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Be it WORLD – BRITISH – SWEDISH or AUSTRALIAN Champions, they ALL choose Zip Team Equipment — the *ultimate* in factory prepared ready to race equipment for 125cc and 250cc classes.



Team Equipment is available with standard or fully dynamometer developed engines.

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1st	250cc	REG GANGE	Zip Team Equipment
2nd	250cc	MARTIN HINES	Zip Team Equipment

125cc Long Circuit Team Equipment ready to race from. . . **£1,675.00**

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ZIP TEAM EQUIPMENT — *WHEN ONLY THE BEST WILL DO*

ZIP KART, PINDAR ROAD, HODDESDON, HERTFORDSHIRE.

KART ²⁻⁴⁰ ^{75p} ^{May 1984} AND SUPERKART



G.P. EXCLUSIVE!

● MALLORY PARK — K&S WOMBWELL



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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.



Sole agents for Momo grip pattern steering wheels.



BRIAN HEEREY ZIP GP CTRP '82 Rotax (rebuilt). Zip Brakes. All red. Alloy wing. Plus spares **£2,100.00** o.n.o.
BRIAN HEEREY spare CTRP Rotax engine (rebuilt) **£1,050.00** o.n.o.
ZIP 125 ROTAX OUTFIT. Kelgates, alloy wing. Blue outfit, ready to race **£1,050.00**
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**
Formula 2 Racing Hovercraft **Starting from £3,000.00**
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Microlite Phantom Mk II **£3,850.00**

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

**CONTACT US NOW FOR '84 SUPERKART RACE
HIRE. ONE OFF OR FULL SEASON.**

PARILLA ENGINE PARTS

TG14, SS20 and TT22

Cylinder comp., 3-port	£55.27
SS20	£77.13
Cylinder comp., TT22	£23.59
Iron liner, 3-port SS20	£32.17
Iron liner, TT22	£29.94
Head	£6.00
Piston, 3-port SS20	£7.00
Piston, TT22	£6.00
Ring set, Super	£2.47
Gudgeon pin, lightened	£6.60
Mounting plate finger guard	£4.95
Vevey end pipe	£59.89
Crankcase (set), SS20	£69.87
Crankcase (set), TT22	£79.85
Valve cover, Tiltolton	£12.65
Valve cover, Tiltolton	£12.65
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	£4.12
(Super)	£4.12
Big end washer, TT22	£5.50
Connecting rod	£20.00
Small end spacers	£6.50
Small end shims	£2.70
Crank shim	£4.40
Valve locator	£4.40
Locator circlip	£2.20
Rotary valve	£4.00
Rotary valve TT23	£4.18

IGNITIONS

Motoplat, Class I comp.

with coil	£35.00
Motoplat coil	£12.00
Dial gauge	£10.00
Extension	£1.50

ARROW ENGINES/SPARES

& Allen screws

Cylinder head	£15.75
Cylinder barrel to head	£28.25
'O' ring	£1.00
Exhaust pipe	£7.35
Cylinder barrel	£29.90
Cylinder liner, TT	£29.45
Cylinder liner, 3-port	£28.50
Chain guard	£6.45
101 sprocket, line pitch	£5.95
11T sprocket, line pitch	£5.95
12T sprocket, line pitch	£5.95
9T sprocket, std pitch	£5.95
Output shaft oil seal	£12.00
Rotary valve cover	£6.00
Oil seal 25357	£4.25
Hub r/v drive hub	£4.25
'O' ring crank valve hub	£4.00
Crankshaft nut	£8.50
Crankcase L.H.	£30.00
Crankcase R.H.	£30.00
Crankcase oil seal	£6.00
Big end roller bearing	£3.75
Cylinder head nut	£5.00
Piston assy. all sizes incl	£10.00
piston rings, gudgeon pin	£7.50
and circlips	£3.50
S/E Thrust washer	£19.50
Crankpin	£74.00
Connecting rod	£30.00
Crank assy. incl. rod	£30.00
Crank half R.H.	£30.00
Crank half L.H.	£30.00
Engine mount clamps	£5.70
Rotary valve, tuned, 45-72°	£5.00
Rotary valve, 45-65°	£5.00

PARILLA SPARETT27

GENUINE IAME

10 tooth sprocket	£4.50
Crankpin	£2.50
Con. rod (std.)	£30.00
Con. rod (selected)	£30.00
Con. rod assy. (Super Hi Fi)	£1.50
Gasket sets (factory)	£30.00
Head	£73.00
Crankcase (Pair)	£81.50
selected rod	£12.00
Rotary valve cover	£1.75
Big end shims (each)	£35.00
Liner, TT	£5.00
Rotary valve, 27	£7.00
Piston, TT	£6.00
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	£79.96
Valve cover, Tiltolton	£12.65
Oil seal	£5.50
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)	£5.00
Exhaust stud	£3.50
Exhaust bend	£7.06
Exhaust flex	£2.25
Silencer	£9.50
Crankcase complete	£47.25
Oil seal (ROLF high RPM)	£5.50
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	£6.00
Small end rollers, 2mm x 13.8mm	£9.00
Small end washer (aluminium)	£6.50
Small end washer (steel)	£2.00
1mm thick	£2.00
Crankcase main bearing shims	£2.40

ALUMINIUM COMPONENTS

Front wheel boss 15mm, 17mm	£4.50
Front wheel boss, 1/2"	£5.50
Rear hub 25mm or 1"	£3.50
die-cast	£3.50
Rear hug 30mm die-cast	£3.50
Engine mount 15° (new type)	£8.00
Engine mount, sliding	£9.00
Engine mount bottom clamps	£9.00
Carb. spacer	£1.50
Disc carrier, 25mm or 1"	£2.50
Disc carrier, 30mm	£2.50
Sprocket carrier, 25mm or 1" die-cast	£2.75
Sprocket carrier, 30mm	£2.75
Alum. finger guard, universal	£2.75
30mm bearing housing 1pc	£1.85
Alum. coil brackets, universal	£1.75

KART COVER AND TOOLS

Kart cover, 100cc	£9.50
Seat cover, universal	£6.50
Kart stand, unsprayed (no post)	£9.50
3mm, 4mm, 6mm, 8mm T-bar	£1.40
Allen key	£2.75
10mm T-bar socket	£5.25
13mm T-bar socket	£4.75
Sprocket puller	£1.95
Motoplat puller	£1.75
Motoplat holder	£3.25
Gudgeon pin extractor	£3.25

BEARINGS

6204, C3 (metal cage)	£1.50
6204, C4 (metal cage)	£3.00
6204, C4 (fibreglass)	£3.25
6204, T. B. P63 (fibreglass)	£5.75
6204, V.N.S.K.	£2.00
Super roller cage	£3.75
Ally. roller cage	£3.00
Standard track rod ends (female)	£1.95
Super track rod ends (male)	£2.50
Track rod ends (male)	£1.95
Axle bearings 30mm (Super)	£3.50

VALVE LOCATOR

Valve locator	£4.50
Valve locator circlip	£2.00
Crank nylon stuffers	£1.20
Aluminium stuffers	P.O.A.
Copper rivets	£3.00

AXLE BEARINGS

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

GOODYEAR TYRES

ICIK 11-4 50x5	£14.00
moulded wets	£14.00
11-6 00x5 (German)	£14.00
11-4 50x5 (German)	£14.00
11-3 50x5 large 10A	£7.50

PISTONS

TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc.	£11.00
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CARLISLE TYRES

Slick 11 350	£12.00
Slick 11 450	£12.00
Cut wet 350 (fine cut)	£14.00
Cut wet 450 (fine cut)	£14.00
600 tubes	£4.50
450 tubes	£3.50
350 tubes	£3.00

TUNING

We tune any Class I engine to works specification. All engine work undertaken is done in D.K.'s workshop. D.K. Special Tuning — £50.00; Liners renewed from £30.00.

WHY PAY THE REST WHEN YOU CAN HAVE THE BEST FOR £50?

TKM's and HEWLAND ARROW's in stock. Fully tuned off the shelf. Tuned TKM's.

Labour prices:-

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

DART-WAYS — Our super 1983 modifications used to win the 1983 National Championships, 1st & 4th places. Let us modify your own motors to this spec. by fitting the one and only genuine DART-WAYS.

New liner fitted with the spectacular DART-WAYS — £20.00 extra.

Equipping your liner with DART-WAYS including removal and fitting — £25.00

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

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All Export Orders Welcome

No hidden extras, simply add 15% VAT and postage or securicor. C.O.D. is 50p extra. Ring your BARCLAYCARD or ACCESS number to us and we will post your order to you the same day. Postage rates on orders up to £10 = £1, to £20 = £1.50, over £20 = £2. Securicor Rapid Delivery in the UK instead of post = £3.50.

Mon-Sat 8.30a.m.-6p.m. Extended Opening Hours
 Wednesday 8.30a.m.-6p.m.
 LATE NIGHTS — THURSDAY & FRIDAY — open until 8p.m.

GENERAL PRODUCTS

Castrol R chain lubricant	£2.00
Castrol EP90	70p
Castrol T.O.F.	70p
Trillon (small)	£1.50
Trillon (large)	£4.00
Goody Juice	£2.25
PJ chain lubricant	£2.00
DAG heat dispersant	£2.50
Shell R oil	£2.75
Girling brake fluid	80p
PH grease	60p
Castrol R 20	£2.50
Castrol R 40	£2.50
Trackside hand cleaner	70p
ILC Van-clear demister	£2.00
Hermetite Instant Gasket	£1.75
In-line petrol filters	
large or small	£1.00
Mazda tyre gauges	£11.50
Chrome exhaust ends	£4.50
NGK plug caps	75p
PVC tank tape (large)	£4.00
Steel sprocket Class IV (1" or 25mm or 30mm)	£2.75
Steering wheels	£7.50
Class IV rear sprocket carrier	£5.00
Cut wet 450 (fine cut)	£14.00
210 pistons c/w rings	£12.00
210 Motoplats c/w coil	£37.00
Class I Motoplats with coils	£30.00

BRITAIN'S LARGEST STOCKIST OF TKM ENGINES

TKM FF99 3-PORT ROTARY VALVE

100cc — bore 48.0mm x 53.8mm. Engine complete with exhaust system, sprocket and Motoplat ignition. £210.00

TKM FF99TT ROTARY VALVE 100cc

— bore 48.0mm x 53.8mm. Engine complete with sprocket. No ignition or carburettor. £221.00

TKM L90 TT ROTARY VALVE 100cc

— bore 48.0mm x 53.8mm. Engine complete with sprockets. No ignition or carburettor. £246.00

RACING PLUGS

Motocraft AG603	£1.25
Motocraft AG403	£1.25
NGK BEV, 9EV, 10EV	£1.50
Special rubber plug caps	60p
Plastic plug holders, 6 plug	20p
NGK B8EN, B9EN, B10EN	£1.75

CHAINS and SPROCKETS

219 Type Chain and Sprockets

Rear sprockets 64-96	£2.50
Engine sprockets 10 and 11T	£3.25
DID HT110 link chain	£6.50

NEW ITEM! 10 tooth & 11 tooth sprockets to fit Arrow Motors £3.75

CIK homologated range of Dart Karts for all 100cc & 135cc Classes feature: new steering design for smoother, faster cornering suitable for use on hard or soft compound tyres; 10mm bolt size stub axles; 2 types of front bumper available — now higher and safer to protect the feet; new steering supports so less chance of column bending in those first lap shunts: new, thicker, stronger nerf bars.

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

KART ASSEMBLY £15.00

MANUFACTURERS OF THE DART KART — THE WINNERS' CHOICE.

THE DART 089. '83 BRITISH CHAMPION

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

Compare this new kart price for Britain Class Dart 089 CIK homologated. Dart Kart complete with wheels, tyres, tubes and hydraulic brake, sprocket and chain, with TKM engine 3p FF99, ready to race and assembled — £555.

This price INCLUDES VAT.

All Arrow engines in stock.

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GEORGE KING RACING SUITS

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

*Simulated leather only
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NOTTINGHAM
Telephone: NOTTINGHAM (0602) 821539

210 NATIONAL: Heerey barrel +060", piston, head, pipe £75. Upton barrel, std., piston, head, pipe £65. Tel: 0942 725460 (Lancs).

1983 KIMBOLTON 100 NATIONAL CHAMPIONSHIP WINNING Zip 982/Parilla. Complete, some spares. Extremely reliable. £460 ono. Phone: Rushden 313780. Martin Farrow.

ZIP/PARILLA SUIT BRITAIN CLASS. Little used, standard bore. Complete with tools and unused wet tyres, etc. Price £220 ono. Also McCulloch MC91 quick engine complete with clutch, starter etc. £70 ono. Tel: Blackburn 774112.

TRANSPORTER

EX-RKR transit Luton with V6 engine, work bench, tyre racks, side door, large side awning, tow bar (tows well), ideal karting vehicle.

£1,000

Tel: Benington (043885) 663 (evenings)

HT BOLTS — ALLEN SCREWS — NYLOC NUTS — ROD ENDS

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

DIAMOND ENGINEERING Co.,
6 Woodfield Road,
Welwyn Garden City, Herts.
Tel: Welwyn Garden City 35141/2

NATIONAL TKM FF99TT just rebuilt on second bore, with competitive Zip Shadow. Spares include K88TT, full wets, stand, cover, sprockets, chain etc. £300 ono. Harlow 36537.

210 ZIP VILLIERS FULL OUTFIT wets on rims, leathers, whirly visor, helmet, spare frame £250 ono. 051-708 9755 ask for Alan. After 7pm 051-334 6694.

RETIREMENT SALE: 100 National Zip kart, rolling chassis, including spares. Large amount of kart chain. Large drum of grease. Crankshaft aligning equipment. Offers for quick sale. Dunstable (0582) 608483.

100 NATIONAL — Zip tuned Komet K88, ready to race, quick, reliable. Quick sale hence £175. Colwell 40624.

FIBRE FLARE

For high quality Fibreglass

KART PANELS

Direct from the Manufacturer

Contact
SYCAMORE MOULDINGS LTD.

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

WANTED: Beginner starting 125 (after getting back from Falklands) would like equipment to start long circuit. Rotax engine is a must and if possible I would like some help starting. Willing to pay £1,000 on 'good equipment'. Will not be able to collect until June 15th. All enquiries to W.E.M. (0) Tidbury, 8 mess, H.M.S. Liverpool, B.F.P.O. Ships London.

ZIP SHADOW 250 INTERNATIONAL Suzuki, Bridgestones, bubble etc. Very good condition. Ready to race. Must go, hence £245. Colwall 40624.

ZIP GP YZ 250 Full long circuit trim. A quick and very clean outfit. £595. Tel: 01-808 4286. May split.

100 NATIONAL SIRIO KOMET std bore, very, competitive, some spares £350. Worcs. 840837.

SPRINT CLASS ONE NATIONAL INTERNATIONAL very clean £210. Sirio 3 port, needs re-bore, bearings, tuned £75. Fulmer 2905.

ZIP MIRAGE 100 with spare engine, three sets tyres, stand. £230. Tel: 021-550 1334.

ZIP GP ROTAX 125, Goff tuned, engine, short circuit tank, Bridgestones, Bubble, Merlin pipe. £850. Bedford 66549.

ZIP GP ROLLING CHASSIS 250/Nat 125. Kelgate brakes, unused chassis. £475 ono. Tel: Day 0234 54135; Night 0234 768653.

S.R.A. SERVICES

Electronic Rev Counter

used by many leading kart drivers including Kurt Luby, Alan Cheetham and Tim Parrott for last two seasons. The S.R.A. rev counter does not connect direct to the ignition system, it operates by internal rechargeable batteries. The rev counter therefore does not draw any valuable current from the ignition system and in no way affects or lowers the performance of the ignition system.

0 14000 RPM 240° round scale, precise and clearly readable.

Supplied complete with anti-vibration mounting bracket and charging lead.

£69.00 + £1.50 P&P + VAT

6 months guarantee

Send S.A.E. for information sheet:
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Sheffield S30 6HJ.
Tel: 0226 765447.**

ZIP GP 250 CHASSIS, complete with full body, 4 brakes, Bridgestones. £500. Bedford 66549.

YAMAHA 250 A/C engine very quick short circuit motor just rebuilt racing crank, rods ex-Steve Styryn barrels and heads £350. Also spare bottom end fully tuned, never used cost over £500, Only £150. Leeds 863935.

DRIVER OR (EXPERIENCED) MECHANIC WANTED

to share cost of setting up top flight Class 1 racing team. Based in Midlands. Share new equipment instead of racing old.

Contact: Nigel (0203) 346081

FUN KARTS, Honda engine, automatic clutch, cross country tyres, £279 or build your own — plans available. Honda 3.5 HP engines £116, set wheels/tyres £55. Add 15% to all prices, plus postage. Ring (0922) 77687 (eves).

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

LEATHERS RED, WHITE, BLUE. Good condition, 36/38 chest, 5' 8/9" height. £65. Leicester 741198.

"ACE TEAM SCHEMES"

5 Stoneleigh Park Road, Ewell,
Epsom, Surrey. Tel: 01-394 2228

**AMERICAN T's & SWEATS
STICKERS POSTERS BADGES
RACE NUMBERS FOLDERS
SIGNS (all types available)**

YOU ALWAYS GET A GOOD DEAL!

CLEARANCE SALE: Dino 125 W/Cooled Honda plus spare engine. L/Circuit fibreglass. 1982 Rotax 256 less exhausts. RD250 TD3 engine. Bultaco MK8 barrel/Piston. Montesa G/boxes, barrels etc. Tel: Evenings Chesterfield 37379, Days 75984 Ext. 40. Offers?

SPRINT SIRIO plus sprockets, chain, stand, gloves, boots and suit. Owner retiring. £360 ono. Tel: Hitchin 700441.

ZIP TKM 100 NATIONAL two sets slicks one set wet all on rims. Sprockets, stand and spares plus custom built trailer. £600. Phone: South Benfleet 58142.

210 NATIONAL STAR UPTON '83, club champs winner. Fast and reliable, accident at work forces sale, so no reasonable offer refused. For details Ring: 01-471 1874. (after 6pm).

ZIP BULTACO 250 NATIONAL Burgess tuned, Merlin pipe, Amal carb, full long circuit/short circuit trim, 4 disc set up, spares, stand etc. Excellent condition. £450 ono. Tel: 0622 686506 evenings.

CARAVAN

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

ONLY £275.

Tel: Benington (043885) 663
(evenings)

SPORTAC

Racewear

**THE WORLD CHAMPIONS
CHOICE**

Station Road, Gillingham, Dorset
Tel: 074 76 3910

C.T.R.P. ROTAX 250 SUPERKART complete. Includes full bodywork, wets, spare slicks and other spares. Very competitive and reliable. £149 ono. Winslow 2495 (Bucks).

SPRINT/SIRIO ST 51TT. Junior National Club Championship winner. Plus spares, ready to race. £250. Bell Star II helmet (and bag) little worn £39. Tel: Harpenden 67244.

YAMAHA 250 G, aero panther, RKR, Dellortos, many spares — carbs, wheels, tyres, Long circuit equip., Immaculate, hardly used. Business commitments force sale. Also Zip Yamaha 125F TSR. All offers considered. 021-643 3587 (day), 021-449 7462 (eves).

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.

SURESPEED

(engine developments)

FOR ROTAX 125 ENGINES

and agents for

WRIGHT KARTS

Sale, preparation, service tuning,
and repairs.

Contact **JOHN BROOKS**
Coventry (0203) 611224



With four long circuit meetings and two 100cc National Series events completed, the season is well established. Not least of the problems that arose during recent months, the Minarelli situation, has been resolved, though the engine, in its rotary valve version, remains ineligible to be raced in RAC 125 National until November, effectively annulling its potential until the 1985 season. Undoubtedly consternation dwells in the Phoenix camp where such a decision must create a major setback to any short term marketing operations.

Not to labour a point, but Phoenix has experienced the lion's share of disruptions lately. The most recent was the incident at Cadwell Park during the Easter weekend that resulted in Kurt Luby being hospitalised overnight in Louth following the crash at Charlies. Such is the resilience of that remarkable young man that he escaped with bruising and was back at work on the Tuesday morning after the holiday.

The indications are that the failure of a rose joint on the steering *may* have been the cause of the accident. However, that is something yet to be established and no one should act as juror until all facets of the situation have been examined and the cause determined by the authoritative body. Whatever the reason it put the Chief Scrutineer on the spot and the decision to disallow all but three of the Phoenix karts present any further competition on the day earned him one or two choice titles. What individual would have reacted otherwise under such circumstances of doubt? Even Phoenix, as likely as not, would admit to similar reservations until the position is clarified.

Finally, a word about the RAC Noise Inspectorate. There seem to be some conflicting views as to the intentions of the body. The Inspectorate consists of a total of fifteen members selected from all the forms of motor sports regulated by the RAC and mixed together into officiating teams which are currently visiting tracks and circuits throughout the U.K. The attitude of some kart clubs has been less than encouraging, in fact that they are being singled out for pillorying if they exceed the specified limits. Noise has become very much an environmental issue and is the reason the Inspectorate was set up in the first place. It is carrying out a function aimed at establishing an acceptable level of co-operation between motor sports and the public in general.

Ed. McCormick

FRONT COVER:

1983 World Cup winner Richard Dean who will undoubtedly be contending the JPS International at Donington on 27th-28th May.

(Pic: Rodger Calvert)

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KART AND SUPERKART

MAY 1984

No.65

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**CADWELL PARK
FULBECK SUPER ONE
DONINGTON TV**

PUBLICATION DATE: 7th JUNE 1984

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



C.I.K. NEWS

Proposal to hold the Formula K World Championship outside Europe

Over the past years non-European ASN's have made repeated applications for the organisation of the Formula K World Championship to be held other than in Europe, for example: Brazil, Venezuela, Australia, Canada and the USA.

During the meeting of 17th February 1984, the C.I.K. Executive Committee held detailed discussions on the possible venues outside Europe for the Championship. The first World Championship was held in 1964 and, this year — 1984, will see it run for the 20th time in Europe. The guiding principle for the overseas organisation of the Championship was the desire to develop karting in another part of the world, where there is already a significant following and where the guarantee exists that Europeans shall not become circus folk and give performances with its array of stars, as is unfortunately the case in overseas Continental Championships. What is needed therefore, is a World Championship where the competitors of the host Continent account for a sizeable portion of the participation.

With this in mind, the C.I.K. Executive Committee unanimously agreed to run a World Championship outside Europe in 1986. The overseas candidates were: Australia and Canada (Canada in association with the World Karting Association — WKA/USA). Both candidates submitted very acceptable proposals and either could have been accepted without further ado. Finally, Canada/North America was chosen. The Canada/USA proposal was highly promising, with regard to the future development of karting as regulated by the CIK/FIA, in particular Formula K.

The budget submitted for development for 1984-1986 comprises 150,000 US dollars, to be allocated as follows:

- 1984** — Heavy support and further promotion of the development on the existing Formula K in North America,
- 1985** — CIK-North America Championship Formula K Open in Canada, US International Grand Prix Formula K in the USA,
- 1986** — CIK-North America Championship Formula K open in the USA, CIK-World Championship Formula K in Montreal, Canada (Ile Notre Dame Circuit), co-organisation Canada/USA.

A CIK Working Group was appointed, with the task of setting in order and discussing the various proposals concerning the subsidising of overseas

competitors and of drafting hard proposals, to be submitted to the Executive Committee Meeting as this issue goes to press. It is planned to subsidise the participation of the best 30 European drivers in the 1986 World Championship in Canada. The conditions of eligibility will also be determined at the meeting. As from the beginning of the 1984 season *all* karting drivers in Europe should be aware of the necessary qualifications for subsidised participation in the 1986 Championship. This development is a major landmark in Formula K racing, providing a real incitement for the competitor, comparable to qualifying for the Olympic Games.

Be sure to read *Kart and Superkart* for further information on this project.

TV TIMES SUPERKART CHALLENGE Donington Park — Saturday 21st April

RESULTS:

Race 1

- 1st** Martin Hines
- 2nd** Rob Kerkhoven
- 3rd** Steve Styrin
- 4th** Roger Goff
- 5th** Reg Gange
- 6th** Richard Dean
- 7th** Richard Arnold
- 8th** Carolynn Grant-Sale
- 9th** Sandy Dalgarno
- 10th** Robert Bushell

Fastest Lap: Hines — 1min 13.55sec — 95.80 mph.

Race 2

- 1st** Martin Hines
- 2nd** Steve Styrin
- 3rd** Roger Goff
- 4th** Rob Kerkhoven
- 5th** Giles Butterfield
- 6th** Richard Arnold
- 7th** Carolynn Grant-Sale
- 8th** Tim Parrott
- 9th** Richard Dean
- 10th** Trevor Causer

Fastest Lap: Goff — 1min 13.35sec — 96.06 mph.

(Full report next month)

What do you call an Editor with three planks of wood on his head? Edwood Wood-Wood!

ACE TEAM SCHEMES BOOMING

The family Screen Printing concern of Nigel and Jill Smith is currently going through a print boom. The post-Christmas blues seem to have vanished from the horizon and the team is going flat out, day and evening, on production. The racing scene, however, doesn't look quite as promising. The rumoured association with Nigel, Dave Buttigieg, Tony Smith and Dino, on the face of it, would seem to be that — a rumour, or a vision not destined to reach fruition. Talking to Nigel the other day, the impression gained was that he would dearly like to compete in some of the big karting events this season, notably the JPS International at Donington and the British Kart Grand Prix at Silverstone. He still has his leathers and helmet, but desperately needs the offer of a drive. As the Superkart league this season is showing a severe depletion in numbers, it would be good for the sport and its image if the fast disappearing well-known names were able to rejoin and swell the ranks again. Racing is something which is never far from Nigel's mind and an alternative to karting has come up — Sports 2000. After a recent visit to Thruxton, Nigel managed to strike a deal to buy an 82S for his probationary year. Again though, the problem will be funding the operation and in this area he talks of a minimum of £5,000 and, even then, would be restricted to selected meetings only. Sponsorship obviously, is the keyword and one would hope that a man of Nigel's natural talents will be able to attract the support he deserves.

