as per PVC overalls but manufactured in top quality leather	£125.00
ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo.	
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Zip PVC racing boots	£12.75
Zip super leather boots	£18.00
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Long leather gloves	£12.00
Zip '84 suede boots	£20.00
Zip equipment bag	£6.00

HELMETS AND ACCESSORIES

All helmets are the latest specification BS1 2495-77 amend 5 or Snell 1980.

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Simpson type 82	£169.00
Simpson type 82 carbon fibre	£199.00
Simpson visor clear or tinted for type 82-32-14	£11.00
Simpson visor old type clear or tinted	£5.75
G.P.A. F.1 helmet	£199.95
G.P.A. visor	£30.00
Bell Tour Star	£59.00
Bell Star	£99.95
Bell Star Ltd	£125.00
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Bell M2, new F.1 style	£180.00
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Bell Tour Star visor, tinted	£6.20
Bell visor M.1. & M.2.	£12.00
Bell Star I and II visor	£4.00
Bell Star visor	£8.00
I.C.L. Vari clear (demister)	£2.00
Zip Rotor Visor, a must in the wet	£11.50
100% Cotton Balaclava	£2.00

BRIDGESTONE TYRES

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

4.5x10x5 YBN(SL) slick	£12.00
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3.5x10x5 YAK(SL) slick	£15.00
4.5x11x5 YAK(SL) slick	£15.00
4.5x10x5 YAK(SL) slick	£18.50

ZIP DISCOUNT CENTRES:

Taylor Racing, 'Monaco', 7 Mansfield Place, Crimond, Fraserburgh, Scotland. Tel: (03463) 2554
DMA Racing, 41A Oxford Street, Church Gresley, Burton-on-Trent, Staffs. Tel: (0283) 214489
Andy Kirkpatrick, 15 Port Glenelg Road, Ahoghill, Co. Antrim. Tel: (0266) 878203

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SEND YOUR ORDER TO THE CHOSEN CENTRE,
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PLEASE PRINT YOUR OWN ADDRESS CLEARLY ON THE ORDER.

I wish to pay by Cash/Cheque/Postal Order/Access/Barclaycard.
To Access/Barclaycard
I authorise you to debit my Access/Barclaycard Account with the amount of £
My ACCESS/BARCLAYCARD No. is

Name: _____

Cardholders address: _____

Signature: _____

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5.5x11x5 YBE slick	£15.00
7.5x11.5x5 YBE slick	£20.00

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All tyres '81 production, not old 1980 tyres.

4.5x11x5 CIK wet	£14.00
4.5x11x5 slick	£14.00
6.0x11x5 slick	£14.00

SPECIAL

800x8" Burris	£16.00
---------------	--------

ZIP SPUN ALLOY WHEELS

The original Zip Deluxe spun alloy wheels — not to be confused with pattern types.

Front rim 5" x 2"	£2.35
Front rim 5" x 2 1/2"	£2.80
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Rear rim 5" x 4"	£3.12
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Rear rim 5" x 2 1/2"	£2.60
Rear rim 5" x 2"	£2.35
'O' rings for above	£0.20

"SOMETHING DIFFERENT"

New superthin Bendy inspection light. Look through plug hole to inspect mixture, host of accessories... £30 + VAT

Pigskin suede racing boots, a new level of comfort, red, blue, or black with contrasting stripe... £20 + VAT

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And can't get a suit from off the peg
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100 BRITAIN, GILLARD rolling chassis and Hewland Arrow 50.9 engine, Evans tuned and N ported, (a winner at £375 ono). 100 Britain Parilla complete £50. Spare barrel and head for Hewland and piston £30. Plus many other spares including tyres (Bridgestones, Dunlops, Carlisle) rims, exhausts, sprockets, helmet etc. Phone: T. Lethaby 0271 42995.

210 BARLOTTIE. DISCS, QUICK, tools, wets, spare engine, ready to race. £375 ono. APV engine £250. 36 carb £8. Motiv Exhaust £28, & rev counter. 01-223 2723.

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10ft 3-berth Lunar, in reasonable condition, complete with awning, gas cooker, fridge etc. Great saver of accommodation expenses.

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(evenings)

100 BRITAIN ZIP/DAP T80, fully Tabor tuned, one meeting only, very fast — c/w wets, stand, helmet, suit, sprockets etc. Complete and ready to race. Ideal novice £600 ono. Tel: Weston Super Mare 0934 20330 evenings.

100 NATIONAL HB 81 KART, Manx TT long stroke motor. Standard bore. Lockheed brake. Ready to race. £280. Carlisle wets on rims £25. Tel: Epworth (S.Humberside) 872371.

TKM/TKM OUTFIT. Fully tuned by Simon Wright. Class winner. (100 Nat.) Also set Carlisle Britain tyres plus set Bridgestone YBE's (125) for details (0480) 53139 John.

BARGAIN!

210 National Motors

Two engines complete with motoplat, carbs, pumps etc and many spares. One motor, only done 2 meetings.

THE LOT £275 + VAT

Further details contact:
Red Dragon Competitions
(0269) 2759

ZIP GP 250 KTM. Virtually new. Full fibreglass, Rotax mounts. Kelgate brakes. Bridgestones all round plus two new slicks on rims. Ready to race. £795 or offers on rolling chassis. Phone: 031-663 3292. May deliver.

ZIP 100cc BRITAIN KART WITH TKM FF99 3-port engine, little used. £175. Beyton (Suffolk) 70759.

SURESPEED

(engine developments)
FOR ROTAX 125 ENGINES

and agents for

WRIGHT KARTS

Sale, preparation, service tuning, and repairs.

Contact JOHN BROOKS
Coventry (0203) 611224

SPRINT PARILLA 100 BRITAIN ideal for novice, Junior or Senior, ready to race £165. Maidenhead 38460.

LANE AEROSPACE PRO/TKM L90TT 48.0. Just been completely rebuilt, very competitive, very good condition, c/w suit, stand, some spares £390. Simpson type 32, 7 ¼, as new £90. Tel: 01-656 1006 (Croydon).

NORMAN BOX'S SALE

4th place 1983 K&S equipment.
3 Birel Chassis

4 Parilla TT22 and TT27 engines.

Immaculate condition, plus many spares.

Mercedes Van/camper complete with everything for the serious competitor.

Worcester (0905) 351362

ZIP GP ROTAX 125. Regularly raced last two seasons. Maintained to high standard. Very reliable. Includes: bodywork, leathers, wets, spares, some assistance at local circuits if required. Specification sheet available. First £700 secures. Reading (0734) 585211 ext 2837.

FOR SALE: YAMAHA R.D. 350 LC. Engine complete with radiator, barrels, pistons, etc. £250 ono.

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Racewear

THE WORLD CHAMPIONS CHOICE

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Tel: 074 76 3910

ZIP GP 250 G YAMAHA, new Bridgestone wets on rims, 2 sets slicks on rims, 2 sets slicks, leathers, Bell star, stand, kart trailer, £685 ono. 0474 874169.

BRITAIN KESTREL ARROW new April '82. Total running time under 2 hours. 1 race only, unused 18 months. £450 ono. Full details, Southend 219496 after 6pm.

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Tel: Welwyn Garden City 35141/2

100 NATIONAL TKM ROLLING CHASSIS VGC, C/W ventilated disc and stand. £150. Wets, sprockets, chain, clothing etc also available. Tel: 01-589 0059 (London).

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Direct from the Manufacturer

Contact

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Birmingham B21 0QW
or call 021-523 0732

SUPERKART. AERO TZ250cc watercooled, ex-works engine, full body work in black, some spare wheels and tyres, etc. Note: engine needs crank and barrels. £450 ono. Tel: Truro 40013 office hours.

BARLOTTI/UPTON 210, sparking condition, not raced since complete rebuild or engine/chassis. Spares and bodywork £390 ono. Also Merlin tuned 210, fully rebuilt £225 ono. Tel: 01-542 4628 anytime. Delivery arranged.

BARLOTTI 84B brand new, black or read, complete with Luby tuned CR125 Honda, motiv pipe, Mikuni carb, Dunlop tyres. Ideal for P&R series. £795. Glossop 62668 anytime.

250 INTERNATIONAL ZIP SHADOW TZ Yamaha. Long/Short circuit machine., Inserted heads, 38mm power jets, Hejira rev counter, winner at Heysham last year. £495 ono. Tel: Dumfries 67653.

ZIP YAMAHA 250 International A/C TD3/rd YBE Bridgestones, side tank, fairing. Good short circuit kart £375 ono. Tel: Farnborough (Hants) 544201.

TWO SETS OF YBE on Zip rims, little use, as new. £70 per set. New Rotax barrel, fully tuned £110. Omega pistons £17.50. Phone Chris (0529) 304926 Day; (0529) 303489 (Evening).

210 VILLIERS COMPLETE OUTFIT with spare engine, ally barrels and disc brakes, VGC, £375 ono. Brian (day) 01-597 2291; (evenings) 01-554 4281.

COBRA 100 NATIONAL outfit, excellent condition, choice of tyres £145. Arrow 50.8 complete with carb, ignition, exhaust and mount £160. Roger Moth Brighton 696548.

250 NATIONAL BARLOTTI KTM very fast, spare barrel plus head, rear Dunlops on Zip rims, set of wets, spare tuned exhaust, £500 ono. Telephone: Doncaster (0302) 744827.

FOR SALE: 100cc Blow Dart framed kart. £190 ono. Tel: Southampton 0703 331307.

WRIGHT NATIONAL CLASS ONE ROLLING CHASSIS, one seasons racing £120 ono. Also two Komet 135cc engines, fully prepared and complete, £100 each, (open to offers). Tel: Maidenhead 22299.

DINO/ROTAX 125 as new, only 5 meetings old, aeroquiped, long circuit bodywork, for sale due to change of plans £995 ono. Phone: Day 0484 711720, Night 0422 201141.

100 NAT EQUIPMENT PARNILLA TT27 fully rebuilt, needs running in, very quick, £250. TKM L90 also very quick £225. Both tuned with carb and exhaust also TKM chassis almost complete £125. 8 meetings old. Phone: Day 0484 711720, Night 0422 201141.

HOME TUNERS

Engine/machinery cleaning bath with recirculating cleaner, all on a proper stand. Brand new and still in wrapper, but **£40 under new cost at £200.**

Tel: Benington (043885) 663 (evenings)

100 BRITAIN COMPLETE OUTFIT Permier chassis, two new Arrow engines fully tuned and ready to race, all necessary extras, reluctant sale, hence immaculate condition. £825 ono. (0535) 69939.

100 NATIONAL LANE AEROSPACE/Parilla TT27, engine built for Mark Tredwell and used once, latest chassis, new wets on rims, suit, many special components, all new, £495 ono. Ring Gary 01-668 2618 anytime.

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CREDIT CARD ORDERS BY TELEPHONE



The tragic accident which resulted in the untimely death of young Chris Poore at Mallory Park on Sunday 1st April highlights the fact that anything can happen at any time. The sport has reached an ultra-competitive level in its evolution, though the tragedy was not the result of over-zealous driving. Even this early, the season has witnessed several incidents, all of which have occurred at the beginning or on the initial lap of a race. It does pose the question: are the grid formations too complex for a circuit such as Mallory to cope? Grids of four-three are too tight on a narrow strip of tarmac and, when impetus has already been gained starting off a rolling lap, the hazard factor is increased to an astounding level. To stand at the entry to Gerrards and witness forty-odd, closely bunched 125's bearing down on the corner is, to say the least, a daunting experience, one asking for trouble. It might be a good idea to alter the grid systems to relieve the pressure on both drivers and machinery, thus reducing to a large degree the accident potential. In the case of Chris Poore our sincerest condolences go out to his parents and relatives at their terrible bereavement.

The subject of medical documents also arose recently. With most other forms of motor sport in this or any other country, competitors are required to lodge medical cards/certificates with the appropriate authority at a meeting. Not so with karting. Now, why 'not so'. When an accident occurs, wouldn't it be infinitely better for the medical authorities to be in possession of first hand, reliable references, rather than possibly having to search through someone's coach/van looking for a piece of vital information.

The Minarelli 125 has been the focus of attention during recent months. The rotary valve version, pioneered by Kurt Luby, achieved a degree of notoriety following its debut at Rowrah towards the end of last season and began to claim for itself a considerable market. The general consensus was that the Rotax importers would 'strike while the iron was hot' and lobby the RAC about such an incursion into their domain, but not so the case. However the situation snow-balled, eventually pinning the RAC down to a decision. The result, a Technical Committee of Enquiry was convened to verify the eligibility of this latest Minarelli 125. The decision went against the motor because it was not in the form originally homologated. The decision also caused much chagrin to Jim Luby, as no-one but he appreciates the degree of his commitment. So, what of the future? Let's hope the Luby concern survives, because it is too important an ingredient for the karting world to lose.

Ed. McCormick

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

EDITOR: ED McCORMICK

ADVERTISING: JAYNE SPEIRS

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

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff. Conditions for acceptance of advertisements on page 3.

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KART AND SUPERKART

APRIL 1984

No.64

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FRONT COVER:

George Bett, 210 National, winner at the Cadwell season 'opener' at the end of February, seen here at Oulton Park during Round 5 of the 1983 British Championships.

(Pic: Rodger Calvert)

NEXT MONTH:*

**MALLORY INTERNATIONAL
WOMBWELL K&S ROUND ONE
GP EXCLUSIVE**

PUBLICATION DATE: 3rd MAY 1984

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



RAC News

KARTING COMMITTEE

For 1984 Mr. Michael Southcombe was elected Chairman and Mr. John Sutton Vice Chairman of the Kart Committee.

BOOSTER CLASS REGULATION CLARIFICATIONS

Side Panels

The basic price of the chassis does not include the cost of side panels. For 1984, although the use of side panels is highly recommended on the grounds of safety, they are not obligatory but may become mandatory in 1985.

Ventilated Disc Brakes

This prohibition refers to lateral ducting expressly employed for the purpose of ventilation and not to axial drilling done by the Manufacturer in the original part.

TYRE PRICES

Due to the fact that no inflation consideration has been given to the basic prices since the beginning of 1982, an increase of £1.50 per tyre on List A and £2.00 per tyre on Lists B and C has been approved. This will *not* apply to the published price of the tyres for the Junior Booster and Junior Booster classes.

BEAD RETENTION

It has been endorsed that some form of bead retention is obligatory for all classes when racing on long circuits.

250 NATIONAL

It is confirmed that non-rotary valve water-cooled engines will be admitted to the class in 1985. Applications for engines to be considered for the class, together with any necessary technical detail and drawings, must be received by the RAC MSA not later than the 14th August 1984. Should the initial application be successful, a minimum of 10 engine units will be required to be available for inspection.

REMINDER — The next Kart Open Day will take place at 31 Belgrave Square, London SW1 on Saturday 2nd June starting at 11.00am.

Registered Office: 31 Belgrave Square, London SW1X 8QH. Telephone: 01-235 8601.

NOTEWORTHY

ATTENTION 125cc and 250cc ROTAX OWNERS

1984 Rotax Parts and Price List Booklet, with fully exploded diagrams, general updating and running specifications, is now available. The cost is 60p per booklet and is available from **Zip Kart**. Please state engine model and cc and enclose large s.a.e.

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New fibreglass at discount prices, wings etc..

Over recent months karting news from 'down under' has been arriving in the Editorial Offices in a steady trickle. Communications are improving it seems..... Well, here goes with some more — an Australian season roundup, featuring Greg Whitchurch.

1983 National Championships

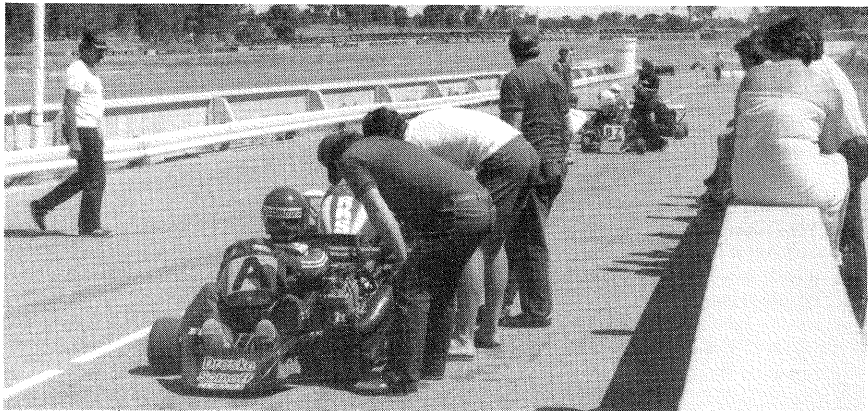
1st	Greg Whitchurch	(WA)	Zip/Rotax	1904 points
2nd	Warren Thompson	(SA)	Zip/Yamaha	1103 "
3rd	Paul Steebing	(Vic)	Zip/Yamaha	1096 "

1983 W.A. State Championships

1st	Greg Whitchurch	(WA)	Zip/Rotax	2005 points
2nd	Chas Bailey	(WA)	Dino/Yamaha	1327 "
3rd	Derek Robertson	(WA)	Dino/Yamaha	972 "
4th	Steve Rowe	(WA)	Zip/Yamaha	663 "

1983 King of Wanneroo

1st	Greg Whitchurch	(WA)	Zip/Rotax	1728 points
2nd	Dave Gannon	(WA)	—/—	1353 "
3rd	Ray Silversson	(WA)	—/—	997 "



On the Dummy Grid — W.A. State Championships.



Who says I'm advertising?

CLUB SCENE

At least the racing hadn't suffered and in the damp heats we saw some fierce, not to say sideways, racing. A drying track and brightening skies saw most runners change slick tyres for the finals and some good, fast dicing. The only black spot of the day was when a nasty accident befell Gary Prior and he had to be stretchered off the track, but, thankfully, it seems he has suffered no serious injuries.

JUNIORS

All the Juniors (seven Britains, and one each of Booster, National and National Novice) were run together. Ivan Turner romped away with the first heat from the battling duo of Emily Newman and Tom Radford. Nicky Hart was unlucky to go out after a collision when challenging Turner for the lead. In the second heat it was Tom Radford's turn to take an easy win from Turner, Newman and Hart.

For the final most runners were on the newly-adopted wide rear slicks, although there were apparently difficulties in getting them working properly so whether in fact they were any quicker than the old 4.5" tyres were debatable! It was Tom Radford who got the drop on pole-man Ivan Turner and led from start to finish. Paul Wells, who'd had bad heats, charged through to take second, while Emily Newman span behind him leaving Turner to take third place.

SENIOR BRITAINS

Seventeen competitors, five of whom were novices, made up the field. A dominant first heat win for Dart-man Dave Germain from Craig Booth and Darron Gibbs was reversed when Booth won the second heat from Andrew Guye-Johnson followed by Germain and Gibbs, thus giving Booth pole with Germain alongside. Best qualified novice was K. Reeves in 7th slot.

Dave Germain made a storming start into the lead from Gibbs, Guye-Johnson and Russ Malkin. A frustrated Booth lost his chain a the hairpin and coasted into retirement. Meanwhile, up front, Gibbs was really putting the pressure on Germain and eventually made a determined bid at the hairpin and pushed through into the lead. Further back Malkin was trying to do the same to Guye-Johnson but just couldn't get by and had to be content with leading his brother(?) Steve Malkin to the flag. First novice home was C. Hogben after Reeves failed to finish.

100 NATIONAL NOVICE

As usual at Tilbury the National Novices had a race of their own with fifteen entrants racing. The first heat saw Carl Long pull out a commanding lead over a distant G. Nicholls and M. Keyre. The second heat saw quite a tussle between Nicholls and Mark Harris until the latter spun leaving Graham Howard to take up the running, and although the gap closed it was Nicholls who held on to win.

So Nicholls had pole but it was Howard alongside who led into the hairpin. Long soon got by Nicholls for second and was closing on Howard when he span out after hitting a puddle avoiding a re-starting backmarker. This left Howard unchallenged and he won a clear victory from Nicholls, Harris and Raymond Cobb.

100 NATIONAL 'B'

A full twenty-eight kart grid provided some close, competitive racing. The first heat saw John Priestley beat Ashley Sinclair into second but come the second heat, when grid positions were reversed and it was Darron Innocent and Andy Constable who took the honours. Sinclair did however manage to work his way up to fifth behind Chris Dalton and Graham Gannon thus securing pole for the final.

As in the previous finals it was again the outside man, in this case Dalton, who snatched the lead from Sinclair, Constable and Innocent. Chaos reigned on the second lap when John Yeomans and Darron had a coming together. Who was guilty and who was innocent was anyone's guess! (Sorry — couldn't resist that pun!) This had the effect of giving Dalton and Constable an unassailable lead over next men up Malcolm Osborn, M. Townsend and M. Cole. Just before half distance a speeding Constable demoted Dalton from first place while further back Gannon got by Cole for fifth. Cole then promptly spun off! It was on the penultimate lap that D. Griffin and John Yeomans collided at the hairpin. Although it was a relatively minor accident Yeomans badly twisted his ankle and the race had to be stopped while he was attended to. The race order when the red flags came out was confirmed as the race result thus giving Constable a deserved victory.

100 NATIONAL 'A'

The eighteen strong field looked like producing a few fireworks with many top 100 National names entered. Gary Moynihan took the lead in the first heat and was looking fairly secure when he suffered the misfortune of loosing his chain. This left Steve Tillett dicing for the lead with Dart-man and 100 National champion Gary Prior but it was Tillett who held on to win from Prior, Brogan, Grice and Homewood. It was Zip driver Gary Till who took the second heat from British team member Jackie Brown, Lane-mounted Ricky Grice and Martin Homewood's Sprint. Gary Prior, struggling with a detaching whirly visor, could only manage fifth, albeit from the back of the grid, but it was good enough for pole.

As the flag went up it was Steve Tillett's Gillard that burst through to take the lead. Into the second lap and Jackie Brown dived inside Gary Prior on the fast Pits Corner. Some thought Jackie had the corner, most thought there was nothing in it, but whatever happened wheels inter-locked and Gary was sent into a horrifying cartwheel and was thrown from his kart into the barriers. It looked very bad and the race was stopped immediately. Obviously in some pain and shock Gary was loaded onto a stretcher and into the ambulance while Jackie, also considerably shocked but unhurt, showed considerable concern for the Dart driver. However, all was not as bad as it first appeared. The Saint John's Ambulance men diagnosed no broken bones, merely stunning, shock and considerable bruising, and Gary was back on his feet by the end of the meeting to the obvious relief of all.

Meanwhile the race was re-organised and, after the track had been cleared, restarted — but without Prior and Brown. Again Steve Tillett took the lead closely followed by Steve Brogan and Martin Homewood with a gap back to Mick Mayers, Gary Moynihan and Gary Till. On lap three Homewood got by Brogan and Mayers dropped back behind Moynihan and Till. A lap later the Moynihan-Till duo both got by Brogan to take third and fourth behind the unchallengeable Tillett and Homewood. By half distance Andy O'Hara and Ricky Grice were closing on Till and Brogan who were slowing each other up in a nose-to-tail dice in which you would have been hard-pressed to squeeze a feeler gauge between their bumpers. But Grice was out of luck — a suspected sieze saw him slide off at the end of the straight. O'Hara, however, did manage to catch the duelling pair and force himself between them to take fifth place. And that's how they finished — a good win for Steve Tillett from Homewood, Moynihan, Till, O'Hara and Brogan.

GEARBOX

Regular 250 International drivers Graham Arnold and Keith Ramage did not appear reducing the en-

tries to five 250 Internationals, two 250 Nationals, four 125 Nationals and two 210 Nationals, all of which were run together.

M. Thomson's Zip/Yamaha dominated the 250 International heats while Steve Thomas did likewise in 125 National and David Carden similarly in 250 National. Come the final and again Thomson won the International class. It was however 250 National driver, Carden, who set the pace and took not only class victory but left even the 250 International karts standing, despite losing half his rear wing (or perhaps because of!). Thomas won the 125 National race after quite a dice with S. Ford which was finally resolved when the latter retired with mechanical trouble. And Steve Young won the 210 National class.

Report & Pics: David Collier

JUNIOR BRITAIN

1st	Tom Radford	Kestrel/Arrow
2nd	Paul Wells	Dart/Arrow
3rd	Ivan Turner	Zip/BPH Arrow

JUNIOR BOOSTER NOVICE

1st	R. Easterling	Dart/Arrow
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JUNIOR NATIONAL

1st	S. Law	Dino/Parilla
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SENIOR BRITAIN

1st	Darron Gibbs	Zip/ERE Arrow
2nd	Dave Germain	Dart/DK TKM
3rd	Andy Guye-Johnson	Sprint/Arrow

SENIOR BRITAIN NOVICE

1st	C. Hogben	Kestrel/Arrow
2nd	K. McLurg	Lynx/Arrow

100 NATIONAL NOVICE

1st	Graham Howard	Wright/Yamaha
2nd	G. Nicholls	Zip/PCR
3rd	Mark Harris	Dart/Parilla
4th	R. Cobb	Dart/TKM

100 NATIONAL 'B'

1st	Andy Constable	Dart/Parilla
2nd	Chris Dalton	Dart/TKM
3rd	Malcolm Osborn	Dart/TKM
4th	M. Townsend	Dino/Yamaha
5th	Graham Gannon	Dart/TKM
6th	John Priestley	Dart/TKM

100 NATIONAL 'A'

1st	Steve Tillett	Gillard/Parilla
2nd	Martin Homewood	Sprint/Parilla
3rd	Gary Moynihan	Wright/Yamaha
4th	Gary Till	Zip/Zip
5th	Andy O'Hara	Sisley/Parilla
6th	Steve Brogan	Cobra/Parilla

250 INTERNATIONAL

1st	M. Thomson	Zip/Yamaha
2nd	I. Leverett	Lynx/Yamaha

250 NATIONAL

1st	David Carden	Aero/Yamaha
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210 NATIONAL

1st	Steve Young	Blow/Upton
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125 NATIONAL

1st	Steve Thomas	Barlotti/Honda
2nd	G. Scown	Zip/Rotax

IMPORTANT

Kart and Superkart/Bridgestone 100cc National Series

As the International class is now 135cc, the following amendment is made to the regulations governing entrants for the Championships. Drivers who hold a Super Licence or who enter the 1984 European, World or any International 135cc official event will not be eligible to enter the Kart and Superkart Series.

TECHNET ELECTRONICS SPONSORS TIM PARROTT

Tim Parrott's sponsorship presentation during the evening of 14th February was quite an impressive affair. Technet Electronics Ltd, of Bretton, Peterborough responded with keen interest to Tim's request for assistance to contest the 1984 Superkart season. Technet's Managing Director, Peter Dedman is a very market orientated individual. The company manufactures and supplies multilayer circuit boards for the electronics industry, with the emphasis on quality and fast turnaround of small quantity prototype circuit boards. The key phrase being 'fast, small and impressive' is precisely what attracted Technet to Superkart racing and Tim in particular because of the professional manner in which he was able to put his case across. The machine Tim will be driving this coming season is a new Zip allowing for the two forms of long circuit bodywork: the conventional side pod and nose cone version and the latest full-bodied configuration in which the outfit was clad for the presentation. Coloured in dark blue it more than adequately displayed the Technet stickers, along with those of Silkolene Lubricants and Alpha Electronics who will also continue to sponsor Tim for the 1984 season. Trade support has also been obtained from ND Racing Plugs of Andover Norton Ltd, and Tsubaki Racing Chain from Rickman Accessories Ltd. The overall team organisation and preparation is again being looked after by Steve Berrill and Tim's father, Ken Parrott. The services of engine tuner Peter Berry have been obtained for the season.

The generous support Technet is supplying, along with Tim's other sponsors means that he can look forward to a very full racing programme, embracing all the rounds of the British Long Circuit Championships, the ITV World of Sport Donington Series and the remaining three rounds of the CIK/Bridgestone World Formula 'E' Superkart Series to be held at Silverstone, Nurburgring and Le Mans. There is also the likelihood that he will contend the Belgian and Dutch Grands Prix.

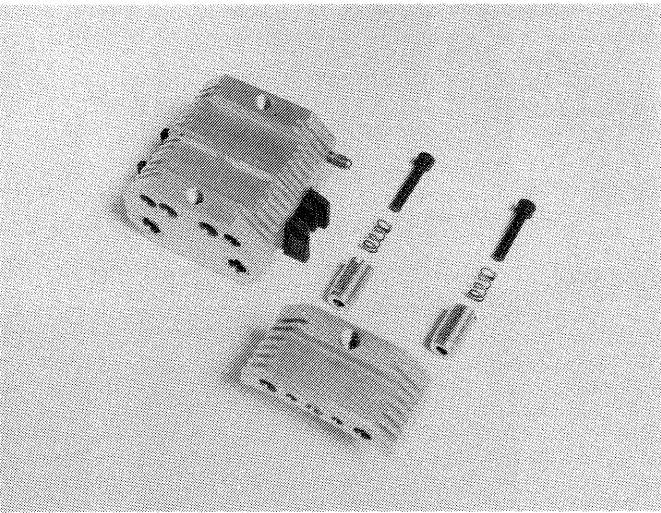
Zip Brakes — The Latest Model

Introduction of a new uprated brake caliper came into effect in February 1984. The basic hydraulic principle is unchanged from the previous models. The caliper is easily identified by the reduction in size and close cut cooling fins. (See photograph).

The features of the brake are as follows:

1. Only one bleed nipple per caliper to facilitate easier bleeding.
2. Large adjuster face with pad return spring and securing bolt housed within the adjuster, resulting in direct pad retraction, enabling parallel pad alignment. With the reduction in size, weight and the introduction of cooling fins to the leading edges, the caliper disperses heat from the pads quicker than previous models.
3. Master Cylinder piston size is now standard with 20mm piston, with the earlier 24mm cylinder being offered as an option. The 20mm cylinder gives far greater line pressure, resulting in less pedal pressure being required.

Maintenance and service procedures remain unchanged from previous models.



Tim with his sponsors. Peter Dedman, Technet Managing Director (second from left).

BY BARRY FOLEY

FRIGGIT

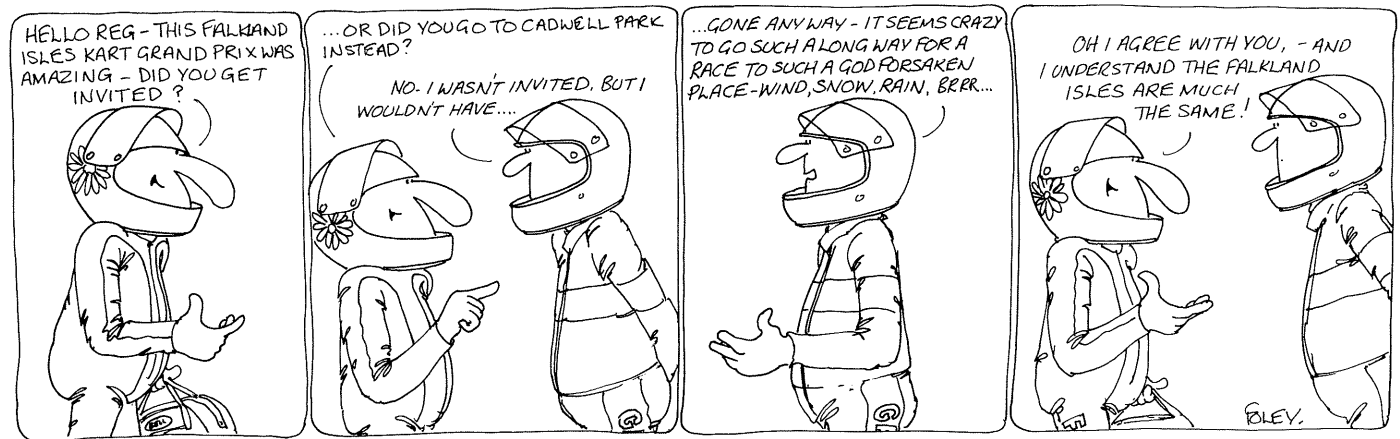


Photo Caption Competition

This month's caption competition is a little different, in that we ask what comments likely observers maybe making about this well known building. Such as:

"I thought there was supposed to be a Copper on duty here?"

"There is, but he was called in — apparently they're short of a member on a Committee of Enquiry!"

Have you any ideas. If so, send them to:

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

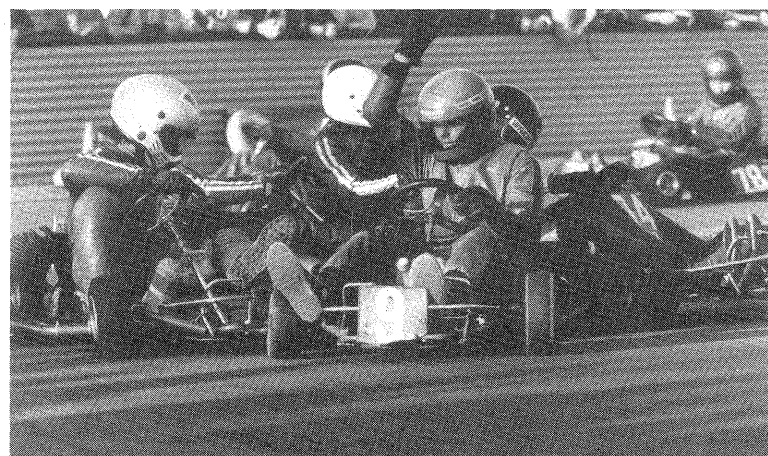
Most original suggestion will probably lose his competition licence!



LAST MONTH'S WINNER

Mark Lundle of Woking, Surrey with:

"Hold it lads! My shoelace has come undone!"



CROSSWORD MARCH SOLUTION



ACROSS

- 1&4 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)

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Lindholme

BORDERS KART CLUB — SUNDAY 4th MARCH

After the various trials and tribulations that have beset the Club, racing kicked off the 1984 season at Lindholme with small grids in all classes. The weather stayed cool and damp all day with the track mostly being too wet for slicks and to dry for wets.

210 NATIONAL

The heats were evenly split with Brian Finn, Dud Martin and Rod Harpham each having a win. Colyn Firth, Jon Mark and Novice Andy Wilson were also going well.

In the final, it was Brian Finn who went into an immediate and uncatchable lead. Behind him were Rod Harpham, Dud Martin, Colyn Firth and Jon Mark. As the race progressed, the combination of a slippery track and the pace caused problems as drivers either spun or dopped out with mechanical problems and only five made it to the finish, with Brian Finn running out the winner from Colyn Firth and Rod Harpham. The only two other finishers were novices Andy Wilson and Paul Wilson (no relation) who drove well in the tricky conditions.

125 NATIONAL

The largest grid of the day produced some of the best racing. Chris Stoney soon stamped his authority on the field with 1st, 3rd and 2nd places in the heats. He was ably assisted by Chris Anderson, Barry Sherriff, Wayne Stanford and John McCann, to name but a few. At the start of the final it was Chris Stoney who led the field away with Mark Higgins, Sherriff, Anderson, Dennis Froggatt, Steve Murray, Ron Ridley and Gary Buckingham strung out behind. There were very little doubt that, barring accidents, Stoney would win, so the main interest centred on the battle for 2nd and 3rd places. Steve Murray moved from 5th to 2nd in one lap, and on the same lap Barry Sherriff spun out of contention. Although he was able to restart he was a lap down on the leaders. This let Chris Anderson into 3rd place and Dennis Froggatt into 4th. That's the way it stayed until two laps from home when Anderson nearly came to grief and allowed Ron Ridley through to 4th. At the chequered flag it was Stoney from Murray, Froggatt, Ridley and Anderson. The only driver to finish on the same lap as the leaders was Novice Ian Spencer, the remaining 7 finishers were all at least one lap down.

250 NATIONAL AND INTERNATIONAL

The surprise of the day was when Novice No.9 in an immaculate Rotax won all three heats to take pole position for the final. A quick glance at the programme revealed non other than Steve Gill who I last saw a couple of years ago ably piloting a British outfit. A welcome return also for Graham Marris at his first meeting for nearly two years after parking his 125 in the Armco at Oulton Park at speed. Graham Carlisle went well in the first heat but mechanical problems sidelined him in the next two heats. Dud Martin also went well, being the first National outfit home in the first and third heats. In the final, Graham Marris led briefly before being displaced by Steve Gill. Gill was unchallenged for the rest of the race as was Marris in second place. Dud Martin finished third and Novices Colin Thompson and Colin Wray completed the field.

100 SENIORS

With only four Britain outfits signed on, both of the Senior Classes were combined. This produced some very interesting results in the heats with Britain drivers Richard Guest, John Wilcock and Colin Astbury all getting good results, ending up 5th, 2nd and 4th respectively on the final grid. In the National class the main rivals were Pat Teatum, Mark Hotham and Steve Hall. Mark Hotham swooped into the lead at the start of the final with John Wilcock, Darren Scott, Colin Astbury, Steve Hall, Pat Teatum and Richard Guest in pursuit. Again the tricky conditions soon sorted the men from the boys and the field was thinned by a mixture of spins, minor shunts and dead engines. Mark Hotham drove superbly at the front even though he came under a lot of pressure from John Wilcock until he (John) became a victim of the conditions. This left Colin Astbury to take up the challenge as he relentlessly clawed back the distance between Mark and himself. It would have been close in any case, but with just three laps to go, Mark had to take a rapid action when two Novices who had spun at the paddock hairpin and effectively blocked the track. This let Astbury close right up on Hotham and on the next lap he went past to take the lead. Colin was the first and only Britain to finish, and did so in fine style. Mark Hotham was the first National outfit to finish, only a matter of inches behind Astbury. Steve Hall and Pat Teatum brought up the next two places with Trev Parkinson and Kieran Hayden being only the remaining two to finish.

100 JUNIORS

Steven Hazlett seemed to be the one to watch as he went to take two wins and a 5th place. Martin



Junior Booster — Darren Angell. (Pic: Rodger Calvert).

CLUB SCENE

Powell was also going well with two second places and a 1st. Local favourite Rob Wilson on the other hand was having a poor day of it as he took a 4th, 2nd and a 7th place in the heats.

Steven Hazlett led the field away in the final and immediately came under pressure from Rob Wilson, who had by now sorted out his earlier problems. Behind this pair came Stuart Wallace, Michael Hair, Martin Powell, Darren Angell on the only Booster Class kart and Gary Creaser.

Hazlett held the lead for three laps until Rob Wilson found a way past that set the crowd on its feet. Rob slid past Steve at the entrance to the second chicane, a place that usually punishes any such manoeuvre by a trip into the tyres. Although Steve fought back strongly he was unable to disturb Rob and that's the way it stayed to the final flag, with Martin Powell and Stuart Wallace taking 3rd and 4th places.

CLUB NEWS

Please note the new Competition Secretary:-

Vin Ashton, who is expecting a happy event is temporarily retiring from the scene, and we wish her all the best for the future. During her absence the new Competition Secretary is Sue Stocks, 24 Corporation Road, Scunthorpe, South Humberside DN15 6QB. Tel: (0724) 857311.

This is effective as from the 5th March until the end of the year.

John Stocks

100 JUNIORS

1st	Rob Wilson	Boxer/TKM
2nd	Steve Hazlett	Zip Jeta/Arrow
3rd	Martin Powell	Premier/Arrow

100 BRITAIN

1st	Colin Astbury	Boxer/FRED Arrow
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100 NATIONAL

1st	Mark Hotham	Astra/SRM TKM
2nd	Steve Hall	DMA Master/Parilla
3rd	Pat Teatum	Knight/PatRon Arrow
Nov	Trev Parkinson	Zip/DAP

125 NATIONAL

1st	Chris Stoney	Barlotti/Rotax
2nd	Steve Murray	Zip/Pit Stop Rotax
3rd	Dennis Froggatt	Phoenix/Rotax
4th	Ron Ridley	RRR/RRR Rotax

210 NATIONAL

1st	Brian Finn	Barlotti/Villiers
2nd	Colyn Frith	Barlotti/Upton
3rd	Rod Harpham	Zip/Patterson

250 NATIONAL

1st	Graham Marris	Zip/Pit Stop Yamaha
2nd	Dud Martin	Sprint/Cagiva

250 INTERNATIONAL

1st	Steve Gill	?/Rotax
2nd	Colin Thompson	CTRP/Rotax

Tilbury

MARCH 11th

With one hundred entries, over sixty of which were in the 100 National class, it was something of a sign of the times that only ten Juniors were racing. With the proliferation of classes and the increasing costs of competing, not to mention the recession, the field was well down on three, two or even one year ago.

CLUB SCENE

SENIOR BRITAIN

Jamie Beasley, currently the young man to beat in the Senior Britain class, won both heats. The starter let the final go and Jamie led at once, from Adrian Cottrell, and Rupert March. Adrian Cottrell pressured Jamie and it became apparent that Jamie was experiencing intermittent carburettor trouble. By the fifth lap the field had settled somewhat. Adrian took advantage of Jamie's difficulty and passed in the top hairpin. Paul Rixon with his demon Arrow had charged through to third place, one more lap and Paul was second. Making his presence known was Adrian Chapman and with consistent pressure he had gained 4th spot. Rupert March clung on grimly but he was gradually losing out to the more experienced drivers. Meanwhile Simon Richardson's attempts to pass Don Thacker were constantly being thwarted. In the hairpin, Thacker tried to hold Richardson out, spun and was T-boned. By the last lap the race order seemed to be established. Adrian Cottrell at the helm, Paul Rixon second, Jamie Beasley third. This was not to be; Adrian Chapman put in a last burst and passed Jamie with just ½ a lap to go.

100 NATIONAL

A spectacular piece of low flying by Darrell Beasley in the first heat put both Darrell and Jeremy Cotterill in the 'B' Final. The four qualifiers from the 'B' Final were Jeremy Cotterill, Martin Homewood, Ian Hiscock and Ron Shone. Charlie Brown's excellent driving in the heats gave him pole position. The 100 Nationals were in for a ticking off from the Clerk of the Course, for their general bad conduct on the rolling lap including preventing adrift drivers from taking up their grid positions. Eventually after several tense rolling laps the 'A' Final got away. Charlie Brown dived into the lead with a continuous flow of karts in his slip stream, Brian Taylor, Rob Owen, Ray Lewis, Maurice Healey, Gordon Message, and Simon Pain. In the first hairpin Rob Owen tangled with Brian Taylor sidelining them both. By the end of lap one, Cotterill had made his way through to eighth place, Rob Owen, mobile again, had recovered no less than twelve places and was lying tenth. The race leader, Charlie Brown was moving away from Ray Lewis and Richard Weatherley. Third time around and Charlie's lead was increasing. Richard Weatherley outwitted Ray Lewis in the top hairpin to take second place. Gordon Message was now in fourth position. Jeremy Cotterill, fifth having passing Maurice Healey. One lap more and Rob Owen was up to fifth. Lap six saw several changes of fortune. Charlie Brown's seemingly safe lead was shattered when his engine seized as he closed on the top hairpin. Richard Weatherley was handed first place. Gordon Message was promoted briefly to second place, with an "on the move" Jeremy Cotterill right behind. Fourth place was occupied by Ray Lewis defending his position from the attentions of Rob Owen. Another 'B' finalist, Martin Homewood was showing us that he has not lost his style. Martin Homewood got up to sixth just in front of Andy Pallister. Maurice Healey's very creditable effort in the final ended when his engine failed him. Andrew Pallister now seventh was leading Stephen Hall home. Richard Weatherley's premier position was secure, Gordon Message's second was eventually swallowed up in the chicane as Jeremy Cotterill finished his forward charge. The chequered flag greeted Richard Weatherley first, bringing to a close a most eventful final.

As the day drew to a close I think everyone became obsessed with the prospect of going home, I heard a variety of solutions to rid people of the memory of the low temperature. The most appealing being a glass of whisky and a roaring log fire. I love kart racing but I cannot think of an occasion when I was quite so keen to get home. I hope we can organise some warmer weather for the rest of the season.

125 NATIONAL

Mark Allen with two heat wins notched up, made a typically decisive start. Mark set a cracking pace. Colin Poole briefly held second place but Russell Powell soon ousted him. Chris Tomkinson's fourth was lost when he spun in the chicane which dropped him to tenth. In fifth and sixth places were the Dells

and in seventh and eight Russel Caldwell and Howard Watkins, newcomers to Sherington. Chris Tomkinson recovered his lost ground and pulled through to sixth. On the fifth lap Colin Poole successfully passed Russell Powell and although he was closing the distance between himself and Mark Allen, the race leader, Colin was just not quick enough. Russell Powell obviously in difficulty faded but just managed to cling onto sixth. He was passed by Chris Tomkinson who by then had developed an engine problem, Russell then repassed Chris. It was very pleasing to see such a large entry of 125 Nationals. Mark Allen has recorded his first win of the season at Sherington after a very comfortable drive.

210 National heat winners: Colin Hoare and Andy Worton

250 National heat winner: John Ottrey

250 International heat winners: John Walton and Stephen South

The above gearbox classes ran together in a ten lap final. **250 International** John Walton made the best start, his main challenger Stephen South spun off at the top hairpin taking off Colin Hoare with him (Colin, a 210 contender) Stephen got re-started and was lying sixth overall. Stephen made good progress through the field, taking John Ottrey (the 250 Nat race leader) into the chicane. On lap four he passed John Walton as they came down the straight into the chicane and Stephen became the new race leader. John Walton maintained second place until the final lap when his motor came to a rapid halt in the top hairpin.

250 National: The 250 Nationals must be fed up with the sight of John Ottrey's rear bumper. John is still producing the fine racing we saw in 1983. He was first away in the final Andrew Knott gradually dropped back. By lap five Chris Tomkinson had Andrew in his view but despite closing the margin he was never close enough to contemplate passing. In fourth place was one of the youngest of the 250 Nationals, Adam Philpotts. The first meeting of the year gave John Ottrey a clean sweep.

210 National: The 210 Nationals had lost some of their number to the 125 Nationals. Andy Worton headed the 210s — a disastrous first lap incident for Colin Hoare meant coming from the back of the field. Colin consistently passed one kart per lap till on the fourth lap he challenged and took the lead. Andy Worton maintained his second spot to put up any real opposition. Paul Umney never under any pressure came third. Dominic Wishlade made a good start but was then passed early in the final by John Browning who eventually finished fourth. A convincing win from the rear of the pack for Colin Hoare.

As the day drew to a close I think everyone became obsessed with the prospect of going home, I heard a variety of solutions to rid people of the memory of the low temperature. The most appealing being a glass of whisky and a roaring log fire. I love kart racing but I cannot think of an occasion when I was quite so keen to get home. I hope we can organise some warmer weather for the rest of the season.

JUNIOR NATIONAL

The Junior National heats were won by Scott Bevis and Andy Routledge. The final was a flag to flag victory for Andy. Scott made every effort to change the leadership eventually he lost control out of cafe corner. He had such a considerable lead over third place man Stephen Keech, Scott did not drop his second place. A very steady piece of driving from Andy Routledge gave him the first Junior National win of the season.