As far as friend Dave Buttigieg is concerned, his interests would seem to have veered in another direction — skywards. No, not as a pilot, but model aircraft competition aerobatics. Not quite the same as gliding round Lodge at Oulton Park but infinitely less bumpy! We certainly wish him all the best. With his competition verve Dave will undoubtedly put the rest of the heaven grabbers under pressure! Let's hope his aerial aspirations won't drag him away from karting altogether.

Mr Fabaron, Chairman of the A.S.K. Fenouillet near Toulouse, France has extended an invitation to any British 100cc International drivers who would like to take part in the 12th Annual 'Grand Prix' on 9th and 10th June. The track is shortly to be homologated as an International circuit. It measures 1100 metres and has its own campsite beside the river Garonne. The club is very friendly and those who visit it will be sure of a great welcome. Anyone camping on the continent could do worse than to take their equipment and compete. The entry fee is 100Fr. Contact Bill Mason, Horwich (Lancs) 0204 692332 for further details.

THE PRINT SCENE MAN

Geoff Page, the 19 year old son of Print Scene's Des Page, is going it alone this year in 125 National. His performances so far this season are quite inspiring, when one considers the kind of opposition he is up against in the fastest growing class in gearbox karting. Geoff has had two meetings this year, both at Mallory Park. At the first outing on 17th March, his heat performances showed him to be a definite front runner. In the first heat, starting from a rear grid order, he lead all the way, but was pipped to the line by Ian Shaw. The second outing also gave him a fine second place. It was the final really where the problems started. After the restart, he was lying alongside poleman Ziemelis and was holding his own until the clutch blew and chucked him into the armco, fortunately without injury. April 1st lived up to its name, as far as Geoff was concerned — it was to be a day plagued with problems. He took a 10th in the first heat and in the next was lying second all the way until the motor seized on the final lap. With no spare engine, that concluded Geoff's racing for the day.

An amiable young man, Geoff Page, whose keenness prompts him to devote all his spare time and resources to racing. Success could very well be just around the corner.

MAY

6 RYE HOUSE (Hoddesdon KC) Global Cup

LITTLE RISSINGTON (RAF Base, nr Stowe-on-the-Wold)
LINDHOLME (Borders KC)
LYDDEN HILL (Ace KC)
FELTON (8 miles north of Morpeth, on A1)
SUMMERLEE (West of Scotland KC — Larkhall, off M74)

5/6 FALKENBERG (Sweden)

7 LIMAVADY ROAD RACE (Northern Ireland)

12 KIRKISTOWN (500 MC Northern Ireland)

13 MALLORY PARK (Kirkby Mallory off A47, Leics).
British Long Circuit Champs/125 Zip Bridgestone Champs CLAY PIGEON Kart & SUPERKART SERIES — Round 2)

TILBURY (London KC) — Dunlop Road
BOYNDIE (Banff)
CHASEWATER (Pleasure Park, Brownhills, off A5)
KIMBOLTON (Hunts KRC — 10 miles SW of Huntingdon)
WOMBWELL (Dorothy Hyman Stadium, nr Barnsley)

15

GUERNSEY Kart and Motor Club

20 HEERLEN, Holland
ELLOUGH (Beccles & District KC)
THREE SISTERS (Off Junc. 25, M6)
NUTHAMPSTEAD (Cambs KC — 1 1/2 miles east of Barkway, off B1368 Cambridge/Ware road)
CASTLE KENNEDY (Stranraer KC)

26/27 **DONINGTON PARK (Junc. 24, M1 — East Mid Airport) JPS International**

27 GUERNSEY Kart & Motor Club
FULBECK (8 miles from Newark)
LYDDEN HILL (Ace KC)
Blackbushe (Camberley KC)
PEMBREY (Airfield, nr. Llanelli — Cardiff KC)
DUNKESWELL (5 miles from Honiton, Devon)
CRAIL (Kingdom KC)
SNETTERTON (Kartway) — 15 miles SW Norwich on A11)
GOLSPIE (North of Scotland KC)
ROWRAH (Frizington, Cumbria)
SUPER ONE SERIES — Round 2

JUNE

2/3 **JESOLO — 135cc GP Series**

3 **CADWELL PARK (midway Horncastle and Louth A153) Club Championships — Full Circuit**

Kalendar

3 LYDDEN HILL (Ace KC)
LINDHOLME (Borders KC)
LITTLE RISSINGTON (RAF Base, Stowe-on-the-Wold)
THREE SISTERS (Off Junc. 25, M6)
RYE HOUSE (Hoddesdon KC)
FELTON (8 miles North of Morpeth, on A1)
SUMMERLEE (West of Scotland KC — Larkhall, off M74)

7 **NEWTOWNARDS ROAD RACE, Northern Ireland**

10 **TILBURY (Dunlop Road) — Kart & Superkart — Round 3**

SNETTERTON (15 SW of Norwich on A11) — Brit. Champs/125 Zip Bridgestone Champs

GUERNSEY Kart & Motor Club
BOYNDIE (Banff)
CHASEWATER (Pleasure Park, Brownhills, off A5)
CLAY PIGEON (Dorset)
ROWRAH (Frizington, Cumbria)
KIMBOLTON (Hunts KC — 10 miles SW of Huntingdon)
WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

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Blackbushe

CAMBERLEY KART CLUB

Statistically we must be getting close to the impossible because once again it was wet at Blackbushe. However there must be a bright side, or so I thought. All the top drivers will have stayed in bed and I will be in with a good chance. But no. They were all there, adjusting their tracks, fiddling with tyre pressures, putting on old engines to save their best ones. It makes you sick!

Practice was a soggy affair. Initially the track was treacherous being only damp in places but as the rain set in, at least the conditions became uniformly slippery. The work put in to improve circuit drainage was fairly effective as there were fewer rivers than normal.

As the heats wore on and the rain became heavier the water was just lying on the track. Eventually, it became so deep that the organisers decided to stop the racing and give the awards according to the heats.

JUNIOR BRITAIN

Chris Bennion led from the start in his Kestrel Arrow. He was followed by John Bowden's Dino Arrow and Johan Dackner's Lane TKM. On the fourth lap Johan spun but continued a lap down. The three novices circulated on their own including Mark Dell having his first race. He seems to have inherited his parents' skills but he picked a miserable day for his baptism. On the sixth lap of this eight lap heat John Bowden took the lead and held it to the end. Third place went to the Manx powered Dart of Michael Pallett.

The second heat saw Nicky Hart take the lead, having had problems in the first heat following a spin. He kept his Dart Arrow in front for two laps and was then relegated to second by Chris Bennion. In third place throughout was John Bowden. Chris Minassian was the best novice and was the only one to avoid being lapped.

SENIOR BRITAIN

I had the good fortune to start the first heat from pole but nearly lost the advantage when the engine died on the warm-up lap. Its a rare luxury to be in the lead particularly in the wet. However, David Goode spoiled my moment of glory by rocketing past in his MJM Arrow and he soon disappeared in the spray. On the second lap the Gillard Arrow of Patrick Smith got past and chased after David, catching him on the last lap to win the heat. Craig Booth was up to third by lap three but could not improve on that position.

The second heat saw the grid order reversed so I started near the back and that is where I stayed. I only passed one other kart and generally there was not much change in the order. Patrick Smith led from start to finish followed by Craig Booth. Ray Wake got his Ferrari Arrow past Gordon Payne to take third spot on the last lap.

210/250

Graham Payne led the first heat from start to finish in his RWM. Les Saunders took second place from Dave Moffat on lap two and there were no more changes.

The second heat had Les Saunders' Zip on the front row and he went straight into a lead which he held to the end. David Lawes fought his way up to second by the fourth lap and that was it apart from a couple of retirements. Gerry Wilton finished third to head up the 250s.

125

Dave Currie took the lead on the first lap on his Barlotti Honda and held it to the end. Initially

Barry Train had his Zip Rotax in second but the Barlotti Yamaha of Robin Stoner eventually caught and passed him after starting from near the back of the grid. Third place went to Maggie Dell in her Bridge Motors sponsored Zip Rotax, after Barry Train disappeared at half distance.

The second heat saw a depleted field after the spins and retirements earlier. Dave Currie and Robin Stoner were first and second for the whole distance and it seemed that Maggie would again take third. But it was not to be, as she dropped out on the last lap. The first two lapped all the other finishers.

100 NATIONAL

Andrew Colson took his Dart Arrow into the lead from the front row but Leo Rastelli made a blinding start from near the back to take third spot on the first lap. Another fast starter was Derek Higgins from the back row. Rastelli, a visitor from the Hoddesdon club, got past Andrew to lead across the line on the fourth lap. Peter Giddings held third in his Dart TKM but towards the end he dropped right back. The Dartford Karting Kart TKM of Derek Higgins was delayed by an incident on lap three which only seemed to make it go faster. Higgins eventually battled back up to second but he was helped by Andrew Colson dropping back over the last couple of laps. Third place went to Bob Moon's Lane Parilla which had steadily progressed up through the field.

Again, a rather depleted field struggled to the grid for the second heat. This was a walkover for Derek Higgins, and Leo Rastelli held his Techno Parilla in second throughout.

Initially, Andrew Colson was third but he dropped out after three laps. His demise moved Barry Tickner up to third spot which he held to the end.

100 NATIONAL NOVICES

John Dormer won the first heat driving a Remrod — what else? He led from the initial lap followed by Doug Lark, but unfortunately Doug stopped on the last lap. Nicholas Houston was second after having made the trip from Clay Pigeon. Andrew Robson who had been in fourth was then elevated to third. Only five made it onto the grid for the second heat. Doug Lark led from John Dormer and the only other finisher was Alan Hersey.

We had all had two heats at this stage and after a drivers' meeting it was decided to drop the last heat and go straight into the finals.

Our deliberations were academic as the weatherman was doing his worst and the track was un-driveable. The results were declared as follows. The drivers do it because they like it! But what excuse do the officials and assistants have? Thanks to all those folks, to St. Johns and to Feltham Motor Club for providing the marshalls.

Roger Abbey-Taylor

JUNIOR BRITAIN

1st Chris Bennion
2nd John Bowden
3rd Chris Minassian

Kestrel/Arrow
Dino/Arrow
Dart/Arrow

100 BRITAIN

1st Patrick Smith
2nd Craig Booth
3rd David Goode

Gillard/Arrow
Dart/Arrow
MJM/Arrow

210/250

1st Les Saunders
2nd Gerry Wilton (250)
3rd Dave Moffat

Zip/Upton
Barlotti/Yamaha
Barlotti/Villiers

125

1st Dave Currie
2nd Robin Stoner
3rd Doug Cartwright

Barlotti/Honda
Barlotti/Yamaha
Zip/Rotax

100 NATIONAL

1st = Leo Rastelli
1st = Derek Higgins DK
3rd Barry Tickner

Techno/Parilla
Dart/TKM
Lane/Arrow

100 NATIONAL NOVICE

1st John Dormer
2nd Alan Hersey

Remrod/TKM
Zip/TKM

Felton

1st APRIL

A good turnout of drivers and spectators were rewarded with a bright but cold day. The big problem we were faced with was the lack of officials. So please could we have some volunteers — you do receive a financial reward.

After a short delay the racing got under way with a very poorly supported Junior race which was won by J. Charlton.

The 100 National Novices were next out with I. Fairless coming out on top.

The 100 International heats and finals produced some very good racing with four drivers in a class of their own as they pulled away from the rest of the field with John Magnus in the lead followed by Vaughan Thompson, Gary Wolf and a suprisingly off-form Willy Turner. Magnus made a mistake in the Esses allowing Thompson into the lead, Turner slipped by Wolf to take third place, and was elevated to second when Magnus seized. The order at the flag was Thompson, Turner and Wolf.

What a set of races we had from the 100 Nationals. This was 100cc karting at its best, all the heats being very exciting. For the final Ian Williams sat on pole with Stewart Davison alongside and Jason Plato on number three. At the flag Williams went into the lead closely followed by Plato. They constantly changed position in a fabulous display of close racing. While everybody's attention was on the leaders, Nigel Davison had charged up the field to latch onto Williams bumper by the 10th lap. On the final lap Williams seized at the end of the straight elevating Nigel Davison into second place with Plato running out a worthy winner.

The combined Gearbox races gave good value for money. Andy Martin winning all three heats, Paul Clapham who for the last three weeks has been on a diet of raw meat showed well in all the heats as did J. Brewis. The final was a flag victory for Andy Martin, Paul Clapham was a constant second although a missed gearchange nearly cost him his second place to J. Brewis.

JUNIORS

1st J. Charlton

Mistrale/Arrow

100 NATIONAL NOVICE

1st I. Fairless
2nd P. Henderson
3rd G. Harrison

Dart/Arrow
Dart/Arrow
Dart/TKM

100 INTERNATIONAL

1st V. Thompson
2nd W. Turner
3rd G. Wolf

Jeta/DAP
TKM/TKM
Gillard/TKM

100 NATIONAL

1st J. Plato
2nd N. Davison
3rd S. Davison

Wright/Yamaha
Premier/Parilla
TKM/TKM

210 NATIONAL

1st A. Martin
2nd P. Clapham
3rd J. Brewis

Aero/AMV
Barlotti/Villiers
Sprint/AMV

David Park

Kurt Luby who suffered the horrific accident at the top of Charlies during the 125 National final on Sunday 22nd April is well, you will all be pleased to know. Apart from bruising and an overnight stop in hospital he was back at work at the Phoenix factory on the Tuesday after the Easter break. Kurt and his family would like to thank all the well-wishers who called at the hospital and rang his home to establish his condition. The concern shown by everyone was quite touching.

SHE

The photograph of Carolyann Grant-Sale that appeared in last month's Mainly Merlin column is attributed to Andrew Slaughter. Should anyone wish to avail themselves of his services, they should contact him at:

18 Graham Road,
Wimbledon,
London SW19.

Clarification is necessary regarding the 125 National Final at the Cadwell Opener on 26th February, because it is felt that it may be interpreted as a smear against the driving performance of Mark Allen, when nothing of the sort was intended. Mark Allen is an experienced, able and conscientious driver of the highest calibre. In the final, as he approached the hairpin, he was clipped from behind and spun as a result. For the accidental contact, Phil Margerison was sporting enough to later apologise. By the time it was safe enough for him to rejoin the race, he was lying in approximately 24th. He worked his way through the field, passing Jon Dixon and Peter McCallum. The damaged bodywork on Stuart Ziemelis' kart was not the result of any contact between him and Mark and Mark's failure to finish was due to a main bearing seizure on the approach to the Gooseneck. Our apologies to Mark for any misconstrued inference.

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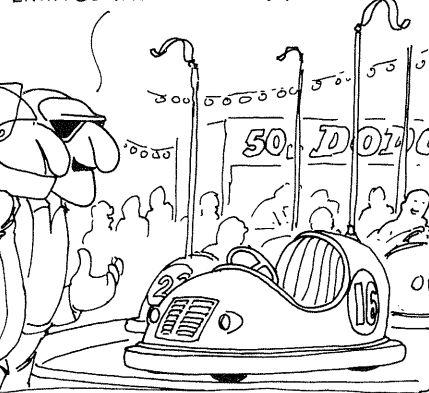
HELLO SCRUBBER, HOW'S THE TESTING GOING ON YOUR NEW AERODYNAMIC BODY WORK FOR THE SILVERSTONE A.P.?



GREAT, GREAT, BUT I HAD A BIT OF AN ACCIDENT I'M AFRAID!
OH DEAR - WHAT HAPPEND?



ER... I BUMPED INTO REG GANGE!



PETER STEPHENS

Red Dragon Competitions (Swiss Hutless importers) and Moving Sounds of Newport are pleased to announce that they are jointly supporting Peter Stephens in 100 National in the Kart and Superkart meetings during 1984.

Peter is using the new Swiss Hutless Winner Kart which should bring some good results during the season if practice experience is a barometer for the coming year.



Photograph shows Peter Stephens (left) and Stephen Batley of Moving Sounds during an early season practice session with Red Dragon Competitions.

As we go to press we hear that work is nearing completion on the new Nurburgring circuit in the Eifel Mountains of West Germany. This circuit of course is to host the third round of the C.I.K./Bridgestone Formula E World Championships during 12th to 14th July. Work began on the project ten years ago and the total cost for development is estimated in the region of 80 million DM. The new circuit is impressive and lies immediately southwest of Nord-schliefe, incorporating the original start/finish straight. The general track width is 30 metres and the circuit stretches for 4.542 kms (2.822 miles). When completed the facilities will include 30 modern pits with 32 hospitality suites built above. There will be five spectator information towers with visual displays and the circuit can accommodate 177,000 spectators.

REDHILL RACING

Redhill Racing have moved to a new, larger unit on the South Moons Moat Industrial Estate and can now be found at No. 52 instead of No. 29. They also announce that they are the sole U.K. Distributor of KALI KART.

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.

Doug Rees, who suffered that horrific accident at last year's Silverstone GP and sustained a skull fracture, is still unable to return to work. His keenness on karting hasn't prevented him from attending meetings, though only in the category of a spectator. You may be interested to know that Doug is quite an accomplished karting photographer and has produced some admirable results from the April 1st Mallory meeting, which you can see elsewhere in this issue. If anyone would be interested in obtaining action photographs from Doug, please write, care of *Kart and Superkart Magazine*.

BY BARRY FOLEY

TRADE NEWS

Supermagnesium wheels — new split rim system.

An excellent new magnesium wheel aimed at the National Classes within the U.K. is being marketed by Red Dragon Competitions. The super-magnesium wheels have a split rim system and have all the benefits of magnesium without the cost and disadvantage of mono wheels. They have been proven over many years in Europe.

The supermagnesium wheels whilst having the benefit of cheap replacement wheel halves are nevertheless the same weight as the more expensive one piece mono wheels currently available.

The wheels should increase the performance of a kart and have better strength, concentricity, excellent appearance and quality in comparison to currently available products.

Complete wheel sets (100 National/International) are only £62, the price includes 2 front wheels (115m), 2 rear wheels (180/190, 205mm), “O” ring racing valves, nylock nuts/washers and galvanised cap head bolts. Postage on wheel sets is £2.75, all prices are plus V.A.T. in the U.K.

The wheels will accept a range of bearings which make them suitable for all karts currently manufactured. Sets are also available for the gearbox classes at the same price.

Retail and trade enquiries are welcomed and for further details please contact Kedrick Davies of Red Dragon Competitions 0269 2759.

KARTING VIDEO

Shortly available, one hour action-packed video of Round 1 of the 1984 Kart and Superkart/Bridge-stone 100cc National Championship Series, filmed at Wombwell. Professionally filmed and edited, including interviews and race commentary. VHS or BETA. Outstanding value at £19.95 plus £1.50 p&p.

Still available, Final Round of Super One Series, filmed at Wombwell in 1983. Price same as above.

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EVEROAK

RANGE OF R.A.C. APPROVED HELMETS

The new range is spearheaded by the Kevlar “Racemaster” (pictured) which retails at £69.00 and weighs in at 3lbs 5oz which is lighter than any comparable product on the market. This is a crucial factor in reducing driver fatigue with the minimum G forces involved in Motor Racing today.

Backing up the Racemaster is the Turbo Casquette integral which represents excellent value at £32.46 retail. Two open face models are being marketed — the Kevlar Grand Prix (2lbs 14oz) retailing at £84.95 and the standard Fibreglass Grand Prix retailing at £46.95.

A crucial factor about all the helmets is that they are supplied with completely up to date R.A.C., BSI and ACU labels which means one less worry for competitors confused by the new R.A.C. Helmet regulations.

Retail

Those interested in purchasing the helmets should contact the Specialised Products department of Gordon Spice Limited for a dealer listing. Tel: Staines 50221 contact Barry Glenister.



M.P. ON P & R

Perhaps an introduction is necessary. My name is Marek Piatkowski, another guy with a funny sounding name — that’s why most people just call me Marek, or M.P., it rolls off the tongue easier! My first meeting with ‘The Ed’ occurred about 12 months ago and proved quite eventful. It was the Saturday night prior to my first Long Circuit P & R meeting at Cadwell and both of us, esconsed in The Packhorse Hotel. Within fifteen minutes of walking in, my friend and helper, Peter, had failed to assassinate the Editor of *Kart and Superkart* and I had been talked into writing an article on the P & R Class for the said magazine! I’d better explain about the attempted assassination of the Ed. It happened when Peter’s shot at Double Top on the dartboard, hit the wire, ricocheted across the room, missed Ed’s head by about half an inch and landed in his glass, just as he raised it to his lips. It was an amazing shot and had us all in stitches, although Ed took it very calmly. However, I disgress and must return to the point, which is a lead in to the article I was asked to write.

Piston and Reed Class is a low cost (hopefully) form of kart racing which is steadily growing in numbers and in which the racing is very close. The engines have to be reliable because, as shown last year in Bob Clowes P & R Championships, grid positions in the final are very important and therefore the heats are also important. All the engines appear to be pretty evenly matched which mean that, if the ‘names’ start from the back in the final, they aren’t going to win. This state of affairs leads to healthy competition with equal chances for all; not as in the disheartening days of the 210’s, where favourite drivers had special engines, (I’ve read Merlin’s column) and so could blow everybody off from the back of the grid.

There are quite a few engines to chose from, e.g., Yamaha, Kawasaki,

Minarelli and Honda Red Bullit, but the one engine that seems to be coming to the fore is the Honda CR125 and its reed valve version, the MR125 (Mugen). The reasons for this are:

- a. The price
- b. Availability of spares
- c. They are pretty quick and reliable, if correctly set up.

The chassis used appear to vary and most makes are to be seen in any P & R race. However, the majority of karts are a few years old and they seem to give good results, just as often as new ones and so this helps to keep the overall cost of racing down, as competitors feel that brand new equipment is unnecessary.

We do not profess to be able to compete with the Rotax, nor do I think many of us want to. However, when the organisers mix us on short circuits, we usually give them a good run, (especially Mrs Stoney). Anyway, for our regular racers, in the next issue I’m doing a strip and rebuild (nice!) and giving some tips, (hopefully useful) to Honda owners. For anyone else who wants some close, but friendly racing, who only has about £450 to spend, go buy a P & R outfit and register with Bob Clowes for the 1984 Championship.

Note: We apologise that it has taken about 12 months to get the P & R News Sheet off the ground, but M.P. has just learnt to join up his letters! (I had to get that in, M.P. — anyway, I’m convinced that the assassination attempt was premeditated!)

Ed (Sic)

CLUB SCENE

unately, rain had begun just before the final got under way, making conditions a bit tricky, possibly giving Lew Marsden and Nigel Edwards, renowned wet weather men, an edge.

By the end of the first lap the order was: Marsden, Edwards, Hall, Dean, Elliott, Earnshaw and Banks, with the race leader steadily drawing away from the rest. By lap four very little change had taken place, apart from Marsden increasing his lead even further and the third placed driver at the start Miles Hall, dropping down the order placings. As they began the tenth lap Edwards had closed the distance on Marsden but, possibly due to the very wet conditions, both drivers opted for a finish rather than a scrap. In third place throughout the race was Richard Dean, racing karts for the last time and now turning his attention to FF1600. Fourth place went to Jason Elliott, a newcomer to 100 National following his session in Junior Britain. Scott Banks was next home, followed by Jon Earnshaw. So, with the rain spoiling this final, let’s hope the sun starts to shine for next month’s meeting.

JUNIOR BRITAIN

1st	Dominic Connolly	Premier/Arrow
2nd	Robert Wilson	Boxer/FRED TKM
3rd	Jeremy Griffiths	Jeta/DAP T80
4th	Michael Mills	Jeta/DAP T80

SENIOR BRITAIN

1st	Philip Hogg	Premier/Arrow
2nd	Colin Astbury	Boxer/FRED Arrow
3rd	John Wilcock	Jeta/FRED Arrow
4th	Patrick Walsh	Jeta/JEA Arrow

100 NATIONAL NOVICE

1st	Steve Ogden	Sprint/DAP T70
		Komet
2nd	Mark Berry	Dino/Parilla
3rd	Ian Miller	—/—
4th	Brian Smith	Premier/WRE Arrow

GEARBOX

1st	Chris Stoney	Barlotti/CSK Rotax
2nd	Dudley Martin	(250 National)
3rd	Michael Jubb	Zip/Rotax

100 NATIONAL

1st	Lew Marsden	DAP/DAP JM
2nd	Nigel Edwards	Zip/DAP JM
3rd	Richard Dean	—/—
4th	Jason Elliott	Premier/WRE Parilla

Report & Pics:
Rodger Calvert

Rowrah

8th APRIL

This month we had a visit from the RAC’s metemen, and they weren’t a bit noisy. Half our 100 National drivers were missing, probably visiting the K&S round at Wombwell. Most were the regular Caledonian contingent, you don’t now what you missed lads. We also had a good entry of gearbox karts, which is always nice to see.

JUNIOR BRITAIN

Pretty much as expected in the heats with club champ, David Coulthard, winning two and Vicky Starkey winning the other to add to her two 2nds and give her pole position. Not a good day for Mark Leonard, who had a bit of difficulty coaxing his Hewland into life.

The final turned out to be a virtual walkover for Coulthard as a first lap incident eliminated his op-

position, only Leonard managing to restart. At the flag Coulthard took the easy win with Leonard a long way adrift in second.

JUNIOR NATIONAL

Only one name really featured in this class, that of Phil Chappel who won all three heats. Honours for the places were shared between John Lister (who?) and Kevin McBride.

Only Chapel and Lister started the final but both were involved in the aftermath of the Britain’s incident, Chappel being the only one to continue immediately. Lister soon restarted and battled gamely on but couldn’t make any impression on the leader. Thus Chappel won with ease from Lister.

100 BRITAIN

A sudden return to form for Ray Robson, taking advantage of the gremlins which plagued British teamster, Lloyd Ross, who won one heat but struck carb trouble again this meeting. Mike Leonard had a pretty awful day which serves him right for not buying me a cuppa in the morning, especially after my brilliant write-up last month.