Maggie Filkin

JUNIOR BOOSTER

1st Daniel Horgan Reema/Arrow
2nd David Wilson Kestrel/Arrow

JUNIOR BRITAIN

1st Martin O'Connell UFO/Arrow
2nd Martin Powell Premier/Arrow
3rd Guy Wood KEG/Arrow
4th Andrew Smith Wright/Arrow

JUNIOR NATIONAL

1st Andy Routledge Zip/PCR
2nd Scott Bevis Sirio/DAP

SENIOR BRITAIN

1st Adrian Cottrell Zip/Arrow
2nd Paul Rixon KEG/Arrow
3rd Adrian Chapman Zip/Arrow
4th Jamie Beasley BM/Arrow
5th Martin Sears KEG/Parilla

100 NATIONAL

1st Richard Weatherley Sprint/Parilla
2nd Jeremy Cotterill Kali/Yamaha
3rd Gordon Message Dart/TKM
4th Martin Homewood Sprint/Parilla
5th Robert Owen Gillard/Parilla
6th Ray Lewis Zip/Parilla

125 NATIONAL

1st Mark Allen Dino/Rotax
2nd Colin Poole Zip/Rotax
3rd Alan Dell Zip/Rotax
4th Maggie Dell Zip/Rotax

210 NATIONAL

1st Colin Hoare Zip/Villiers
2nd Andy Worton Dale/Villiers

250 NATIONAL

1st John Ottrey Zip/Yamaha
2nd Andrew Knott Aero/Bultaco

250 INTERNATIONAL

1st Stephen South Zip/Rotax

3 Sisters

19th FEBRUARY JUNIORS

1st Dale Spruce Boxer/Arrow
2nd J. Worden (Booster) Wright/Arrow
3rd Stuart Wallace Boxer/TKM
4th S. Cooke-Martin Blow/Parilla

100 NATIONAL/100 BRITAIN

1st A. Fairless Ferrari/TKM
2nd Frank Crankshaw Phoenix/Yamaha
3rd Ian Flannigan Birel/DAP
4th N. Critchley Wright/Hewland

125cc

1st Kurt Luby Phoenix/Aspes
2nd S. Cowell Phoenix/Rotax
3rd A. West Barlotti/Rotax
4th A. Thornhill Zip/Rotax

250cc INT/NAT/210 NAT

1st T. Cryer Zip/Rotax
2nd T. Ryan Zip/Yamaha (Twin)
3rd D. Thompson Barlotti/Villiers (210cc)
4th N. MacDougal Zip/Yamaha (250 Nat)

Report:
Rodger Calvert

Kart & Superkart

Dear Sir,

Re: the comment in 100 Scene, the Dunkswell Committee members feel very strongly about Dunkswell being replaced and the comment "not surprisingly". We would like to know why "not surprisingly", and would point out that we had not even contemplated applying for a Round of this Series in 1984 due to the inaptitude of your organisers in 1983.

We await your comments.

Yours faithfully

Doris L. Mitchell (Miss)

Secretary

Dunkswell Kart Racing Club Ltd

Dunkswell Airfield

Nr. Honiton, Devon

Dear Miss Mitchell,

Thank you for your letter of February 1984 regarding the 100 Scene comments in the February issue of *Kart and Superkart*. Firstly, let me say I am pleased to see you have taken interest in the article and written expressing your Committee's views.

As I am sure you are aware, the column is intended to raise critically relevant issues of the time and create a stimulus. Unfortunately not all things will please all people. The comment 'not surprisingly' was based on several factors:

- A general lack of understanding of the Kart and Superkart rules.
- Mixing of 'Club' 100 National drivers with 'Series' drivers in the heats, creating total confusion to points scoring (also some number plates were duplicated).
- Non-compliance to the points scoring system of the Series, which was further complicated by delay in submitting the lap charts to the organisers.
- Preferential pit locations on hard standing for regulars.

In an effort to justify the comments made and give some substance to the argument, views were sought from several well-known 100 National drivers in an attempt to arrive at what are intended to be helpful conclusions. The general consensus of opinion was that the circuit is rather dangerous. At the fast left-hander near the hanger, karts are travelling downhill at maximum speed and are only separated from traffic on the upward part of the circuit by a few tyres. Surely the corner could be modified to improve its nature and also the hazard.

One general suggestion on improvement would be to 'feather' the kerbs and add 'ripples' or 'running

A NEW HOME FOR PLYMOUTH KART CLUB

After running safely and spectacularly on Plymouth Hoe for three seasons, the Plymouth KC suddenly found themselves without a venue for 1984 when the City Council banned all motoring events from the Hoe.

We hasten to add that this was in no way the responsibility of Karting, but could be laid firmly at the door of a motor club — they aren't very popular at the moment!

After months of searching, phoning and letter writing, the club has finally found a new venue in the city. It is the car-park of the Toshiba factory in Ernesettle Lane, just five miles from the city centre.

Although lacking the Hoe's spectacular backdrop the circuit, tentively called Riverside Kartway, is surrounded by fir trees, while the river Tamar is just ¼ mile away across the fields.

The track should provide more entertaining racing than the Hoe, as it has a greater variety of turns and sweeps as well as a decent straight. The most interesting corner is an adverse camber 180 leading onto the main straight.

A recent practice session saw all classes of karts in action, from Juniors to Rotax, and the drivers expressed themselves delighted with the new circuit. Speed-wise it looks as if Clay Pigeon gearing should suit.

After the meeting a club member went into Ernesettle estate to canvass householders, re: possible noise nuisance, but discovered to his delight that of the twenty doors he knocked on, not one was even aware that karting had taken place. In fact about half were miffed that they had missed the action!

All thanks to Alan Grayson (Plymouth Leisure Services Committee) and George Harris (Personnel Manager of Toshiba) for working together to find the Plymouth KC a home in 1984.

John Kitson
65 Flamstead Crescent
Kings Tamerton
Plymouth



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

strips' to mark the circuit edge. This would lessen the danger of damaging karts or flipping them over and would also deter corner cutting.

Having made these points, please accept them in the vein they are intended — creative criticism. I appreciate you are limited on the airstrip to design an unusual layout and, to some extent, have done your best. We are all aware and appreciate that Clubs are run by enthusiastic volunteers and the very existence of karting on short circuits rests very much in the laps of such volunteers. Bearing this in mind it is essential that those volunteers are resilient enough to accept objective criticism and take head of the views of concerned individuals, intended to highlight factors which otherwise might go unnoticed. So please continue to organise at Dunkswell, with the added challenge of attracting a major series to the circuit in the future.

Ed.

Dear Ed,

With reference to 'Mainly Merlin's' article in the February issue of *Kart and Superkart* on the point of liability to drivers, unfortunately the cost of personnel indemnity in the case of an accident involving a third party whilst racing, would be far too expensive for most drivers. However as most drivers know, or should know, when signing the race indemnity form they are exonerating the RAC of all liability in the event of an accident. It should, perhaps, also be made clear that Marshalls, Stewards and Spectators have to abide by the same conditions.

Therefore in the event of an accident which could injure a third party, there is no comeback on the driver except, of course if the RAC wish to penalise the driver.

This whole question of indemnity is very close to my heart, both as a karter and an insurance broker, for it never ceases to amaze me the number of drivers who do not disclose on their life assurance proposal forms the fact that they do race, they could be paying premiums for years thinking they are covered, however because the relevant information is not disclosed the policy document could be worthless.

I use one insurance company in particular, which has very strong sporting connections, who for the sake of a few coppers more on a life policy, will cover drivers at race meetings and practice.

If you have your own broker I would urge drivers to talk to them now, if not give me a ring, I'm always willing to help and advice. Telephone Bob Carne on 01-859 5910.

Yours sincerely

Bob Carne

Acorn Financial Management

21 Edgeworth Road

Eltham, London SE9

Telephone: 01-859 5910

Mini Ads

Telephone:
Hoddesdon 44201

MINI PROFILE.....FABIAN FERRITY

A young man of undoubted ability, fourteen years old Fabian Ferrity from Dungannon, Northern Ireland has, in the space of one season, risen from novice obscurity to reveal what only can be described as the tip of his karting career iceberg. His determination to challenge the establishment has won him deserved credit from many quarters.

He began karting at the end of the 1982 season in Junior Britain and even at that early stage showed promise; working his way up through the grids to grab second places at Portrush and Mondello Park, Dublin. The high point of his 1983 season was his three outright wins in the Ace of Aghadoey Races, a feat which marked him as a threat to his contemporaries.

A pupil of St. Patrick's Secondary School, Dungannon, young Ferrity has always displayed a keen interest in motor sports; his enthusiasm generated by Junior Scrambling at the tender age of six.

One of the most influential people in Fabian's karting efforts has been Frank Stewart, father of Francis Stewart, holder of the Northern Ireland Junior title for two years in succession. Frank was able to offer useful advice and nurtured the youngster in the finer points of driving and competition skills.

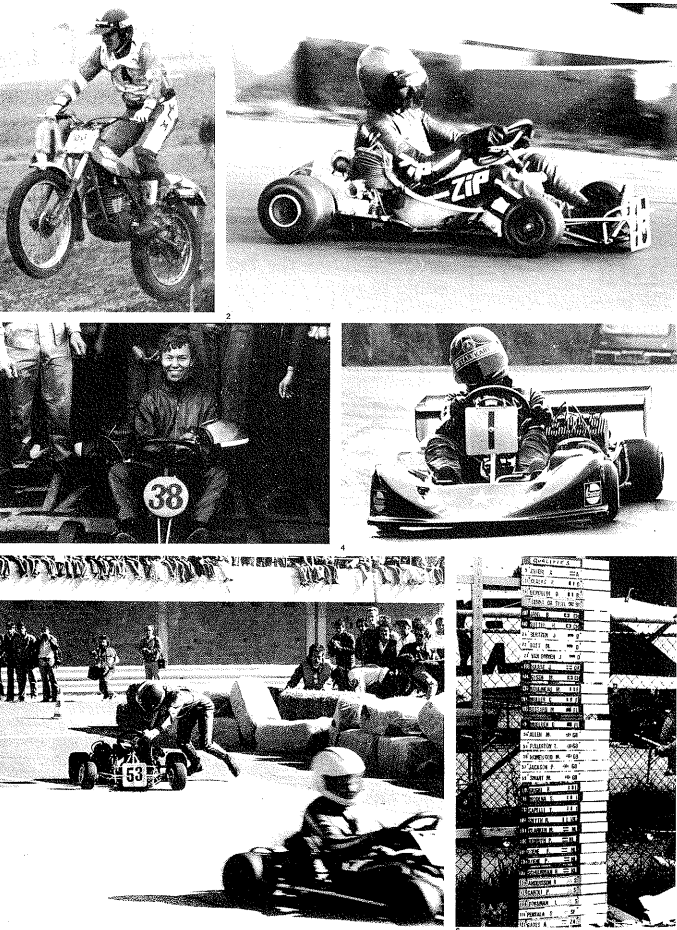
At the end of last year Fabian was voted the Democrat/McConnell Sports Personality for the month of December, an accolade which summaries an impressive first season's karting:

- 4th at Kirkistown
- 2nd at Larne
- 2nd at Portrush
- 2nd at Kirkistown
- 4th at Mondello Park (on a Junior Britain engine against International motors)
- 3 first places at Nutts Corner
- 1st at Ballymena
- 2nd to Francis Stewart at Nutts Corner
- Voted the most up and coming Junior in the Ulster Karting Club
- Voted the best overall driver from Mid-Antrim Karting Club
- 6th placed in the Northern Ireland Karting Association Championship

Ambition is good for the soul and what more than to race in Junior International. Currently he is on the lookout for sponsorship and, if his past albeit short track record is anything to judge by, Fabian Ferrity will repay any prospective sponsor many times over. We all wish him every success for the future.



Who, What, Where, When?



ANSWERS

1. Dave Buttigieg — 1982.
2. Terry Fullerton, World Champs — Le Mans 1978.
3. Dave Ferris.
4. Lennart Bohlin — Cadwell.
5. World Championships, Estoril, Portugal 1978. No.53 Mike Wilson.
6. World Championships, Nivelles, Belgium — 1980.

WHO SAYS THE WORLD CUP IS DEFUNCT?

Brian and Shirley Mills, whose homeground is the 3 Sisters circuit, have come up with an idea as a replacement for the World Cup now that the Heysham Head Circuit has been closed. Aware of the need to retain a prestigious short circuit event, they have organised a 3-day Karting Olympics, to be held over the Easter weekend at 3 Sisters. There will be practice on the Saturday, heats on the Sunday and heats and finals on the Monday. In an attempt to produce a unique style of prize, rather than the common or garden run of the mill cups, they have commissioned a Polytech sculptor to fashion 30 medallions, to be presented to the winners, following the lines of an official Olympic event. The medallions will be cast in bronze and dipped in gold and silver, to be presented to the finalists after the meeting. Quite an expensive project as it cost £200 for the original to be struck and the overall figure for the 30 medallions is reckoned to be about £350.

Applications to compete in the event should be made to:

Audrey Ashe, c/o Merseyside Kart Club

A trend only to be expected of this fine layout. Meetings are run 1st Sunday of each month and we look forward to welcoming you into our kart racing circle.

Entries to: Sandra Wilson
16 Burnhouse Crescent
Hamilton
Scotland
Tel: 7/283471

MARCH 4th

Weather was cold but dry for our March meeting and allowed for very competitive racing from an overwhelmingly large entry, especially in the 100 National class where due to the amount of novices it was agreed to run separate heats with the fore-runners joining the main final.

It would appear that whilst the Booster class is becoming popular that the 100 National has gained most this year and we note with interest that many have come from other forms of motor sport. A trend that we hope will continue in future.

JUNIOR BRITAIN/NATIONAL/ INTERNATIONAL

All Junior classes running together formed excellent grids and placings changed with regularity in all heats as they fought their way through the additional competition. D. Coultard although hampered a little, managed to take the first three heats, closely followed by our lady driver Vicky Starkey with I. McLeish and J. McNight in pursuit.

The final and everything set up McLeish and McDonald both Junior National took an immediate lead, Coultard and Starkey following. Starkey disappeared on lap 2 and newstart Franchitti seized the opportunity powered on overtaking Costorphinson and challenging Coultard. McDonald and McLeish went off leaving the way clear for Coultard and Franchitti whilst McMor-rine, who had been quietly eating up the opposition, moved into third. At the line it was Coultard, Franchitti and McMor-rine.

100 NATIONAL NOVICE

Good racing from these first timers with Flindell, Porter and Marshall commanding the front placings. 2 wins for Porter and 1 for Marshall. In their final heat Porter took the lead but was soon overtaken by Flindell and later by Cameron. The first three placings remained the same till the flag.

100 NATIONAL

A very evenly matched grid made for fast positive racing and with the slightest hesitation drivers dropped two or three placings. The pace was a great deal faster than usual with Forsyth, Murray, Di Rista and our Irish contender Gary Jordon from Belfast setting the pace.

G. Wilson and R. Ross although always well in contention appeared to be having problems, gaining and losing placings in each heat.

The final and Forsyth, with two wins under his belt, on pole and Wilson alongside and raring to go. Forsyth led the field start to finish extending his lead with each lap and Murray powering on in second. Di Rista and Wilson were battling for third place but not making headway whilst Paul Gordon, making his first appearance in the National class, now had his machine on pace and moving up the field and into seventh place. The positions went to Forsyth, Murray, Jordon, Ross, Di Rista and Wilson with Gordon just missing out on the trophies.

210 NATIONAL

Once again a poor entry with J. Gordon taking the first three heats while the other placings changed in each heat.

Walker was first away in the final closely followed by Gordon, Addie and Park, positions remaining the same until the 8th lap when Cameron missed a gear letting Addie and Park through. One lap to go Walker, still in the lead, made a fatal mistake at the Pits bend allowing Gordon to overtake on the inside. A good tussle between the first three throughout with Gordon taking the flag; Walker and Addie following.

125 NATIONAL

7 125s powered off on the first heat. Keenan, in the lead for the first two laps, lost position to K. Park and A. Whitefield. Stoddart came through on the 8th leaving Keenan to take fourth. The remaining 2 heats were taken by Park, a new class for him, while P. Gray who faltered in the first heat was now motoring on to take second in both.

Whitefield showed some of his old form and shot into the lead in the final. K. Park lying in second went off on the third lap and Keenan took up the challenge. Stoddart fell by the wayside and was out of contention. Whitefield retained his first position throughout and Keenan, who had fought hard all the way, had to be content with second. K. Park, a little unhappy at his earlier misfortune, had come through the field to take third.

JUNIOR BRITAIN

- | | |
|-------------------|------------------|
| 1st D. Coultard | Wright/Komet |
| 2nd D. Franchitti | Sprint/BTR Arrow |
| 3rd M. McMor-rine | Birrell/TKM |

JUNIOR NATIONAL

- | | |
|----------------------|-------------|
| 1st N. Costorphinson | Cobra/Arrow |
|----------------------|-------------|

100 NATIONAL

- | | |
|-----------------|----------------|
| 1st J. Forsyth | Zip/PCR |
| 2nd G. Murray | Zip/PCR |
| 3rd G. Jordon | |
| 4th R. Ross | Sprint/Parilla |
| 5th L. Di Rista | Sprint/Parilla |

100 NATIONAL NOVICE

- | | |
|-----------------|--------------|
| 1st S. Flindell | Cobra/Arrow |
| 2nd D. Cameron | Dart/Arrow |
| 3rd C. Porter | Wright/Arrow |
| 4th D. Romano | Phoenix/PCR |

210 NATIONAL

- | | |
|---------------|-------------------|
| 1st J. Gordon | Barlotti/Villiers |
| 2nd D. Walker | Barlotti/Villiers |
| 3rd G. Addie | Barlotti/Villiers |

125 NATIONAL

- | | |
|-------------------|--------------------|
| 1st A. Whitefield | Phoenix/Rotax |
| 2nd G. Keenan | Phoenix/Rotax |
| 3rd K. Park | Wright/Boyce Rotax |
| 4th B. Stoddart | Zip/Rotax |

Cheshire

FEBRUARY 18th

Cheshire Kart Club held their Annual Dinner Dance and Trophy Presentation at the Plantation Inn Hotel on the evening of Saturday 18th February. After an enjoyable meal the members and guests were welcomed by the Club Chairman, Mr L. V. Jones. This was followed by the presentations, by Mrs S. Pettit and Mrs J. Morgan, of the Club's Annual Awards. The evening was rounded off by dancing to the Lee Graham Sound.

The 1983 Trophy winners were:

The Motocross Trophy (Junior Britain Champion) — Dale Spruce.

The Cheshire Kart Club Trophy (Junior National Champion) — Justin Boyce.

The Geoff Bryan Trophy (125 National, Short Circuit Champion) — Peter Morgan.

The Five-Star Transport Services Trophy (125 National, Long Circuit Champion) — Geoff Glazebrook.

The President's Trophy (210 National Short Circuit Champion) — Steve Jones.

The James O'Reilly Shield (210 National Long Circuit Champion) — Bob Pooley.

The Noggin Shield (awarded to the Club member highest placed in a British Championship) — Geoff Glazebrook.

The Flamingo Trophy (awarded for services to the Club) — Mike Barratt.

The Bill Hillman Trophy (awarded to the driver gaining success using a Villiers engine) — Bob Pooley.

The Sandy Pettit Trophy (awarded to the Club member who despite great efforts failed to win a major award) — For his efforts in the British, European and World Championships as well as representing the Club abroad — Charlie Eddie.

Shenington

19th FEBRUARY

On the 19th February, a bitterly cold and windy day, there was, as ever, a large entry. We had our first Junior Booster race and of course we had our first sight of the Junior Britains out on their big tyres. The main problem in such cold conditions was to get the tyres working as quickly as possible and keeping hands and feet working at all. There were a lot of mishaps in all the races in the first few laps. In morning practice there were still a few patches of ice on the track.

JUNIOR BOOSTER

Welcome to karting — Junior Boosters! Our smallest karters drove well. Both Dave Wilson and Daniel Horgan won a heat. In the final they both had spins on their cold tyres. Daniel Horgan well behind after his spin caught and passed Dave. (Lap time to beat 50.54 secs) Daniel Horgan for the record book is the Club's first Booster winner.

JUNIOR BRITAIN

Martin Powell and Martin O'Connell were evenly matched in the heats each with a win and a second place to his credit. Guy Wood and Andrew Smith also went well in the heats. In the final, Martin O'Connell made a determined start and shot into the lead ahead of Martin Powell, Guy Wood, Andrew Smith, Adam Varley, Denzil Titherley, Adrian Coles, Robbie Husband and Michael Pallett. In the lead, Martin O'Connell was never in any danger. Lying 2nd, Martin Powell could not improve his position but maintained a cushion between himself and Guy Wood. By far his best performance to date, Andrew Smith had Guy Wood in sight. The most exciting of the racing in the J.B.'s final was for 5th place. Three lads were locked in a tremendous struggle. Namely: Adam Varley, Denzil Titherley and Adrian Coles. Half way through the final Robbie Husband closed on the battling trio. Robbie managed to pass Adrian Coles in the top hairpin and on the next lap he tried a repeat job on Denzil Titherley but it failed. Robbie, now very close and committed, tried again in the bottom hairpin. The next attempt was disastrous and he came off. Still with a comfortable lead was Martin O'Connell. 2nd Martin Powell, 3rd Guy Wood with a loose exhaust, 4th Andrew Smith ready to pounce if Guy's problem grew worse. Congratulations to the O'Connell team for a well deserved victory.

CLUB SCENE

exception when John Brewis took second in the last heat. Bill Mee finished third in the final.

T. Wilson and Terry Whitfield took home the trophies for 125 and 250 respectively.

Let's hope the weather improves for the next meeting and that we have our entries up to the level of last season. Also remember that the 100cc British Championships are to be held at Felton this year, so the more practice you have the better your chances of success.

	Keith Trainer	
JUNIOR BOOSTER		
1st	S. Armstrong	Horsley
JUNIOR BRITAIN		
1st	A. McDougall	Ponteland
JUNIOR NATIONAL		
1st	P. Chaddel	Fenham
100 NATIONAL NOVICE		
1st	A. Fairless	Prudhoe
2nd	D. Archer	Allendale
3rd	G. Cordner	Morpeth
100 INTERNATIONAL		
1st	N. Davison	Lemington
2nd	G. Wolf	Whitley Bay
3rd	M. Aspey	Widdrington
100 NATIONAL		
1st	G. Price	Ashington
2nd	S. Davison	Berwick
3rd	G. Turner	Whitburn
10 NATIONAL		
1st	A. Martin	Ashington
2nd	D. Davison	Billingham
3rd	B. Mee	Stockton
125 NATIONAL		
1st	T. Wilson	Yarm
250 INTERNATIONAL		
1st	T. Whitfield	Newcastle

Chasewater

MARCH 11th

The third meeting of the year at Chasewater had a healthy entry of 66 drivers who were well mixed between classes, and including a few new faces, as well as a couple of drivers making their comebacks. 250 International driver Joanne Cameron, added a touch of glamour to "THE OLD MAN'S CLASS", and before I'm accused of sexist remarks she proved herself to be a very useful driver.

JUNIOR NATIONAL AND BRITAIN

Jason Bird proved during the heats that he had lost none of the speed or aggression he had shown at the February meeting, but equally as quick and just as determined to win was Jeremy Everden on his National outfit. From the start it was Bird making all the running, with Evernden tucked in behind and trying to find a way past. This went on for 8 laps before Jason began to edge away, and in the end finished a fairly easy winner with Jeremy having to settle for second place overall.