Poleman Robson took an early lead in the final keeping Ross at bay for almost four laps before Lloyd snuk past at the pit bend. After that, there was no living with him and he duly raced on to the flag with Robson back in 2nd.

100 NATIONAL

Three very good heats produced three worthy winners in Stu Davison, John Docker and tony Donoghue. Tony might have had a harder race but for Docker’s chain parting on the straight. John wasn’t using his Dart tuned TKM’s in the heats but was trying an ex-Terry Edgar Parilla SS20, and pretty effective it was too. Lloyd Ross competed in this class too and had a whale of a time to gain three 3rds and opposite pole.

Ross made the best start to lead at the end of lap one from Davison, Willie Grieve and a gaggle of others. With three laps gone, Donoghue moved up onto the tail of Ross with Davison, Grieve and Docker (now on his TKM) having a marvellous scrap for third. Soon after, Tony wrested the lead from Ross and eked out a gap sufficient to maintain his lead. Three laps to go and Docker slid inside Grieve at the chicane for third. On the same lap, however, John ground to a halt with suspected big end failure, handing 3rd position back to Grieve. The final shuffling of the pack occurred on the last lap when John Jenkinson squeezed past Davison for fourth.

125 NATIONAL

1983 Club Champ, Berni Stoney, returned to Rowrah but had mixed fortunes including a DNF with her Honda seeming underpowered against one or two of the Rotaxes. Man of the moment, Gary Docker, non-finished heat one but won the other two with some ease. Our tyre exploring novice, Malcolm Campbell, managed to avoid them this month and qualified in the middle of the front row, thanks to consistency in the heats.

Gary Docker took an immediate lead in the final with only Paul Backhouse getting close to him. As expected, Docker took a simple win from Backhouse with novice Campbell annexing third despite being a lap down. Berni Stoney finished an instantly forgettable day in fourth spot.

210 NATIONAL

Three late entries from the north east ensured that the venerable Villiers racers had their own heats and final. Stu Alsop non finished heat one but managed to win the other two with J. Brewis winning heat one and finishing second to Alsop in the others. Kevin Thompson had a recurrence of the gearbox maladies which crippled his chances last year. He now says he’s thinking of ditching the offending

unit in favour of one which works.

Alsop shot off the line in the final to lead hand-somely at the end of lap one, Brewis and Thompson scrapping amongst themselves. This all changed on lap 3 when Thompson half spun coming out of a corner and collected Brewis retiring the pair of them instantly.

This left only two runners, so the flag came out early to make Alsop the winner and novice Chris Tinsley 2nd.

250 NATIONAL

First meeting of the year for Mike McDowell yielded three dominant heat wins and pole position for the final. Edgar Moffat took his Moffsport Aero to two 2nds and Ian Reading had two 3rds on his Zip outfit he hopes to race long circuit.

MacDowell eased away from the rest of the final as the Nationals became mixed up with the Inters. MacDowell won from Moffat and Reading. Spare a thought for club stalwart, George Greenwood. He only finished one race all day, the third heat; and the flag came just as his engine died crossing the line. Maybe next time George.

250 INTERNATIONAL

Four entries turned to three with the non appearance of Edgar Wills. Alan Tinnion marked his return to the track with three resounding heat wins, gained by outdragging everyone off the line. Mike Davison had an unusually bad day with two DNF’s in the heats, his kart resembling a mobile smoke-screen.

Tinnion again held the advantage from the flag in the final, sustaining great pressure from Barry Tolson for about two-thirds race distance. The expected challenge from Davidson failed to materialise when he retired on lap one. Tolson also retired on the last lap with what sounded like a flat engine. This left Tinnion as the sole survivor and hence the winner.

Iain Blair

JUNIOR BRITAIN

1st	David Coulthard	Wright/Wright TKM
2nd	Mark Leonard	Sprint/Arrow

JUNIOR NATIONAL

1st	Phil Chappel	Lane/IND Arrow
2nd	John Lister	Sprint/Parilla

100 BRITAIN

1st	Lloyd Ross	Zip/Arrow
2nd	Ray Robson	Stratos/Arrow
3rd	Nicky Robson	Premier/Arrow

100 NATIONAL

1st	Tony Donoghue	Sprint/Parilla
2nd	Lloyd Ross	Zip/Parilla
3rd	Willie Grieve	Dart/DK TKM
4th	John Jenkinson	Gillard/PCR
5th	Stu Davison	TKM/TKM

125 NATIONAL

1st	Gary Docker	Zip/Rotax
2nd	Paul Backhouse	Barlotti/CSK Rotax
3rd	Malcolm Campbell	Star/Yamaha

210 NATIONAL

1st	Stu Alsop	Aero/Villiers
2nd	Chris Tinsley	Aero/Villiers

250 NATIONAL

1st	Mike MacDowell	Magnum/Yamaha
2nd	Edgar Moffat	Aero/Honda
3rd	Ian Reading	Zip/Yamaha

250 INTERNATIONAL

1st	Alan Tinnion	Zip/Rotax
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CLUB SCENE

SENIOR BRITAIN

1st	Steven Filkin	KEG/Arrow
2nd	Simon Richardson	Wright/Arrow
3rd	Jamie Beasley	BM/Arrow
4th	Eric Butler	KEG/Arrow
5th	Paul Rixon	KEG/Arrow
6th	Martin Sears	KEG/Parilla

100 NATIONAL 'A' FINAL

1st	Robert Owen	Gillard/Parilla
2nd	Jeremy Cotterill	Kali/Yamaha
3rd	Charlie Brown	Kali/Yamaha
4th	Martin Homewood	Sprint/Parilla
5th	Richard Knox	Lane/Parilla
6th	Andrew O'Hara	Sprint/Parilla
7th	Andrew Pallister	Jeta/DAP
8th	Ray Lewis	Zip/Parilla

100 NATIONAL 'B' FINAL

1st	Andrew O'Hara	Sprint/Parilla
2nd	Robin Chuter	Wright/Arrow

100 NATIONAL 'C' FINAL

1st	Dave Morgan	Sprint/PCR
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100 NATIONAL NOVICE AWARD

	Paul Longfield	Sirio/TKM
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125 NATIONAL

1st	Keith Bisp	Barlotti/Rotax
2nd	Maggie Dell	Zip/Rotax
3rd	Alan Dell	Zip/Rotax

210 NATIONAL

1st	Steve Hurst	Zip/Villiers
2nd	Andy Worton	Dale/Villiers
3rd	Paul Umney	Zip/Villiers

250 NATIONAL

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

250 INTERNATIONAL

1st	Stuart May	Zip/Rotax
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Wombwell

FINAL ROUND OF THE WOMBWELL WINTER SERIES

The 1984 Wombwell Winter Series was sponsored by F.R.E.D. Racing of Sheffield with some great prizes for the winners in all classes. On hand to present the prizes on behalf of F.R.E.D.'s was none other than the 3 times World 135cc Champion, Mike Wilson. Unfortunately the weather was not quite up to what Mike had left at home in Italy. Again, the ever-increasing number of novice drivers in all classes topped 20 and also the gearbox men are beginning to find their way back to the Wombwell track.

JUNIOR BRITAIN

The heat winners in Juniors were Steven Hazlett, Jeremy Griffiths and Robert Wilson, also taking a second place in the first heat of the day. Dominic Connolly could only finish in second place in heat two, but no doubt come the Final he would be up front. Finally, Stuart Wallace took a second and a third in the heats, which was good enough to fill the front row of the finals grid with Boxer Karts.

Unfortunately, after a number of rolling laps, both the front two drivers, Wilson and Wallace, were removed to the rear of the grid before the race got under way. Once the race was on, the early leader was Overton, followed by Griffiths, Jones, Powell, Connolly and Redman. By the end of the first lap Wilson had already worked his way up to

seventh place. At the end of the second tour Griffiths, racing a Jeta kart, had come through to take over the lead from Overton with Connolly closing fast in third to threaten the leading drivers. Lap four saw Connolly through into the lead, a lead he was to hold for the remainder of the race, with Griffiths now back into second from Overton, Jones, then Wilson, who was reducing the distance all the time on the drivers in front of him, followed by Powell, Mills, Payne and Wallace. By the seventh lap Wilson had worked his way up into third place and had closed on the front two drivers, all three lapping the circuit at great speed. Into the closing stages and Wilson was in second as the lead trio broke away from the rest of the field. At the flag it was Connolly who took a well deserved win, from Wilson who had problems at the start but came good at the finish. Third place was filled by Jeremy Griffiths, from Mills, while Wallace had come through to fifth, having started the race from the rear of the grid.

SENIOR BRITAIN

Phil Hogg was back on form again, winning all the heats and looking set to take the final as well. His nearest opposition came in the form of Patrick Walsh during the first two heats and Mark Faulder in the last. As the decider got under way, Hogg shot straight into the lead and pulled away as the race progressed. Chasing hard behind came Wilcock, Roberts, Walsh, Astbury, Hair and Guest. By lap four the leading quartet of Hogg, Wilcock, Roberts and Walsh were stretching away from the rest of the field, but by the next tour, Astbury, racing one of the Boxers, had worked his way up into second place. So, by the closing lap, the order was, in first place Hogg, Astbury, Wilcock, Walsh and Roberts. Having observed and reported on the Winter Series run over the past months, it seems that since Philip Hogg moved over to the locally built kart, the results have been there for the taking. Let's hope he can continue to be successful in the Super One Series which starts soon.

100 NATIONAL NOVICE

With the ever-increasing numbers of new drivers coming into the sport, separate heats and a final are

being run by the Wombwell club. In each case the heats were won by a different driver. The first to Robert Wolstencroft, the next Mark Berry and the third to Brian Smith. As the final got under way Mark Berry was the first driver to show, from Ian Miller and Steve Ogden before Brian Smith and Stephen Jones tore through in their wake. By the halfway stage Berry was still in the lead from Ogden, with Ian Miller closing on the front two drivers all the time. For the remainder of the race these three just pulled away from the rest of the field and lapped the circuit. With Steve Ogden taking over the lead on lap six by the famous 'Wall Corner', the finishing order was Ogden, Berry Miller and Smith.

GEARBOX

The 1982 RAC British 250cc National Champion, Chris Stoney, who now competes in the ever increasing 125cc National class on both long and short circuits, made a visit to the South Yorkshire circuit and dominated the gearbox class by taking all the heats in fine style. Paul Kelly finished second in the first heat outing, while Richard Dolan claimed the same spot in the second heat. In the last heat it was Dudley Martin who claimed a second.

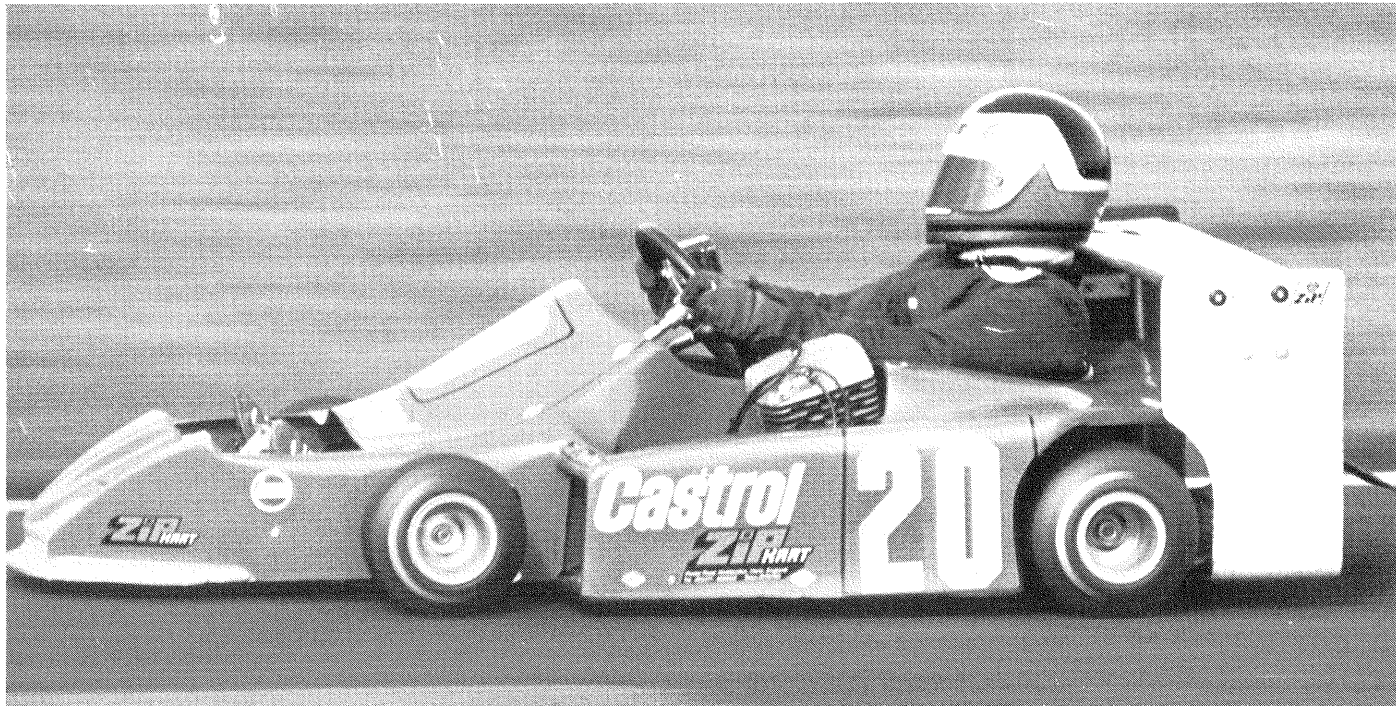
As the final got under way, Chris Stoney was the driver to shoot straight into the lead from Jubb, Wray, Stephens and Martin. By the halfway stage, Stoney was still extending his lead over the rest of the field from Michael Jubb and Dudley Martin. The next three, all close together were Kevin Stephens, the unknown No.67 and Paul Kelly. By the closing lap, as Stoney picked his way through the back markers, second placed driver Michael Jubb was coming under pressure from the 250 National driver Dudley Martin who, by a lap later, had relieved Jubb of his position but he was far too late to close on Chris Stoney.

100 NATIONAL

A total of five heats was required for the large entry, with Lew Marsden setting the pace by taking the first and third. Paul Fletcher claimed the second, Stephen Sykes and fifth and Miles Hall, checking out his Wright/Yamaha prior to the Kart and Superkart Championships, the fourth. Unfor-



Left: Michael Mills, Mike Wilson and Dominic Connolly.



Ian Shaw — Photo courtesy Doug Rees.

SHAW'S THE MAN!

A driver of undisputed ability; a man who has been a front runner in 125 National in the past and this year is taking the class by storm. His previous successes have added verve to an already established talent. 1984 could well be Ian Shaw's year.

Born into the family fold twenty-three years ago, Ian is one of three sons, one of whom is married, the other a sixteen-year-old still at school.

Operating from the family home in Salford, Lancashire, Ian showed an interest in karting at an early age, but it wasn't until he was fifteen that he really became hooked and entered the Juniors with a Zip Mirage K77. Those juvenile days weren't much of a success; he was plagued with problems and never seemed to get the motor going properly, though he persevered for a couple of seasons until he was seventeen. That was when the attraction of the gearbox karts took his fancy and Ian entered the 125 class. His machinery in those days took the form of a Barlotti with a twin Yamaha set-up and he began competing at Morecambe, Rowrah and Three Sisters, when it eventually opened up. Meanwhile there was a more important issue to be solved, if he was to continue his karting career — finding a job — which he achieved with his usual zest and confidence. Fluour (Great Britain) Limited is the company where Ian had been employed for 6 years. It is an American firm, based in Manchester and Ian is an Assistant Supervisor in a busy maintenance department. At 19 as he puts it: 'I got fed up messing about' and, with money saved up, bought a Rotax for £700 along with a Sprint chassis. Now his endeavours began to look at little more promising, as the following list reveals:

7th World Cup at Morecambe
6th Donington Park in the British Long Circuit Championships
5th British Kart Grand Prix at Silverstone
3rd Commonwealth Cup at Oulton Park
He also won the Local Championships:
Bolton Kart Club's Len Fletcher Trophy
Buxton Kart Club's Memorial Trophy

As with all karters money becomes a problem at one time or another and Ian suffered as much as the rest. His main sponsors up until that time had been mother and father and even they were finding it difficult to maintain Ian in competitive form. Another problem was that he was still feeling his way, as far as tuning and setting up were concerned.

In 1982 Brian Hill offered him a drive and everything looked set for the season. Sadly it was to fall through and so a year was wasted; the Magnum chassis proved to be a bit of a disappointment. It was a matter of grin and bear it and wait for 1983.

During the winter months and over the Christmas period Ian was able to put sufficient cash together to be able to buy Graham Roscoe's machinery for £500 and one new engine, at the same time retaining the old motor. His first trial was Cadwell park which turned out to be a disaster. He blew up both engines and had to cough up £300 for repair work. Young Derek Price turned out to be his 'Fairy God Karter!' and stepped in to tune his engines and generally look after the outfit. Derek gradually worked on the motors and, at Snetterton during the 1st round of the Long Circuit Championships, Ian finished in sixth place. His results that year were infinitely better than any previous year:

4th Cadwell Park (2nd Round)
2nd World Cup at Morecambe
2nd Brands Hatch (3rd Round)
1st Cadwell Park (4th Round)
1st Cadwell Championships
2nd Oulton Park (5th Round)
2nd Snetterton (6th Round)

So Ian finished second overall in the British Championships, losing only by 1 point to Kurt Luby. That was his best year ever and this one looks to be even better.....

KART AND SUPERKART

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your letters..

Firstly, we open with a rather lengthy but interesting treatise from Rod Stevenson who hails from the Antipodean hinterlands.

Dear Ed,
I was amazed to hear that there are only about 4,000 licence holders in the U.K. Amazed might actually be an understatement — I almost fell over backwards! In Australia we have about 5,500 licence holders in 70 registered clubs (all with their own tracks — 12 of which are dirt), this is from a base population of around 15 million. There are a number of other dirt and speedway clubs/tracks, which may add about 500 more drivers and around 15 more tracks, however, that is purely a guesstimate.

I gather that there are roughly 8,000 karters/300 clubs in France, about 30,000 karters in Japan and God knows how many in the U.S.A! Therefore it is difficult to understand why support for karting in Britain has reached such a low ebb. Costs maybe, recession?

One thing that strikes me is that, while Britain has stuck to its basic class structure (i.e., Britain, National and International), other countries have been madly integrating any engine they can lay their hands on into specific restricted classes legislated for them. Most officials would probably die laughing if you tried to convince them that your Junior Booster or Britain classes represent 'economy' karting. These classes represent roughly our third most expensive class over here. Eliminate the two economy classes under it and about 75% of club entries, or 50% of promoted/Championship entries would immediately disappear.

Since the demise of the McCulloch, due to unreliability brought about by over-popularity around 1978 and the advent of modern 'grippy' tyres, the Australian scene has been in a state of upheaval — until last year. First we tried an open style reed class (popular at big meetings), then we toyed with a mixture of booster/ piston port motors, only to find that they don't mix very well. Eventually we settled on the Yamaha KT100S in box stock form and later, the ultimate McCulloch replacement, the KT100J, also in box stock form, both with restricted tyres — YAK, Dunlop SL respectively.

Currently our formula looks like this: 0-200cc Super (Championship only), International 100cc (Championship only), Stock (reed) 10% club entries, Australia (booster) 10% club entries, Yamaha KT100S (40% club entries), Yamaha KT100J (40% club entries). Now, if you're beginning to think this is a Yamaha ad, you are probably right, but only by default as no other manufacturer has bothered to match the overall characteristics of these motors. DAP is giving it a go, but from past experience I don't hink they can come near. Mind you, we are not alone in adopting these motors into their own 'one design' classes. Japan, with its staggering number of drivers, runs both versions; New Zealand runs it as a Premier class at their International meetings (American and Japanese invited); France, as a single motor class, mixed with the venerable TG14; America in both single and twin form. Universal popularity almost (except Britain!).

Why these particular engines and not something else? Firstly, the price is, at the worst, 15% less than a booster engine and 40% less than a reed motor. Not only but also, spare parts are one third the cost of European engines and, in some cases, even less. Next the design, materials technology and quality control is streets ahead. I would never attempt to run a European engine fresh out of the box, as anything from a main bearing seizure or a piston bashing itself against the head my occur. The

Japanese engine is, however, with no disrespect intended, made to be operated by a village idiot.

Tolerances border on the ridiculous, to the point that the engine is unseizable anywhere, but can still be run for about 20 hours before the big end seizes up and a rebore becomes necessary. The piston port design is about as simple as you can get, (no rotary valves or reeds to break), chain tension is not so important and ignition timing is fixed.

The KT100S you have probably seen and can verify the above by talking to an owner. The KT100J is another bundle of surprises, being 50% industrial, (crankcases, shaft, rod) and 50% kart (head, barrel, ignition) engine.

The Japanese seem to have aimed this squarely at the McCulloch market and, in Australia at least, have dealt it a knockout blow. It is roughly the same horse-power class, (10-12bhp) so that around 50% of corners can be driven flat out on any circuit. However, the Japanese retained the low industrial ports so that, whereas a Mac might pull 8-8.5 gearing, the 'J' can only get 7 to 1 before running out of puff. This results in about 100 hours between tear-downs, (one motor set a 48 hour record and currently has 140 hours up, with only .001 inch bore wear). Novice drivers become that much more competitive quickly, thus inducing them to stay in the sport rather than give up in disgust.

Why no other manufacturer has attempted this is probably due to two things. One is pride and a certain amount of tunnel vision, trying to pander to the pukka (enthusiast) end of the market which, as it turns out, is pretty finite. The second is that both these engines can only exist in a class on their own because they are not out-and-out racing engines. Try mixing them with any other engine and a lot of bitterness and argument results in the owners voting themselves their own class anyway. Thus, to get a market, the engine either has to have a good following or a very compliant karting organisation to make use of its potential.

From what I can gather, your organisation is somewhat non-compliant and lacks of lot of vision as to what is the potential of low power classes, despite their non-pukka characteristics. To that extent I see your Junior Booster class as not really going the whole hog; YBN tyres — yes, good — but rotary valve motors (yeech!)

Juniors over here can run from 7 years of age, (great difficulty finding the driver in the kart) using a 175cc lawnmower engine in box stock form. At 12 to 17 years they have a choice of either a reed class or 'J' Yamaha class, (no guesses which is by far the most popular). So currently we have the whole spectrum of income levels covered.

Why write this letter? Firstly, I'm an habitual busybody when it comes to technical matters and, secondly, I find it interesting to see how others do it and like to return a little information.

Yours,
Rod Stevenson,
P.O. Box 204,
Orange,
N.S.W.,
Australia 2800.

Dear Ed,
With regards to Chris Merlin's comments on the new E.D.R. kart and that 'little secret'. I was talking to Steve's long time spannerman, Trevor Peach, after the last Mallory Park meeting on 1st April and I just said jokingly: "what are you doing that's different from last year, are you using some new spanners!" After a slight pause, Trevor's reply was: "It's funny you should mention that because early in February this year, I had a large percentage of the items of my toolbox stolen from the boot of the car. Before the Cadwell meeting I had to go out and restock with new tools, etc." So it seems, not only does buying a new kart or engine improve one's results on the track, the key factor could be to persuade your spannerman to restock his tool box with new items, or just hope it gets stolen!

Regards,
Rodger Calvert

Dear Sir,
Through the columns of your magazine, may I take the opportunity to offer my sincere thanks to Neil Hann and all at Mistrale Racing.

For the past three years I have enjoyed sponsorship, advice, help and friendship from Mistrale and I consider Neil and his team most instrumental in all of my achievements.

I wish Neil and company continued success and look forward to actually racing against the "Rockstar"!!!!

Thanks again
Jason Plato

Dear Sir,
Karters have the opportunity and should feel proud and privileged to be allowed to use the circuits they do! I was shattered at the sight of rubbish left in the Paddock area after the meeting at Mallory Park on Saturday 17th March 1984. Why don't these people use the rubbish bins provided and also carry a large plastic bag with their tool kit? Are they, the culprits, sportsmen who can follow the rules and be responsible for their actions, or fools who show that their place is back in the nursery with Go-Karts?

Yours faithfully,
Mary Thomas,
Waterfield Lodge,
Monkey Island Lane,
Bray,
Berkshire,
SL6 2ED.

Dear Mary Thomas,
Thank you for your enlightening letter. As a matter of record, I should like to point out that I have, on various occasions, attended *car* meetings at such venues as Silverstone, Snetterton, Donington and Brands and estimated that there has been sufficient rubbish left around the Paddocks to start a private Land Reclamation Project!

Yours faithfully,
The Ed.

Paul Elmore rang recently concerning the comments made in the 100 Scene regarding Dunkeswell Kart Club's facilities. It appears that they have created a bit of a sour atmosphere within the Club's organising body and Paul thinks the remarks a little heavy, though he did accept them for what they were. In an effort to smooth the troubled waters he explained about the devotion that goes back many years and probably concerns Paul and his brother Steve more than anyone else, because that is where they grew up in the sport. Mother and Father Elmore have, for a long time, essentially been the backbone behind the organising body and, as such, have given a lot of time and effort to the organisational side. It will be appreciated that I was not around during the period of editorial turbulence when the issue rose and the ensuing comments came from the independent author of the 100 Scene. However, the remarks did bear my name, therefore I am obliged to stand by them. Nevertheless, I appreciate the effort put in by the volunteer staff who organise and run local karting clubs, often under the severest of political conditions and feel they carry out a very essential task, one which many would not consider. Standards differ from club to club, it is only the basic regulations that remain the same and on reflection one should apply tolerance where circumstances vary from a personal norm.

Ed

Dear Sir,
I am writing again to let you know how much I enjoy your magazine, it just seems to get better all the time. I would like to take issue with a few comments made by Jed Glover in the March 1984 feature of the Class of 125.

Mr Glover stated that most traditional American karters were waiting to see how the 125's would do in competition before going gearbox. This may be true, to some extent, but I think economics is the main reason why gearbox karts have not caught on in the U.S.