125 NATIONAL

With nine karts entered for this class it was decided to give them a race of their own. But before they could start the final, the heavens opened, and it was

nine very wet drivers who gingerly set out for an exploratory lap. The conditions were atrocious and it was a feat to keep the machine pointing in the right direction. I must say I admired the steadfast determination of No.26 Michael Fowler who refused to be drawn into combat with other seemingly quicker kart/driver combinations and eventually swam in an easy winner, which cannot be said for second place man Steve Shirley, who had a very entertaining drive to the flag. It was pleasing to see a 125 race again at Chase, as of all the Gearbox karts these seem the best suited to our circuit. Keep those entries coming in.

100 BRITAIN AND NATIONAL NOVICE

By combining the two classes, another pretty full grid started the third final of the day. The front end of the Britain grid was bolstered by the return to Chase of Mark Beddall. Throughout the heats, Mark showed his class, winning the first two heats easily and only being prevented from winning the third by a petrol tap that closed itself. In very tricky conditions Mark showed us all what a good driver he is, firstly pulling out an enormous lead and then picking off the tail end of the field in fine style. Second place man Karl Hudson, drove well all day and had the measure of everybody else, so his target for next month is already set.

First National Novice home was E. Cameron who showed a lot of verve and pace and I'm sure will do even better when he tidies his style of driving up.

210 NATIONAL

Unfortunately what used to be a thriving class at Chasewater had turned into the low point of the meeting, with only 4 drivers contesting the final. Front row man Ed Mellar took the lead from the flag but was soon demoted to second by Tom Thacker Jnr. This was how they stayed until lap 10 when Mellar briefly snatched the lead, only to have lost it again when they appeared from the top bend. Third place fell to David Bailey after a lonely race whilst long time 4th place man Carl Atkinson was unfortunate to have his seat break with only a few laps remaining.

100 NATIONAL

With a couple of dry heats and one wet one, it was difficult to forecast the outcome of this one. The track was still damp and this seemed to favour No.37 Neil Robinson who had looked very quick in the wet during his heat. From the start it was Robinson followed by Pritchard and Cooper. On the 2nd lap, 4th place man Dereck Shields spun at T-bar bend but continued without losing too much time. Cooper did not at all look happy in this third place and a queue was forming behind him, but this broke up on the 5th lap — after a couple of drivers spun at the very wet T-bar bend, leaving just Hall and Cooper to battle out 3rd and 4th places. Meanwhile at the front Pritchard was putting Robinson under increasing pressure and finally slipped through into the lead on lap 6. Hall was all but in Cooper's driving seat now constantly getting along side but not being able to snatch third place from a determined Mr. Cooper, until on the 12th lap, Cooper left a gap around the top bend and Hall was through to a hard earned 3rd placed. That's how it stayed until the chequered flag by which time Pritchard had a fairly sizeable lead after a very good drive.

250 INTERNATIONAL AND NATIONAL

Unfortunately our lady competitor did not make the final. After a seize in heat 2 and 250 National competitor Stu Eason, thought discretion was the better part of valour and put his kart onto its trailer whilst it was still in one piece. The front row of the grid was made up of Bob Kennings and that other Chasewater regular Alan Mills, with Geoff Mad-

dock making a welcome return and joining them. His equipment looking as immaculate as ever. From the start Bob set about building an unassailable lead and so quick was his progress, he had lapped the entire field by lap 13. Alan Mills drove steadily into second whilst sole 250 National competitor Ken Mason did his best to stay on terms with his more powerful brothers.

So ended a day when the weather did it's upmost to dampen everybody's enthusiasm, but the efforts of the drivers and officials won out in the end. Special thanks to those officials who stood out in the rain. Our next meeting will be held on the 8th of April, entries by the 4th please, the circuit will be open for practise on Saturday for those in need.

I'm off to the shops for snorkel and flipper's for next month. Motto: BE PREPARED.

	Les Latham	
JUNIOR NATIONAL		
1st	Jeremy Evernden	Sprint/TKM
JUNIOR BRITAIN		
1st	Jason Bird	Zip/Arrow
125 NATIONAL		
1st	Michael Fowler	Zip/Honda
2nd	Steve Shirley	Goff/Yam-TVM
100 BRITAIN		
1st	Mark Beddall	Zip/Arrow
2nd	Karl Hudson	Zip/Arrow
100 NATIONAL NOVICE		
1st	Ewen Cameron	Sirio/TKM-DAD
210 NATIONAL		
1st	Tom Thacker Jnr	Zip/TT
100 NATIONAL		
1st	Mick Pritchard	Sprint/Hewland KR
2nd	Neil Robinson	TKM/Parilla-Robros
3rd	Stephen Hall	DMA/Parilla-DMA
250 NATIONAL		
1st	Kev Mason	Zip/Yamaha
250 INTERNATIONAL		
1st	Bob Kennings	Sprint/YAM-BKMS
2nd	Allan Mills	Barlotti/Yamaha

Summerlee

SUMMERLEE INTERNATIONAL KART RACING CIRCUIT hosts of SCOTTISH CHAMPIONSHIPS 1984

Scottish Karting received its biggest boost for many years with the opening of West of Scotland Kart Clubs new Summerlee track in August 1983.

The ground unused since October 1981 has now been landscaped by the Scottish Development Agency and an impressive new circuit has been laid.

Summerlee International Kart Racing Circuit built with grant aid at a cost of £65,000 measures 860 metres and incorporates an additional loop to satisfy the needs of the non-gearbox classes.

The venue, set in the beautiful Clyde Valley countryside at Larkhall, is easily accessible from M74 Motorway and has ample car parking and viewing facilities.

Since its opening our venue has increased in popularity and very successful race meetings have been promoted. Club membership has doubled and a gratifying upsurge in the spectator sector has been experienced.

KIMBOLTON

REPORT: ED. McCORMICK

SUNDAY MARCH 11th

It made a pleasant change to kiss the snows and frosts goodbye and drive up through Stowe Longa to the circuit in sunshine and be greeted at the entrance gate by the two attractive young ladies, Clare and Lauren, who have been there on every occasion I have visited Kimbolton, beaming with smiles regardless of the weather conditions.

The programme listed 95 entrants, a fair turnout for the first meeting and a chance for everyone to get equipment sorted out before the season really starts under way. Good news too, Kimbolton Corner which has been the subject of contention for a long time, will have been completely resurfaced by the time this report goes to press. It is understood that the last 'crew' to 'attempt' resurfacing work are what can thankfully be called the disappearing cowboy brigade, though it is unfortunate that the Club had to suffer at the hands of such unscrupulous merchants. The present costs to the resurfacing work are believed to be in the region of £3,000.

Junior Booster is still struggling to take off following its inception on 1st January this year, though I suppose it is early days yet to attempt a forecast as to its eventual success. Promotion is what the new class needs. Indeed, the grapevine tells us that the RAC have in hand a big promotional programme to 'boost' the Boosters, so to speak. With only two Boosters present they were to start off the back of the Junior Britain grid. Both lads, Russell Whitehead and Tony Hardy showed a keenness to compete that can only be regarded as exemplary. In fact, Hitchin's Tony Hardy, on a Zip/Park TKM, was using the new dimension in bodywork allowed for the class — the Zip side pods and elongated bubble, in blue and red which looked very impressive. Strangely, the sideview perspective was to make the chassis look extremely short. At least the bodywork configuration has achieved what it set out to do — adequately display the sponsor's name.

With a heavy programme of 26 races to work through, the officials lost no time in getting things moving. At 12.30pm the first group of Junior Britain/Booster left the dummy grid, producing some fair scraps and concluding with most of those who started actually finishing.

Junior Britain driver Mark Parker also contends Junior National and, from the beginning of the day, was to prove a major threat in both classes, with some displays of superb driving skills.

100 Britain has two main protagonists — Simon Richardson and Victoria Philip-Bates and Simon had to drive hard in both heats to hold Victoria at bay.

The Villiers class at Kimbolton has taken a downturn. With the loss of Colin Poole, Mark Allen and Margaret Dell all into the ranks of the 125's, it left only eight to contest the heats and final. Paul Umney was out on his own during the heats, finding no real opposition from the high novice faction. He was seen to be competing with 250 National/International as well during their heat outings. The only other red plate was that of Geoff Hoden, the man from Cranfield in Bedfordshire producing the 'Supertrack Wheel Spacers' which seem to be marketing pretty successfully.

Of the full entry of 100 International who made the start of the first heat, only three managed to finish: Mark Woolford, Samy Hunt and Morris Healey.



Simon Richardson (29 leads Victoria Philip-Bates (31) — 100 Britain Final.

The second outing revealed one less after a start of three on the grid, Morris Healey, following a spectacular seize on the Pits Straight. So the countdown to the final produced the only two real contenders for the prize — Hunt and Woolford.

The 125 Nationals at Kimbolton have always shown a good display of strength. Not so with this meeting as only eight turned out to fight for the honours. Possibly the 125 event at Mallory BRSCC had robbed the grid somewhat. Given a reasonable grid position against his major challenger, Colin Poole, it was expected Roger Goff would get away to one of his usual starts. Alas, it was not to be so and he had to fight this way from the back of the grid, looking at the white helmet of Colin Poole far in the distance. It was a struggle for Goff, a concerted effort and it wasn't until the last lap at Kimbolton Corner that he finally mastered Poole to grab first place. The third man was Ian Turner, while Richard Bridgeman's Aero/Rotax bettered Margaret Dell to finish fourth.

The second outing and Goff was up front of the grid; Poole lay at the back. With a very quick getaway, Colin shot from the rear, clearing leading man Bridgeman out of Stowe. Within a very short space of time Roger had produced the predictable 'rabbit' and taken the lead, holding it to the finish, with Colin giving hard chase behind. The middle order battle was between Bridgeman, Dell and Turner, with at one point Bridgeman clinging onto a somewhat precarious third spot before, first Turner then Dell, relieved him of it. The finishing order was Goff, Poole, Turner, Dell and Bridgeman.

As is common with such small grids at club meetings, the 250 Nationals and Internationals ran together off the grid, with the Nationals starting a little further back. The overall result of the combined effort was to give John Otterey the win over Martin Puck in the Nationals, followed him by Fran Rowthorne and Stu Titman in International.

The 100 Nationals, because of the entry of 43 and the total grid assembly permitted at one time being 25, conceded to two fields. So, for the sake of convenience we'll call them 'A' and 'B'. The split also meant an 'A' and 'B' final, with the first four from the 'B' final earning places on the rear of the 'A' final grid.

PICS: JOHN HOPKINS

The first heat showed the dominance of Clive Wheldon's Sprint/Parilla combination, fending off all comers to take a convincing win from David Harridge, Ken Bowes and Nick Bates.

In the second half, the draw gave young Paul Scutchings pole position and, from the start he looked to be hard pushed to hold the lead from the gang of charging machinery behind. He was forced to cede a few places after several laps, but in the finish claimed a very creditable fourth behind Robert Marsh, Simon Benoy and Vincent Bond.

The second heats for the Nationals gave the following results and unfortunately claimed quite a few casualties in the form of 'offs', resulting in a lot of debris in both camps.

Clive Wheldon again showed his dominance leaving Dave Banbury to claim second, followed by Bruce Moore, Curt Guy and Ken Bowes. Paul Scutchings hopes of another high placed finish were dashed halfway through the 'B' heat when he had a definite 'off' after contact at the Willows and was unable to restart. Brian Hooley took the win from Gary Parker, Nick Bates and Phil Glencross.

Junior Nationals subscribed only 4 entries, in the form of Mark Parker, Neil Page, Andy Routledge and Adrian Cullen. It was to be the dominant Zip/Goff Arrow of Parker that showed the others the way with a fine display of skill and exuberance.

THE FINALS

After a short respite of some 15 or so minutes the call went out for the Juniors to assemble on the dummy grid. First out was Junior Britain and Junior Booster.

JUNIOR BRITAIN/BOOSTER

Mark Parker's choice grid allocation did not do him any favours, at least not for the first couple of laps. He was beaten into the first corner by David Jackson and James Rhodes, though it wasn't long before Parker asserted his authority on the proceedings, pushing his way into second spot by the third tour. He continued to pressure lead man Jackson to the limits of his ability for the next seven laps until he succeeded in his attempt at Kimbolton Corner, appearing into the Pits Straight in the lead, a lead he was to stretch out and hold to the finish.

Of the two Booster men only Tony Hardy

Continued on page 29 ►

E.D.R.

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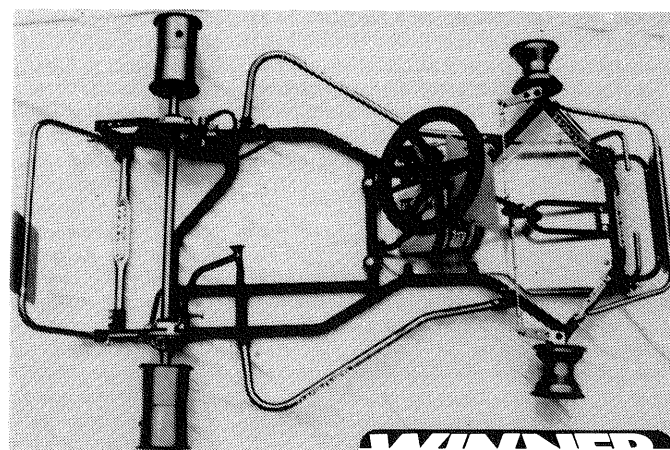
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Rowrah

11th MARCH

After a week of semi-decent weather, race day dawned with the threat of good old Cumbrian downpour which inevitably happened during practice and the lunch break. During this period of nasty wet stuff, a lot of people found out that water injection doesn't work in kart engines; at least not by the bucketful. A quick glance around the pits revealed that a good many drivers had invested their pennies in new rubberware (not that sort...tyres!).

We also had our first entries in the new Booster class, as there was only two of them, they raced with the Junior Brits who were out first.

JUNIOR BRITAIN & BOOSTER

Club Champ, David Coulthard, started this year where he left off last year with three good heat wins, although the second one was taken on the last lap from Vicky Starkey who added a third and another second to that result. D. Franchitti totally dominated the Booster class with three superb heat wins in which he was getting ever closer to the leading Britains. For a ten year old he's certainly not afraid of keeping the boot in whilst cornering — great stuff.

Come the final and Coulthard and Starkey kept each other company very well, taking it in turns to hold the lead. With four laps to go, Starkey took the plunge and regained the lead, this time opening up a gap of four or five kart lengths which she held to the flag. Unfortunately, she failed to beat the scales and was excluded, thus elevating Coulthard to premier position and J. McKnight to 2nd.

Much the same story in the Boosters with Franchitti leading the way and worrying the Britains again. He too was found to be underweight with the result that his disqualification gave S. Armstrong victory.

JUNIOR NATIONAL

Another driver to continue his success is David Price who took a win, 2nd and 3rd from his heats. The most consistent driver was Ian McLeish with two 2nds and a 1st. Unluckiest man was John Lister who held a good 2nd for the majority of heat three before his engine mount fell apart, ending that challenge rather abruptly.

Final. Poleman McLeish lost the initiative to price who promptly cleared off into an appreciable lead, leaving the unfortunate McLeish to scrap with Phil Chappel (good, clean performance) for 2nd. At the flag, Price was the victor followed home by Chappel who got the better of McLeish in the end.

100 BRITAIN

This meeting marked the senior debut of Lloyd Ross in both this class and also in Nationals. He started well enough with two heat wins and a 3rd position, the third caused by a duff carb. Mike Leonard started 1984 with a second, fourth and DNF, proving that winning trophies at the Dinner Dance starts the season off well, but rapidly declines. Glyn Ellis sat on opposite pole for the final after a win and 2nd but lost out to Ross from the flag. Glyn did, however, circulate closely with Ross before a mystery ailment struck his kart down and caused his retirement. This promoted Leonard to 2nd ahead of novice A. Harvey who was still getting to grips with the track as the surface dried out, keeping the order the same at the flag.

100 NATIONAL

A full grid braved the elements to provide a surprisingly large audience with some excellent National racing. Three different heat winners emerged and

were; Willie Grieve, John McKnight and Jim Forsyth. Others to feature in the heats were William Turner, John Docker, Louis di Resta and Stu Davidson. A familiar name chose this meeting to return to Rowrah, Roy Dickson improved steadily all day and eventually took his place for the final on the 6th row.

From the off, Grieve opened up a fair gap and looked set to do a disappearing act similar to those performed last year. For about five laps, Willie raced round alone but a threat was looming on the horizon as Jim Forsyth and John Docker, seemingly entwined, broke free of the pack and reeled Grieve in at a stunning pace. Within two laps they were past, leaving Grieve to fend off the ever increasing challenge from Roy Dickson. The traffic swiftly built up behind these two meaning that the lead pair got further away, having a ding-dong battle as Docker tried all ways to find a way through except actually swiping Forsyth off. Into the last lap and Docker with it all to do; Forsyth puts a backmarker between them, losing Docker some time as he too passes him. The last corner looms up as a last ditch attempt sees John slide wide onto the damp patch giving Jim room to cross the line first, arm aloft in victory. Docker recovered from his last corner wobbly to come home in second place, ahead of Grieve who just fended off Roy Dickson for 3rd. Louis di Resta finished in fifth with William Turner in sixth. Jim Forsyth's motor turned out to be one of the newly homologated long stroke PCR which seems to be fairly effective, bearing in mind that he reckoned the carb had lost some of its pressure over the last two or three laps. John Docker has at last discovered the location of the main jet, what did I tell you?

125 NATIONAL & 210 NATIONAL

Only two drivers in this class contested the heats after novice M. Campbell misjudged the hill in practice and smacked the tyre barrier very hard. Fortunately, he was uninjured but didn't compete.

After a trouble free practice day on Saturday, Gary Docker's day fell apart with a terrible carburation problem resulting in one DNF and the probability of another if the race hadn't been cut short. David Davidson won both those heats but lost the third to Docker who had enlisted the help of long circuit ace, Mike Ballantyne, to pinpoint his problem.

Only one 210 turned up so racing in that class was a formality, unfortunately the gremlins struck on the warm up lap and he was out.

The 125's rolled up to the line with Davidson on pole in the final, and when the flag dropped it was Davidson who made the best start. By the end of the first lap, Docker had taken the lead and from then on he eased away steadily to win by a comfortable margin.

250 NATIONAL & INTERNATIONAL

With the damp track favouring Edgar Moffat's flamboyant driving style and the fact that the twins could't use all their power, it was no surprise when he won all three heats in fine style and was first on the road too. Ian "Speedy Gonzales" Reading debuted his new outfit but spent most of the time acclimatising himself to it rather than trying to race an untried combination. In the Inter class, Barry Tolson cleaned up in all the heats with Edgar Wills claiming 2nd in them too.

Wills took the lead in the final but Moffat and Tolson had other ideas, the premier position changing hands with a fair degree of rapidity. In mid race, all three made contact at or around the hairpin which left Moffat in the lead with tattered right hand fibreglass, Tolson held second from Wills who was now suffering from split fuel tank. This led to Wills being shown the black flag, not really a just reward for a spirited driver. Reading salvaged

CLUB SCENE

second in the Nationals from a rather disappointing day. Better luck next time.

Iain Blair

JUNIOR BOOSTER

1st S. Armstrong Gillard/TKM

JUNIOR BRITAIN

1st David Coulthard Wright/Smith Arrow
2nd J. McKnight Zip/DAP

JUNIOR NATIONAL

1st David Price DAP/GEP T72
2nd Phil Chappel Lane/IND Arrow
3rd Ian McLeish Wright/PCR

100 BRITAIN

1st Lloyd Ross Zip/Arrow
2nd Mike Leonard MM/Arrow

100 NATIONAL

1st Jim Forsyth Wright/Boyce PCR
2nd John Docker Dart/DK TKM
3rd Willie Grieve Dart/DK TKM
4th Roy Dickson Lane/TKM
5th Louis di Resta Sprint/BTR Parilla

125 NATIONAL

1st Gary Docker Zip/Rotax
2nd David Davidson Barlotti/Rotax

250 NATIONAL

1st Edgar Moffat Aero/Honda
2nd Ian Reading Zip/Yamaha

250 INTERNATIONAL

1st Barry Tolson Zip GP/Yamaha

Felton

MARCH 4th

There were over 200 spectators at Felton on March 4th and the weather started off fair but deteriorated, becoming wetter as the day wore on. A total of 47 drivers turned up for racing meaning we had to run all the Juniors together and the gearbox lads likewise. The good side saw 8 100cc National Novices running in their own separate race.

JUNIORS

There were only three Juniors, each running in a different class and credit to them that they all finished the heats and the final. S. Armstrong, A. McDougall and P. Chadder were the Juniors.

100 NATIONAL NOVICE

Nice to see so many new faces at the first meeting of the season. All the heats and the final were won by Fairless, with Archer and Corder consistently in the placings.

100 INTERNATIONAL

Nigel Davison, the Club 100 National Champion, started off the season with two good heat wins, going on to take the flag in the final. The other heat was won by Willie Turner, while Gary Wolf and Michael Aspey took the places in the final.

100 NATIONAL

The three heats brought three different winners; Willie Grieve, George Turner and George Price. The final was a flag to flag win for George Price, followed home by Stuart Davison and George Turner.

GEARBOX

Andy Martin in 210 National won all three heats and the final, followed by Des Davison, with one

- T80 Commonly known as the 'block of flats'. This was the successor in the National classes to the T70 short stroke motor.
- T80 B Updated version — changes to crankshaft and ports.
- T80 TT As above, but with TT passage.
- T81 TT engine but with short stroke and beefed-up crankcases.
- T82 As T81 but bigger crank.
- T83 As T82 but water-cooled.
- T90 Long stroke, reed valve induction into the cylinder.
- T91 Long stroke, reed valve induction into the crankcase.
- T93 Short stroke, reed valve induction into the crankcase.

135cc

Model Description

- T60 Externally similar to T72 but 135cc.
- T60/S 5 port version of the T60.
- T60/R Reed valve version.

125cc

Model Description

- T125 125cc 6-speed gearbox.
- T125 W Twin-cylinder, water-cooled (Prototype).

In general the 70 Series engines have a 48mm bore x 54mm stroke (excluding T71 and T75). The 80 Series is 50.7mm bore x 48.5mm stroke.

Generally, dismantling and engine strips are very straight forward; many items remaining common to numerous engine models. The rotary valve Nut/Locator can only be fitted one way, but has two points of fixing for the valve (allowing 2 timings). The exhaust ports and gaskets are standard shape and size for all Class 1 Models. Rotary valve gaskets are also common to most models.

Engine timings BTCD are:

- 2.4/2.6mm for long stroke
- 2.0/2.2mm for short stroke

Cylinder head clearance, minimum 24 to 26 degrees when measured with bend feeler gauges, (not by trapping lead between head and piston).

Two types of exhaust are produced:

- a. The normal Veney style.
- b. The fully enclosed tail pipe model (to reduce noise).

In both cases, exhaust length is usually 80/82cm, measured from the exhaust gasket face, on the outside of the pipe, to the end of the tail pipe.

DAP KARTS

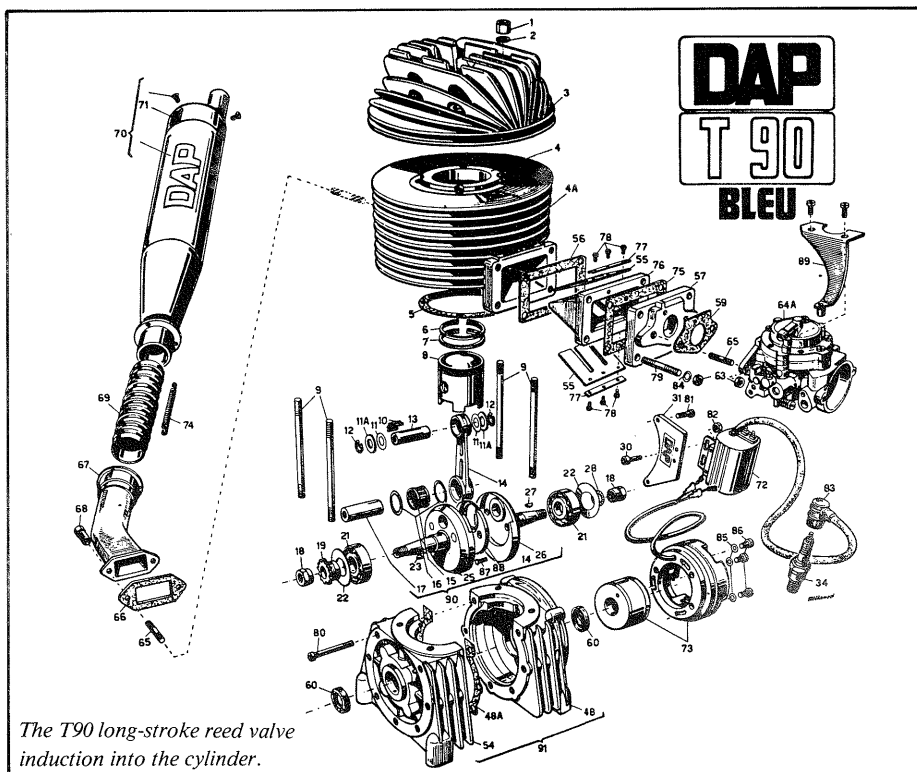
Three models exist for Class 1:

1. **W.T.R**
101mm or 104mm wheelbase — 28mm chassis tubing — 3 bearings 25mm axle.
2. **JESOLO**
30mm chassis tubing — 2 bearing 30mm axle — stiffer than W.T.R. and wider front end.
3. **GREYHOUND**
Latest 1984 Model. A development of the 'A' Frame but not in this form. Front end similar to Jesolo, but uses 30mm chassis tubing, 3 bearing 30mm axle and 4 rear chassis rails. Initially intended for 135cc, but proving good in 100cc on sticky tyres.

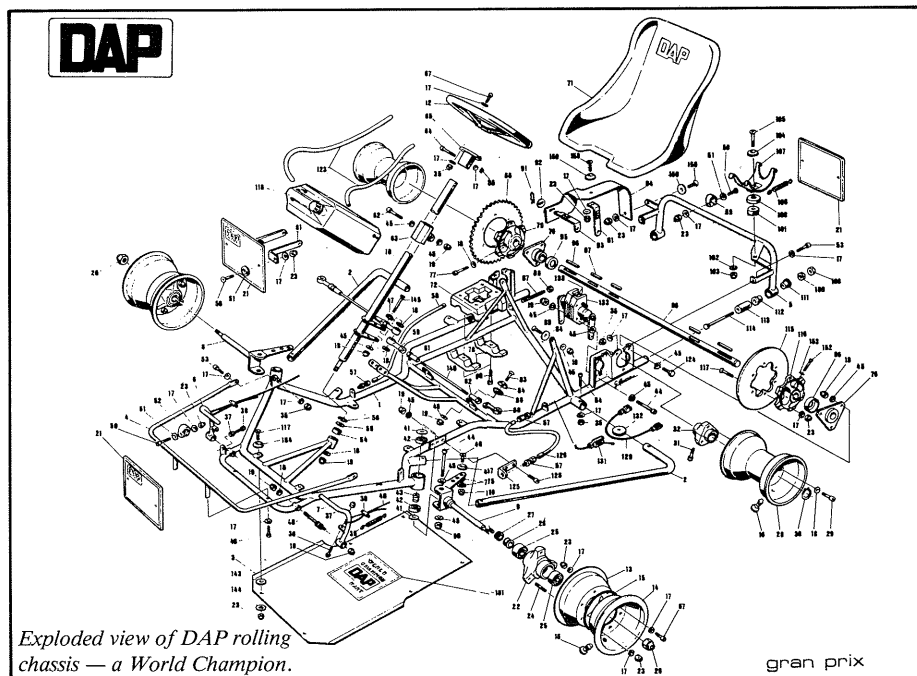
125cc Frame

This latest development is based on the Greyhound Model, right hand engine mounting, dual circuit 4-wheel brakes, ventilated discs, 2 pedals and hand-operated clutch (LH), with right hand gear change. To complete the DAP range of karting equipment, there is the renowned range of magnesium accessories, all universally popular. The range covers hubs, mounts, mono-wheels, spacers, brake parts, number plate holders and many other items.

The hallmark of DAP equipment is *quality* — first class and, allied with John Mills, the UK Distributor, the Italian manufacturing concern has a lot going for it.

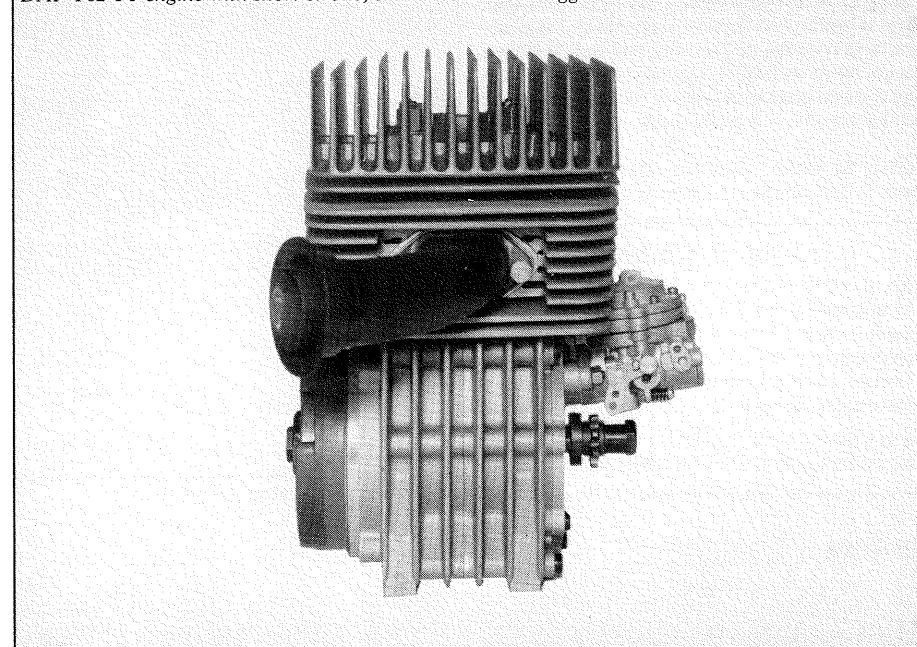


The T90 long-stroke reed valve induction into the cylinder.



Exploded view of DAP rolling chassis — a World Champion.

DAP T82 TT engine with short-stroke, similar to T81 but bigger crankcase.



STYRIN'S E.D.R. DAY



Styrin (99) leads the pack at the start of heat one.

Styrin's E.D.R. claims a fine win from Parrott and Gange in the Superkarts. Luby wins the 125 on the 'experimental', while Mike Doble starts the season off well in 250 Nat., from Borwell and Hipkin. George Bett leads home the 210 Nat during a typical Cadwell 'Opener' weekend.

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

In conditions akin to last year's season 'Opener', the first Cadwell Park meeting on the 1.5 mile Club Circuit was assembled amid snow, sleet, drizzle and a biting north easterly wind. That apart, there was a healthy entry of 134 drivers listed in the official programme out to contest in all classes, including 10 entrants for the 125 P & R Series first round. By far the largest contingent was the 125 National with 56 listed but reportedly 68 turning up to race, necessitating split grids, each with two heats. 250 National was the next most greatly subscribed, showing a total of 27 karts and drivers availing themselves of the opportunity to sort equipment before the March meeting at Mallory Park. The Villiers class came to grips with 20. Though Bill Longdon was present he wasn't racing, work commitments dictating otherwise, but he intends to race as much as possible this season.

AROUND AND ABOUT

The Cadwell 125 P & R Series last year boasted a consistent following, the drivers being predominantly Midlands based. With this series the engines tend to be monopolised by Hondas and Yamahas, once the premier source of power before the emergence of the Rotax as competition. It is because it is a relatively cheaper form of 125 long circuit racing that the P & R attracts the drivers who are forced to operate on a restricted budget and where replacements are readily available from bike dealers.

The 250 International brigade showed a disappointing turnout. World Champion Hines was noticeably absent; his equipment only having been returned from South Africa on the Thursday prior,

leaving no time for preparation for a weekend meeting. Carolyn through extraneous job commitments also had to cry off, so the only member of the Hermetite team present was Reg Gange. The total of 21 entrants contained few of the 'big names': Gange, Styrin, Kerkhoven, Richard Dean, but did include such normally well-placed regulars as: Glenn George, Robert Bushell, Paul O'Shea and Phil Ansell. Probably the most notable to display admirably his talents was young Tim Parrott. Recently Tim obtained a fair degree of sponsorship from Technet Electronics of Peterborough, apart from the continuing support from Silkolene and Alpha Electronics. This year he has opted for a Zip, shying away from the Dino he has campaigned during recent years. Peter Berry was approached on the subject of engine preparation, a proposal he accepted and, as the ensuing report shows, his efforts seem to have made a vast improvement on Tim's last year's performance. It was interesting to note that Doncaster based Stephen Gill, aboard a Zip Rotax, is an ex-Class 1 driver who was having his first outing in Superkarts, an experience which proved to be quite an eye-opener.

This season Leaside Tyre and Exhausts of Standsted Abbots, will probably be the biggest sponsors in 250 National. The Hertfordshire based company of Sid Tomlinson is sponsoring last year's dominant pair, Derek Rodgers and Alan Cheetham, British No. 1 and GP winner respectively. So the familiar livery of 'Peak Revs' has been replaced by the striking blue and white of Leaside, though the motors still bear the seal of 'Peak Revs'. Joining the team is Phil Glencross who emerged last season as a driver of potential. Incidentally, an interesting innovation appeared on the Rodgers outfit — twin 34mm Amal carburettors with the addition of a hand made manifold to accommodate the setup. Most people showed a keen interest in the project,

but Rodgers displayed a mixture of pessimism and optimism regarding its likely performance. Looking pale and thin following a complicated dental operation to his jaw, Rodgers appeared quite bouyant and in good spirits despite his obvious discomfort.

It was the 125 class where the conversation was centred, particularly the two drivers campaigning the Italian Minarelli engine which has been the focus of attention of late. Current British Champion Kurt Luby, partnered with his father in the Phoenix concern and leading exponent of the motor, was the driver to be the real centre of attention. Along with Rugby's Wayne Olorenshaw, likewise Minarelli mounted, the engines were deemed 'experimental', therefore any results gained in the finals were to be treated as provisional. The reason being that the engine is currently the subject of a RAC Technical Committee of Enquiry to establish its eligibility to be raced in the Class and several camps eagerly await the outcome. There was a number of full-bodied machines present, more so than last year and with Stuart Ziemelis and Ian Shaw sporting Zip colours, it looked set to be a contest between the more conventional outfits and their enclosed counterparts and it was interesting to speculate which configuration would better suit the intricacies of the Cadwell circuit.

It was nice to see the return to karting of ex-Superkart driver, Jon Dixon, looking perfectly at home in the 125's aboard a Rotax-powered Phoenix. In fact the first outing saw a fair number of familiar faces gracing this most outstanding of all the gearbox classes: Bisp, McCallum, Barrington, Ballantyne, Mark Allen, Steve Cowell, Sandy Taylor, Margerison and Geoff Glazebrook. Present also was Stephen Coward, recovered after his bad accident at Brands last year and of course not forgetting Chris Stoney.

THE HEATS

Around 11.45 a.m., the first of the heat contenders formed up on the dummy grid: 210 National with 125 P & R on a separate grid a short way behind. As they rolled round Mansfield up to the start the front row was headed by Tom Thacker and Graham Sykes, while behind came Dudley Martin and John Burns; Simon Quance lay on the third row alongside George Bett, with Vincent Munday logged back on row five. It tended to become something of a processional affair, with Bett establishing a commanding lead early in the six lap tour from John Burns, but Burns wasn't able to hold Sykes at bay, soon giving way to the pressure. At the flag it was Bett from Bob Pooley, who dominated the rest of the field to take second ahead of Burns, Sykes, George Wright and fifth man Neil Bolton.

With the resignation of Newton and Doble from the Villiers scene it left the gates open for a few to contest the places. Bett's first heat victory was achieved at an average speed of 66.90mph, but it was to be a turn around in the tables during the second heat, with Graham Sykes taking the honours from Wolverhampton's Tim Price while Bett was pushed back to third; John Burns finished further down the order.

The 125 P & R crew numbered 10 and it was the Barlotti/Honda of Louth's Tony Martin who crossed the line ahead of Marek Piatkowski and local man Graham Barker. The second outing was to reveal a spanner in the works in the form of Tony Mumby. Marek again retained second spot, this time demoting leading contender Tony Martin to third position.

Attention was focussed on the 250 Nationals when

Continued on page 11



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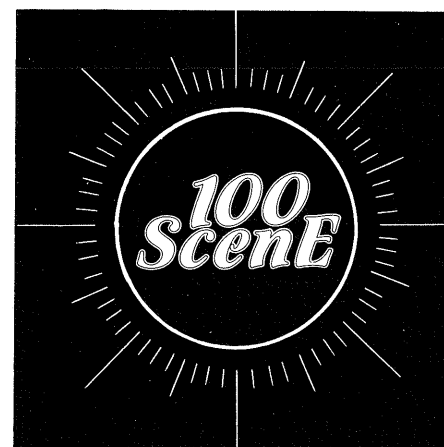
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The second weekend in April heralds the start of the 6th year of the Kart & Superkart 100 National Championship. The series, supported by Bridgestone, commences at the popular South Yorkshire venue of Wombwell. Since the last visit to the circuit the club has some changes to unveil, one is the new covered weighing-in area and scrutineering bay, the other being the long awaited Wombwell Sporting Association Social Club, which will be used for the prize presentation, and will be available over the weekend. Toilets, showers and washing facilities are all available and should enhance the already established successful weekend. Camping and caravanning facilities are available as usual, as well as Saturday practice. Last year's opening round produced some excellent racing and gave Gary Prior victory, a good pointer to the successful season ahead. The circuit has not changed from last season, although a few bumps and ripples are noticeable on some parts of the circuit. A new tannoy system should be in operation so, all things being equal, the weekend promises a lot...

Ex-Junior drivers who have indicated their intention to contest the new series are Jeremy Cotterill and Charlie Brown. Both drivers and equipped with Kali karts and Yamaha engines, an unusual combination but one which their team chief Mark Barnard is confidently predicting will be successful. Both drivers have very good Junior reputations, in particular Jeremy who has overseas racing experience and can be very rapid on his day — consistently is what he needs to work on if '84 is to be successful.

Martin Prior is another youngster who may compete in the K&S Championship and could be a potential threat to the establishment if he keeps his cool. He continues with support from Zip's and will undoubtedly be powered by Hewland engines.

Miles Hall as expected takes part but has had a change of equipment since winning the 100 Britain Super One Series last year. Continued testing and Miles' dedication should ensure his undoubted talent shines through.

Regulars Gary Moynihan, Gary Prior and Derek Higgins continue to impress, each one having a successful start to the new season, and each having a natural talent and will to win, this potential, mixed with the new-comers and the other regulars, bodes well for another successful series.

During the end of April the other Class 1 Series starts in Lincolnshire — namely Fulbeck. Unlike

CHRISTO RACING

Re, the "100 Scene" article published in the March edition of *K&S*, an apology must be made to all at Christo Racing. It was stated that they were no longer trading. **This is incorrect, Christo Racing Continues**, and welcomes all karters new and old.

Sorry for the error, and trust that **Christo Racing** continues as part of the 100cc scene.

the K&S Series, the "Super One" is for 100cc Junior Britain and International, Senior Britain and National.

The 100 National tends to be secondary to the K&S Series, but it should be noted that the "Super One" regs now allow the Bridgestone SL which will help drivers who intend to do both championships.

100 Britain is usually well supported but initial registration is slow — tyres to be used are Carlisle's (maybe initially a good idea, but perhaps now not so popular — 1984 Blue Book!!).

The low numbers could also be due to drivers of note either dropping out or changing class.

Andrew Stapley is unlikely to continue due to his parents commitments, Paul Browning has retired, and Miles Hall is moving into National. The 100cc British Champion, Patrick Walsh, must be a favourite for honours, as would be regular contenders Mark Beddall and Andy Clark.

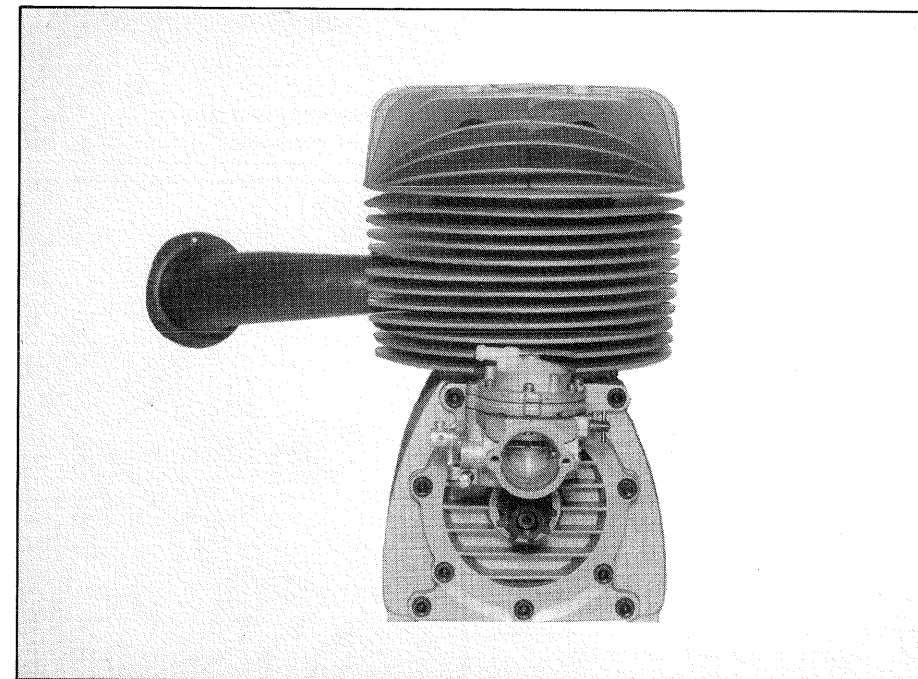
Junior International looks as though it will be run, but regulations and details should be sought from the series organisers.

Junior Britain should be as hotly contested as every, with regular hot shoes Cuff and McNish battling for supremacy.

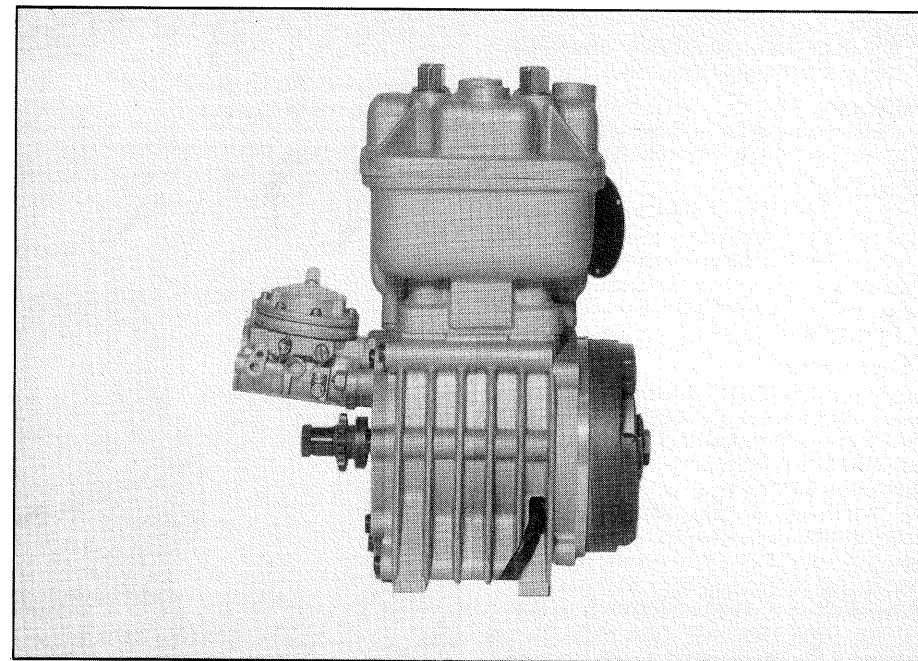
DAP, the Italian engine manufacturer, has developed over recent years to become one of the most competitive kart chassis and engine producers in the world. The engine, developed from the original Sietta, has now many forms and variations:

100cc

Model	Description
T50	Piston timed — fixed liner. Used for special classes and schools.
T70	The original DAP engine. Four phases of updating to the current Mk IV which enjoys universal usage.
T70 TT	With TT porting and crank changes.
T71	International 50mm bore x 50mm stroke engine, developed by JM.
T72	Update of T70 — new crankcases with vertical finning and different crank.
T73	Water-cooled version of the T72.
T74	As T72 but with twin transfer ports.
T75	Latest model with longer stroke.



The DAP T72.



The DAP T73/83 water-cooled version.

PARILLA ENGINE PARTS TG14, SS20 and TT22

Cylinder comp., 3-port	
SS20	£55.27
Cylinder comp., TT22	£77.13
Iron liner, 3-port SS20	£23.59
Iron liner, TT22	£32.17
Head	£29.94
Piston, 3-port SS20	£6.00
Piston, TT22	£7.00
Ring set, Sup. lightened	£2.00
Gudgeon pin, lightened	£2.47
Exhaust bend	£6.60
Vevey end pipe	£4.95
Crankcase (set), SS20	£59.89
Crankcase (set), TT22	£69.87
Crankcase (set), TT23	£79.86
Valve cover, Tillotson	£12.65
Valve cover, Tillotson, TT23	£12.65
Crank. comp., SS20	£68.97
Crank. comp., TT23, TT22	£72.60
Crank stuffers	£1.65
Crank pin	£2.75
Big end cage & rollers (Super)	£4.12
Big end washer, TT22	55p
Connecting rod	£20.00
Small end spacers	65p
Small end shims	27p
Crank shim	27p
Valve locator	£4.40
Locator circlip	22p
Rotary valve	£4.00
Rotary valve TT23	£4.18

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10 tooth sprocket	£4.50
Crankpin	£2.50
Con. rod (std.)	£25.00
Con. rod (selected)	£30.00
Con. rod assy. (Super Hi Fi)	£60.00
Gasket sets (factory)	£1.50
Head	£30.00
Crankcase (Pair)	£73.00
Crankshaft assy. (with selected rod)	£81.50
Rotary valve cover	£12.00
Big end shims (each)	£1.75
Liner, TT	£35.00
Rotary valve, 27	£5.00
Piston, TT	£7.00
Rings, Super (IAME)	£6.00

KOMET ENGINE PARTS K77, K88TT and K78TT

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

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

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

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Extension	£1.50

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Exhaust pipe	£7.35
Cylinder barrel	£29.90
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Cylinder liner, 3-port	£28.50
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117 sprocket, fine pitch	£5.95
127 sprocket, fine pitch	£5.95
9T sprocket, std. pitch	£5.95
Output shaft oil seal	50p
Rotary valve cover	£12.00
Oil seal 25357	60p
Hub r/v drive hub	£4.25
'O' ring crank valve hub	40p
Crankshaft nut	85p
Crankcase L.H.	£30.00
Crankcase R.H.	£30.00
Crankcase oil seal	60p
Big end roller bearing	£3.75
Cylinder head nut	50p
Piston assy. all sizes incl. piston rings, gudgeon pin and circlips	£10.00
S/E Thrust washer	75p
Crankpin	£3.50
Connecting rod	£19.50
Crank assy. incl. rod	£74.00
Crank half R.H.	£30.00
Crank half L.H.	£30.00
Engine mount clamps	£2.75
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Rotary valve, 45-65°	£5.00

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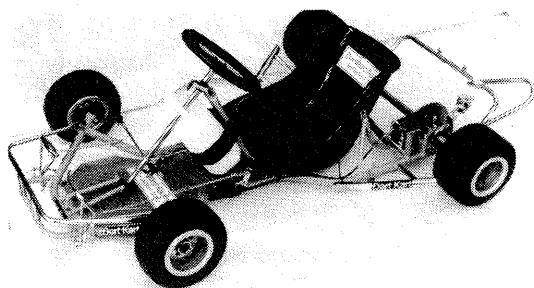
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Mike Doble (11), scored a successful day after Rodgers' (1) demise early on.

they took to the circuit. With 27 drivers on the grid it was all go for an interesting contest. While Duncan Pearcey, Mike Doble and Barry Tomlinson rested on the front, British Champion Derek Rodgers reposed with ex-210 man John Newton on the third row. Behind, Richard Boston waited ahead of the second Leadside driver Phil Glencross. The GP plates of Alan Cheetham sat alongside Tony Taylor with Paul Sadotti back on row eight.