Shenington

MARCH 18th

The 18th March meeting at Shenington was extremely well supported, particularly bearing in mind the freezing conditions. The 100 Nationals were out in strength providing 'A', 'B' and 'C' finals.

JUNIOR BOOSTER

The new booster class for 10-13 year olds is beginning to attract more newcomers. The racing was good and although Bobby Game won both heats, it was by no means a foregone conclusion who would win the final. Dave Wilson got away well in the final and he led virtually all the way with two bends to go Dave lost concentration briefly and spun. Bobby Game well placed passed him and was first past the chequered flag.

JUNIOR BRITAIN

The Junior Britain's are well matched and they are all improving everytime out. The first heat was a victory for Martin O'Connell from Martin Powell and David Jackson. The second heat was a walk away win by David Jackson from Jason Bird of Chasewater Kart Club. The outcome of the final seemed likely to depend on who made the best start. Martin O'Connell made a fine effort and took the lead. Despite every effort David Jackson was unable to oust him. Martin Powell lying third was poised ready but could not find a gap. Andrew Smith driving with great confidence in fourth place was never able to catch the leading trio but was never under any pressure himself. Jason Bird's first visit to Shenington was very encouraging taking home with him a very well deserved 5th place. By the time the last lap board was shown David Jackson had increased his determination to pass Martin O'Connell and as they crossed the finish line they were side by side but Martin was clearly still in the lead and took the honours.

JUNIOR NATIONAL

The Junior Nationals are now very sparse, with only three competing at this meeting. Andy Routledge won the heats. Stephen Keech finished 2nd and 3rd in the heats. Stephen's final was a disaster, he did not complete a lap. Andy Routledge led the final and was under no pressure when he spun in the chicane leaving Scott Bevis to finish, to win. By the last lap Andy Routledge had Scott Bevis in sight but it was too late. A win for Scott Bevis.

100 SENIOR BRITAIN

The first heat looked as though Steve Filkin was going to walk away to victory. He slackened off on the last lap and was pipped at the post by Jamie Beasley. The second heat was a win for Eric Butler. The final was set to be a nail biting affair with Simon Richardson, very quick in the heats, and Steve Filkin determined to upset the order. Jamie Beasley off pole position made a good start closely chased by Simon Richardson, Eric Butler, Steven Filkin, Gary Chapman and Victoria Phillip-Bates. On lap 3 Steve Filkin challenged Eric Butler in the top hairpin coming out in 3rd place. Jamie Beasley the race leader, Simon Richardson in 2nd and Steve Filkin then gradually pulled away from the main body of the Britain's treating the spectators to the most exciting racing of the day. At one stage all three karts were tangled together. Jamie clung onto his lead. He had to contend with Richardson's kart first along one side and then the other. On lap 4, we had lost both Gary Chapman and Mark Lawson from lower down the race order. The fifth lap saw Eric Butler under increasing pressure in fourth place from Paul Rixon and Victoria Phillip-Bates.

CLUB SCENE

Unfortunately Victoria lost adhesion in the chicane and it claimed yet another victim. Lying 6th now was Martin Sears ahead of Rupert March, David Hawes and Ian Blair.

By the time the last lap board was out it looked as if Jamie Beasley was going to survive the pressure. Last time into the bottom hairpin and Steve Filkin took both Jamie and Simon Richardson on the inside. Simon seized the opportunity he had been looking for and followed Steve through. Steve Filkin's second race in eighteen month's on a borrowed experimental kart ended in victory with his stable mate Simon Richardson 2nd and Jamie Beasley third, Eric Butler 4th. The three front runners were so evenly matched that future races should be worth watching.

100 NATIONAL

Heat victories were shared between Darrell Beasley (1st and 2nd), Robert Owen (1st and 3rd) equal with Martin Homewood (1st and 3rd) and Brian Taylor (1st and 5th).

The extra large entry meant there would be 'A', 'B' and 'C' finals. Nick Crisp, found himself on pole position of the 'C' final in his first ever day's kart racing predictably he was unable to hold onto the lead. The 'C' finals recharged drivers were Dave Morgan, Derek Shields, Brian Davis and Chris Hipkins (who came from the back of the 'C' final grid).

The 'B' final was led away by Bob Marsh, Steve Cartwright, Martin Riman and Neil Flint. The fastest man on the track was Andrew O'Hara, who shot into the lead after only half a lap from the back on grid 13. On lap two Robin Chuter took over second place, Steve Cartwright lost his third place to Ray Lewis. These four drivers stayed ahead and were recharged to the 'A' final.

Dave Morgan drove well from the 'C' final to finish 6th and Derek Shields also deserves a mention because although he failed to finish he had gained 6th place from the 'C' final in three laps.

The main 100cc final of the day in many peoples' eyes, was going to be a close affair. The flag raised and the 100 National 'A' final was underway, Homewood made an excellent start and came out of Café corner ahead of Darrell Beasley and Jeremy Cotterill. Darrell Beasley very swiftly soon took over the leadership — this reshuffle brought Cotterill to 2nd place, Rob Owen to 3rd put Martin Homewood in 4th and Charlie Brown in 5th. On lap three despite the fast pace of the race the only change in the front runners were an exchange between Jeremy Cotterill and Rob Owen (now 2nd). The action of the race was happening lower down the field, where Andrew O'Hara, Ray Lewis, Steve Cartwright the recharged 'B' finalists were making their way forwards. On lap four Darrell Beasley's comfortable lead was ended abruptly when his engine seized. It ended very sadly because Darrell had driven well all day and was obviously quickest. The new race leader was Rob Owen and as he was clearly quicker than Jeremy Cotterill in 2nd place there did not look to be any changes there. Charlie Brown and Martin Homewood were having a 'ding dong' battle for 3rd place. Charlie showing some excellent form this season and Martin demonstrating that he hasn't lost any of his skill. Brian Taylor lost his 5th place on the fifth lap. His place was taken by Richard Knox, promoting Andy Pallister to 6th with Andrew O'Hara 7th and Ray Lewis 8th. On the last lap Rob Owen cruised home to victory. The only drama still was Andrew O'Hara's last passing manoeuvre in the top hairpin when he slipped past Andy Pallister to finish 6th.

125 NATIONAL

Keith Bisp went confidently in the heats clinching both. The 2nd place man in the 1st heat was

Graham Stephen and in the second heat the second place went to John Cooke, (best known as Cookeeee). Keith was late arriving on the dummy grid for the final and forfeited his pole position. When the starter raised his flag it was Chris Tomkinson who made the most of the situation, establishing a good lead. Maggie Dell stormed into second place with Keith Bisp on her tail, followed by Alan Dell, John Cooke, Graham Stephen, Richard Bridgman, John Russell and Charles Longbottom. Second time around and Keith Bisp was in the lead, Chris Tomkinson's brief lead at an end. Maggie and Alan Dell — 2nd and 3rd. Alan made no impression on Maggie's position. Maggie seems to be going especially well since she joined the 125's. Graham Stephen passed Alan Dell on lap 7 but Alan managed to re-pass on the last lap. Another 125 win for Keith Bisp.

210 NATIONAL

Steve Hurst's consistent driving produced 2 heat wins. Colin Hoare and Andy Worton taking a second place each. Paul Umney also lined up on the front row for the final with a 3rd and a 5th to his credit. From the starter's flag Steve Hurst led with Colin Hoare in hot pursuit. Andy Worton was in third followed by Paul Umney and John Browning. Tom Baker and Nick Clare had a very close race at the back of the pack. On lap 3 Andy Worton moved into 2nd place when Colin Hoare retired with a mechanical failure. A flat tyre nearly robbed Steve Hurst of the victory he deserved, he pulled past the chequered flag it was obvious just how lucky he had been.

250 NATIONAL & 250 INTERNATIONAL

Again with low entries in the 250 International class they ran with the 250 Nationals. John Ottrey dominated the 250 National heats with two wins from Chris Tomkinson and Andrew Knott. The 1st of the 250 International heats was won by Richard Blackburn and there were no finishers in the second heat. At the start of the final the 250 International kart of Richard Blackburn was away first. Stuart May's engine died on him, luckily he was able to get it moving, and he was able to slot onto the back of the race with Paul Bevis, the other 250 International contender. By lap 3 Richard Blackburn was compelled to retire with engine trouble. Stuart May kept his act together, passing the chequered flag first. John Ottrey (250 Nat) made no errors and had a flag to flag victory in the 250 National class. Pat Tomkinson lying second for a lap was passed by Andrew Knott, Chris Tomkinson made a brief appearance in the final lasting just over a lap. David Heins finished in fourth place. John Ottrey seems to be invincible in this class at present, clocking up another convincing win.

Just a brief concluding note — Shenington accepts only written entries now. They must be in to the competition secretary no later than the Wednesday before the meeting. You may enter to race at the next meeting on race day but you *must* inform the club if for any reason you cannot race.

Maggie Filkin

JUNIOR BRITAIN

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

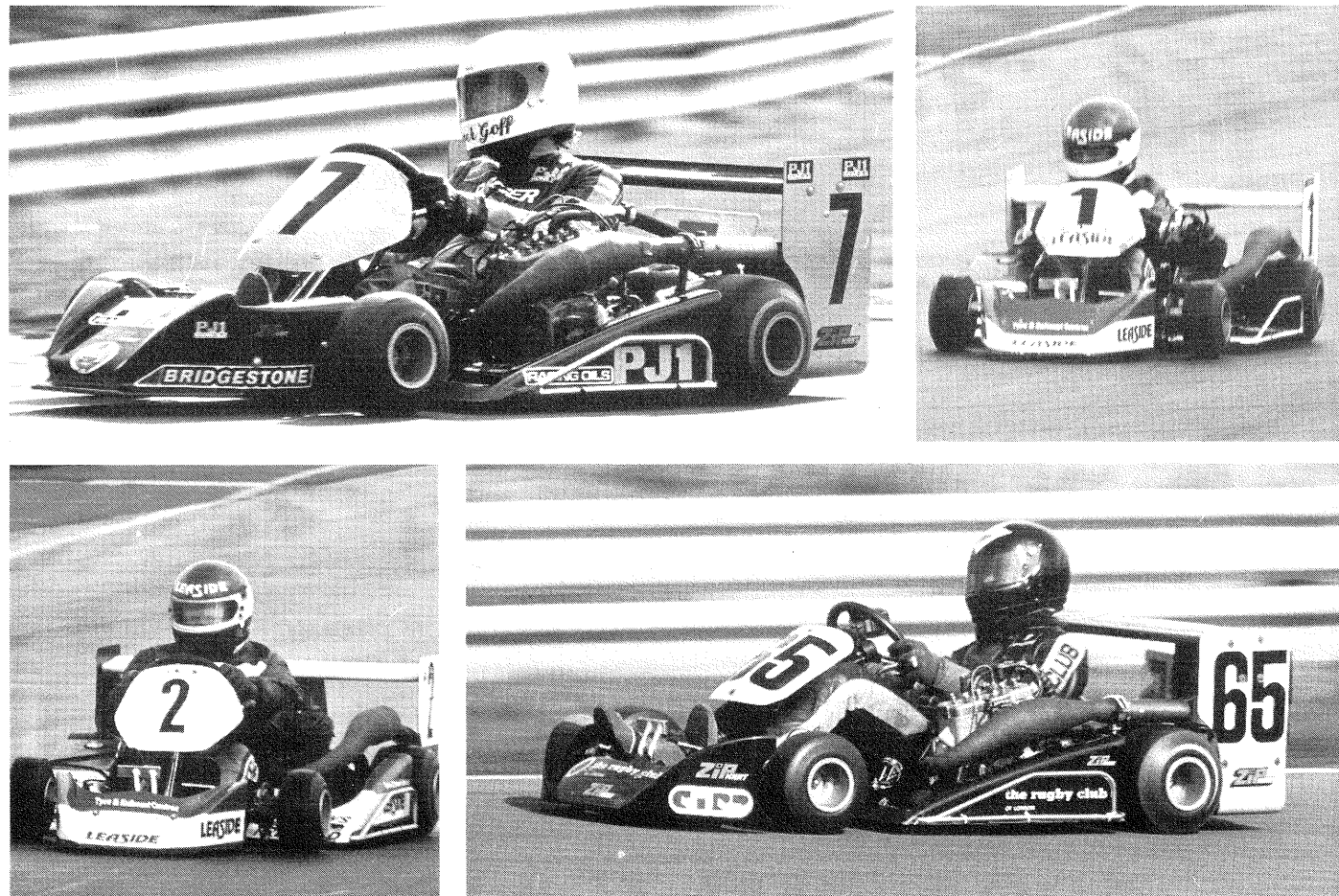
JUNIOR BOOSTER

1st	Bobby Game	Zip/DAP
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JUNIOR NATIONAL

1st	Scott Bevis	Sirio/Parilla
-----	-------------	---------------

PHOTOGRAPHIC EXAMPLES



DOUG REES AT WORK

Top Row: Roger Goff/Derek Rodgers
Centre: Phil Glencross/Giles Butterfield
Below: Martin Hines



Open classes in the U.S., are generally on the decline and have been for the past few years. The running expenses are just too high for the 'average' karter. Gearbox karts may be more economical in the long run but I think the biggest reason they haven't caught on is geographical and there are not enough classes to run competitively in.

In my own specific case I can run 3 long circuit races per year within 150 miles from home, (Chicago, Ill.). The nearest track after that is over 300 miles away, (Mid Ohio). To travel over 600 miles round trip to run one class is not good economics.

With a laydown kart I can run 2 and as many as 4 classes per weekend, merely by changing engines and altering the weight. The advantage is I can return home, put the same engine on a sprint kart and race locally every week. A great many things can be used on an Enduro from a sprint kart.

Most sprint drivers moving to long circuit racing use a good deal of their existing equipment to make the change. This simply cannot be done with a gearbox kart. Everything must be specially purchased for a gearbox kart.

It is my opinion that, without a strong short circuit gearbox programme in the U.S., the class will continue as it has in the past with low numbers and high drop out rate. A short circuit programme would provide a training ground and a solid market for used outfits which is lacking at the present time. If the U.S. karters were able to race their gearbox karts on a local basis, with the occasional long circuit outing, I believe that Superkarts would experience the growth that everyone has predicted for the last few years. I am also writing to the World Karting Association with these very same thoughts.

Thank you very much for your time.

Yours sincerely,
Bernie Schatz,
2610 Johnathan Road,
McHenry,
Illinois,
U.S.A. 600 50

Richard Dean, winner of last year's World Cup event at Morecambe, is reportedly retiring from karting and taking up Formula Ford 1600 this season. Everyone will be sorry to see Richard leave the sport but, if his future lies elsewhere, then the very best of luck Richard.

John Mills, the DAP Specialists, announce that they have available full size wall charts of engines and chassis exploded diagrams. They are available to callers at 25p each. If distance is a problem, write to:

John Mills,
90a Valley Road,
Worksop,
S81 7EJ,
Notts.

enclosing costs and a large stamped addressed envelope.

WEST OF SCOTLAND KART CLUB

The West of Scotland Kart Club is holding the Scottish Open at Merryton Road, Larkhall on 3rd June 1984. Applications and details from:

Competition Secretary,
Mrs S. Wilson,
16 Burnhouse Crescent,
Hamilton,
Lanarkshire.
Tel: 283471

Mini Ads



Telephone:
Hoddesdon 44201



STANDARD FINANCE SPONSOR COLIN BREEZE IN 250 NATIONAL

Standard Capital Finance are this year sponsoring Colin Breeze from Kings Lynn in the 250 National Class. His first local meeting was at Snetterton in the Norfolk and Suffolk Kart Club's opening meeting on 25th March. The day was a success for Colin as he won the trophy in a race containing 125's and Superkarts. Colin has returned to karting after seven years absence and will be remembered for his numerous successes at Beccles, Snetterton, Cadwell Park and Kimbolton. In 1973, at the British Championships, he broke the Oulton Park karting lap record.



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

PHOTO CAPTION SUGGESTIONS

From: C. Berry, 327 Hither Green Lane,
Lewisham, London SE13 6TJ.

"Abandon hope all ye who enter here!"

Iain Blair, Cumbria.

"Dad, where exactly do they keep the Ivory Towers?"

M. McDowell, Aspatria, Cumbria.

Faulty Towers.



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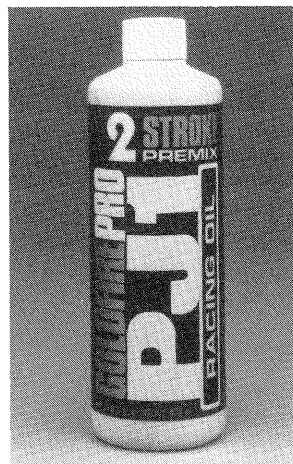
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HEWLAND/SISLEY DEAL

The latest piece of information is that the well-known firm of Hewland have sold out their Arrow engine concern to Sisley Karting. We spoke with Hewland recently and Jim Buss informed us of the reasons for such a dramatic decision. The pressure of work on the gearbox side threatened production of the Arrow engines so popular with karters. The alternative to the sale was to stop production altogether on the Arrow, an alternative that would have meant the suspension of the comprehensive spares back up Hewland have always maintained in the past. Not wishing to inflict such dire circumstances upon their existing customers, Hewland took a long, hard look at the situation and, reluctantly were forced to sell. The regret is shared by Jim Buss and all at Hewland. The new company, under Sisley, will be called Arrow Engines Limited and details of the deal were finalised by both parties on 1st May 1984. We are sure that all Arrow users will continue to enjoy the reliable service they have done in the past.

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the circuit as Hines flashed past to take the chequered flag in a race that certainly was not devoid of incident.

Meanwhile Tallboy and Konig approached the left hander before the straight. Neck and neck they entered the corner with Tallboy cutting close on the inside, forcing Konig to avoid the larger vehicle by taking the outside line, costing her several valuable seconds as Tallboy entered the straight and slammed the throttle wide open. Konig was furious, there was no way she could catch the Ferguson outfit with the restricted power of her DAP.

Tallboy was increasing her lead with every moment that passed and knew that second place was within her grasp as she flashed past Major Ascott who was still tinkering with his Villiers. Ascott managed to pull the kart onto the tarmac and was trying to bump start it when Gabriel Konig came alongside, her engine fouling up, noticeably slowing her down. She was just about to cut the motor and retire when Ascott's outfit started up and he prepared to leap into the seat. The reliability of the Argy-Bargy boosters had always been a question of debate in the past and it was a feature of that unpredictability which caused the system to choose that precise moment to ignite. The result was that Major Ascott found himself back on the grass by the grandstand while his kart took off on its own up the straight, achieving a truly remarkable turn of speed and giving Gabriel Konig the added incentive she needed to beat Tallboy to the line. That incentive came in the form of a severe smack on the rear bumper, propelling her across the line and into second, five yards ahead of Tallboy, at a speed never before obtained from a DAP. The Villiers Argy-Bargy suddenly became erratic as one of the boost pods failed, causing it to veer away from Konig and the circuit and travelled a further three hundred yards before it totally disintegrated on a stretch of rough ground.

So Gabriel Konig romped, or was romped, home in second ahead of Jane Tallboy's Ferguson. Fourth was Able Seaman Ken Sloan, thirty-five seconds behind the lead trio. Though he hadn't qualified in timed practice and was forced to occupy a rear position on the grid, Ken's Komet K77 proved it had

the capacity for race endurance needed for such a demanding event. Next home was Sgt Thompson on the BSA Despatch 250 Bitsa Kart; he had driven a fine race under conditions aptly suited to his specialist machinery. Completing the top six was Sqn Ldr FitzWilliams aboard the Suzuki motocross bike.

The race was an unparalleled success and even those competitors who failed to finish declared it so. Nigel Smith commented at the ensuing Prize Giving Banquet held in the Officers' Mess: "I wouldn't have missed it for the World." Dave Buttigieg, however, expressed his comments in a somewhat different vein. After the presentations and the Navy's cheque for £1,000 had been handed to Martin Hines, he borrowed a pen and endorsed the cheque payable to the Falklands Islands Trust, an organisation designed to help those who suffered most during the Argentine invasion. He further suggested that the winner's trophy, a magnificent item fashioned from burnished aircraft metal, remain in Port Stanley, then presented it to Lt. Colonel Colne who accepted the trophy on behalf of the Governor.

A very remarkable and intriguing event which would never have been made possible had it not been for Lt. Colonel Sir Martin Colne, to whom credit must go for the initiative. The forbearance of the Government and the Joint Chiefs of Staff at the Ministry of Defence also earn a mention, without their co-operation the Goose Green Grand Prix could never have been staged. Copies of this issue containing the report are being despatched to the British Forces serving in the Falklands. Such a gesture is deserving after the help and support they gave to the visiting teams.

1st	Martin Hines	(GB)	Zip/Zip Rotax
2nd	Gabriel Konig	(Guyana)	DAP/DAP 200
3rd	Jane Tallboy	(F.Isles)	Ferguson 5243
4th	AS Ken Sloan	(Navy)	Sprint/Komet K77
5th	Sgt 'Biff' Thompson	(Army)	BSA Despatch 250
6th	Sqn Ldr 'Taz' FitzWilliams	(RAF)	Suzuki 150 Trials

JERSEY HILL CLIMB

Why not try something different. The Island of Jersey offers a superb karting holiday this year. The Jersey Kart and Motor Club stage their annual International Kart Hill Climb on 1st September 1984 with an International Track Meeting the following day. As the previous weekend is a bank holiday, this makes an ideal opportunity to travel early and see the sights of the Island. Jersey can offer a wide variety of accommodation to cater for everyone's requirements, ranging from hotels and guest houses to campsites.

The venue of the Hill Climb event is at picturesque Bouley Bay, the pits being situated on the quay side with the course winding upwards to 1,011 yards above the bay. Drivers compete on a course which is normally a public road and this in itself is unique. The hill having been recently re-surfaced enables the karts to get better adhesion to the road and this leads to faster performances from the competitors.

Providing that weather conditions are favourable, drivers will be guaranteed at least 2 practice and 3 official runs being timed by an electronic beam which is broken by the kart on the ascent. The gradient of the hill ranges from 1:4 to 1:10 with seven varying corners to undertake, the notorious of which being Radio Corner, a tight sweeping hairpin where most spectators gather to compare how each driver negotiates the bend.

The local 250cc kart record standards at 41.51 seconds and this compares with racing cars similar to G.B. Formula 1 specifications, clocking just below this time with 510 b.h.p., shows the skills that karters can produce.

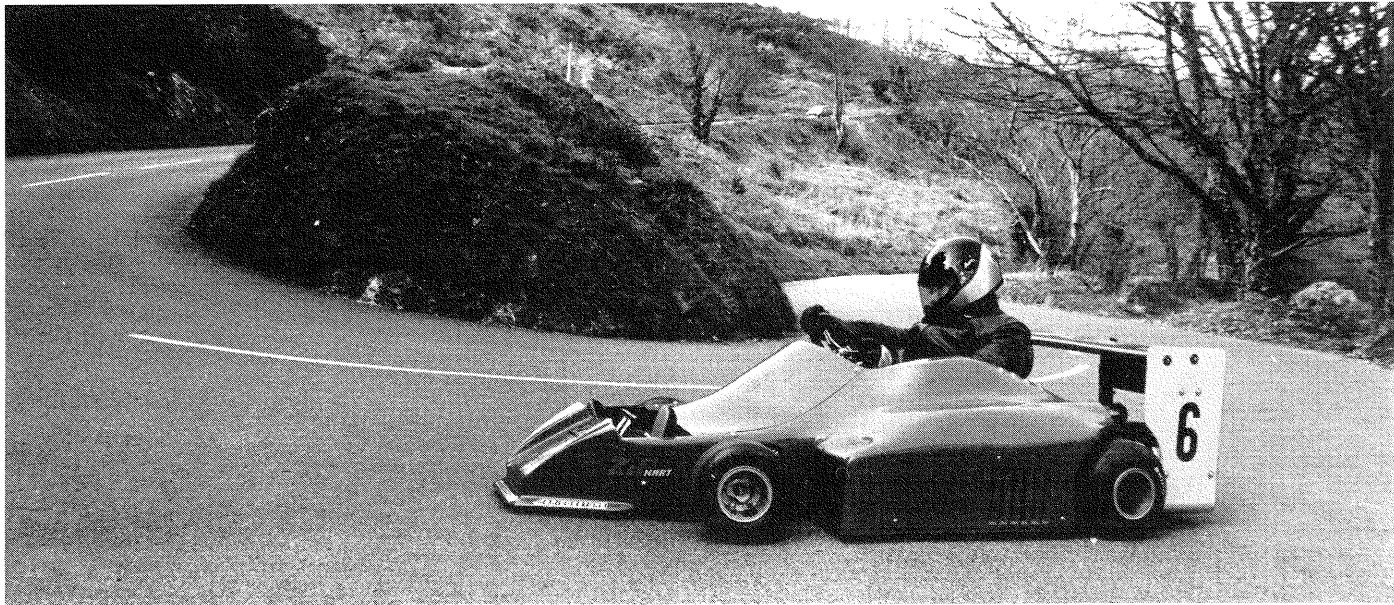
The Club has a splendid collection of silver trophies and shields on which the winning drivers names are engraved. All winning drivers receive replicas to take home with them. Special awards are made to the driver who sets the fastest time of the day, best average times, and the driver who breaks or comes nearest to his class record by the largest margin on the day. All major awards are also accompanied by prize money.

A presentation dinner is held on the evening following the Hill Climb and all guests are welcome. Tickets can be obtained from the Race Secretary.

In the past drivers have travelled from all parts of the United Kingdom, France and Guernsey to participate. Some drivers return each year to take up the challenge that the hill presents and enjoy the satisfaction of achieving faster times with ever increasing experience.

The International Track Meeting on 2nd September consists of 3 heats and a final race in each class. Trophies are awarded to individual class winners and drivers who clock the fastest lap in their respective class. The circuit is tight and overtaking can be extremely difficult, so competitors need to use split second timing to gain positions and this produces exciting racing.

For further details of these events, please contact the Club's Race Secretary, Jim Duffy at Sunnysdell, Mont les Vaux, St. Aubin, Jersey, C.I. Tel: (0534) 44053. Don't forget to book early to ensure an excellent karting holiday.