It was Mike Doble to hold the lead during the first four laps from Boston and Rodgers in what had turned into a three-way scrap. Rodgers came back with the old style, so familiar last season, to take a good lead over Mike Doble, proving he can do it whether he's using two carbs or one. Meanwhile Boston followed through, sticking to his tail, but his second slot was to be short lived and, at the finish, it was a win for Rodgers, from Doble, Boston, Bob Hipkin, Tomlinson and Brian Borwell, while GP Cheetham finished ninth. John Newton, still coming to terms with the change in class, retired midway. Rodgers' average speed over the 6 laps was 69.90mph.

Misfortune is something inherent in karting, as most competitors can undoubtedly relate. So it was with Derek Rodgers on the second outing, in fact on the rolling lap into Coppice, but this time the weather can be held as partly responsible. Snow and sleet was falling in moderate though fine quantities, thus sluicing some gravel onto the track. Round Coppice and Rodgers was out, tossed into the left bank when a stone, picked up by the front wheel, lodged between the throttle pedal and stop, jamming the throttle open. The result was a slightly twisted chassis front end, precluding him from any further racing that day.

Meanwhile Boston and Doble carried on their



Richard Boston — day of mixed fortunes.

that the weather looked as though it might improve to allow faster times. In comment, Ian Shaw, of whom so much was expected, was having a very fraught day with a vastly under powered Rotax.

With the 125's split into two fields, eyes turned to the opposing camp containing the 'old 42' — Stuart Ziemelis, Mike Ballantyne, Phoenix driver Jon Dixon, ex P & R man Steve Cowell, Mark Webster, Alan Sorenson, Stephen Coward and Philip Margerison.

Ziemelis found himself sitting in the middle of the grid, though that did not deter him when the flag fell. He found a way through where there looked to be none and soon set himself up in a very commanding role to pull out a lead that no one could touch. In fact he held onto it until the end, leaving the battle for second place to be settled between Ballantyne and Phil Margerison, the latter eventually attaining second over his protagonist. Stephen Coward claimed a good fourth on his return to karting, ahead of Steve Murray and Keith Bisp.

Ziemelis' race time was 7min 46.9secs, 71.39mph and he also put in the fastest time of the day in the 125 heats, of: 71.05mph. All that remained was to see how he would perform during his second session.....

.....And well he did, though times were a little slower because the promising looking improvement in conditions had in not materialised. This outing was to see the retirement early on of Stephen Coward while Ziemelis again took the win from Chris Stoney who drove to a fine second. Jon Dixon was next home, followed by Malcolm Clark, Mark Webster and Phil Margerison.

One of the other major points under discussion around the Pits was how the prototype Ed Duckett Racing, E.D.R. chassis, armed with A.P. Lockheed brakes would perform against the Zip establishment. Essentially the E.D.R. is basically an innovation of the Dino. It is reputed that Dino costs have risen dramatically during recent months forcing importers of the Danish manufactured chassis to consider alternative possibilities. Such it was that Duckett decided to turn his hands to producing his own chassis. If the project proves a success, the question arises, will it be a viable proposition for Ed Duckett to consider moving into the manufacturing side of things? However, that is a matter for future consideration. Having come up with the chassis, thought then turned to brakes, revealing preference for an alternative system, as opposed to the recognised marketed products currently available in the U.K., thus the Lockheed system was chosen. Mounted in a similar fashion to the Dino setup, they are considered much more efficient. The conventional bodywork hasn't deviated from the format Steve Styryn raced last year, nor is it anticipated that it will alter in any way this season.

As they toured around Mansfield and up to the start, the front row was headed by Bryan Reader, Phil Ansell and Glen George. Styryn lay on the next line with Richard Dean directly behind along with Philip Bristow while Reg Gange found himself on the fifth. Robert Bushell and Tim Parrott were next down the queue with Rob Kerkhoven and Paul O'Shea reposed at the back.

From the first lap it was Styryn who proved to be in the most forceful mood, extending his lead a considerable way early on while the main interest was taking place further back between Parrott and Gange. A furious scrap had begun forcing the issue as to whether or not the Berry Rotax of Parrott was equal to or better than the Zip of Gange. While Styryn went on to take a comfortable win, the dispute for second was soon settled when Parrott dived across the line in front of Gange.

With a reversal of roles designed for the second heat, Styryn had his work cut out to make an im-



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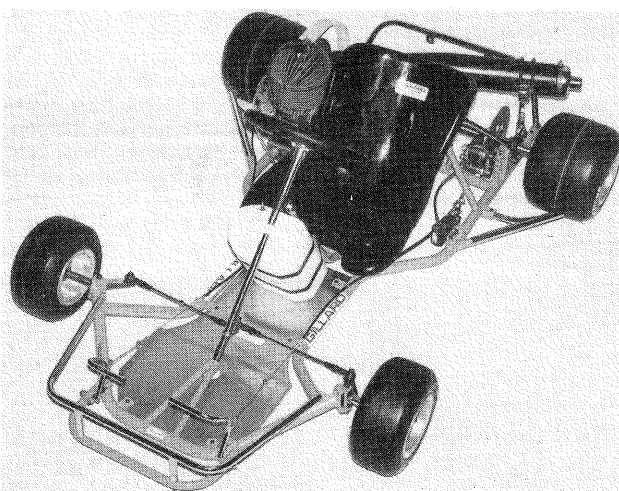


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KIMBOLTON

Continued from page 7

managed to complete the course to claim a deserved first. Had there been more competition for him, he would have undoubtedly presented quite a challenge as he was holding his own with some of the Junior Britains, something which has been happening in other clubs, apart from Kimbolton.

100 BRITAIN

The earlier heat performances of Simon Richardson and Victoria Philip-Bates were to be repeated in the final. Richardson on pole with Vicky alongside made for an awesome challenge to the rest of the field. From the start Richardson took the lead to become the commanding factor in the race, though not without a considerable amount of pressure from Philip-Bates. However, his determination to hold onto what, on occasions, looked to be a sometimes tenuous advantage, galvanised his resolve even more. Whilst the lead pair streaked into the distance, Paul Murphy, Peterborough's Robin Gibbs and Andrew Waters fought over the next three positions, a dispute that was to continue for the rest of the race, with evidence of some spectacular driving into and out of Stowe Corner, where they were virtually climbing over each other. The battle really heated up about mid race when Murphy began to pull away, leaving the dispute for fourth to rage between Waters and Gibbs. It was the forceful Waters who, in the end, succeeded to take third, ahead of Gibbs and Murphy. Richardson's win did not come easily as Philip-Bates posed a serious threat all the way.

210 NATIONAL

The 210 final looked and indeed proved a foregone conclusion. Paul Umney's heat successes had earned him pole position. On the other hand, Cranfield's Geoff Hoden, who had dropped a heat, sat well back on the somewhat sparse grid. Geoff's earlier problems meant he was forced to run a standard motor which proved no competition for the flying Umney. In fact, Hoden's alternative refused to clear, resulting in a disastrous day for him. With a spread of novices in his wake, Paul Umney took the flag easily from John Howard, Martin Riley and Clive Milton.

100 INTERNATIONAL

The three 100 International lads, Mark Woolford, Samy Hunt and Morris Healey must have cursed their luck — it was beginning to spit with rain when they turned out on slicks, with Healey experiencing problems starting on the dummy grid. Woolford managed a good start, taking the lead convincingly and hanging onto it for a couple of laps before Hunt began to exert the pressure, eventually relieving Mark of the controlling position. On the third lap on a greasy surface Healey spun out at Stowe but managed to restart though a lap down on the others. Young Hunt maintained his lead, keeping Woolford at bay until the flag to claim a well deserved victory.

JUNIOR NATIONAL

All four Junior National drivers managed the start, with Mark Parker gaining the edge over the rest of the field on the first lap, consistently holding the advantage from Andy Routledge, Neil Page and Adrian Cullen. Routledge's attempts to grab the lead were thwarted by Parker's determined driving style. By mid race Neil Page found himself relegated to the position of back marker and that is how the order remained until the finish, with Parker taking a clear finish from Routledge, Cullen and the unfortunate Page.

250 NATIONAL/INTERNATIONAL

These two gearbox classes seem to becoming somewhat of a 'one horse race' at Kimbolton. The

following is minimal, a pointer that is regrettable. If there was a more competitive turnout, then perhaps the spectators might not feel quite so despondent. John Ottery is undoubtedly the best 250 National exponent at Kimbolton and his performance in the final gave justification to the claim — he saw off all contenders with some interesting 'derring-do' off the start line, diving through on the inside of the Straight to leave the Internationals in his wake. The only opposition came in the form of Stu Titman, but that was not to last long and, in saying so, no disrespect is intended towards the International drivers. At the finish it was Ottery from Titman.

125 NATIONAL

There were really only two men to cause concern to the rest of the depleted 125 legion: Roger Goff and Colin Poole who assumed the commanding roles before Stowe Corner was reached, with Goff pulling away from the hounding Poole. Meanwhile the action was taking place further back between Turner, Dell and Bridgeman. From early on and for the first five laps Margaret Dell had the edge over Ian Turner and Richard Bridgeman. Bridgeman had made a good start to lie in fourth spot for the initial lap before he succumbed to the attentions of Turner on the second tour. Turner then pointed his sights at the Dell exhaust and gradually began hacking away her advantage when, on lap six, he succeeded and began charging away. While Bridgeman was devising means to relieve Dell of her fourth spot, Rob Tustings was creeping up behind seeking a route through. In the closing stages of the race, Bridgeman bettered Margaret but soon lost his third place advantage to Tustings. The order remained unchanged to the end with Roger Goff taking the flag and Colin Poole chasing him home. Tustings finished third, while Bridgeman, Dell, Pete Sale and David Eagland completed the top six.

100 NATIONAL 'B' FINAL

The 'B' final contained such likely names as Phil Glencross, long circuit 250 National driver, Vincent Bond, Peter Woolford and a very quick novice, Graham Wallace.

Glencross, sporting the blue and white Leaside Exhaust colours, made a charging start and dominated the field into Stowe. Hot on his heels came the Lane/TKM combination of Vincent Bond pressing hard for some sort of advantage. The No.10 of Bruce Moore clung grimly on behind in third place for a few laps until he fell into the clutches of Graham Wallace. By the fourth tour Bond had lost his second slot, to appear lying fourth on the next circuit. On the next round, however, he found himself in third following the demise of Bruce Moore. Meanwhile, Phil Glencross was beginning to lose ground to Bond, eventually ceding the lead during lap eight, leaving Glencross to be devoured by Graham Wallace. Across the line in first was Vincent Bond hounded by Graham Wallace, Phil Glencross, Peter Woolford — these top four going forward to the rear of the 'A' final grid. Paul Scutchings just missed out on a fourth place by the slightest of margins after a fine drive and had to content himself with watching the remainder of the day's events.

100 NATIONAL 'A' FINAL

With a full grid of 24 drivers, Clive Wheldon and Brian Hooley heading the field, the 'A' final was set to be a rampageous affair. Added to the fierce competition aligned to 100 National was a greasy track, just to give flavour to the proceedings.

Wheldon had the upper hand on the inside from the word go, but Hooley's notorious determination is something to be reckoned with. Curt Guy managed to slot himself into third spot and so it continued thus for several laps.

The other early placings went to David Harridge, Vincent Bond from the 'B' final and Duncan Kier.

Stowe Corner was becoming moderately slippery, as no doubt many drivers can attest. By mid distance, Wheldon, Hooley, Banbury, Bond and

Curt Guy were encountering back markers. As the lead pack of twelve or so karts piled into Stowe, someone lost it, unidentifiable in the ensuing melee, leaving eight karts strewn on the corner. Leaders Wheldon and Hooley came out unscathed to charge on ahead. A careful eye could detect no flag marshal on post, resulting in Ron Cox screaming down the Straight totally oblivious as to what had occurred to run into a stationary kart sideways on to the corner. The kart was that of Phil Glencross and fortunately the scrapes were minor, but the situation could well have resulted in some serious injuries. It is reprehensible that such conditions should apply and no one can condone the absence of the proper marshalling facilities. Hooley gained the advantage on lap seven, with what is regarded by some as a uniquely characteristic style of driving, by forcing his way through on the inside of Stowe Corner, making contact and throwing leader Wheldon into a confused spin which resulted in his demotion to fourth place at the end.

Hooley crossed the line first, followed by Vincent Bond, David Harridge, Clive Wheldon, Dave Banbury, Curt Guy, Duncan Kier and Simon Benoy in a final that could have have more for karting had it reflected what are commonly termed 'Sporting Attitudes'.

Report: Ed. McCormick

JUNIOR BRITAIN

1st Mark Parker	Zip/Goff Arrow
2nd David Jackson	Wright/Arrow
3rd James Rhodes	Zip/TKM
4th Dean Caswell	Zip/FE Arrow

JUNIOR NATIONAL

1st Mark Parker	Zip/Goff Arrow
2nd Andy Routledge	Zip/Goff PCR
3rd Adrian Cullen	Cobra/TKM

JUNIOR BOOSTER

1st Tony Hardy	Zip/Parker Arrow
----------------	------------------

100 BRITAIN

1st Simon Richardson	Wright/Arrow
2nd Victoria Philip-Bates	Reema/Arrow
3rd Andrew Waters	Zip/Goff Arrow

100 NATIONAL

1st Brian Hooley	Dart/TT27
2nd Vincent Bond	Lane/TKM
3rd David Harridge	Dart/DK TKM
4th Clive Wheldon	Sprint/Parilla
5th Dave Banbury	Stratos/Goff TKM
6th Curt Guy	Gillard/Goff PCR
7th Duncan Kier	Keg/Arrow
8th Simon Benoy	Lane/FRED TKM

125 NATIONAL

1st Roger Goff	Zip Kelgate/Goff Rotax
2nd Coline Poole	Zip Kelgate/Goff Rotax
3rd Rob Tustings	Zip/Goff Rotax

210 NATIONAL

1st Paul Umney	Zip/Villiers
2nd John Howard	Aero/Villiers

250 NATIONAL

1st John Ottery	Zip/Yamaha
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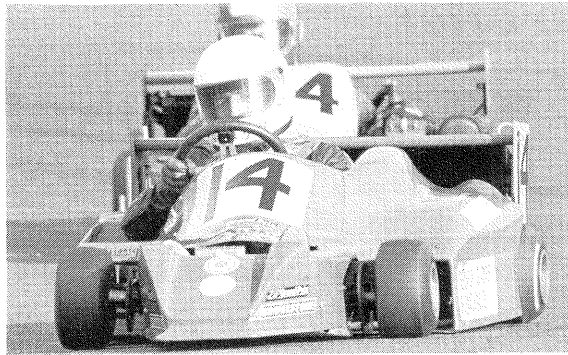
250 INTERNATIONAL

1st Stu Titman	Zip/Yamaha
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100 INTERNATIONAL

1st Samy Hunt	Dino/Goff Dino
2nd Mark Woolford	Dino/Goff PCR

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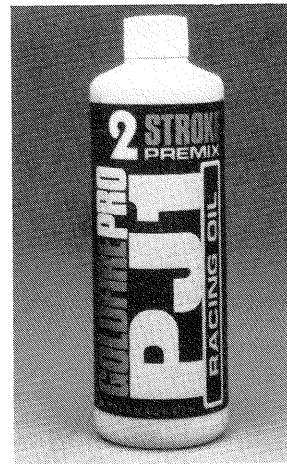
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pression on the front formation which included: Gange, Kerkhoven, Parrott, Dean and O'Shea. Yet such was the will to succeed that he eventually took the lead and headed Gange, Kerky and Parrott in an ever increasing lead away from the rest of the field. But Reg, having been thwarted in the first heat, was having nothing of it and fought his way to the front, slip-streamed by Rob, leaving Steve a little way behind and under the pressure of Tim Parrott. Whilst Gange found himself assured of a first place and Kerkhoven second, the third slot was still a matter for contention. Into Mansfield and it was Parrott who had gained the upper hand from a hounding Stylin, then came contact on that final bend; Parrott was on the grass and Stylin finished third. Bryan Reader and Richard Dean managed fourth and fifth while Parrott had to content himself with sixth.

With Don Briggs announcement that there was to be only a 10 minute break before the finals commenced, there was a frantic rush by the spectators to grab a quick and well-deserved cuppa to keep out those of the chills which had not thus far worked their way into the bones. Yours truly was one such, eventually trudging back to his vantage point accompanied by a coating of Cadwell 'mire'.

210 NATIONAL/125 P&R

George Bett and Graham Sykes shared the honours up front with John Burns close at hand. As the flag dropped it was a foregone conclusion that Bett, barring incident, would be the one to lead the field. That is exactly the format the race adopted, an emulation of John Newton last season, relegating the opposition to far horizons. Meanwhile Graham Sykes was striving to make some kind of dent on Bett's leadership, but to no avail. Sykes nearest rival was the Ansell prepared Villiers of Bob Pooley that sought to relieve him of his second spot whilst John Burns grimly hung onto his tail. By the third lap however, Burns retired, elevating Dudley Martin, George Wright and Tim Price each a place. After a somewhat stretched out affair, Bett took the flag easily from Graham Sykes, Dudley Martin, Bob Pooley, Dave Thacker and Offerton's Neil Bolton.

1st	George Bett	Zip GP/APV
2nd	Graham Sykes	Zip/Longtune Villiers
3rd	Dudley Martin	Zip/Villiers
4th	Bob Pooley	Zip/B.P. Villiers
5th	Dave Thacker	Dino/TT Villiers
6th	Neil Bolton	Adamson/Villiers

Race Time: 13min 30.3secs — 66.64mph
Fastest Lap: George Bett — 1min 19.5secs — 67.92mph

The P&R lads started off the back of the 210 grid, with the front line-up looking as follows: Tony Martin, Marek Piatkowski, Graham Barker and



Parrott — a fine second with his new found power.

Calvin Fortnam all sharing the first couple of rows. It was less of a one horse race than was at first expected because most of the machinery was comparable, though Tony Martin managed to attain an early stage lead over Piatkowski and Lincoln driver Phil Wilkinson. By the end of the second tour the order was: Martin, Piatkowski, Barker, Fortnam and Wilkinson. The next two laps saw a determined Piatkowski eventually relieve Tony Martin of his lead. Meanwhile Fortnam worked his way up to slot himself into third place. By the penultimate lap he had forged through to take the lead and held it in fine style to the end. So the order was: Fortnam, Martin, Piatkowski, followed a way behind by Barker and Tony Mumby.

1st	Calvin Fortnam	Barlotti/Honda
2nd	Tony Martin	Barlotti/Honda MR
3rd	Marek Piatkowski	Barlotti/Honda
4th	Graham Barker	Barlotti/Honda
5th	Tony Mumby	Barlotti/Honda

Race Time: 13min 36.0secs — 58.84mph
Fastest Lap: Marek Piatkowski — 1min 25.40secs — 63.23mph

250 NATIONAL

The 250 National final collected a lot of support from the spectators when the karts moved off on their rolling lap. With the absence of Rodgers from the proceedings, Richard Boston, Mike Doble and



Reg Gange settled for 3rd in the Superkarts.

Brian Borwell shared the front row. Alan Cheetham's GP plates were seen to be quite a way down the field. As the starter ushered them away it was Rick Boston who pulled out from the rest with Mike Doble in close attendance; his machinery capable of taking on all comers in the class. But Cheetham had also got off to a good start and, by the end of the first trip, was lying in third spot ahead of Bob Hipkin, Borwell, Paul Sadotti and York's Colin Fletcher — Barry Tomlinson was trailing well down near the back.

Richard Boston seems to be plagued by problems and, unfortunately, retired on the fourth lap, robbing the spectators of what would have undoubtedly been an interesting duel with Mike Doble. Likewise the coin fell against Alan Cheetham at about the same time.

At the halfway stage the order looked thus: Mike Doble in command; Bob Hipkin, Brian Borwell, Colin Fletcher, Dennis Barnes, having forsaken 'Peak Revs' and Zip for a Phoenix/Yamaha setup.



The 'untouchable' George Bett in the 210 Nat. Final.

Continued on page 15 ►

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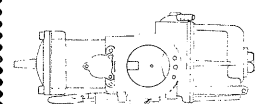
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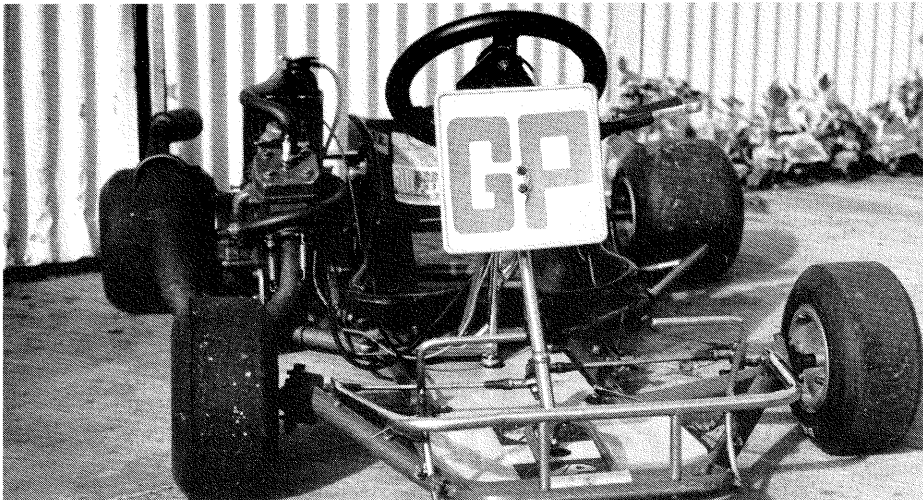
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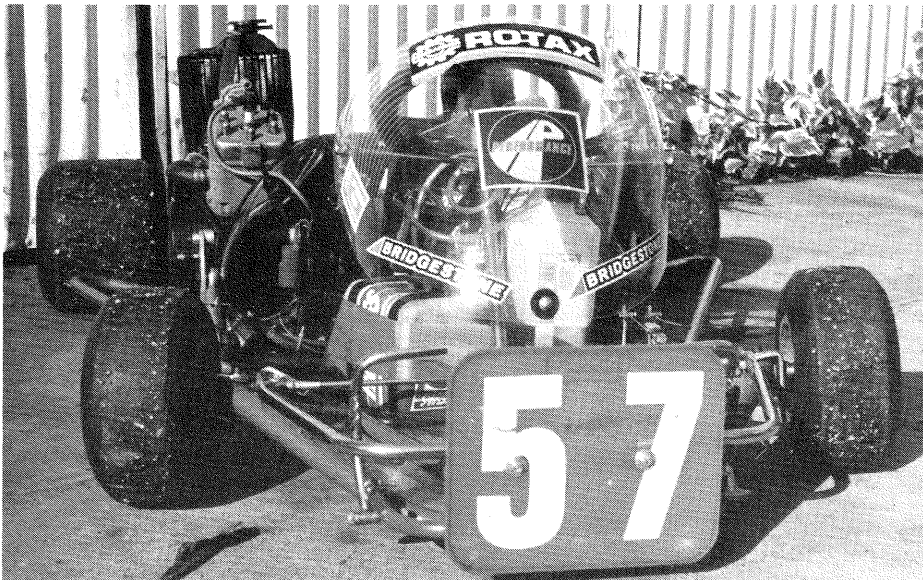
THE CLASS OF 125.....