Eddie Gates who achieved the best average times two years running and is holder of the Rothmans Special Merit Trophy, on the approach to Radio Corner.



Jon Dixon (40) with Ian Shaw looking for a way through (125 Nat.).

During a very eventful day at Mallory Park, Ian Shaw's 125 Nat loses ground to Jon Dixon's persistence, while Steve Styrin notched up another win from Roger Goff and Rob Kerkhoven in 250 International. Graham Sykes leads home Vincent Munday's 210 National from Gary Parker and 250 National decide to boycott the Final on a point of ethics.

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

Mallory Park was the setting for the third long circuit meeting of the season and the second round of the 125cc Zip/Bridgestone £5,000 Series. Again winter was knocking at the door, determined to put its spoke in. However, the snow did not settle and the meeting was convened on a quickly drying surface.

The event was to be cloaked in tragedy when a fatal accident robbed young 250 National driver Chris Poore of his life. Chris, from Hornchurch in Essex, was an avid karter and a very likeable young man. Circumstances forced him to compete on a stringent budget, therefore he was restricted to attending only selected meetings during the past couple of years. The incident sparked off a controversial issue among the rest of the 250 National competitors, with the result that a drivers' meeting was called to debate whether they should continue racing or boycott the rest of the meeting as a mark of respect. The handshow dictated they should boycott. The issue also raised several other points: is the circuit safe; is the grid system employed to be blamed for the prevalence of incidents seen so far this season at Mallory; are there dubious driving tactics to be considered. These points will no doubt be debated at length over ensuing months, as they most probably have in the past when similar such instances have occurred. Time itself will tell what lessons are learned and what conclusions drawn.

DIXON'S DUEL

Those in the Pulpit of Authority will be the ones to make the decisions and we the ones to obey.

AROUND AND ABOUT

Derek Rodgers' efforts to inspire the 250 National drivers to participate for the third year in their own championships have unfortunately failed. The response noted 27 drivers having registered by the time of the first Mallory meeting on the 17th March. Two of these subsequently dropped out and Derek was forced to scrub the proposal, for this season at least and return the monies to all who subscribed. It is a regrettable state of affairs, but karting seems to have been hit, like the rest of motor sports, by a dire shortage of cash. The responsibility may lie in the fragility of the money markets; the attitude of the Pound in terms of real purchasing power and the recession pit which no one thinks we will ever clamber from. Unemployment too is a major consideration, which, in itself is a formidable prospect that has knocked the hearts out of many people. It is a sign of the times and one hardly likely to improve in the foreseeable future. The Champion of South Africa, Brian Heerey arrived on the Saturday, looking to demote the higher echelon of the Superkart league but blew up in practice and opted for home and the warmth. The indomitable Lenart Bohlin, scheduled to attend the meeting, contacted Martin Hines on the Thursday prior to announce that both he and Lars would be unable to make the trip. A pity, it would have been nice to see another confrontation with the UK top runners.

The depletion in the 210 National clan is due, in part, to a number of drivers opting for other classes, but not because it is a dying race, so to speak, as some would have us believe; that would be a negative attitude. But why is this feeling of apathy so profoundly apparent? The class, in terms of its contemporaries, seems to have lost its appeal, in that it hasn't altered much during the years. It has remained static whilst the other gearbox units have evolved. Probably the worst possible way to rub the Villiers' noses in it was the time, not so long ago,

when the 210 National Final was the last of the day to be run. The result: the spectators, having just witnessed the Superkart final, saw nothing to compare with them and were on their ways home before the dummy grid assembled. Hardly a way to inspire confidence in the Villiers drivers, let alone anyone else! Rumours of a scarcity of spares has not helped, nor has the news that Upton's have gone into receivership, though reliable sources indicate that the company is still trading. The Luby fortunes of late have been hit by the controversy over the motor and Kurt was noticeable by his absence, though it is understood he was in Austria enjoying a well-earned break skiing. The announcement recently in Autosport about his debut in FF1600 raised a few eyebrows, but is not known whether Kurt will foresake karts entirely for cars. He has always voiced his intentions of going into cars. So, whatever Kurt decides we wish him the best success for the future. Father Jim though was present, looking after Jon Dixon's motor — in very convincing style too.

The 125 Zip Championship seems now to have got into full swing and principal Zip driver, Ian Shaw, was feeling more confident about his chances, the seizures and oiling-up problems at the last meeting having been cured. Ian displays the qualities people expect of a driver. In fact, the necessary ingredients: enthusiasm, ability, skill and determination, coupled with a feeling of obligation not to default on his sponsors. His Rotax motor is prepared by Russell Anderson whose tuning feats are well respected, with the result that, during the day Ian was to prove a very serious threat to the 125 forerunners.

THE HEATS

The 210's were the first group to take to the circuit in the heats, with Graham Sykes, from a rear grid position quickly showing his strength to John Waggett. As the eight lap heat progressed Sykes convincingly stamped his authority on the proceedings to produce a good win from Waggett, Tim Price and Gary Parker.



John Waggett (3) lifting a wheel on the inside of Tim Prices (32) Villiers.

The second outing saw Waggett claiming the advantage, a short-lived one as it happened, before Sykes began to put the pressure on, trailing Gary Parker in his slipstream. By mid race Waggett was gone and the dispute for first place was left to Sykes and Irishman John Brennan who had worked his way well through the order. Brennan's determination is renowned and he began to put the screws on Sykes in earnest, but the last lap board was to be the ingredient Sykes needed and, as they appeared out of the Elbow for the final time, Graham beat John to the line with Gary Parker and John Burns in tow.

The 250 National grid was liberally splattered with notable names in the 30-odd entry. Northern Ireland's Trevor Roberts was recognisable in the Paddock by his blonde curls! The Leaside colours were in force, scattered through the rest of the field like SAS men, while Temple Motors' man Richard Boston looked a little happier than at the previous meeting; John Newton was still purveying his cigars. Dale Couzens of Kings Langley, who is sponsored by Richmond Electronics and Precision Engineering and has not been seen since the final round of last year's British Championships at Snetterton, put in an appearance. Had the warmth of marriage, one asks, thus far deterred him from braving the evil conditions of the British spring?

As the first heat got under way GP Alan Cheetham was soon a front runner with Richard Boston

quickly coming through from his fourth row position to put the pressure on. Derek Rodgers was having problems from the start and was seen to be running in the middling order throughout the race. Boston's attempt was to be short-lived when he disappeared from the order. Meanwhile, it was Mike Doble's turn to exert pressure on the leader Cheetham, but the latter was to successfully hold him at bay, as the flag signified the end of the heat. Third place went to Alan Jones, with Phil Glencross next along, followed by John Newton and Frank Rowntree.

The second heat was the one to spell disaster and bring an air of gloom on the proceedings. With grids reversed, winner Cheetham found himself near the back; Glencross was on the third row with Rob Hipkin while John Newton sat behind. Richard Boston reposed in the middle order near Paul Sadotti and Alan Jones, while Mike Doble was next but one to the last.

Barry Tomlinson had the choice position and was quick to make the most of it as they started away, dragging in his wake Tim Doble, Hipkin and Roberts. Richard Boston was making serious inroads through the pack and looked set to be the fly in the ointment. As they exited the Elbow on the second tour, Tim Doble broke Tomlinson's slipstream to gain the lead, whilst the immediate order remained unchanged, with the exception of Boston, who pulled into the pits plagued once more with

problems.

Then the red flags were out and the race stopped for what later proved to be the fatal accident at the exit to the pit lane. Understandably it was some time before the race was restarted but once it had been, Tomlinson again was off to a head start with Hipkin just behind. Alan Cheetham literally flew through the field, eating up all but the lead pair, while John Newton followed suit. Then Hipkin was gone and Cheetham found himself in second spot with Newton close on his tail as they seriously began to pressure Tomlinson. First Cheetham then Newton found a way past, leaving Barry to the clutches of Derek Rodgers who had come up well. Boston was back in the struggle, having had time to rectify his earlier problems during the suspension of the race. At the flag it was to be a very decisive Alan Cheetham from John Newton, Derek Rodgers, Barry Tomlinson, Tim Doble, Trevor Roberts and Richard Boston. Paul Sadotti, Ian Bickerton and Brian Borwell completed the top ten. Mike Doble finished twelfth just behind Phil Glencross. Because the 250 National did not race in a final, the results from the heats could be categorised as follows:

1st	Alan Cheetham	Zip/Peak Revs Yamaha
2nd	John Newton	Zip/Yamaha
3rd	Mike Doble	Zip/Yamaha
4th	Derek Rodgers	PRP Zip/Peak Revs Yamaha
5th	Barry Tomlinson	Zip/Peak Revs Yamaha
6th	Alan Jones	Zip/Peak Revs Yamaha

The 125's, by far the largest gearbox contingent present, listed 75 in the programme, but the grids actually held a further 11 late entrants, totally 86 in all, giving two grids for the heats, with 43 in each, a somewhat awesome array of machinery, necessitating a Qualifying Final for those who failed their heats.

The first group contained Stephen Coward and Mark Allen on the front row with Ian Shaw sitting on the second. Geoff Glazebrook, Mark Webster, Peter McCallum and the GP plates of Colin Mills each had places on the next four rows. From the drop of the flag Ian Shaw proved his worth and was first into Gerrards, with Allen, Coward and Glazebrook heading the bunch. Phoenix mounted Doug Hart was making good early stage progress, pushing his way to fourth spot by the end of the first lap. Up ahead Shaw was untouchable, no one had the legs of him as he ran down to the Esses. Mark Allen was still striding out in second while Glazebrook was holding off Hart, Phil Margerison and Alan Sorenson; Stephen Coward was gone. In fact by the end, the retirement rate was pretty high. Ian Shaw ran out a comfortable winner over Mark Allen, Glazebrook, Hart, Margerison and Sorenson.

As the next formidable group came off the rolling lap, the gold, full-bodied outfit of Ian Beaumont sat on the front row; Les Cooper was next with Geoff Page of Print Scene and Adrian Wilcox. Marek Piatkowski sat on row four, while Ulster's Brian Kennedy, Jon Dixon, Keith Bisp and Stuart Ziemelis were all lying close to the back. Wilcox got away to a flying start but the forceful Ziemelis was soon on his tail with Jon Dixon also sniffing for the honours. By the second tour Ziemelis was pressuring Wilcox for the lead and clung to his tail all the way down to Gerrards. Out of Gerrards and along to the Lake Esses, Ziemelis seized his chance and shot through, leaving Dixon to take up where Wilcox left off. By the time they had squeezed out of the Hairpin, Dixon had succeeded and was hot in pursuit of Ziemelis down the straight. Stuart managed to baulk an attempt to overtake around the long sweep, but was to lose his advantage and Dixon appeared in the lead. It was short lived as Ziemelis saw a gap and shot through to head Dixon down to the Esses for the last time. It was there that



Extreme left: Commander Tillotson, R.N., taking the hairpin just before the Bailly bridge.

Top left: Major Ascott in the remarkable and ill-fated Argy-Bargy boosted outfit. The pipes either side provide the boost.

Bottom left: No.2 looking the worse for wear, with the light aircraft in the background, propped up on builders planks after it had been towed clear of the hangar.

Top right: Gabby Tithe sitting in the 'home-brewed' Exocet kart, with RAF helpers.

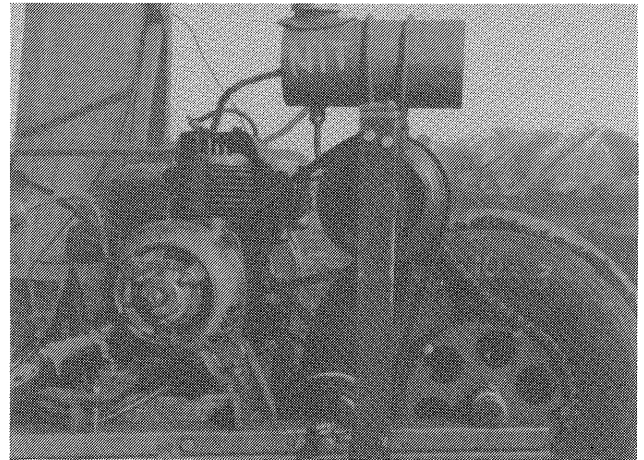
Bottom right: Alan Smeel's Exocet No.2 — note Harrier landing in the background.

designed to give him that little extra turn of speed when required. Each side of the kart was mounted with an Argy-Bargy Boost system, relics of the Argentinian invasion and designed to be ignited from a hand control on the steering column.

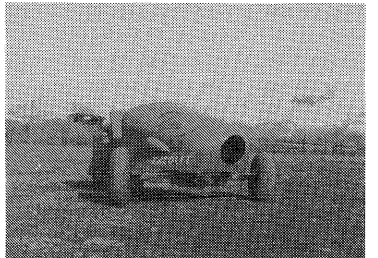
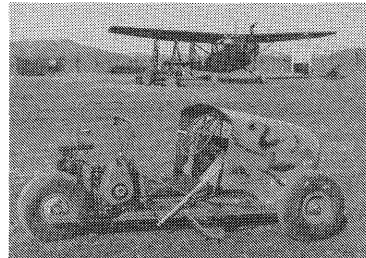
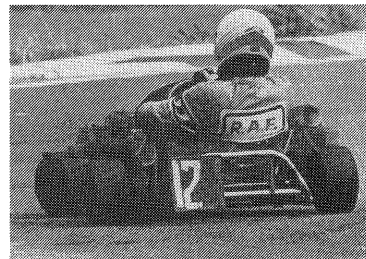
The idea was to ignite the boost system on the long straight to achieve what would have been around 200mph. However, the system held one flaw, a misfire, which resulted in Ascott occupying a position just beneath the grandstand opposite the start/finish line while Hines and Buttigieg motored into the distance.

The next vehicle to enter the hangar was the half track piloted by Brigadier Weston, V.C., who really had the 7583cc machine going well by then. A beautifully controlled drift into the hangar neatly removed the starboard wheel strut from the light aircraft and the stricken machine settled itself into an undignified heap, almost entirely blocking the exit as Weston continued on his way. Weston, totally unnerved by the experience, took the next two bends flat out, forgetting to brake for the hump backed bridge. The result was that the half track slewed off the circuit and straight through the twelve feet high screen fence by the balloon park, dragging the fence in its wake and piled into a balloon retaining hawser before coming to rest upside down, leaving a dazed but unhurt Brigadier to extricate himself from the vehicle. The released barrage balloon, trailing three hundred feet of hawser, drifted downwind in the direction of the hangar and the open sea.

Meanwhile in the hanger several competitors had spun and collided in the gloom. Aware of the hazard they constituted to the leaders, who could be heard negotiating the tricky set of bends, the collided drivers quickly cleared the debris from the path of the fast approaching Hines and the flying Buttigieg. As he took the left hander through the hanger, Hines saw a gap between the side door and the tail section of the aircraft, just enough to take a kart through and cleared off into the open with only inches to spare either side. Butty however, wasn't quite so fortunate because the drifting balloon



A glimpse of the power pack on Alan Smeel's Exocet No.2. Alan was a little concerned that the problems experienced in karting a couple of years ago, about the said use of illegal fuel, might preclude him from competing.



had reached the hangar and its hawser was trailing across the exit door. Had he been that few seconds quicker, Butty might have been able to emulate leader Hines. As he cleared the door and was preparing to accelerate, his near-side front wheel tangled in the wire hawser which caused him to pivot violently in an anti-clockwise motion. Luckily he tumbled from the kart and sat puzzled on the grass, gazing at his slowly ascending Zip/Rotax and watched while it drifted away to disappear towards the horizon, in the direction of the Argentine mainland. Presuming the balloon with its trapping reached Argentina, one wonders what they made of it.

While the crash rescue team was clearing the hangar and towing the disabled aircraft to a safe location, the race reached the two thirds mark. Hines was out on his own leaving Withers, Konig, Aspen and Tallboy to scrap for the places. As he came into view on the long straight, the only British contender left in the race was noticeably slowing. His pit crew were waving furiously to him — the stop watch recorded 1min 58.6sec, 16.2sec down on his timed practice result, which allowed Withers and Konig to gain valuable ground. As the eleventh tour ended Hines, running the familiar full-bodied configuration, signalled the pit crew — it looked to be another tyre problem; there could have been no other reason because the machinery still sounded true, as team manager Anderson indicated with an affirming nod.

Hines persevered, though the rest were slowly gaining on him. With a clear track ahead all he had to do was keep it going and, with his expertise, thwart any attempt to overtake. As the leader vanished along the straight the action behind was hotting up. Such was the battle between Withers and Konig that Withers overdid it up to the hump backed bridge, seized the Montessa and took a sideways tumble into the space vacated by the fence, elevating Konig and her DAP outfit to second spot. It proved to be a short-lived second place because the Aspen prepared Villiers had moved into a threatening position and timed it right as he dived through on the inside of the left hander just before the straight, leaving Konig to the clutches of local girl Jane Tallboy's Ferguson setup.

With the way ahead open Aspen's Burgess/Villiers charged in pursuit of the Zip man down the long straight, gaining an appreciable advantage before the hairpin loomed, enough to show Hines his teeth. Aspen tried on the inside but Hines shut the door on the attempt and skidded into the Esses, praying his tyres would hold out. Aspen, running the more conventional setup, was able to hang in tighter through the corners, but Hines was determined to hold him off.

Safely out of the Esses the leader skillfully shot into the bends and the approach to the hangar twists. Catching sight of the thumbs up from the spectators he deftly took the intricacies of the hangar arrangement, throttled back for the humped backed bridge, negotiated the danger and headed for the harsh left hander before the straight.

Aspen however, was having problems. It might have been the low angle of the sun at such polar latitudes that momentarily dazzled him, perhaps something else distracted him. Whatever reason the outcome was the same — he lost control before the exit from the hangar — braked too hard, locked up and took the wall of the hangar broadside, ending up dazed beneath a red and white placard indicating 'KEEP THIS BAY CLEAR — EMERGENCY REPAIRS ONLY'.

Whilst all this action was going on, the ill-fated Major Ascott had managed to drag his Villiers/Argy-Bargy Boost setup from under the grandstand and was determined that he and machine would finish the race one way or another, even though he was so many laps down that it hardly mattered. Ascott, an avid technical devotee, began tinkering with his kart at the side of

were flown up from the Falklands by an RAF VIP executive jet. Meanwhile, the British contingent was left to sample the somewhat restricted privileges of the mid-Atlantic staging post. Eventually, after another harrowing flight, the team arrived at Port Stanley airport at 1700 GMT and was installed in the Officers’ Mess for a very welcome rest. That was on the 25th February and there were still ten days before the meeting was scheduled to take place.

Security Classification: Most Secret (UK Eyes Only)

Message Precedence: Immediate

From: AOC HQTC

To: OC Atlantic Supply Sqn Ascension

Orig: 1645Z

Routing: TASSLINK Stanmore

Date: 20/02/84

Text: 51 SQN AIRCRAFT WYC 874 D DEPARTING BRIZE NORTON 0510Z 22 FEB WITH PRIORITY CARGO STOP ETA ASCENSION 0100Z 23 FEB STOP REQUEST ARRANGE IMMEDIATE TURNROUND FACILITIES AND IN FLIGHT REFUELLING FOR ROUTING FALKLANDS BASE STOP ACKNOWLEDGE

During the next week the visitors were treated to excursions round the islands which still bore the scars of the war of nearly two years ago. There was an air of urgency around the preparations; everyone was aware that the south Atlantic summer was closing and there was apprehension about the weather holding fine for the race. Over the next couple of days the last of the entrants arrived with an odd assortment of vehicles. There had been a problem in the form of a shortage of karts, which eventually forced Lt. Colonel Colne to throw the race open to any vehicle that even resembled a kart.

When the teams were ferried down to Goose Green on the 5th March, there was abject horror at seeing the aptly named ‘Belgrano’ circuit for the first time. Though the preparation of the circuit had been completed by the Royal Engineers, the work had been hastily carried out and the surface still bore traces of uneven patching and the edges of the one mile straight were cracked and liberally pock-marked with shell holes, some overgrown with sub-antarctic lichen, others just denuded earth depressions. The straight led into a tight left hand hairpin and it seems that what had been the day before a nice set of Esses, had now become an overnight erected Bailly bridge to span a crater left by the detonation of two Argentine mines. The rest of the circuit was made up of irregular strips of tarmac and various surfaces, from compacted cinders to reinforced wood planking. One feature of the track was called ‘OPPS’, consisting of a sharp left hand bend taken inside an old hangar; the karts entered one end of the hangar, braked, turned left and passed out through a wide side door. There was also a ferocious hump backed bridge which, if taken at anything more than 30mph, caused the kart to go airborne. Butty said that, in practice he was braking hard, taking it at 3500revs in third gear and his machine was still lifting and slewing him into the sharp left hander just by the barrage balloon park.

Timed practice was to sort out the men most likely and in the end it was Nigel Smith who came out tops. Nigel, having caught on to the unlimited engine capacity rule, was running a 500cc water-cooled Kawasaki motor on a Zip Grand Prix chassis. The entry list, in timed practice order is as follows:

Race					
No	Name	Kart/Vehicle	Entrant	Time	
15	Nigel Smith	Zip/Smith K500	GB	1m 40.2s	
13	Martin Hines	Zip/Zip Rotax	GB	1m 42.8s	
18	Dolly Slims	Chopper Kart/K500	USA	1m 42.9s	
17	Willy T. Ribbs	Fuller Kart/Bultaco	USA	1m 48.2s	
11	Fg Off Barney Greenhough	Balloon Kart/Honda	RAF	1m 49.2s	
16	Lake Speed	Zip/Rotax	USA	1m 50.0s	
23	Wg Cmdr ‘Bomber’ Bates	Zip/Yamaha (ex-Heerey)	RAF	1m 58.0s	
14	Dave Buttigieg	Zip/Rotax	GB	1m 58.6s	
2	Alan Smeel	Exocet Kart/JAP 250	F.Isles	1m 59.6s	
1	Gabby Tithe	Exocet Kart/JAP 250	F.Isles	2m 02.1s	
8	Cpl Vic Withers	Fun Kart/Montessa 250	Army	2m 15.2s	
21	Alec Forbes	1500cc Sheep Chaser	F.Isles Co.	2m 15.8s	
19	Gabriel Konig	DAP/DAP 200	Guyana	2m 23.0s	
10	Sqn Ldr Fitz-Williams	Suzuki 150cc Trials	RAF	2m 23.0s	
4	Petty Off Terry Aspen	Burgess/TAP Villiers	Navy	2m 23.5s	

6	Cmdr Tillotson, R.N.	3200cc Deck Puller	Navy	2m 39.3s
12	Major Ascott	200cc Villiers/Argy-Bargy Rkt Boost	No 2 Para	3m 00.4s
20	Bill Hammet	Polystyrene Spec/Honda 250cc	Brize Norton	3m 15.0s
9	Brig. Weston V.C.	Half Track 7583cc	Army	3m 54.0s
22	ADC Whittle	1280cc Sit-on Mower	Gov. Off Falklands	4m 17.8s
3	Jane Tallboy	Ferguson 5243cc	F.Isles	4m 33.4s
7	Sgt Thompson	BSA Despatch 250 Bike Bitsa Kart	Army	5m 13.0s
5	A.S. Ken Sloan	Sprint/Komet K77	Navy	No Time

Tuesday the 6th March dawned quite dismal but the sky gradually cleared to give way to a watery sunshine. The entire population of the Falklands arrived in mini buses to watch the 15 lap race, due to start at 1pm. However, the proceedings were held up waiting for the Governor’s ladies to arrive by light aircraft. After waiting for an hour, it was decided to start the meeting without them. With 1min 40.2sec as the fastest lap in timed practice, the race was likely to last for about twenty minutes or so, barring mishaps.

As the starter, RMS Pynter, flagged them away Nigel Smith, on pole, charged off to establish quite a commanding early race lead, though the attentions of Hines were becoming evident as the Anderson prepared Rotax gave him the extra power to start hauling in Smith on the approach to the left hand hairpin. But it was Smith who still dominated through the Esses and over the Bailly bridge. Meanwhile there was a battle going on for third spot between Lake Speed, Butty, Dolly Slims and the Heerey Yamaha setup of ‘Bomber’ Bates. A slight contact of wheels between Slims and Speed effectively put an end to their race chances on the approach to the bridge, with the result that the Slims outfit careered off the tarmac, sliding to a halt just short of the crater mouth, while Speed stuffed it into a mound of earth. In the chaos it was Butty who made it through to the fore and grabbed third, hotly pursued by Bates.

Into the second lap and Smith still held the lead, a somewhat tenuous one from the Hines outfit and had half a lap lead over back marker man, Alan Smeel, in the No.2 Exocet three-wheeler. These amazing contraptions, although not fast down the straight, were quicker than anything over the more bumpy areas and through the hangar. The innovative Falkland Islanders had built the machines to suit the terrain. Constructed from odd bits found around the farmsteads, they also incorporated wheels purloined from captured Argentine aircraft.

A serious mishap occurred on the third tour and it came in the form of the deck puller campaigned by Commander Tillotson, already lapped twice by the leaders. As he came out of the Esses and onto the Bailly bridge, the structure collapsed under the unequal battle of trying to support a hefty deck puller. Fortunately Tillotson came through unscathed but left a tremendous hazard for the following machines. Running close behind was Gabby Tithe in the Exocet No.1 who was about to exit the Esses when Nigel Smith dived through on the inside, saw the wreckage ahead and braked hard to avoid a collision. The result was that he ploughed into the earth mound that had seen the demise of Lake Speed earlier in the race. Tithe also took evasive action but suffered a front wheel blowout donated by some shattered timber on the track and found himself alongside the deck puller in the shallow crater, looking up totally mystified at Tillotson. The observers, realising the seriousness of the problem, signalled the flag marshalls stationed around the circuit and the red flags appeared, waving furiously. The race quickly stopped, but not before the stricken bridge claimed several more victims: Bill Hammet’s Honda, the Bultaco of Willy T. Ribbs, ADC Whittle’s sit-on mower, ‘Bomber’ Bates and Dolly Slims. Hines, who had been storming through in an effort to relieve Smith of the lead but had been baulked by the array of machinery attempting the Esses, was lucky to foresee what could happen, braked and pulled over, thus avoided the pile up. The flag marshal at the Esses, a young Sapper named Connors, later came in for a severe reprimand from the Clerk of the Course Lt. Colonel Colne and also, perhaps a bit unfairly, was reported to the RAF Motor Sports Association.

The race was suspended for approximately one and a half hours while the debris was removed and the area around the collapsed bridge fortified by a collection of lorry tyres. It was possible to reroute the circuit to avoid the bridge by taking in part of an old aircraft dispersal pan adjacent on the right hand side, though the condition of the concrete surface left a lot to be desired and the competitors were advised to observe caution when negotiating it.

Reassembled on the grid in the position they held when the race was stopped, the drivers waited in single file, with Hines leading the queue. Butty sat behind him, followed by Major Ascott, Cpl Vic Withers, Gabriel Konig and Petty Officer Terry Aspen. The Clerk of the Course, satisfied that the circuit was once more safe to resume racing, ushered them away.

Meanwhile, the long overdue light aircraft, ferrying the Governor’s ladies, finally arrived, touched down neatly and deposited its passengers before taxiing towards the ‘OPPS’ hangar. The pilot, totally unaware that the hangar constituted a left hand bend on the circuit, taxied in through the end door as Hines gunned his machine through the side exit and passed on his way, followed by Butty, Ascott, Withers, Konig and Aspen. Major Ascott, seconded to and driving for the RAF, carried quite an interesting device

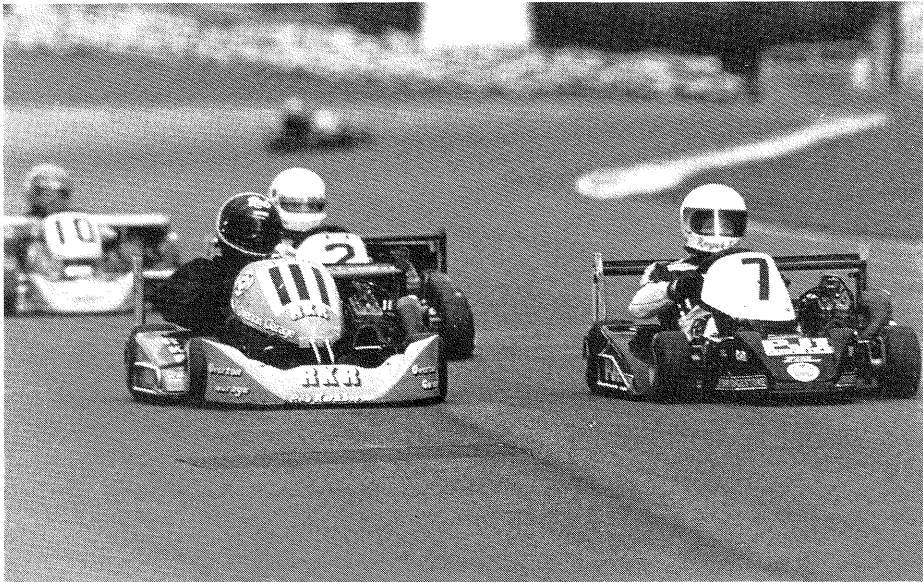
Dixon pulled it off passing Ziemelis before the Hairpin and romping over the line in first place. A fine scrap between those two with Ziemelis taking a well earned second and Adrian Wilcox a good third after a race-long duel with Les Cooper. John Cooke came home fifth and Russell Powell followed him a close sixth. Again there was a high retirement rate, bearing evidence to the strain on both drivers and machinery.

The next two heats saw, in the first one, a good victory for Les Cooper over Chris Stoney who had claimed an eleventh in his first outing. Adrian Wilcox finished third, with Marek Piatkowski, Jon Dixon and Russell Powell completing the six. Piatkowski found himself relegated to the ranks of the last chance final because he failed to complete his earlier heat. The last heat outing contained the likes of Dixon, Shaw, Ziemelis and Mark Allen and, as expected, the crowds were treated to a fine display of driving. Ziemelis got off to an early but tenuous lead while Shaw and Dixon engaged in a furious scrap over second place. Mark Allen, meanwhile, was looking on in fourth spot. Then fate struck a blow and Shaw was out of contention. Dixon, thus elevated, took off after Ziemelis’ exhaust with Mark Allen close in touch, but at the line it was Ziemelis who ran out a clear winner over Dixon and Allen. Keith Glendenning, Paul Molloy, and Geoff Glazebrooke were next home.

Forced by circumstances into the qualifier, Shaw was determined to earn himself a slot on the grid for the final, albeit a lowly one. That is exactly what he did, trouncing the complete field and romping home with Julian Burleton, Stephen Coward, Marek Piatkowski, John Cooke and Keith Woods following. Of those six, only the first four were destined for the final.

The 250 Internationals boasted 31 entries, one less than programmed after the demise of Heerey. They took to the circuit for the first event in the following order: Butterfield, Reader, Gardiner and Richard Dean. Gary Lyons and Malcolm Belbin sat on the next row. Hines, Goff and Kerkhoven were all on the fifth, ahead of Dalgarno, Styryn and Carolynn. Ansell, George, Arnold and Parrott sat two thirds back, while Reg and Donovan Collier were near enough on the last row. As they charged off the rolling lap, Hines and Styryn soon pulled out in front and were streaking away from the rest of the field while Richard Dean was doing his utmost to cling on in their wake. By the second tour both Martin and Steve had established a good lead, with Hines in the fore and Styryn closely following his every move. Butterfield had worked his way quickly through the pack and was pressing Richard Dean, but both fell into the clutches of the Overton Garage pair: Dalgarno and Kerkhoven, followed by Reg Gange, who stuck with the leading group until mechanical problems sidelined him. Meantime, the incredibly fast Roger Goff had come up on Butterfield and Dean, quickly put them to the sword, before turning his sights on Sandy’s rear bumper. Out front Hines was still holding his own with the E.D.R. man, refusing to give an inch. As they came out of the Elbow, Hines cleared the line ahead of Styryn, Kerkhoven, Dalgarno, Goff, Butterfield, Dean and Tim Parrott.

The second session was to produce interesting and unexpected results. With the grid order somewhat swapped about, Gange found himself up at the front with Donovan Collier. Richard Arnold and Tim Parrott lay on the third and fourth rows respectively; Ansell, George and Carolynn the next, while Styryn, Dalgarno and Hines looked on behind. Roger Goff and Rob Kerkhoven shared the next line, ahead of Belbin, Gardiner, Dean and Butterfield, all of whom were at the back. With the flag down they took off in a solid formation, though Gange was noticeably pulling ahead and Hines had weaved his way into second spot. But it was Goff who surprised everyone by charging through into third before the end of the first lap. Out of the



Roger Goff (7) who took such a fine Superkart heat win, seen here in the final with Kerkhoven (111), Tim Parrott (2) and Reg Gange (10).

Elbow and Hines had relieved Reg of the lead, leaving him to the mercies of Goff and Styryn, while close behind came Kerkhoven as the lead five drew away from the rest. The order for the next three tours remained the same, until Goff out manoeuvrered Gange and set himself in on Hines’ tail and was visibly exerting pressure on the lead man. By the seventh lap Goff appeared in the lead with Hines furiously trying to regain his lost position, but time and distance were running out and, as the flag dropped, Goff took the win by a narrow margin from Hines, Gange, Styryn, Kerky, Causer and Butterfield.

With the understandable delay caused by the accident, the day was wearing on by the time the finals began. First out was the 210 National.....

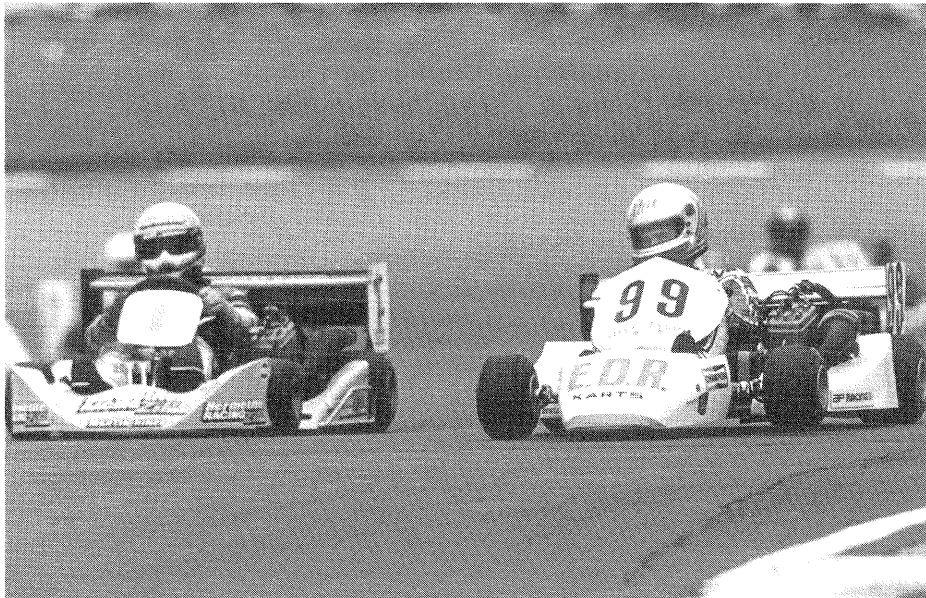
210 NATIONALS

Graham Sykes’ heat victories earned him pole position while alongside sat Gary Parker and Vincent Munday. Tim Price and John Brennan were both well up after their earlier performances.

As they came round off the rolling lap and Ian Rushforth sent them on their way, Sykes made a good break, taking the line down to Gerrards with John Brennan, John Underdown who had made good time along the straight, followed by Gary Parker. Out of Gerrards and through the Esses the order was unchanged, though Parker was visibly pressing Underdown up the hill into Shaw’s. As the



Graham Sykes — a convincing day for him in 210 Nat.



Hines (1) and eventual winner Steve Stylin (99) in 250 International.

Thacker and next Hinckley's David Bailey, as Sykes motored on his way leaving the pair to the fast approaching duo of Brennan and Parker.

Out of Shaw's hairpin Brennan had successfully cleared the back men and was en route through the Elbow when fate dealt a hand as he spun off onto the grass opposite the Commentary Box. With Parker now in second and Munday clear of the back markers, the latter hurtled in pursuit of Parker's exhaust.

Into the last tour with Sykes well into the distance, Munday managed to haul in Parker and pass him by the Esses but Parker, as determined as ever, was having none of it and tried to reclaim second spot into the hairpin. Munday, anticipating such a move, thwarted the attempt and effectively closed the door.

At the line Graham Sykes ran out the undisputed winner whilst Munday held onto second, though Parker refused to let up the pressure. A fair distance behind came John Burns, Underdown and Phil Featherstone. Rod Ellis managed seventh.

1st	Graham Sykes	Zip/Longtune Villiers
2nd	Vincent Munday	Zip/APV
3rd	Gary Parker	Aero/APV
4th	John Burns	Zip/Burnsspeed Villiers
5th	John Underdown	Zip/APV
6th	Phil Featherstone	FP Cobra/FP Villiers



Opening lap of 125 final with Mark Allen (35), Adrian Wilcox (2), Russell Powell (12), Ian Westwood (79) and Shaw (20) peaking through the pack.

field. Kerkhoven grimly held onto second spot as Goff moved up into a threatening position. Meanwhile Gange and Parrott were sorting out the who's who for fourth, with Parrott gaining a slight advantage over Reg as they cleared the Elbow. The order behind was: Glenn George, Sandy Dalgarno and Martin Hines, though Hines was noticeably closing the gap between himself and Sandy. Next out came Tony Holmes, a fraction ahead of World Cup man Richard Dean and the No. 9 plate of Steve Gill.

Kerkhoven succumbed to the pressure from Goff and, by mid race, was down to third. Gange and Parrott were engaged in a furious scrap over the highly contentious fourth spot, with Reg pushing ahead through the Esses and out-braking Tim into Shaw's. As Dalgarno began to tumble down the order somewhat, Hines moved out and round to take up sixth, a whisker behind Parrott.

Giles Butterfield, on his first out this season, had started from a middling grid position but was steadily carving his way through the opposition. First Steve Gill came under the hammer then Tony Holmes, as Butterfield swept past. Down to the Esses and Dalgarno looked to be the driver who might threaten any further advancement, but again fate was to take a hand in the proceedings as Sandy suffered a tyre deflation. With speedy reactions he held the unstable machine and brought it to a controlled stop, while Butterfield vanished into the hairpin.

At the front Goff was noticeably hauling in Stylin, or was the E.D.R. Pit crew signalling him to ease off because of his massive lead — no point in blowing it when the race seemed to be in the bag.

On the eighth lap Reg went out, another motor gone, elevating Parrott and allowing him to tuck in neatly behind Rob Kerkhoven. Meanwhile Hines was gaining on Parrott with Butterfield a close sixth before a gap appeared and Brian Reader shot into view fractionally ahead of an eight-placed man Holmes. The chequered flag fell for Steve Stylin, five seconds clear of Roger Goff, while Kerkhoven, Parrott and Hines came charging out of the Elbow. Butterfield was sixth, a good finish considering it was his first outing, then Brian Reader and Tony Holmes. Carolyn claimed ninth over Steve Gill's tenth spot. Credit to Steve Stylin, having notched up three successive wins, a good start to the long circuit season. The next Cadwell meeting during the Easter weekend should be interesting.....

1st	Steve Stylin	EDR/DRE Rotax
2nd	Roger Goff	PJ1 Zip/Goff Rotax
3rd	Rob Kerkhoven	Zip/Rotax
4th	Tim Parrott	TEL Zip/Berry Rotax

5th	Martin Hines	Hermitite Zip/Zip Rotax
6th	Giles Butterfield	Zip/CTRP Rotax
Race Time: 8min 4.6secs — 100.28mph.		
Fastest Lap: Steve Stylin — 46.7secs — 104.6mph.		

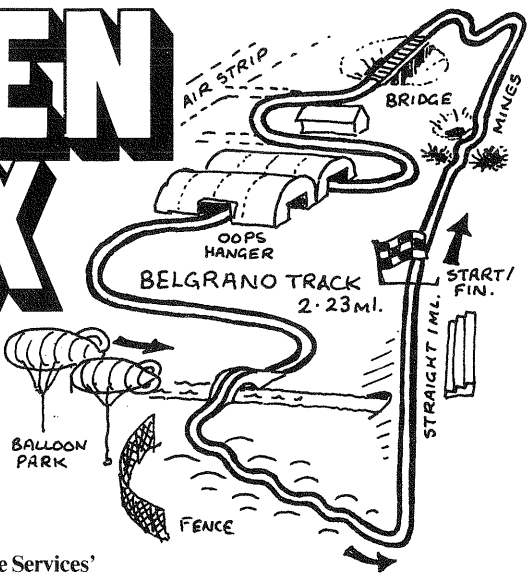
125 NATIONAL

The 125's hosted the largest grid and also attracted the most spectator attention as they blasted off the dummy grid behind the pace car. Heat placings gave Stuart Ziemelis, Jon Dixon, Mark Allen, Adrian Wilcox and Les Cooper choice positions. Ian Shaw's lonely back row spot can hardly have inspired confidence when viewing the formidable array of class competition ahead, but one should never doubt the determination and resolve of such a young man.

Peter Carter, yellow flags waving, brought them into the line, motors barking under the pressure of forty throttles. The flag dropped and they were off, weaving and darting, each seeking a clear route through. It was an awesome sight as they bore down on Gerrards five abreast under full power; Ziemelis, Wilcox, Allen and Dixon fronted the pack — there was nothing in it. Shaw, from near the back, had made an incredible off the line dash and was lying in fifth by the time they reached Gerrards.

Out of the bend and Ziemelis was breaking away, with Wilcox and Allen sniffing his slipstream; Jon

GOOSE GREEN GRAND PRIX



An exclusive report from the M.O.D., Falklands Islands P.R.O. Correspondent.

Shown on these pages are copies of the telex transcripts released to this magazine through the Services' Press Agency on Friday the 30th March, along with an outline of a remarkable race event held on Tuesday the 6th March. Details were withheld until recently because of security restrictions, but now we are able to present a full account of what must be the most remarkable and morale boosting event ever to take place in karting.

On the 6th of March one of the strangest and most unusual kart races ever staged was held on the Goose Green perimeter track in the Falklands Islands. Three of Britain's top kart drivers competed in what turned out to be a very exciting race.

The event and a handsome £1,000 first prize was won by World Superkart Champion Martin Hines. Second was Guyana's Gabriel Konig on her DAP outfit and third was Falkland Islander Jane Tallboy.

The event was organised in complete secrecy and some haste by the Ministry of Defence — entries being by invitation only. The three invited British entrants were Martin Hines, Dave Buttigieg and Nigel Smith. The whole event, staged as a morale booster for the British troops and Falkland Islanders, was the brainchild of Lt. Colonel Sir Martin Colne. Realising that the Army had an ideal, fast, ready-made circuit in the shape of a two and a quarter mile perimeter track that was built for the loading/off loading of half tracks and supply convoys after the push at Goose Green, Colne put up the idea of holding an International kart race on the track to the Joint Chiefs of Staff, M.O.D. With the continuous long haul air bridge the Royal Air Force maintains to supply the Falklands troops, ferrying out karts, mechanics and drivers by Hercules transport presented no great problem.

Security Classification: Most Secret (UK Eyes Only)

Message Precedence: Immediate

From: MOD(Air) 4A

To: G.O.C. Sth Atlantic

Orig: 0925Z

Routing: TASSLINK Ascension

Date: 20/02/84

Text: YOUR MOD 4A TIMED 1745Z DATED 19 FEB ACKNOWLEDGED STOP RODGER PROPOSAL TO HOLD QUOTE RACE MEETING UNQUOTE ON GOOSE GREEN PERI TRACK DURING 6TH MARCH STOP HAVE ADVISED MOD(NAVY) AND MOD(ARMY) ACCORDINGLY STOP REQUEST YOU KEEP THIS MATTER QUOTE UNDER WRAPS UNQUOTE DUE TO POLITICAL SITUATION STOP MOD(AIR) PM4 SUGGESTS YOU LIAISE DIRECT WITH OTHER INVOLVED AGENCIES STOP U.S. CONNECTION COLON EMBASSY CARACAS VENEZUELA STOP REQUEST ACKNOWLEDGE

Much to everyone's amazement the project was sanctioned by the Government and a date set for the 6th March. Lt. Colonel Colne took charge of the overall organisation of the event. The Air Force was responsible for transport, the Navy co-ordinated overseas invitations, via the Consulates in the countries concerned and undertook to provide the prize fund. The Army was to prepare the track, run the meeting and provide accommodation. Though the M.O.D. had sanctioned the event, they put on one stipulation — NO PRE PUBLICITY — for security reasons.

The idea was to run a completely open kart race of 15 laps round the Goose Green circuit, with an adequate period being allowed for the competitors to

familiarise themselves with the intricacies of the track. Qualification was along the lines of the C.I.K. Regulations, with timed practice being a requisite for grid positions.

Security Classification: Most Secret (UK Eyes Only)

Message Precedence: Immediate

From: AOC HQTC

To: OC RAF Brize Norton

Orig: 1346Z

Routing: BETA/47831/6

Date: 20/02/84

Text: YOUR BN 1846 TIMED 1250Z DATED 20 FEB REFERS STOP ACKNOWLEDGE UNSERVICEABILITY STATE OF 51 SQN CHARLIE 140 WYC 874 D STOP CANNOT ACCEPT AIRCRAFT ON GROUND CATEGORY 2 STOP SUGGEST YOU CANNIBALISE SPARES FROM SQUADRON STANDBYS STOP IMPERATIVE THIS CARGO EMBARK ROUTING BY 0510Z 22 FEB STOP ACKNOWLEDGE

The Army, Navy and the Air Force would be allowed three entries each and three further civilian participants would be invited from the U.K., the U.S.A. and Falkland Islands, making a total of eighteen entries.

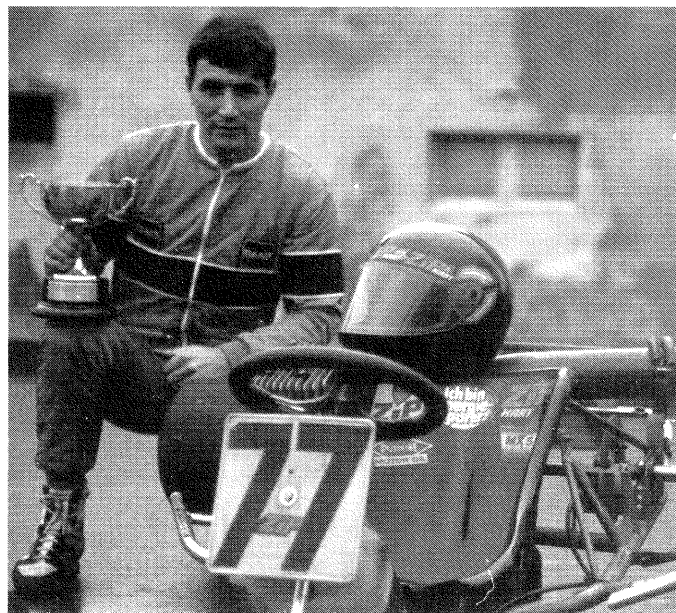
However, further entries were later accepted from Guyana, the US Navy, the Supply Depot at Brize Norton and the Falklands Islands Company.

Due to the total press embargo until the event was over, this report had to be carefully pieced together from the official M.O.D. transcript released exclusively to *Kart and Superkart*.

The story really begins back in February. The Ministry of Defence, a little out of date and perhaps justifiably, had approached Martin Hines, Nigel Smith and Dave Buttigieg with an invitation to compete in a special race, totally unaware that the latter two had virtually forsaken karting. It is understood that Butty reluctantly turned down an offer to take part in a model aircraft competition aerobatics meeting near Salisbury; Butty is currently heavily 'into' that kind of thing. When he was told that it was to be an all expenses paid outing, his old karting spirit once more raised its head and he accepted. With the added lure of £1,000 first prize, culled from the Navy fund, not surprisingly all three accepted. In the interests of security, in case anyone felt inclined to talk about such a marvellous opportunity, each was required to sign Section 2 of the Official Secrets Act.

At RAF Brize Norton, Oxfordshire at approximately 0430 GMT the British contingent, which included Russell Anderson as Team Manager, along with two Zip factory mechanics, assembled in the 51 Squadron Crew Room to await boarding instructions. Once the cargo manifest had been checked, the contingent was transported by landrover to the Hercules C140 aircraft, engines already running up and, at exactly 0510 GMT, took off bound for the Falklands, staging through Ascension Island. Twenty hours and two uncomfortable air to air refuels later, the Hercules touched down at Ascension main base. An unavoidable turbo problem in one of the port engines necessitated a forty-eight hour stay over whilst rectification spares ►

SERVICES' KARTING SCENE



Hamish Clark with his winning combination — Zip 935/PCR that made him BAOR (RAF & Army) International Champion.

This month we take a look at karting within the Armed Services where the sport has shown an increased following during recent years. Predominantly the following used to be concentrated round the Royal Air Force which could offer ready-made track facilities on airfields, but the interest was not only restricted to the Air Force, the Army has its own avid supporters of karting, as this feature reveals. Here we deal with one particular Army Unit — No. 27 Field Regiment, Royal Artillery and highlight its karting successes.

Staff Sergeant Hamish Clark of 27 Field Regiment, Royal Artillery is the current Team Captain of the Regiment Kart Team. A keen fan of motor sports from an early age, Hamish favoured motor racing and rallying, following it constantly. When he enlisted in the Army he found that his hobby was becoming too time consuming and, as far as competition was concerned, expensive. It wasn't until he was posted to a tour of duty in Belfast in 1980 that Hamish found he needed an outlet to relieve the frustrations of such a demanding theatre. Again his interests in motor sports came to the fore and during those months in Belfast the idea of kart racing began to engender in his mind.

It was during the middle part of 1980, when the Regiment was posted to BAOR, that the opportunity at last arrived. Services' motor sports in Germany comes under the auspices of RAF(G) Motor Sports' Association who make available track facilities at four of the major RAF bases, namely Gutersloh, Bruggen, Wildenrath and Laarbruch. These bases each have their own kart clubs and the Army, because of its lack of track facilities, due to the mobility factor, has drivers affiliated to one of those clubs.

When 27 Field took up residence at Lippstadt, Sergeant Clark had his opportunity. They joined the kart club at Gutersloh, which was the nearest to Lippstadt and at once began to show that he had a natural ability for kart racing, becoming a front runner straight away. 1981 was to prove an extremely successful season for Clark. The RAF(G) MSA organise 15 meetings during the Services Germany kart season, which runs between March and November, weather permitting; Hamish was to rock the establishment during that season in the National Class events. Meanwhile, a second kart was obtained and piloted by Clark's colleague, Gunner 'Jock' Maxwell in the International Class. By the end of the 1981 season, Hamish and Jock took back to Lippstadt 27 major trophies and won the Army Championships in both classes to boot! Quite an achievement for a first full season. The list of credits is too long to quote in full, but the highlights of that busy and successful period were:

Hamish Clark —	1st	Army National Championships
	2nd	RAF(G) National Championships
	1st	RAF(G) Endurance Trophy
	1st	Townsend Thoresen Trophy
'Jock' Maxwell —	1st	Army International Championships
	4th	RAF(G) International Championships

Those credits brought home to the rest of the Regiment that the sport of karting was 'something' to be investigated seriously. The result was that 27 Field decided to run two karts in each class for the 1982 season. Riding on the crest of the previous year's achievements, the lads eagerly awaited the Spring.

During the winter months the word went round, with the result that the Club's ranks swelled until they embraced a goodly array of Juniors and Novices, right up to full Internationals. Such was the following that the Regiment was able to enter four karts in most of the senior competitions during the 1982 season, achieving a considerable amount of success, bringing home a total of 31 major trophies.