And now a word about Ian Williams, the South Australian engine tuner. Ian is 27 years old and has established quite a reputation, building all types of two-stroke engines and pipes for both karts and bikes. Ian himself pilots a 125 water-cooled Rotax on a DAP 'A' Frame (as the photograph shows) and reckons 1983 was his best year so far in karting. Bobby Smith, who has won both Australian GP's run so far in the 80cc class, is one of his most loyal customers. Bobby's outfit consists of a Pro-Star chassis which is Australian made and a Yamaha YZ80J water-cooled engine. Between them they seem to be dominating their own respective classes, let's hope 1984 sees them continue in this vein.

(Photograph — courtesy Ian Williams)



The Smith outfit with the YZ80J motor.



Ian's DAP frame with water-cooled Rotax.



Ian Williams (left) with Bobby Smith.

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Round 3	June 10th	Wombwell	Wombwell KC
Round 4	June 24th	Fulbeck	Lincs KC
Round 5	July 8th	Wombwell	Wombwell KC
Round 6	July 22nd	Fulbeck	Lincs KC
Round 7	Aug 5th	Three Sisters	Merseyside KC
Round 8	Sept 2nd	Little Rissington	Bromsgrove KC
		(Midland Gearbox Championships)	

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Paul Sadotti and Phil Glencross were next along. By the end of the seventh lap things were looking interesting. As the leaders passed the Commentary Box, Doble and Hipkin were level-pegged, while a short way behind came Borwell jockeying with Sadotti, followed by Barnes and Glencross. A large gap then appeared in the order before the next grouping of Fletcher, Garner, David Ellis and Terry Lee came into view.

On the next circuit Doble showed his teeth, appearing a fair distance ahead of Hipkin and determined to hold onto the lead. By the ninth tour Sadotti had moved up to third, out to prove that 'Peak Revs' is still capable of holding its own. However, it was a short-lived attempt to fly the flag as he was forced into retirement, allowing Doble to lead home Brian Borwell, Bob Hipkin, Dennis Barnes, who drove a good race, Phil Glencross and Colin Fletcher.

1st	Mike Doble	Zip/Yamaha
2nd	Brian Borwell	Aero/Yamaha
3rd	Bob Hipkin	Zip/T&C Yamaha
4th	Dennis Barnes	Phoenix/Yamaha
5th	Phil Glencross	Leaside Zip/Peak Revs Yamaha
6th	Colin Fletcher	Zip GP/CJF Yamaha

Race Time: 12mins 56.0secs — 69.69mph

Fastest Lap: Tim Doble — 1min 15.20secs — 71.81mph

250 INTERNATIONAL

To say that the Superkart final was a foregone conclusion is a bit like putting one's head into a lion's mouth and expecting the big cat to approve of the oral intrusion.....

After the heat performances it came as expected the Steve Styrim would occupy pole position. Abreast of him sat Reg Gange and Tim Parrott who was acquitting himself well with his new found power. The next row revealed Rob Kerkhoven and the 'O' plate of Richard Dean.

As the starter leapt clear it was Gange, set to prove nobody can outbrake him into a tight hairpin and he proved it so by taking the lead up the straight into Coppice and round Charlies. However, the race was to adopt a different guise once the leaders had dealt with Park Straight. Out of the Gooseneck and into Mansfield, Styrim had grabbed the lead, a tenuous one, from a furiously hounding Gange, while Kerkhoven, Parrott, Dean and Phil Ansell sat close behind.

The next circuit and Styrim decided that he didn't like close company on his tail; his lead was stretching, leaving a three-way battle between Parrott, Gange and Kerky. A little further down Richard Dean was leading Phil Ansell, Glenn George and Robert Bushell. Unfortunately at this early stage Philip Bristow retired from the proceedings.

Lap after lap Styrim was building up a commanding advantage, a good three hundred yards by mid distance, but the centre of attraction was the dispute between Gange and Parrott, Parrott eager to prove to his sponsors that he has the ability to put the top drivers under pressure. At one stage he reckoned Reg was holding him up, but perhaps that should be taken jocularly. He did however stretch Rob Kerkhoven to his limit and began chasing Gange for all he was worth, eventually succeeding to second place by the end of lap six.

Rob Kerkhoven was still holding his own with Richard Dean sitting a little way back fending off the attentions of Ansell, George and Bushell.

While Steve more and more began to fly into the distance, he became quietly confident that no one could touch him and noticeably eased off his pace. Meanwhile, Tim Parrott, having grabbed second place was as keen as mustard to hang onto it, though Reg is not one to give up without a fight and clung to Parrott's tail like a limpet. The effort was to be to no avail, while Steve shot across the line with a very dominant lead, Parrott flung his fist into the air — he had done it for his team and his sponsors, a well-deserved second, with Reg just

behind. Next up was Phil Ansell, followed by Robert Bushell and novice driver Stephen Gill.

1st	Steve Styrim	E.D.R./Rotax
2nd	Tim Parrott	TPR Zip/Berry Rotax
3rd	Reg Gange	Hermitite Zip/Zip Rotax
4th	Phil Ansell	Zip/Rotax
5th	Robert Bushell	Warfedale Zip/Rotax
6th	Stephen Gill	Zip/Rotax

Race Time: 13min 59.4secs — 77.19secs

Fastest Time: Steve Styrim — 1min 8.5secs — 78.83mph (Also the fastest lap of the day).

125 NATIONAL

With the weather conditions reportedly being responsible for several minor shunts in the heats through freezing slides, causing carburettor malfunctions, it was with a certain degree of pessimism that the officials regarded the full grid of 125's as they started off on their rolling lap.

Ziemelis, with two heat wins under his belt, occupied pole position. Also sharing the front row were Chris Stoney and hard man Mark Allen. Looking threatening, directly behind Ziemelis, was Luby, his chassis and engine now well sorted for the wet track conditions. Margerison and McCallum sat alongside head of third row men Herbert, Bisp and well placed novice John Cadiz.

Satisfied that they were holding grid formation

Sandy Taylor, starting from 21st place on the grid after failing to complete his second heat, was positively flying up the field and, by half distance, was up to eighth but by this time the leaders were well ahead and Luby began encountering back markers. The real battle was for second to fifth place following an incident at the top of Park which demoted Ziemelis to fourth behind Stoney and McCallum, to which his front fairing bore testimony when he appeared passing the commentary box. Meanwhile, Mark Allen charged up to relieve Jon Dixon of his hard-earned fifth place. The ensuring four man race between Ziemelis, Stoney, McCallum and Allen was full of action-packed entertainment, with those behind Ziemelis darting about, blocking and seekings ways through.

As they commenced the eighth tour, Allen managed to get by McCallum, but in his attempt to do likewise to Ziemelis and Stoney, he went off, leaving Ziemelis with some more secondhand bodywork. With this loss of straight line speed Ziemelis fell into the clutches of first Stoney then McCallum. Into the closing stages of the race and Luby was miles out infront with a clear road ahead and little or no worries between him and the flag. Chris Stoney's struggle with Peter McCallum still continued but he was determined to hold onto second spot. Meantime Ziemelis was coming within the reach of Sandy Taylor but managed to hold him at bay, while Malcolm Clark had secured himself the sixth place.

All heads turned towards Mansfield, waiting for



The centre of attention — Kurt Luby with the Minarelli.

the starter flagged them away. Ziemelis got a good start down to the hairpin as Luby charged up the inside of Chris Stoney and into second place, whilst behind Allen and Margerison had a disagreement and spun. It was Allen who managed to get it all together quickest but by the time Margerison had restarted he was effectively out of the race. It was Luby to appear in the lead as they tore up into Charlies with Ziemelis close on his tail. Behind, Chris Stoney and Peter McCallum were side by side, followed by Stephen Manett, Jon Dixon and Geoff Glazebrook. Mark Allen was lying in eight spot as the leaders began to pull away down Park straight. Into Mansfield and it was still Luby from Ziemelis, the latter holding his own against the Minarelli outfit. Even at that early stage the field was beginning to stretch out, producing several battles going on at various points on the circuit.

Luby maintained his determined lead and there seemed little that Ziemelis could do to haul him in. Behind him things were hotting up between Stoney and McCallum as the fight for third place began in earnest. A short way down the track, just out of Mansfield, Jon Dixon dived past Manett to claim fifth place, leaving Manett to the clutches of Mark Allen, while further back the rest of the Scottish contingent was making every effort to catch up.

the leaders. Luby appeared, sliding around the corner and, with a flourish, powered his machine past the chequered flag. A good drive by Kurt Luby and a good final. Chris Stoney held his second position to the end from Peter McCullam, while Stuart Ziemelis had to accept fourth. Sandy Taylor was fifth and Malcolm Clark sixth.

1st	Kurt Luby	Phoenix/Minarelli
2nd	Chris Stoney	Barlotti/Rotax
3rd	Peter McCallum	Wright Zip/Rotax
4th	Stuart Ziemelis	Zip/SRS Rotax
5th	Sandy Taylor	Zip/SRS Rotax
6th	Malcolm Clark	Zip GP/Rotax

Race Time: 12min 48.1secs — 70.30mph

Fastest Lap: Stuart Ziemelis — 1min 15.2secs — 71.81mph

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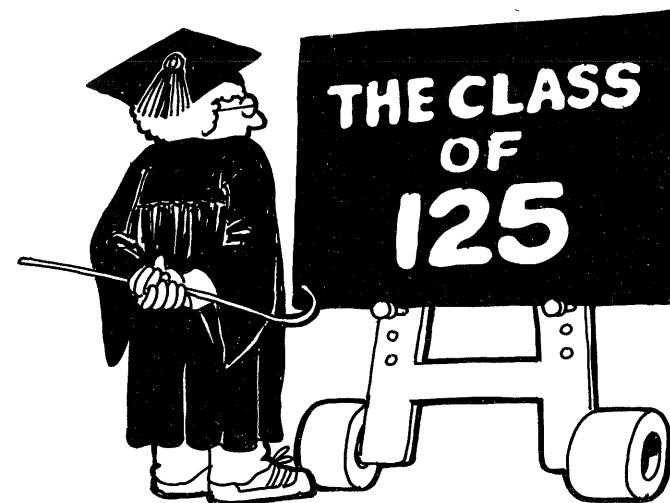
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I trust you enjoyed last month's feature and thanks to Jed Glover for his insight into the US scene. Also I should like to express my appreciation to Mr R. Jones of Milton Keynes for his kind words in the letters page of the March edition. Now to this month. I hope to cover briefly the Cadwell meeting but I won't dwell on it too much as there is a full race report in this issue; the BRSCC event at Mallory and a few interesting snippets of information.

STUART ZIEMELIS

Apart from the atrocious weather conditions, the Cadwell Opener wasn't all that bad. About 70 125's made the journey and braved the wet all day. It was interesting to see the number of new faces who have joined the ranks of 125 National. One in particular, thought not a new face by any means, was Jon Dixon, ex-Superkart pilot, who was out on Kurt Luby's old machine and indeed showing quite well in the heats. Kurt himself was having mixed fortunes with his new chassis and the Minarelli engine. Added to that the fact that the engine was voted 'experimental' by the race officials, must have caused a certain degree of apprehension on Kurt's part as to its performance. However he did get it sorted in the end and went on to take a good win in the final. I too had my fair share of problems after winning both heats. In the final I got involved with a spinning back marker and, after rejoining the circuit, developed a badly slipping clutch — but that is racing.

During the meeting I was asked why nothing had been included in the column in the past on the 125 P&R Series and on short circuit racing. However, I did mention at the beginning of the year that if the information is forthcoming it will be justified with adequate coverage. It is up to you, the drivers and readers to volunteer information, although I

understand from Ed that P&R man, Marek Piatkowski, will be supply some interesting notes on the mainstay of the class — the 125 Honda. Let me reaffirm that, if there is anything you wish to know, or wish help with, just give me a phone call or drop me a line. You all should know the address and number by this time, but I'll repeat it in any case:

19 The Green, Great Staughton, Huntingdon, Cambs. (Tel: (0480) 860823).

Incidentally, should you have any queries regarding the excellent article by Roy Wooldridge last month, please let me know, so that we can highlight them in future issues.

Sunday 11th March saw the first of three BRSCC 125 meetings, two of which were scheduled for Mallory, the third at Oulton Park. The entry for the first meeting was small, only twenty-one drivers racing, though this was probably due to the short notice and the closeness of the first round of the Zip/Bridgestone Championships. However, these meetings are something special in the world of 125's and it is hoped that they will see a better turnout for the next two events. I have some entry forms and, if you are interested, they can be obtained for the price of a stamped addressed envelope. There is also prize money to be earned, therefore it must be worth entering. Apart from that, it is the opportunity to give a greater degree of coverage to karting to other forms of motor sport that is important and it can only bode good for the sport as a whole.

The format for the meetings has changed from last year as there seems to be now only one 15 minute practice session and one 10 lap race. It doesn't sound like much, but there is hope that at least the practice session will be increased. The results from the first round were as follows:

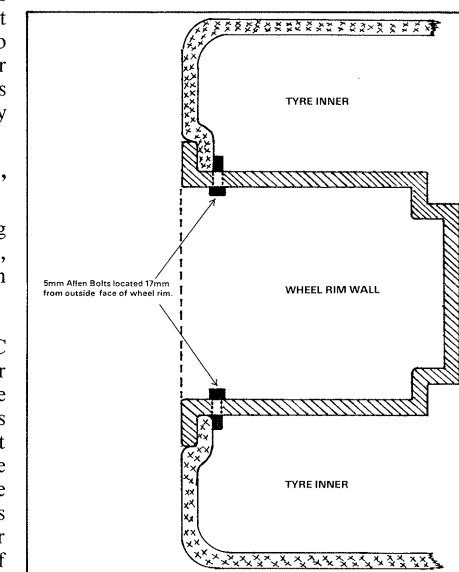
1st S. Ziemelis	6th A. Cowgill
2nd I. Shaw	7th M. Allen
3rd J. Dixon	8th W. Olerenshaw
4th A. Wilcox	9th S. Edwards
5th P. McCallum	10th T. Benstead

Now, as you know, the RAC stipulated that some form of bead retention must be applied to karts racing long circuit. For those who might be experiencing problems, I give a brief description of the simplest way to comply with the regulation, along with a suitable diagram.

TYRE BEAD RETENTION

It is now mandatory that all Long Circuit karts must be fitted with some form of tyre bead retention. The most effective method in use for the wheel rims is to use 5mm Allen Bolts. The procedure for fitting is as follows:

Drill three 4mm holes 17mm in from the outside edge of the rim, each in line with the three large holes used for bolting the wheel to the boss. Tap the holes out to 5mm at 1.25 pitch thread size. Assemble wheels and tyres as normal. Select 5mm Allen Bolts of 10mm length and wrap three or four turns of PTFE Tape around the full length of the thread on the bolt. Screw the bolts into the rims so that they lie flush with the inside of the rim. Inflate the tyres and wait until they fit snugly on the rims, then screw the Allen Bolts fully home, and set the required pressure.



Mark Allen announced at the Mallory meeting that he had recently become the proud father of a baby boy. We're not sure of the child's name yet, (it could be Mark, KB Allen, Cooke, DMA, or just plain Flannigan And). It is understood from reliable sources, that the infant has expressed a desire, somewhat drooling, to take up karting and follow in its esteemed father's footsteps. It is also understood that Mark is seriously considering application to the RAC MSA (Karting Section), requesting that they reduce the age limit for Junior Booster from 10 years to 1, on the grounds that Allen jnr, as an engine tuner, will be able to quickly whip the head off any motor and work with the engine still on the kart without the need of a kart stand! Everyone wishes the new addition health and prosperity for the future.

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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.

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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.



The controversy over the Minarelli engine cannot go without comment in this magazine, as the parts played by the various interested parties have become misunderstood and distorted. As it stands after a meeting of the technical committee on 15th March it was declared illegal, confirming the decision made by the Kart Committee a few weeks previously, the alternative would have amounted to a 'no confidence' vote on the Kart Committee. Martin Hines was by choice and general opinion not one of the voters, as he is obviously an interested party. So why did Jim Luby get involved with the engine? In October of last year he made enquiries with the RAC, who informed him that as the name Minarelli and Aspes were listed (there seems a little confusion as to what it is now called) there was no problem. Now in the case of both the Minarelli or Aspes, the reference on the 125 list of engines applied to piston timed engines. It was only when the engine appeared that opposition to it understandably occurred. A radical change of type of engine did require, homologation, but as the advice from the RAC to Luby was only verbal, and the conversation later "forgotten" by the RAC official concerned, Jim Luby was left in an unenviable position. If he had been advised that the engine required to be homologated, in all probability he would have had the time to do the necessary, and there would have been no opposition from the other interested parties, who were understandably "miffed" by the lack of homologation. Zips part in it must therefore not be construed as heavy handed, a "bully boy", they would not have been allowed to do, what to the observer Luby of Phoenix Karts had appeared to do — sneak it in. If he had been initially correctly advised he would not now be in the position he finds himself — having given an undertaking to take delivery of 150 engines this year, having sold a number of them already. A secondary aspect which some people initially did not realise is that the disc valve bottom half is delivered with the Rotax barrel and head when it comes to him, it is not an addition at Phoenix Karts. It was raced once last year and then won at Cadwell's opening meeting, whether this helps or hinders the ultimate outcome is difficult to assess. From my point of view the merits of

introducing a new engine; obviously competitive; into a stable and rapidly growing class may not be wise, however both the Hines/Zip and the Luby attitudes, indignance and aggrieved, are both understandable. The day after the meeting Jim Luby received a letter from Belgrave Square to say that it may be reconsidered before an extraordinary homologation meeting on April 9th.

A similar situation may arise with the Armstrong 250 inline twin, as they were told that as long as it was raced in 1983 — (which it was at Blackbushe in December driven by Keith Glendening the 125 driver) it would be eligible, with a few provisos, for International competition in 1984. If this does see the light of day in a kart this season it may well be driven by Roy Wooldridge as he has now given up 125. Peter Berry who is currently playing with the engine, wanted the services of his old partner in crime Buttigieg, but that it appears is not to be.

Dave Buttigieg and Nigel Smith are thought to be the two names in what seems a very attractive deal of the "turn up and drive" variety — put together by the unsinkable Tony Smith who has returned from Florida in USA. The karts used will be Dinosaurs and the sponsor is said to be a French shoe manufacturer that Tony knew in the days when he ran a motor cycle racing school at Paul Ricard. The engines will of course be the latest Rotaxes. If this does come about it will be good to see Buttigieg back at the battle front, and to compare him with the new star Heerey and World Champion Hines, together with the first and second time out winner Steve Styrin in Ed Duckett's new creation. Whether Buttigieg has gathered any cobwebs in his 18 months lay off remains to be seen.

After a season of many near misses last year, Steve Styrin's true ability is once again on show. To win in 250 International these days everything has to be good — engine — chassis, driver and tyres, luck or the lack of it does sometimes play a part in not winning, but the new E.D.R. karts two wins at Cadwell and Mallory cannot be put down to early season good fortune. Duckett has not gone for anything radically different, but rather a refinement on the Dino chassis from Denmark that he was importing last year. The aspect that I find amusing and similar to when Steve was so successful in his year with an Aero kart, is that everyone is trying to put a finger as to what the "little secret" of immediate competitiveness is attributable. With the Aero Kart such reasons were put forward as the way the engine was mounted, a freak Kerkhoven lucky engine, wing position and so on. The best anyone has come up with this time is that the particular Dunlop tyres he is using are more suited to the early season cold con-

ditions than Bridgestones, with a footnote, wait until mid season! I choose to think that it is an intelligent development of the Dino, and a welcome addition to the thinned ranks of 250 chassis manufactured in this country. Ed Duckett is to be wished well with his ambitious project.



"SHE".

Carolynn Grant-Sale whose superkart driving improves with each season, and whose consistency last season was almost second to none, now is a regular contributor to "She" magazine. You may remember last time she was mentioned was in the content of an article in "She", and a full page picture with her Hermetite Zip. She now does driving impressions — or road tests for the women's magazine with a very pleasant easy to read style. My only negative comment of her last effort concerning a Vauxhall Nova 1.3 Hatchback was that when in normal advertising "splurge" they show the owner squeezing an incredible number of specially selected suitcases — bicycles — dogs and kitchen sinks into the rear of the vehicle, Carolyn is posing with one very thin briefcase!

In the last column I mentioned the problems that may be faced by anyone in motor sport regarding damages and liabilities. The insurance broker concerned is well on the way to being able to offer cover in this connection. There has been since I wrote the last column, a new aspect of this liability to deal with, which was pointed out to me from across the water. When a governing body of a sport adopts or approves certain types or specification of safety ware, namely crash helmets, and then requires the approved specification helmet to carry an approved stamp or label, the onus lies with the governing body to ensure at every meeting that all helmets carry their "stamp of approval" and are indeed of ►



Kurt Luby, the centre of controversy, with girlfriend Wendy.



the required specification. The swapping of stickers from approved to non approved "favourite" helmets has taken place and I have heard of instances of dealers suffering from Standards Approval Number stickers being removed from new stock — for obvious reasons — by "loitering" customers! Nit picking? Not it would seem in the eyes of the A.M.A. (American Motorcycling Association). In anticipation of this, presumably as the result of very astute legal advice, they have dropped all forms of helmets having to meet any specification. What happens in America today happens here tomorrow — well probably 5 years time knowing the RAC. I take this opportunity to call on the RAC to make a statement on this whole matter of insurance, liability and safety ware, as comment upon the last column in which I mentioned the subject and the aspect just mentioned, together with any intention they may or may not have to provide expert technical witnesses in the event of any law suit, which may come about.



'Butty', returning on a Dino it seems. (Pic: Rodger Calvert).

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Being an "oldy" who raced in the "good old days" and I have no doubt in some minds boringly nostalgic, it was a sad day when modern electronics made their inroads into karting both in the form of inaccurately made ignition systems and electronic rev. counters. Both, in most cases, ridiculously overpriced and undependable in terms of reliability. With points, a coil condenser, the amateur could at least diagnose and correct himself, and anyone who could not set up and time an engine with points, ignitions, was in the wrong sport in my narrow mind! That is probably because the world of electronics is a Black Art to me — "if you can't hit it with a hammer I don't understand it!" A story I heard the other day from a friend who knows Patrick Tambay well, might indicate that the last laugh or smile is mine, in company with other old stagers. The current generation of Formula One Turbo engines have what is referred to as "electronic management systems", which in the first year of Grand Prix Racing being limited to a maximum capacity of 220 litres of fuel for a race distance, play a very crucial role between success and walking the last lap. The tale goes that in early season testing in France and Renault team lost two or three engines due to inexplicable weakening off

and holed pistons. A theory was put forward in the "post mortem" on the £30-£40,000 lumps of hot metal that the "electronic management systems" could have picked up interference from a couple of radio controlled aircraft being flown nearby. The mind boggles at what tricks rival teams might get up to seeking what wavelength interferes with other teams magic boxes — if there is any credence to the possibility.

Some owners of Maestro cars may also have reason not to welcome the intrusion of electronic voices warning of component faults. Near where I live, is the steepest and narrowest mountain pass in England — Hardknott Pass — in days gone by it was a section for the RAC Rally. Last summer, on a particularly hot day I chanced upon a boiling, smoking and hot smelling immobile Maestro on the pass. The synthesised voice was screaming at the decidedly annoyed owner of the brand new car "check water" — "brakes overheating" — "check oil level" — the driver was kicking hell out of the car trying to silence the unwanted device — and bellowing at his flustered wife — "I never wanted to buy this bloody car in the first place," such is technical progress!

250 INTERNATIONAL FINAL

With Hines, Stylin and Goff on the front row, Kerky, Sandy, Reg and Tim Parrott lying close behind, the ten laps allocated to the Internationals looked set to be a battle royal.

No one can doubt the determination and tenacity of the leading group as they hurtled into Gerrards for the first time. Hines and Stylin, after a good start, were again neck and neck, pulling the rest through. Gange and Dalgarno were scrapping over third spot while Goff, after a good start, had begun to drop back fractionally, his motor missing occasionally, later diagnosed as filaments of fibre glass being sucked out of the tank.

Sytrin and Hines were both pushing themselves to the limit, notching up times well in excess of 100mph, even during the early stages. Stylin eventually bettered Hines down the back straight after a furious scrap through Gerrards, Stylin pulling out a somewhat tenuous lead of five or so yards, unable to shake the Hermetite man's grip. They seemed to be totally equal on power with neither gaining an advantage.

Meanwhile Sandy and Reg were at it hammer and tong. Kerky had vanished from the order and Tim Parrott had dropped back a little, while Roger Goff's motor looked to have self-cured its problem — he was now in hot pursuit of Gange and Dalgarno.

By mid-race Stylin and Hines were picking off back markers and such was their impetus that they established a comfortable lead over the rest of the field. Out of the Elbow, as the leaders headed for Gerrards, Sandy and Reg appeared side by side, with Goff, Richard Arnold, Tim Parrott who had improved his standing, Glen George duelling frantically with the 'O' plate of Richard Dean and Paul O'Shea jostling for tenth with Donovan Collier.

There looked to be no chance of Hines bettering Stylin unless the latter erred and stuffed it in the bank. So, at the flag it was a jubilant Stylin just head of Hines. Within a second or so Reg appeared, fending off Sandy to take third. Roger Goff charged home fifth, while Richard Arnold beat Tim Parrott to the post. Glenn George held Richard Dean at bay long enough to grab eighth, while Paul O'Shea's concerted efforts earned him tenth spot.

1st	Steve Stylin	E.D.R./Rotax
2nd	Martin Hines	Hermetite Zip/Zip Rotax
3rd	Reg Gange	Hermetite Zip/Zip Rotax
4th	Sand Dalgarno	Zip/Rotax
5th	Roger Goff	PJ1 Zip/Goff Rotax
6th	Richard Arnold	Zip/Rotax

Race Time: 7min 52.6secs — 102.83mph
Fastest Lap: Martin Hines/Steve Stylin — 46.20 secs — 105.19mph

125 NATIONAL FINAL

With so much potential having proved itself in the heats, there was something of an awesome barrage of talent arrayed for the 125 Final. Stuart Ziemelis, having acquitted himself with two fine wins, sat on pole. Up closeby was ex-Superkart driver Jon Dixon who looks to be a serious threat to the class top runners this season with his performances to date; Colin Poole, Mark Allen, Mark Webster, Colin Mills, Les Cooper, Adrian Wilcox and Ian Shaw. British Champion Kurt Luby, forced into the realms of the Qualifier now sat on the back of the grid, along with Keith Glendening, Andy Bundy and Ian Beaumont.

With a full grid coming round off the rolling lap, maintaining formation, Ian Rushforth dropped the Union Jack. Line abreast they tore into Gerrards, Ziemelis fighting for an early lead with Jon Dixon. The first lap and tragedy — again the red flags were out. Colin Poole, lying in the first 10 to 15 closely bunched karts, was involved in a high speed collision. The guy in front seized, locked up, Poole struck him and went off into the tyres at the Esses. Brought back on a stretcher with a neck clamp in



Cooper (33) and Wilcox (2) into the hairpin during the 125 Final.

place, he was efficiently pronounced not seriously injured, but was whisked off to hospital for a confirmation X-Ray. It must be added here that Colin wishes to extend his thanks to the Medical Staff at Mallory for their very quick response to the accident. He also adds that the treatment he received in their care vastly superceded that given by the hospital to which he was taken. The second contretemps, if it may be classed as such, claimed Cumbria's Mike Ballantyne, again in a multi-shunt involving another seized kart, that of Mike Ashurst, resulting in the loss of a wheel for Ballantyne and the collection of several nasty bruises, effectively annulling his race chances for the day.

With the debris collected and the race recommenced, Ziemelis forged ahead with Jon Dixon almost alongside to stretch a commanding lead over the rest of the field. Meanwhile Kurt Luby was working his way through the mob of machinery to tackle the No.28 of Stephen Coward who was determined to hang onto his hard earned third spot. Such is the forcefulness of Kurt Luby that he cleared Coward's exhaust fumes by mid-race, though was still unable to shake the other's attentions.

Up front it was a close-fought battle, with Jon Dixon out to prove he was the equal of anyone. The lead changed with each lap and the question on everyone's lips was, who would be over the line

first? In the end it was to be the full-bloodied configuration of Ziemelis' outfit that won the day by the smallest of margins. Luby, after a valiant effort, made it through to third spot, a pretty fair achievement from a rear of the grid start. Stephen Coward claimed a good fourth over Les Cooper, Mark Allen, Julian Burleton, Adrian Wilcox, the GP Plates of Colin Mills and the No.117 of Steven Key who drove a fine race to tenth.

So, Stuart Ziemelis clinched the first round of the 125cc Zip/Bridgestone £5,000 Championship. Unfortunately Jon Dixon's sterling efforts to gain second didn't really do him any favours because his chassis was not completely Zip manufacturerd — he sported a Phoenix bumper. Nor did Kurt Luby qualify, as he was aboard a Phoenix chassis. Likewise the Lancer of Les Cooper, thus elevating everyone on Zip equipment.

1st	Stuart Ziemelis	SRS Zip/SRS Rotax
2nd	Jon Dixon	Phoenix/Rotax
3rd	Kurt Luby	Phoenix/Rotax
4th	Stephen Coward	Zip Rotax
5th	Les Cooper	Lancer/Rotax
6th	Mark Allen	DMA Zip/KMP Rotax

Race Time: 8min 46.1secs — 92.37mph
Fastest Lap: Stuart Ziemelis/Jon Dixon — 51.9 secs — 93.6mph



Ian Shaw (20) with Ziemelis tucked in behind.



Advantage Newton (17) for a while, from Tomlinson (3) and Rodgers (1) in 250 Nat.

The problems Kurt Luby had suffered during the earlier part of the day saw him relegated to the ranks of the qualifier and he was to win it decisively from Keith Glendening, Andy Bundy, Ian Beaumont and Ian Palmer, all earning themselves positions on the back of the grid for the final.

With such names as Stylin, Hines, Gange, Goff and Kerkhoven chaffing at the bit as the grid came round off the rolling lap, all was set for a big scrap. At the very end of the pit lane was a guy with a private video recorder, obviously his first encounter with Superkarts. He confessed they were travelling so fast into Gerrards that he couldn't keep up with them and also commented: "They must be bloody mad!"

Into Gerrards for the first time, it was Hines and Stylin neck and neck, with Kerky close up in third. Goff and Gange were struggling over fourth spot, while Tim Parrott hung on in sixth. Out of Gerrards onto the back straight Hines still maintained the edge over Steve but couldn't shake him off. By mid race Goff had sorted out Gange and turned his attentions on Kerky and was to take Rob by the end of the next tour. Meanwhile Reg managed to hold Parrott at bay while Glenn George was licking at Parrott's heels.

Out of the elbow Hines and Stylin were side by side, but it was Steve who edged over the line first. Roger Goff shot across next with Kerky, Gange, Parrott, George and Sandy Dalgarno chasing him.

The second heat and Hines was off to a good start with Stylin hounding the life out of him. Goff, Dalgarno, Donovan Collier and Reg were all well up. Into Gerrards and the red flags were out, the race stopped. Someone lost it, taking out Gary Lyons who found himself bouncing off the armco



Stylin (99) and Hines (1) in the Final, shadowed by Kerky (111).

and suffered an injured right foot, though not serious. Carolyn, who started from the rear, saw what was happening, slowed to walking pace as she approached the melee, but someone who remains anonymous for fear of ruining his amateur status, obviously had no conception of what lay beneath his right foot, tore straight into Carolyn, taking the back end off her kart and inflicting her with serious bruising. Accidental contact during a race must be expected, but on the first lap, when more flags were being waved than on Jubilee Day, it can only be assumed that the offender left his glasses behind.

Once the race was restarted, Hines was well off the line into a storming lead with Stylin hot on his heels. Goff was close by, fighting a running battle with Sandy Dalgarno. Well into the restart and Tim Parrott suffered a spectacular blowout and was lucky to hold it through the Esses.

Martin took a fine win over Steve, notching them each a heat. Roger Goff managed to hold Sandy off for third, while Collier beat both Reg and Richard Arnold to the line. Paul O'Shea, Glen George and Welshman Tony Holmes completed the top ten.

210 NATIONAL FINAL

With the cold seeping through everyone's bones and the drivers complaining of total numbness in their fingers, needless to say Peter Carter was eager to conclude the day's racing as soon as possible. George Bett's two fine heat victories earned him the choice position, along with Gary Parker and Tim Price, each claiming a second and third in the heats. As the lights flashed green Bett was swiftly off the line with Parker and Price jockeying for second into Gerrards. Vincent Munday out-throttled John Waggett, though it was a close thing, as they follow-

ed the leaders into the back straight towards the Esses.

Even at such an early stage in the proceedings Bett was stamping his mark of authority on the race, striding out to a strong lead. By the fourth tour Gary Parker was beginning to succumb to the pressures of the main contenders, first to Graham Sykes who had climbed up well to notch himself into second spot behind leader Bett, with Tim Price, Vincent Munday, John Waggett, Igor Ashwell and the now demoted Parker, strung out in a long line astern.

Towards the closing stages Bett had established himself a position no one could touch and, barring mechanical incident, would maintain it to the end. Meanwhile, as Sykes, Price and Munday disputed the next three places, Bett romped away into the distance.

At the line Bett was to claim another good victory, his second thus far of the season. Graham Sykes managed to fend off Tim Price and Vincent Munday for second, while John Waggett and Igor Ashwell made up the top six.

1st	George Bett	Zip/APV
2nd	Graham Sykes	Zip/Villiers
3rd	Tim Price	Lynx/ACT Villiers
4th	Vincent Munday	Zip/APV
5th	John Waggett	Zip/APV
6th	Igor Ashwell	Aero/Longtune

Race Time: 9min 13.8secs — 87.75mph
Fastest Lap: George Bett — 54.80secs — 88.68mph

250 NATIONAL FINAL

The Zip/T&C Yamaha of Rob Hipkin claiming a first and third earned him top selection. Alongside sat Richard Boston with two fine seconds to his credit. John Newton, having 'sorted' the new National with a first and a sixth, found himself likewise well placed with his Sanderstead colleague Mike Doble. Derek Rodgers mixed fortunes saw him further back on the 30-odd grid, while the rest of the Leaside clan were arrayed down the line.

As the lights changed, Hipkin and Boston cleared off to a good break while Newton shot through in hot pursuit. Rodgers, with a concerted effort, sought and found an avenue to take him up to the front men.

Richard Boston, who looked to be a hot favourite after his earlier standing, retired before the halfway mark, leaving the dispute for the coveted first slot between Newton and Hipkin. With a valiant effort John hung onto the lead though the margin betwixt him and Rob Hipkin was slender. Meanwhile the erstwhile Champion Rodgers was gaining impetus, slotting himself into third and biding his time. Out of Gerrards and onto the Straight, the order was Newton, Hipkin and Rodgers with Barry Tomlinson next in line.

Slipstreaming, Hipkin shot out and took Newton into the Esses. Rodgers waited briefly then out manoeuvred John out of the Hairpin.

It was a close-fought battle, Hipkin unable to shake off the attentions of Rodgers and Newton with Tomlinson hanging on grimly to John's exhaust. Further down the order saw Borwell, Paul Sadotti and John Atherton jockeying for the next range of slots.

As the last lap board vanished and the back markers disappeared into Gerrards, the leaders came into view, running down out of the Elbow. It was Rob Hipkin ahead of Derek Rodgers, John Newton, Barry Tomlinson, Dennis Barnes, Brian Borwell, Paul Sadotti and John Atherton.

1st	Rob Hipkin	Zip/T&C Yamaha
2nd	Derek Rodgers	Leaside Zip/Peak Revs Yamaha
3rd	John Newton	Zip/Yamaha
4th	Barry Tomlinson	Leaside Zip/Peak Revs Yamaha
5th	Dennis Barnes	Phoenix/Yamaha
6th	Brian Borwell	Aero/SFR Yamaha

Race Time: 8min 43.6secs — 92.81mph
Fastest Lap: Rob Hipkin — 51.90secs — 93.46mph



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:					'B' FINAL				
1st	30pts	6th	25pts	All Other Finishers 15 pts	1st	No points, goes forward to 'A' Final			
2nd	29pts	7th	24pts		2nd	As above			
3rd	28pts	8th	23pts		3rd	As above			
4th	27pts	9th	22pts		4th	As above			
5th	26pts	10th	21pts		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	All Other Finishers 25 pts
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	

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:
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Kart & Superkart Magazine,
Pindar Road,
Hoddesdon, Herts.**



ZIEMELIS WINS FIRST ROUND



Ziemelis — The 'Old 42'.

Stuart Ziemelis, after a race-long battle, clinched the 1st Round of the Zip/Bridgestone 125cc Championship Series; Steve Styrin on the new E.D.R. took the flag from reigning Champion Hines in the Superkarts, while Rob Hipkin's 250 National led home Rodgers and Newton. George Bett claimed his second win of the season from fellow Villiers man Graham Sykes during a cold but action-packed Saturday at Mallory Park.

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

Mallory Park is popular with both spectators and drivers alike, because it is a fast circuit and graced with pleasant surroundings, affording good facilities for all comers. Even though there was a very keen edge to the wind, the event hosted a goodly samplings of onlookers to watch the 162 programmed competitors give sample of their class talents on the demanding intricacies of the full 1.35 mile circuit. Fine snow in fine quantities proved an 'on and off' annoyance all day Saturday, as the cafeteria and bar bore testimony.

AROUND AND ABOUT

It was also the inaugural meeting for the 125cc Zip/Bridgestone £5,000 Championship Series which has been given much publicity during recent months. The 125 National class must be the most contentious of all the gearbox classes and, when the sniff of a Championship is picked up, it draws speculation like sugar does ants. The RAC Technical Committee of Enquiry, convened to assess the eligibility of the Phoenix Kart imported Minarelli 125cc rotary valve motor, has been the forum for much debate and speculation within karting circles of late. The decision, announced before the event at Mallory took place, that the engine was deemed ineligible to compete in the RAC 125cc National class in the UK, because it is not in the form originally homologated, produced a centre of depression encompassing, not only those drivers having purchased the model, but the Phoenix operation of Jim and Kurt Luby, both of whom presented dismal counte-

turned up with his latest acquisition — a brand new red Porche. The obvious question arises — is the CTRP man planning direct competition with another well-known Porche owner?

It was definitely a day for racing. For some, trials; others, determined effort, though there were several drivers present not in racing guise, notably Derek Price. Towards the back end of last season, Derek was running a Heywood Stratos/Rotax and finished in the top ten at Le Mans in the final round of the '83 World Series. Derek now has two complete outfits but is severely restricted financially, as far as karting is concerned and doesn't think he'll be racing this season, unless..... A driver of Derek's undoubted calibre deserves better and it is hoped that someone will come along who recognises ability and who will be able to offer that young man support.

A tour round the Paddock showed several changes from the norm. Steve Styrin, with the Ed Duckett Racing E.D.R. chassis, was seen to be running the new Dunlop tyres, reportedly good on a cold track but somewhat suspect on a hot surface, as testified by Paul Larsen, who raced in the recent LEP International Series and left varying degrees of rubber in New Zealand before switching to the old faithfuls. Apart from his comment, young Larsen spent most of the day trying to fight off the effects of exposure, brought in by the vagaries of the UK spring!

Whilst on the lighter side of things, it is understood from reliable sources (namely the rest of the Central Kart Club membership), that a well-known Superkart team found their transporter vehicle 'bogged' down to the axles on Friday in an endeavour to park up. It is also understood, again from reliable sources, 'ditto', that the taking of photographs was expressly forbidden. The punishment for contravening the instruction was not disclosed. Derek Rodgers enjoyed a good practice day on the Friday, but the first session on Saturday brought a seize which was to cause serious problems during the heats for 250 National. Sid Tomlinson 'had a go' on Friday, however, the somewhat 'rippled' surface round Gerrards kept shaking his spectacles off his nose, so he decided to give Saturday a miss.

Ian Shaw, resplendent in his new leathers, was obviously elated by the backing provided him by the Zip organisation, though his Friday was punctuated by seizures which, by Saturday, were cured, though he did have to contend with oiling-up problems.

John Newton's excursion into 250 National hasn't curbed his indulgence in cigars and seems only to be emulated by his contemporaries in the International brigade. They certainly haven't needed to add any impetus to John's motor, rather it is a carry-over from his dedication to the Villiers, where he spent countless hours testing to achieve perfection, resulting in both the GP plates and the British Championships.

Another wander brought into view Roger Goff. His Formula E performances last year have earned him assistance from both PJ1 and Zip and Roger was to display to his sponsors the extent of his mettle during the heats. The Villiers response revealed 25 drivers turning out for the meeting, a goodly quantity, on par with the Cadwell opener, with such familiar names as Bett, Waggett, Sykes, Thacker, Burns, Quance, Parker and Munday campaigning the red plates which, as happened, were first to take to the circuit in the heats.....

THE HEATS

As usual the grid position for the first heat is at the discretion of the officials but the results are decided on ability and skill. Such it was that no one could



Gary Parker (89) and Dudley Martin (19) early on in the 210 Final.

touch George Bett in the first outing; he looked to be after a repeat performance of Cadwell. With his nearest threat in the first heat being Tim Price and Gary Parker, Bett drove home to a fine win. Fourth man was Mark Lockley, with Graham Sykes and Dave Thacker next up.

The second heat saw a repeat performance by George but not without some pressure from Vincent Munday. Gary Parker and Tim Price swapped finishing places on this round, while Munday eventually had to content himself with fourth. Mark Lockley and Rod Ellis completed the top six.

When the grid of 250 Nationals took to the field, the Leaside colours were well scattered through the placings, none on the front row. Newton lay a few grids back and came off the rolling lap to a good start, but it was the No.84 of Richard Boston that pulled away to grab an advantage from Rob Hipkin's T&C Yamaha set-up. As the heat progressed Boston came under severe pressure from Newton, while British Champion Rodgers was carving his way through the pack, chasing the tail off Mike Doble; Glencross and Tomlinson were running in the middle order and Alan Cheetham was lying further back still.

Boston succumbed to the pressure from John Newton, finding himself relegated to second spot at the finish. Third man was Hipkin, with Mike Doble, Derek Rodgers and John Atherton coming home in the front runners.

With the grid changed round for the second session, Hipkin pulled away to a nice start with Boston close behind. Mike Doble looked to be the spanner in the works, but all was not to be. Newton, from a

lowly grid order, was fighting a duel with Barry Tomlinson and Derek Rodgers, while Brian Borwell hung in their slipstream. It was an interesting race but, in the end, Richard was thwarted once more — Rob Hipkin took the flag. In third spot Mike Doble led home Tim Doble, Barry Tomlinson and John Newton. The final looked to be a good contest, because Newton, Boston, Hipkin, Mike Doble and Derek Rodgers would be



Richard Boston (84) two fine seconds in the heats.

well forward on the grid.

The 125's were what everyone awaited and, when the first of the groups, containing such likely names

as Kurt Luby, Stuart Ziemelis, Mark Allen, Jon Dixon and Adrian Wilcox took to the circuit, the spectators were not to be disappointed.

Luby sat a couple of rows from the front with Mark Allen close by, while Ziemelis and Dixon, like Wilcox and GP Colin Mills were further back. Off the rolling lap as Peter Carter stepped nimbly onto the grass, it was Allen and Luby who forged ahead with Ziemelis, Dixon and Wilcox looking like hot contenders for the choice spot. Out of the Elbow and down the Pits Straight and Luby's hand shot in the air and he slowed to pull into the pits, leaving Mills to take up the chase. The next lap showed him in the lead with Ziemelis, Les Cooper, Dixon and Wilcox hounding the life out of him. Mark Allen appeared next with a somewhat redesigned back end collected en route. Colin Mills was to set the pace for three laps until he succumbed to the urgency of Ziemelis, accepting second, but valiantly fighting back for the remainder of the heat. At the end it was Stuart, from Colin Mills, Les Cooper, Adrian Wilcox, Jon Dixon and Mark Allen.

That first heat was to be no more than a brief taste of what lay in store. With split grids it left three more outings for the spectators to indulge their fancies in.

The next group to take the circuit boasted Ian Shaw, Mike Ballantyne, Colin Poole, recently joined long circuit, Malcolm Clark, Alan Sorensen and ex-P&R hot-shot Steven Cowell. After gaining a useful advantage, Ian Shaw's oiling-up problems made their presence known, relegating him down the order for a few laps. Though, when it cleared,

his motor was decidedly quick down the back straight out of Gerrards to the Lake Esses.

Meanwhile the Phoenix/Rotax outfit of Mike Ballantyne was going well and he had established himself up among the leaders. A very likeable Cumbrian, Mike has opted away from his 'Project Can-Am' transport vehicle since it is known to be thirstier than a thousand mourners at a 'wake'! Indeed the fuel consumption equates somewhere in the region of double the normal race entry fee and here we're talking about Mallory being one of Mike's nearest long circuit venues. God forbid that young man having to take out a second mortgage to visit somewhere as far from home as Brands!

At the finish it was Ian Shaw who came back dramatically to cross the line first. Mike came home in third with the remaining order containing Julian Burleton, Colin Poole and Malcolm Clark.

For the next outing Mark Webster scored a fine victory over such likely contenders as Cooper, Wilcox and Mark Allen. Young Steven Key's excursion into the gearbox legion netted him thirteenth spot, a creditable finish considering the quality of the opposition.

The final heat saw Ziemelis in the first of his fine scraps with Jon Dixon take the win. Colin Poole's Goff Rotax sounded good and carried him into third place ahead of Burleton, Steve Cowell and John Cooke.



George Bett (4) with Tim Price, took his second Villiers win of the season.