It must be Hamish Clark though, to take the accolade for the verve and support he has given to help the Club grow. He has represented the Army, BAOR and RAF Germany in full National Class two days events. With that kind of experience to pass on, it is little wonder the younger members of the team have been doing so well. In one particular event in Jersey, Clark walked away with the RAC Stewards' Shield for best driver in the event. However, that was not the end of 1982, not by a long way; he cleaned up the season by winning the Army National Championships and finished as runner-up in the RAF Championships. One must not forget the other members of the team who have contributed so much to its success: Lance Bombardier Briggs and Jock Maxwell (promoted from Gunner), L/Bombardier Hudd and Gunner Pike. No team can operate without a quality Pit Crew and the 27ths is the best. Led by Sergeant Simpson and Sergeant Paynter, with the able support of L/Bdr Tennant, the crew has kept the engines in topline racing condition and the wheels on the ground, (where possible!). More importantly, the motors have been reliable.

1983 saw Hamish Clark win the RAF and Army International Championship, something he hopes to repeat this year. Services karting in Germany has taken off in a big way. The 15 events of each season see good grids of 30-plus karts, sponsored by major car firms, such as SAAB NATO Car Sales, all of whom contribute fine trophies.

Hamish Clark's winning combination during the 1983 season was a Zip 935 and a Mike Mulhearn tuned PCR (note, note!) which was unbeatable.

Our grateful thanks to Sergeant Clark and all in 27 Field Regiment for providing *Kart and Superkart* readers with an insight to what is happening on the Services' karting scene.

Photographs courtesy Hamish Clark and 27 Field Regiment, Royal Artillery.



Lippstadt Gunners Kart Team 1983 — (l to r) Lt. Col. Burton, Gnr. Francom, S/Sgt. Clark, Sgt. Patterson, Bd Briggs, Bd. Tranter and WO1 (RSM) L. Smith.

Dixon had sorted a good line and was only inches behind the third man. Meanwhile Shaw was encroaching upon his territory, seeking a way past whilst Jon was occupied. Next into view was Stephen Coward's No. 28, set to prove he hasn't lost any of his old verve, which does him credit considering his fortunes during the past two years.

Into the second tour and Mark Allen managed to relegate Wilcox to third, leaving the charging pair of Dixon and Shaw to clear his exhaust down the straight to the Lake Esses. With no one but Ziemelis in their sights, the pair concentrated all effort to relieve him of the lead. At Shaw's Allen outflanked Wilcox, pushing him down to fifth just as Julian Burleton spun out. It was still Ziemelis out in front extending quite a definite advantage as they commenced the third lap. Dixon and Shaw next appeared out of the hairpin side by side charging down the straight, neither affording an inch of ground. Mark Allen still rested in fourth with Adrian Wilcox and Stephen Coward bumper to bumper. Les Cooper, the Skoda Cars Entrant, was striding out well, pulling the rest of the leader order with him and slowly gaining on Coward.

Sweeping out of the Esses Ziemelis still led. Up to Shaw's hairpin, braking, coming down the box, then it nipped briefly and he spun. Meanwhile Dixon and Shaw tore past followed by Allen and Wilcox. Infuriated, Ziemelis jumped out and, when the coast was clear, pushed his machine out of the hairpin, trying to restart, much to the consternation of the marshalls, but he was flogging a dead horse. Stephen Coward appeared next ahead of Les Cooper but Coward's motor failed at the same spot Ziemelis met his demise and Cooper cleared off into the distance leading the rest of the field.

Down to Gerrards for the fourth time and Dixon was still holding Shaw at bay, whilst Wilcox and Allen tangled in a furious scrap for third and, as they cleared the long sweep, it was Wilcox who was the first to exit. As the field stretched out a little it became easier to identify the order. Les Cooper's Lancer was well established in fifth ahead of Geoff Glazebrook and Keith Glendening. As the leaders passed safely through the hairpin, Russell Powell lost it and went into a spectacular spin, though he managed to hold it and rejoin the action, but not before late entrant Marek Piatkowski had flashed past to occupy his position.

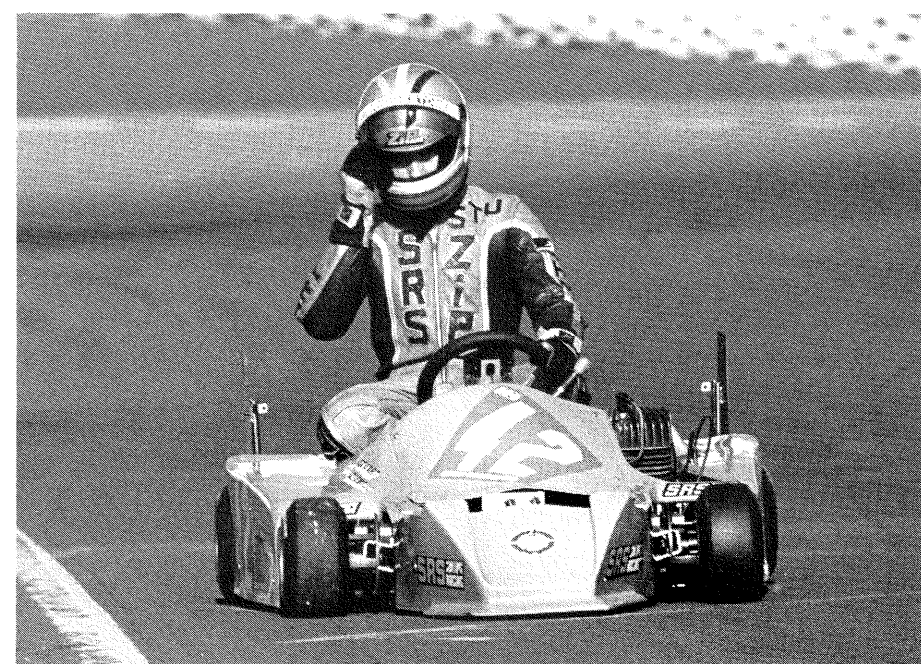
The battle for the lead was still continuing in deadly earnest, Dixon maintaining the upper hand most of the time, though Shaw was edging ahead with his straight-line speed, motor running true. The order to the rear remained the same, at least down as far as seventh, where Piatkowski was tackling Glendening, eventually bettering him out of the hairpin.

The dispute between Dixon and Shaw seemed to be developing into a personal issue, though their driving tactics were exemplary, each respecting the other — all good classic stuff. First it would be Shaw into the hairpin, only to lose it to Dixon, as the other managed the the inside line to take off out of the Elbow in the lead down to Gerrards, before Shaw would effectively relieve him of it.

That was the sixth tour. In the meantime Wilcox and Allen sought to emulate the leaders and, such was the seriousness of their dispute that, at times there was noticeably only inches between the karts. However, down the straight to Gerrards Allen gained the upper hand, slight though it might have been, but he maintained it to dominate Wilcox through the bend.

The seventh lap was much the same, with the order holding, at least from third slot down: Allen, Wilcox, Cooper, Glendening, Piatkowski, then a gap before Camberley's Richard Fray appeared half a kart's length ahead of Geoff Glazebrook.

At this stage back markers had become the hazard, in the sense that they were to thwart overtaking at times and were to prove a crucial one, as it turned out, in the dispute for the lead. Shaw seemed quicker down the straights but Dixon, perhaps with more experience learnt from his Superkart days, could out-flank him in the tight corners.



Ziemelis (125 Nat.) flogging a dead horse.

As the penultimate tour began, the action up front remained just as tense; Shaw and Dixon vanished neck and neck into Gerrards, jockeying for the lead. A short way behind and Allen was coming under severe pressure from Adrian Wilcox who managed to dive through in the Esses to take up third place, but Mark wasn't about to let that third place slip without a fight and reclaimed it before the end of the lap. Behind came Les Cooper and Keith Glendening with demoted man Marek Piatkowski a fraction of a second later. As the first seven cleared the hairpin, Richard Fray spun after colliding with Ian Beaumont's seized machine just short of Shaw's and sustained some damage, though not to himself. Such was the intensity of the competition that almost half the original starters had either retired to the Paddock or sat on the sidelines watching, frustrated.

Everyone gazed towards the Elbow waiting for the leaders — Shaw and Dixon. Dixon just had the edge from the hairpin and cleared two back markers as Shaw thundered round the Elbow to be confronted by them. Such is the tenacity of Shaw that he found a way — right through the middle and took off after Dixon. At the line they were virtually

level-pegged. However it was Jon Dixon who took a fine win over Ian Shaw after a classic race of skill — a pleasure to watch. Mark Allen held off Adrian Wilcox for third after another first class demonstration of driving ability, while Les Cooper just edged over the line ahead of sixth man Marek Piatkowski. Keith Glendening, Ian Pearson, Ken Tibbs and Richard Thomas completed the top ten.

As it stands Jon Dixon and Stuart Ziemelis both share leadership in a very much wide open Series, a Series that will require the remaining rounds to be contested by each before the winner is decided. Whatever the top dogs might think — beware of Ian Shaw!

1st	Jon Dixon	Zip/Phoenix Rotax
2nd	Ian Shaw	Zip/Zip Rotax
3rd	Mark Allen	Dino/Rotax
4th	Adrian Wilcox	Zip/Rotax
5th	Les Cooper	Lancer/Rotax
6th	Marek Piatkowski	Phoenix/Rotax

Race Time: 8min 47.5secs — 92.13mph.

Fastest Lap: Stuart Ziemelis — 51.6secs — 94.18mph.



A good performance from Shaw to take 2nd in 125 Nat.

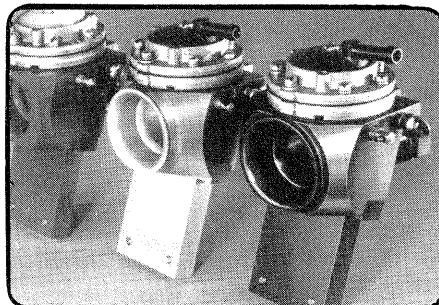
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SPONSORSHIP — CURT GUY

Curt Guy, 100cc National driver, approached *Kart and Superkart* the other day, asking if the magazine would be interested in hearing how he went about obtaining sponsorship. Here, Curt explains in detail, so drivers take note — it could be just what you need.

The way I set about trying to get a sponsor was to make up a table of what I had to offer, against what I required from a sponsor. The next stage is to select companies in one's local area that could in any way relate to one's offers, as obviously those people should be the first target. Here are the things I did before approaching my sponsors. I found out a little about their business setup. In this case Luton HGV Transport was my intended sponsor and I found out that LHGVTL was the company logo and that they contracted drivers and tractor units to the haulage trade, i.e., Tesco, Marks & Spencer, etc. Part of their publicity campaign was that LHGVTL could supply the fastest driver service anywhere in the country, so this certainly fitted in with the racing involvement.

The next thing to do was to make an appointment with the owner of the company. When we met, I was armed with trophies, programmes, newspaper cuttings and, of course, results printed in magazines such as this one. At the meeting I presented, firstly benefits to the sponsor, i.e., tax deduction, publicity both at tracks and also in the press. I also made a point of telling the owner of the possibility of some local radio promotion in the form of interviews and so forth. Having done this, I proceeded to give a brief history of karting in the U.K., as alas the normal man in the street does not know that much about the sport. Following this, I presented my would-be sponsor with my requirements, personally feeling that, if a sponsor could see that I wanted help with finances, rather than somebody to foot the bill for everything, he would be more sympathetic towards my cause. The other thing I felt was important

was that the sponsor should be the **sole** sponsor, therefore for a relatively small outlay he could be the sole advertiser on all of my equipment.

Those are just a few points which helped me gain the sponsorship of Luton HGVTL for 12 months from November 1983. My sponsorship came in the form of 2 Gillard P.C.R. engines and two sets of Bridgestone tyres. A contract was signed giving a second year option of total sponsorship, dependent upon results and my commitment to promoting my sponsors. We have raced four times and the results show: one 1st, two 2nds and a 3rd, so far. We also have selection for the 4 man team to race in Guernsey. My sponsors should, incidentally, be running a low body articulated lorry and taking the whole team plus equipment to contest the Guernsey Championships. So if you happen to see a 100 National driver walking up and down the pits waffling on about the efficiency of the drivers and service, I won't be talking about karting, so humour me and listen for a while as I would very much like to land that 2nd year option!

My thanks to the Editor for printing this article. Perhaps it might help anyone looking for a sponsor. If I can help in any way, drop me a line.

**Curt Guy,
24 Sandland Close,
Dunstable,
Beds.**

(Curt Guy is employed as a Night Club/Disco D.J. and also does useful work for a local hospital radio. His racing crew include such stalwarts as his mother and girlfriend who keeps detailed notes on lap scoring, grid positions and also plots graphs to indicate movement through the race field. She times each lap and notes which lap is the quickest which helps show when tyres are running at the optimum).



Curt with his latest acquisition — courtesy of Luton HGV Transport.





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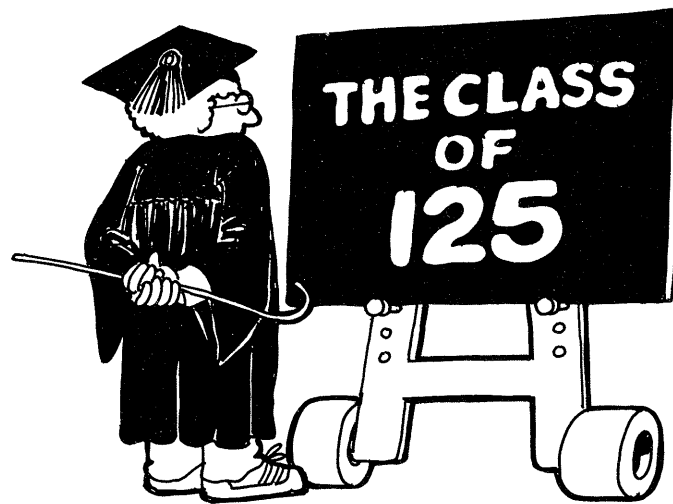
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STUART ZIEMELIS

Hello, it's me again. Having just seen off a very busy Mallory and a Cadwell, I'm feeling shattered. I left the circuits feeling disappointed and a little under the weather. Not because I failed to finish the finals, but more because I feel our sport is going to get itself a bad name, therefore no progress into the great recognised stepping stone for future GP drivers that it should.

Now, let me explain why I think this is so.....

Firstly and very sadly, we lost another one of our drivers, Chris Poore from the 250 National class. I knew Chris personally and he will be greatly missed. The reasons for his accident may well never be uncovered, but the point is IT HAPPENED. I'm probably not making much sense yet, but there is more to come. I of course realise that accidents happen and injuries, however serious, are the accepted result, but it's time for us all to stop and think very carefully about the whole problem, rather than carry on believing 'it will never happen to me'.

At each race meeting I have so far competed in this Season, there have been serious accidents, involving large numbers of karts. They have normally occurred at the first corner or on the initial lap.

Now, I have thought for a long time about this, trying to determine the cause of such incidents and have spoken with some of my customers to get their views. I would be very interested to hear yours as well, so please write in — it is a very important issue which involves us all.

What I am interested in doing, with your help and this means *all drivers*, is finding an acceptable method to most, of reducing the high accident rate. The first job is to decide upon the causes of these accidents. I have listed below five major points that have been raised during my discussions and afterwards have given my explanation of each, the ways in which they could be altered and the subsequent effect it would have if the alteration was carried out.

1. Is it because there are too many karts permitted in each individual race?
2. Should novices be allowed to race with top level, experienced drivers?
3. Do the drivers lack basic racecraft and knowledge of the rules?
4. Should the starts be standing as opposed to rolling and in a two-by-two fashion as in Formula 1?
5. Is there a lack in pre-race scrutineering; should the checks be more thorough and is the preparation of karts as good and professional as it should be for the speeds attained?

Now we must consider how to solve each of these points:

1. The number of karts in each race is, to my mind, too many. There should be a maximum of 25 to 30 on the grid, depending on the size of the circuit. This would have the effect of reducing the risk element at the start. Less karts = less chance of an encounter and therefore more room to manoeuvre on that *all important first lap*.

2. The current licensing system employed by the RAC is now grossly inadequate, especially when you consider a 17 year old *complete* novice, (no previous karting experience) can purchase a 140mph 250 Superkart and within 6 weeks be racing with top level drivers on long circuits, even at International events. Now, there will be many who do not see my point, but if they think carefully about it they will and, if they are honest with themselves, I'm sure they would agree. Firstly, I think, a novice should only be allowed to purchase a kart of *National category* then, after proving himself over a minimum of 10 short circuit meetings, be allowed to compete as a novice on long circuits. This would have the added effect of increasing short circuit racing interest, as the number of gearbox karts is falling off on short circuits and would also give the driver valuable experience in kart race craft.

It would rest with the RAC to ensure this was properly administered. Additionally it would be a good idea to change novice plates from black to a fluorescent dayglow orange or yellow, so they *can be seen*, as I feel this is a problem in identification. Whilst one is gaining places through the pack, it is very difficult *at speed* to pick out the black number plates from everything else. I am in no way suggesting that novice drivers are the culprits in accidents but, by the same token, it is not fair for them to have to race with top level drivers at the beginning of their career and be up against experienced drivers who are travelling something like 20 to 30mph faster around and approaching corners, both during the race and at the starts.

3. I wonder sometimes just how many drivers fully understand the basic driving technique necessary to race. It sounds simple, but I can assure you it is not. Racecraft must be learnt and understood. The RAC Blue Book lays down general guidelines for the conduct of drivers whilst they are racing, but I wonder how many people have read the Blue Book. A series of lessons at one of the country's many racing driving schools would definitely not be wasted.

4. The rolling starts that we have been accustomed to could be blamed, as the rows often end up six, sometimes more, abreast at the end of the rolling lap, making the pattern more compact by the first corner and hence contact is a high probability. If the grids were formed at the end of the rolling lap, it would ensure that the grid formation was correct, produce slower starts, thus eliminating the likelihood of a first corner pile up and also prevent bunching.

An alternative would be to have two lines of karts, as in Formula 1 and in our own Class 1, at the start, keeping the track more open, giving less chance for first corner bunching.

5. Should the scrutineering be carried out more thoroughly, using spanners to check wheel nuts, etc. This obviously would take more time, but would it be effective when a mechanic can replace something two minutes after it has been scrutineered, without anyone knowing.

Do the drivers and mechanics take a professional outlook on their equipment, or are there sometimes stupid risks taken to enable the completion of a meeting? I have seen some very dangerous karts racing during my time and all I can say is that there are some very lucky people around. With top speeds now well over 100mph such risks cannot be taken and it shows a total lack of consideration for the safety of himself, let alone others, if a driver goes out to race knowing a component might not last the distance.

I hope everyone finds this article of interest, it should because we are all involved and we all should be honest and fair to each other. Our sport is relatively small in terms of numbers, therefore it is a close community and hence the need for serious safety considerations to be shown to other drivers. Please let me know your thoughts on the matters I have discussed, be they good, bad or indifferent as I feel strongly about the need to find a solution which will benefit us all. Once I have your views, I can put it to the RAC and race organisers and hopefully they can come up with a suitable formula.

Stuart



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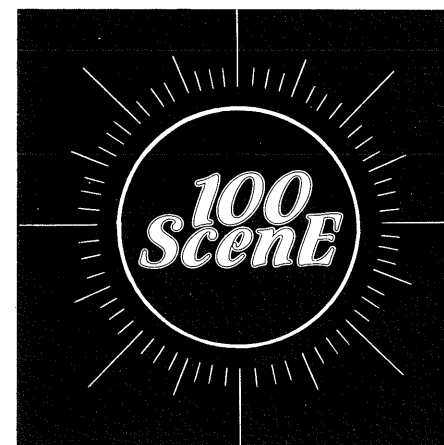
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Well, after all the waiting the first round of the Bridgestone K&S Championship has taken place — the venue being Wombwell. As usual the weather proved unpredictable, with a heavy downpour just before the finals, rather spoiling what up to that point had been a reasonable day — weather wise.

New karts and drivers were much in evidence and most of the excellent entry of 85 participated in Saturday's practice session.

To comment on every entry would be pointless so I have sifted out those drivers who were on new equipment or special reasons for commenting.

Heading the entry list, No.1, Gary Prior, not as happy as usual as things were rather unsettled in the Dartford Karting camp. Derek Higgins the other Dartford driver was resplendent in new leathers, but unfortunately both he and Gary were virtually without mechanics or helpers.

Simon Sutton had refrained from winter racing and looked promising in testing with his new Gillard Kart, although in the final he rather spoilt his chances by uncharacteristically spinning out on two occasions.

Young chargers Steve Brogan and Martin Prior were hungry for action in the K&S Series, the former benefitting from the guidance of ex-100 National competitor-turned-trader, Paul Carr.

No changes in equipment for Steve Tillett or Andrew Colson, (and no effect on their performances), Andrew in particular looking very smooth and rapid.

Leading the ever increasing number of competitors using Wright Karts was the professional Gary Moynihan. His team and Simon Wright have combined to produce one of the most competitive outfits around in 100cc karting. Their setting up and preparation is faultless and it is this, as much as anything, that produces the results on race day. Many hours of testing in all conditions have given valuable base information and the team knew exactly what to do as the racing conditions changed. Obviously the pilot — Gary, has also plenty of ability and experience and he is the target all other 100 Nationals have to aim at in '84.

Wright Karts, as I said, were everywhere, noticable new owners being, Peter Rochford, Wombwell local Steve Sykes (undoubtedly benefitting from his aquisition) and ex-Junior Jason Plato.

A band of local drivers showed promise during the racing, the best being Graham Kershaw whose usual Premier/WRE Parilla equipment proved very rapid; Scott Banks on similar equipment drove magnificently to finish 7th in the "A" Final, closely followed by a bubbling Kerry Thorpe.

Another group of 3 interesting drivers were all connected by the fact that they are all ex-International stars. Their respective abilities is unquestioned, but their outlook on how to approach the event was considerably different. Ricky Grice had probably the quickest set up but chose to turn up with his kart perched on a roof rack, and worked from his car's boot, whereas Jackie Brown and his usual set up of Zip/PCR and used his Mercedes van. Meanwhile the re-emergence of Martin Homewood brought out the Sprint entourage, Paul

Deavin and all. The Sprint kart being used is probably one of the most technically interesting, with all its adjustable features.

Also present was Rye House regular Clive Wheldon also having support from Steve Davies and the Sprint Camp.

New Zip 984's were also in evidence being used by regulars Gary Till and Nigel Edwards, while Neil Hann has also returned to Zip, following his years with Mistrale Racing.

Two drivers who had high hopes of success were ex-Junior International Jeremy Cotterill, who was as usual with Mark Barnard, and used Kali Karts and Yamaha Engine, and local star Lewis Marsden who is having a purple patch with his DAP equipment.

12 sets of heats were required to sort out the finalists, all of which were run in the dry. There were no serious incidents during the day and only the weather detracted from the splendour and excitement of the first round of this ever popular series. The Wombwell club and all its officials must be congratulated on their efficient organisation and ever improving circuit facilities. (The only slight criticism being the number of supporting races which tended to make the day too long).

The next round of the Series visits Clay Pigeon, and should prove to be equally as exciting and interesting. (This being Clay's first K&S Round for some time). One hopes that the number of competitors continues at the initial high level, indicating that a one tyre class is definitely the right way to encourage 100cc karting in the 80's.

WOMBWELL PIT BITS

- Steve Brogan and his family seemed highly delighted with their progress — ably assisted by Paul Carr (despite an axle bending heat).

- Miles Hall looked very settled in the 100cc National Class and ended up with a splendid third place, he continues to be entered by G.P.S. Wheels. For his efforts on the day he

was awarded a special trophy, (driver of the day), by the two local photographers from the karting world, John Marshall and Rodger Calvert.

- Driver of the day however in my view was privateer Rob Owen. Rob has been around for quite a while, but looks in good form this season. He qualified via the "B" Final and drove exceptionally well to finish 10th overall.

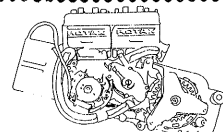
- Crown Cards man Tony Negal was having a good day up to his 3rd heat when he unfortunately collided with another kart and flipped over several times, a sad end to a promising start.

- Lew Marsden's carb created a lot of interest as he was using a modified Tillotson which had a special reservoir tank. The modification has been developed by Tom Johnson and tested by John and Roger Mills. It appears that the reservoir volume and the positioning of the inlet jet are critical. The product is expected to be on the market shortly, (Nigel Edwards used one to win the Winter Series Final Round at Fulbeck in March) and Lewis appeared to have plenty of steam at Wombwell — so maybe something special!!

- Present at Wombwell was the very lucky John Herbert, having moved into F.F. in 1984 John has started the season with some impressive driving, but a monster shunt at Oulton recently wrecked his car and put a part of the suspension through Johns leg. Miraculously damage was not too serious and John lives to fight another day — good luck.

- Mega star Terry Fullerton also paid a quick visit to the track and chatted with many teams. (see, he is human, or is it just his maturing personality!!).

One up to Wombwell — a new purpose built "weighing in" Building/Scrutineering Bay, very attractive and purposeful.



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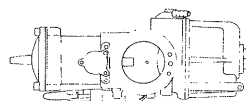


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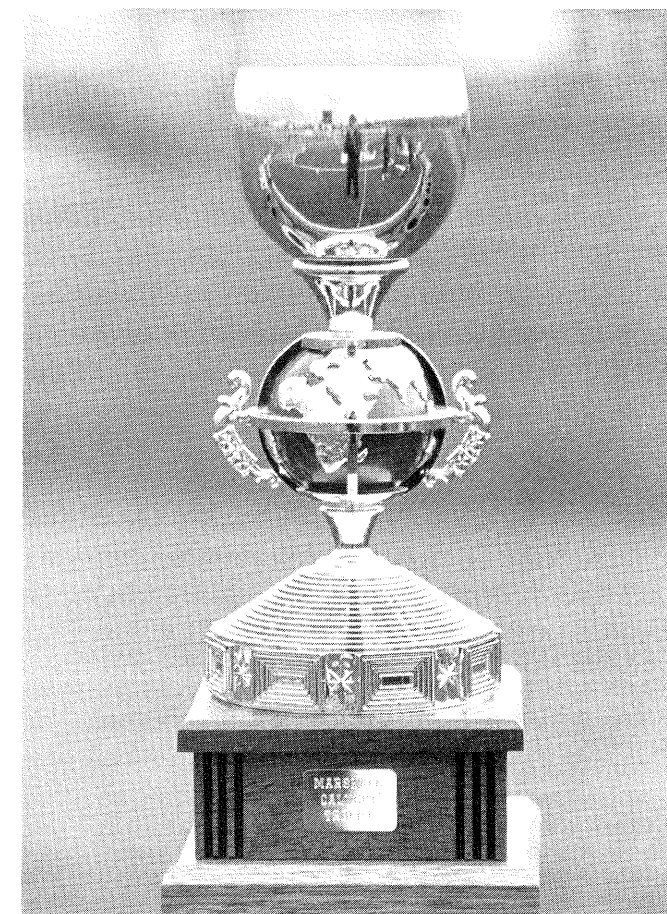
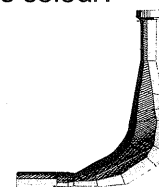
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The Marshall — Calvert Trophy, presented to Miles Hall as 'Driver of the Day' (Pic: Rodger Calvert).



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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		1st	No points, goes forward to 'A' Final	
2nd	29pts	7th	24pts	All Other	2nd	As above	
3rd	28pts	8th	23pts	Finishers	3rd	As above	
4th	27pts	9th	22pts	15 pts	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	Starters
							10pts

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

Points in the "A" Final as follows:

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

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Towards the end of last season, Russell Anderson the Zip engine man was showing signs of interest in doing an engine for the 125 class, there was talk of Graham Liddle making a return to racing to drive the works entered kart, that came to nought. Instead the Zip support went to Ian Shaw whose consistent efforts last year only missed a Championship win by a whisker and tended to be overshadowed all year by Luby and Ziemelis. The driving talents of Ian Shaw and the engine building ability of Russell combined to achieve a fine win at the Easter Cadwell. Ian now finds himself arch rival to his long standing karting friends, very much the "other chap", none other than the Luby-Phoenix fraternity, one wonders if Zips overlooked a "security clearance" of their new 125 man!?

Whilst mentioning the Luby camp, Jim Luby has effectively lost his fight for his Minarelli engine for this season, turned down on the technicality of not being applied for prior to August 14th 1983. The Luby's are not the types to be left desolate by such a set back, the experience has shown that they have many supporters who commiserate with what they consider to be shabby treatment by the R.A.C. One way of making up for the anticipated extra business is his intention to apply his engine knowledge to a 250 engine, hoping to attract added tuning business in this way. You may remember he was responsible for the indecently fast Yamaha twin which Jon Dixon used to regularly throw into the scenery!

When I made exhaust systems for Nigel Smith's centre engined "Project" in 1982, I had the feeling

that whilst the rear cylinder pipe looked rather good, the 360 degree route that it followed would not improve in any way its effectiveness as an expansion chamber, particularly the fact of the rear cone having a 90 degree turn in it. When I had the chance to examine the very best that Japan can produce on the bikes at Donington, for the T.V. Trans-Atlantic meeting perhaps, my doubts were unfounded. The contortions they subject their exhausts to, where every section of the pipes from the two rear cylinders are curved, including the rear cone and tail pipes, one can only assume they dismiss the opinion that an expansion chamber should be as straight as possible. The pipes on Freddie Spencer's latest Honda were not of the "blown up" variety but were two pressings, seam welded, thereby retaining the angle change from one to another, which you don't get with a system blown up hydraulically, to this they obviously to attach a certain amount of importance. The tooling up for this operation of eight different pressings for four pipes must be prodigious. Every aspect of the workmanship on the bikes, and design to the finest detail was a joy to anyone who appreciates such things. The riding skills of the fastest five or six is also a source of wonderment. If one should evaluate their worth in terms of entertainment value, to my mind they are worth every bit "and some", of their millionaire counterparts with four wheels.

The Rotax engine in motorcycle racing has for the past three seasons offered little threat to the competition consisting mainly of Yamahas, apart from the Isle of Man T.T. races. However, the Erlich

Rotax this year is making inroads in this highly competitive class, Graeme McGregor achieved a healthy second place in Daytona, early this year and Andy Watts won his heat and came 3rd in the final at Donington, behind the 19 year old Yamaha bright light Alan Carter. The reason given for the Yamaha's superiority was always considered to be that it kept on going on the longer straights with up to a 10 m.p.h. advantage, whereas the Rotax hit a terminal speed brick wall. We are told that the '84 Rotax engines do rev on more, results this season would seem to support this claim.

News from Dino in Denmark is that they are no longer producing their right hand mount chassis for 250 on purely economic grounds. On the basis that it is impractical to have two totally different body moulds, one for left hand and one for right, and as the larger demand is for what we consider to be the conventional left hand mount, that is the layout they are favouring for future production. Torgjer Kleppe will be having one of these chassis, and hopes to be attending the John Player International meeting in late May at Donington. By that time the new circuit extension should be complete and will incorporate the famous pre-war hairpin. Gange is looking forward to this change to the circuit. Whilst he has never been at his best at Donington with the present circuit layout, being one of the "last of the late brakers", with effectively two hairpins he hopes this will improve his results at Donington.

After the first T.V. heat at Donington, the commentator when giving the results pronounced Reggie's name as GAN-GEE, which prompted a light hearted jibe from Hines. Gange's response had



"Who's a Geriatric!" (Pics: Doug Rees).



something to do with Hines being a geriatric. The relevance of this remark was to do with the fact that the following day was Martin's birthday. Hines was insistent that he still had a few more years before he hit the magic 40. Mark Hines then chipped in that, as he left England in 1939 for India, that meant Martin was at least 45 and he should know. Though actually I have it on good authority that the World Champion is a post war model and is the wrong side of 35 and the right side of 40 — I think. The end of the tale you know, Gange 'did' the boss at Cadwell on his birthday and Hines had to settle for second place.

Although it is rather dated news by now — John Gibson who I have mentioned on various occasions in the past has now gone in for kart production at his North Carolina base. The Rotax has now more or less taken over from the Yamaha, so with two Rotax prepared by John in his J.G.R. chassis he started the year off with a first and second place at Daytona in the hands of Taylor Andrews and Dusty

Johnson. John has meanwhile gone on to Formula Atlantic himself, and is putting together a "tight budget" programme. What never fails to amaze me is the distance they are prepared to travel in the States to do their racing, thinking nothing of a 1,500 or 2,000 mile round trip for a weekend's racing.

Last month I said when debating the merits of transistor ignition etc that if someone couldn't set up points ignition competently, they shouldn't be in kart racing. A couple of people have taken me to task on this. I stand very firm on the opinion; if a simple system such as that cannot be mastered, then the person responsible for overall preparation cannot prepare a kart that is safe and raceworthy for the speeds encountered in long circuit racing. I was on the R.A.C. Committee at the time electronic ignition was permitted into the lesser classes of racing and it was argued for on purely the basis of simplicity of setting up. I was not in favour of it then for the same reasons as now, in the cheaper classes when it was not standard equipment on engines. Though of course as it is now accepted original equipment, the argument is purely academic.

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steadily closing the gap from third placed Andy Colson, the latter of whom was being hard pressed by Sykes, Hall and Fletcher. A couple of seconds behind that bunch were a dicing trio comprising Kershaw, Kerry Thorpe and Derek Higgins.

Two laps to go and the order remained unchanged although Sykes had now fallen back towards Kershaw's mob. Behind Higgins, Dave Smith, desperately trying to defend his 10th place from Neil Hann left his braking just a little too late down at the clubhouse hairpin and span out of contention. Next lap round and Keshaw had passed Sykes whilst Higgins had similar demoted Thorpe and Paul Fletcher, trying just that little bit too hard in the complex, span his TKM/Parilla out of fifth. And then, amazingly, on the penultimate lap, Higgins pulled his 7th placed Dart/TKM into the pits, apparently with the sole intention of complaining to the Clerk of the Course that Marsden had taken him off! He didn't receive a particularly sympathetic hearing!

And so it was a commanding Jeremy Cotterill who drove across the line to take the first round of the Bridgestone/Kart & Superkart Series, though on points it is Moynihan who leads the table. Definitely a good bet for the 1984 title. Really pleased must have been Jeremy Cotterill with a magnificent debut in the senior series after good, clean, fast and sensible driving. Also going extremely well was Miles Hall who came in a battling third, earning himself the "Driver of the Day" award and a splendid trophy presented by the photographic duo of John Marshall and Rodger Calvert. Fourth went to Andrew Colson followed by Graham Kershaw, Stephen Sykes, ex-Junior Scott Banks, Kerry Thorpe, Neil Hann and completing the top ten, Robert Owen. Well done all!

With five more rounds to go, the next of which heads south to the warmer climes of Clay Pigeon on May 13th, it would be a fool indeed who would predict the eventual series winner.....



Gary Till (96) holding his own against the field, visible No.60 Paul Wilkes.

KART & SUPERKART 100 NATIONAL CHAMPIONSHIPS

Round 1 — Wombwell

Pos.	Driver	1	Total	Pos.	Driver	1	Total
1st	Gary Moynihan	136	136	18th	Martin Homewood	104	104
2nd	Jeremy Cotterill	135	135	19th	Jason Plato	103	103
3rd	Graham Kershaw	130	130	20th	Paul Wilkes	102	102
4th	Miles Hall	128	128	21st	Robert Owen	101	101
5th	Andrew Colson	127	127	22nd	Rickey Grice	97	97
6th	Stephen Sykes	123	123	23rd =	Dave Smith	96	96
7th	Scott Banks	120	120	23rd =	Jackie Brown	96	96
8th	Kerry Thorpe	119	119	25th	Nicola Fletcher	91	91
9th	Paul Fletcher	113	113	26th	Michael Day	85	85
10th	Stephen Day	112	112	27th	George Price	84	84
11th =	Lew Marsden	111	111	28th	Gary Prior	81	81
11th =	Peter Giddings	111	111	29th	Roy Dickson	80	80
13th	Neil Hann	110	110	30th	Jim Forsythe	79	79
14th =	Derek Higgins	108	108	31st	Peter Rochford	78	78
14th =	Simon Sutton	108	108	32nd	Ian Williams	74	74
16th	Gary Till	107	107	32nd	Frank Crankshaw	74	74
17th	Ian Murphy	105	105				



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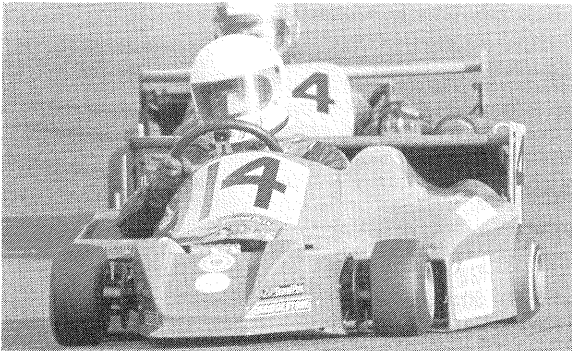


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Gary Prior (1) — motoplat problems.

So it was after a short delay that the "C" final roared into action. Poleman Pat Teetum got a poor start to let Darrell Beasley into the lead, but not for long as Steve Brogan (down in this final after his DNF in his second heat) drove his way through the mire. Brogan only stayed at the front for a couple of laps whereupon Tony Negal's Crown-sponsored Cobra burst to the front in a cloud of spray. He was another who'd had bad heats but the made no mistake about this one and dominated the last six laps in fine style from the slithering masses trailing in his wake, the most convincing of whom was Martin Prior, the Zip/Hewland driver trying hard to make up for earlier disappointments by holding second. Darrell Beasley defended third for all but the last lap when Robin Chuter and Jason Elliott (up from the "D" final) demoted him to fifth. And it was in that order that they crossed the line after ten wet laps.

"B" FINAL

The rain has more-or-less stopped by this time but the track was still soaking so it was wet gear all round. It's unusual to see Gary Prior in a "B" final these days but there he was sitting on pole. A, by his standards, poor 4th, 10th and 8th in the heats meant he had to fight for that position in the "A" final. And make no mistake, he intended to win this one! He stormed away from Nicola Fletcher, opening up a commanding lead while the rest fought it out behind. Making a "flyer" from towards the back of the grid, Ricky Grice was up into an amazing second place by the end of the second lap! Mind you the sight of Ricky Grice at full battle-cry behind you is enough to shift anyone out of the way! Meanwhile Neil Hann settled into third ahead of Martin Homewood and Robert Owen.



Lew Marsden (83) clips the kerb as he fends off attacker Moynihan in the heats.

The order remained unchanged from lap two to lap six. Further back David Rowland spun out of 10th place taking "D" finalist Jason Elliott with him. An unfortunate demise after Elliott's hard fight to the "B" final. End of lap seven and suddenly no more Gary Prior! He'd apparently gone out with motoplat problems — who said seven was a



Derek Higgins — not a successful day, though he did finish equal 14th with Simon Sutton.

lucky number? A bad end to a bad day. This, of course, allowed the Lane/Parilla of Ricky Grice into a lead that he was to maintain for the last three laps down to the flag while behind there was very little in the way of change. Ian Williams span out of 8th place but otherwise the top ten remained vir-

tually unchanged from lap five.

So after Grice came Neil Hann of Mistrale Racing, Sprint-mounted Martin Homewood and Robert Owen, all of whom went through to the "A" final. In fifth came local lady Nicola Fletcher, returning to the fray after adding yet another Fletcher to a long line of Fletchers, ahead of George Price, Martin Prior, Michael Day, and indomitable Scotsmen Jim Forsyth and (less exhausted) Louis di Resta.

"A" FINAL

It was with hushed expectancy that we awaited the appearance of the "A" finalists. The rain had stopped but it was still definitely wets all round as the pack erupted from the dummy grid. Jeremy Cotterill on pole led them round with Gary Moynihan alongside. Second row men, Marsden and Kershaw, must have felt somewhat insecure with Higgins and Colson behind them and Miles Hall and Stephen Sykes on row four.

It took three attempts before the starter was satisfied with it all and raised the Union Jack. Poor Cotterill bogged down and before he knew it was back in fifth with Moynihan charging away ahead of a fast-starting Higgins and second row drivers Marsden and Kershaw. Further back Ian Murphy was immediately in engine problems and retired.

Down the long straight to the hairpin on the second lap and Marsden had moved ahead of a fading

Kershaw into third. Back in fifth Cotterill was recovering his composure and settling down to catch Kershaw. By the next tour Gary Moynihan had begun to open up a gap as Higgins fought off Lew Marsden's rapid DAP outfit. "B" finalist Robert Owen suffered a bit of a set-back in his charge up from the back of the grid when he came together with Dave Smith at the end of the main straight, but restarted and set-off at great pace after the field.

Meanwhile, up front, Moynihan was stretching his lead to over a second as Higgins and Marsden continued to hold each other up. Jeremy Cotterill had now secured fourth ahead of Andy Colson and the dicing duo of Miles Hall and Stephen Sykes. Also coming up quickly was Paul Fletcher, now in 9th.

It wasn't until lap nine of the eighteen lap final that things hotted up as the Higgins-Marsden duel headed side-by-side down the long straight towards the hairpin, neither driver prepared to give way. The inevitable happened as both drivers headed towards the same apex, wheels interlocked and both spun. Higgins quickly restarted but not before half-a-dozen karts, led by Cotterill, had zapped past. Poor Les Marsden could only stand and watch as he failed to restart.

Of course all these fraught scenes had given Moynihan's Wright/Yamaha a commanding lead of over five seconds but young Jeremy Cotterill was



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THE WOMBWELL WARM-UP



The opening lap of the "A" Final with Cotterill (68) and Moynihan (67) shoulder to shoulder while Marsden (83) keeps Higgins (37) at bay.

Yorkshire's Wombwell circuit, near Barnsley, saw battle commence with the opening round of the 1984 Bridgestone/Kart & Superkart Series. Over eighty hopefuls had entered, which together with nearly seventy club competitors made for a packed paddock and a busy 32 race programme to get through.

**Report: David Collier
Pics: Rodger Calvert**

The opening round always sees new faces and new equipment. Likely new challengers to the title this year are Miles Hall, last year's 100 Britain Super One Series winner, Scott Banks, another ex-Britain pilot, Jeremy Cotterill, fresh from the top of Junior racing, and veteran Martin Homewood, back from "retirement". And of course the regulars were there — Derek Higgins out to defend his title, Gary Prior determined to oust his now team-mate, Moynihan, Till, Hann, Colson, Tillett, Edwards, Paul Fletcher — all looking for a piece of the action.

The winter months had seen the construction of a new scrutineering and weighing-in bay at the South Yorkshire Kart Club's circuit which helped to speed the flow of karts. As usual most of the K&S entrants' machines were clean and well-prepared — setting an example that some of the club entrants could well do with following! Of interest in the paddock, although it wasn't raced, Phoenix Karts had brought along a chassis mounted with a 100cc Minarelli engine, which caused not a little murmur after the success of their controversial 125 outfit in long-circuit racing. There was some confusion over tyres with the rumour circulating that three or more sets were to be allowed as opposed to the one set per meeting of previous years. Unfortunately this rumour seemed to have arisen from the lack of any specific mention in the "Kart & Superkart" announcement of February. Fortunately there were no violent objections when it was confirmed at the drivers' briefing that it was one set only — the only sensible decision really! Come to think of it, the announcement didn't specify which tyres you had to run — perhaps we'll see everyone on Dunlops and Michelins at Clay Pigeon.....!

So, on with the racing, or not, as was unfortunately the case with Nigel Edwards whose kart, ballasted with several pounds of Zip, DAP and Bridgestone stickers, blew both its motors in morning practise. It was a less than pleased Nigel who discovered that the new con rods he'd rebuilt his DAP engines with

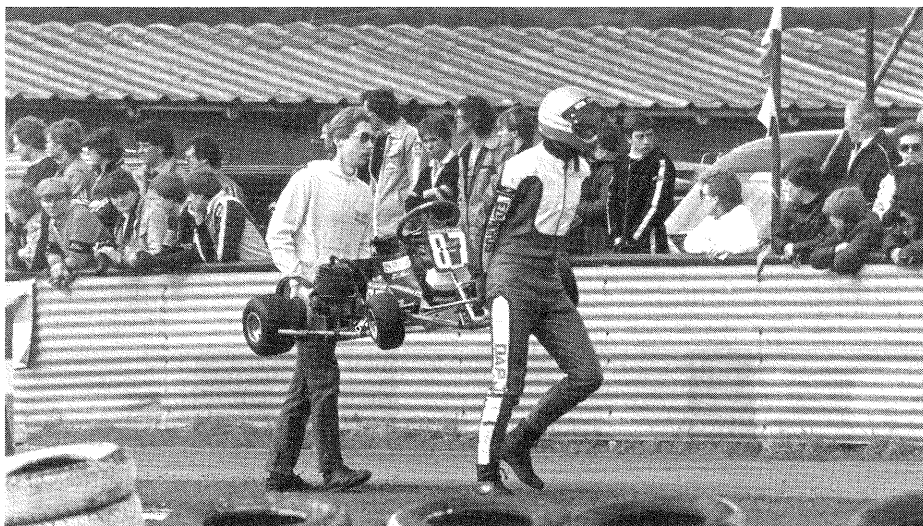
Giddings, although unfortunately for him the organisers reckoned he'd "pushed" just that little bit too much and excluded him for "contact" driving. Lesson learned the ex-International driver managed to score two more second places in his other two heats. Had he not lost his first heat result he would have been on the front row of the "A" final — as it was he was relegated to the "B" final. Mistakes, intentional or unintentional can cost you dear! Birel/Parilla driver, Day, found it difficult to progress up the ranks in his second and third heats but did at least stay on the track to take a creditable fourth and tenth placing.

Dart's man, Derek Higgins, got off to a good start in the next heat, but he was ever-so-nearly caught by a spectacularly quick Steve Brogan who started midfield. Equally impressive however were Cotterill and Moynihan who, starting right at the back of the field, took third and fourth respectively. Indeed, while Higgins and Brogan somewhat faded in their subsequent heats (despite the fact that the latter driver seemed to have mastered the art of passing drivers before the flag had even dropped!), Jeremy Cotterill and Gary Moynihan went from strength to strength, both scoring a second and a win in their other heats. The ex-Junior's Kali/Yamaha outfit propelled him into a second place in his second heat just behind Jackie Brown with whom he'd had a race long dice (handshakes afterwards — a good, clean battle!), and into first place in his last heat against such notables as Till, Jackie Brown, Brogan, Gary Prior and Simon Sutton. Truly an impressive debut in senior racing and one that was rewarded with pole position in the prestigious "A" final. Equally as impressive, but no less than is expected of him, 1982 series winner Gary Moynihan on the familiar Wright/Yamaha equipment, claimed the other front row grid slot for the "A" final, starting 1984 where he left off in 1983 — at the front!

The last of the four first heats saw Andy Colson's Dart/Arrow head off the efforts of Simon Sutton, Lew Marsden and Gary Prior. Colson was going well and a sixth in his next heat, despite starting at the back and spinning, and a fifth rewarded him with a third row start for the "A" final.

SECOND HEATS

And so on to the second round of heats the first of which saw Stephen Sykes score a dominant victory. Brian Hooley and Terry Lilley battled for second until the former spun at the end of the long straight, apparently thanks to mechanical problems. Lilley then threw it all away by spinning next time around, allowing Ricky Grice into second followed by Tillet and Stephen Day.



Nigel Edwards, a disastrous day.



Neil Hann, the unfamiliar 88, lies 13th in the points position.

The following heat was something of a Roy Dickson benefit, the Dart/TKM driver from Northumberland merrily driving off into the distance while Graham Kershaw, Jason Plato and George Price had a terrific battle in his wake, complete with three-a-breast bottle-testing braking into the hairpin at the end of the main straight. Further back Jim Forsyth and Martin Prior had something of a coming together. The Zip driver, unable to restart, decided to leave his kart sitting in the middle of the track at the exit of the hairpin while he concentrated on making rude gestures at Forsyth next time he came round. Obviously Martin was somewhat aggrieved at his personal demise, but it might have been wiser to remove his kart from a potentially dangerous position before he started venting his feelings! As a casual observer at the hairpin there were far too many drivers who, having spun, presented a real hazard to other drivers and themselves by either blocking the line as they tried to restart or tried to fiddle with their karts in the run-off area. Dave Tom from Cheshunt probably never knew how close he came to sitting in Nicola Fletcher's lap as he attempted to rejoin the fray — or maybe he did....! Seriously though, we've all seen unnecessary accidents caused by such unthinking behaviour, so please let's try and avoid them!

Lew Marsden claimed his first win in the second heat, fending off a determined Gary Moynihan, Simon Sutton and Ian Williams, which together with two thirds in his other heats netted him a second row grid position for the "A" final.

The last of the second set of heats saw another good tussle, this time between Jackie Brown, Jeremy Cotterill and Steve Brogan although the latter was unfortunate to spin avoiding a restarting backmarker and couldn't restart. As mentioned

earlier it was Jackie's familiar green helmet that led Cotterill home ahead of Martin Homewood.

THIRD HEATS

The third batch of heats saw Gillard-mounted Steve Tillet finally get it all together to score a convincing win over old-hand Paul Fletcher and Graham Kershaw. Unfortunately a DNF in his first heat meant a



Tony Negal (33) made no mistake about the "C" Final, here tailing Stephen Day (77) in the heats, followed by Ashley Sinclair (32).

lowly "B" final grid placing.

Peter Rochford was next in line for a (dominant) win ahead of Ricky Grice. Front row men Dave Smith and Darren Scott just couldn't match them but held on to take third and fourth respectively.



Andrew Colson (8) now 5th in the table, shadowed by Simon Sutton.

Further down the field the antics of one No.13 caught the eye. Whether the pilot was driving the kart or the kart the driver was difficult to say, but by means of two-wheeling round the hairpin, weaving across the track and trying to savage Martin Prior, he succeeded in moving from third on the grid to nearly last at the finish! Maybe it was just a bad day or perhaps a new competition number would help!

Next heat saw Jeremy Cotterill score his first win in a major senior meeting with another newcomer to the K&S series, Scott Banks, taking second. Further back a potentially explosive dice between Higgins and Fife driver Louis di Resta, finally resolved itself in the Scot's favour, the latter's best result after two disappointing previous heats.

And the last heat of the day saw the first and only first-corner pile-up of the meeting which took out Homewood and Brogan amongst others. Moynihan seemed to make the most of the confusion and after a brief scrap with Clive Wheldon grabbed second to challenge the leader, local-man Kerry Thorpe, although it wasn't until the penultimate lap that he wrested the lead. Lew Marsden and Gary Till followed these two up with good drives from the back.

"D" FINAL

Time was getting on and dark clouds were looming on the horizon so there was only a short break before the "D" finalists rolled out onto the track.

It was Phillip Woolley's DAP/Yamaha that won

the battle down the long straight to lead Brian Hooley, the latter of whom had had two appalling heats thanks to mechanical problems. Behind these two Alan Hughes quickly got by the poleman, Leonardo Rastelli, and moved up to challenge Hooley. Two laps later and the Sprint/Parilla driver was through, but he still had quite a job on his hands to catch Woolley, who had opened up a useful two-second gap. He needn't have worried — a lap later and Woolley's Yamaha blew up in a huge plume of oil smoke as the long straight claimed yet another engine. Shortly afterwards Hooley span out to complete a miserable day for him, leaving Hughes an easy run to the flag with the milling trio of Nigel Critchley, Leonardo Rastelli and Jason Elliott following him over the line some three seconds behind.

"C" FINAL

Unfortunately for the rest of the finalists the black clouds had arrived in the middle of the previous Clubby Juniors Final. Not only did the sudden downpour create havoc and chaos to the slick-shod Juniors out on the track but it also created frenzied scenes in the pits as K&S competitors hurriedly started changing tyres and set-ups. At least one team was seen trying to change a back axle before the final!