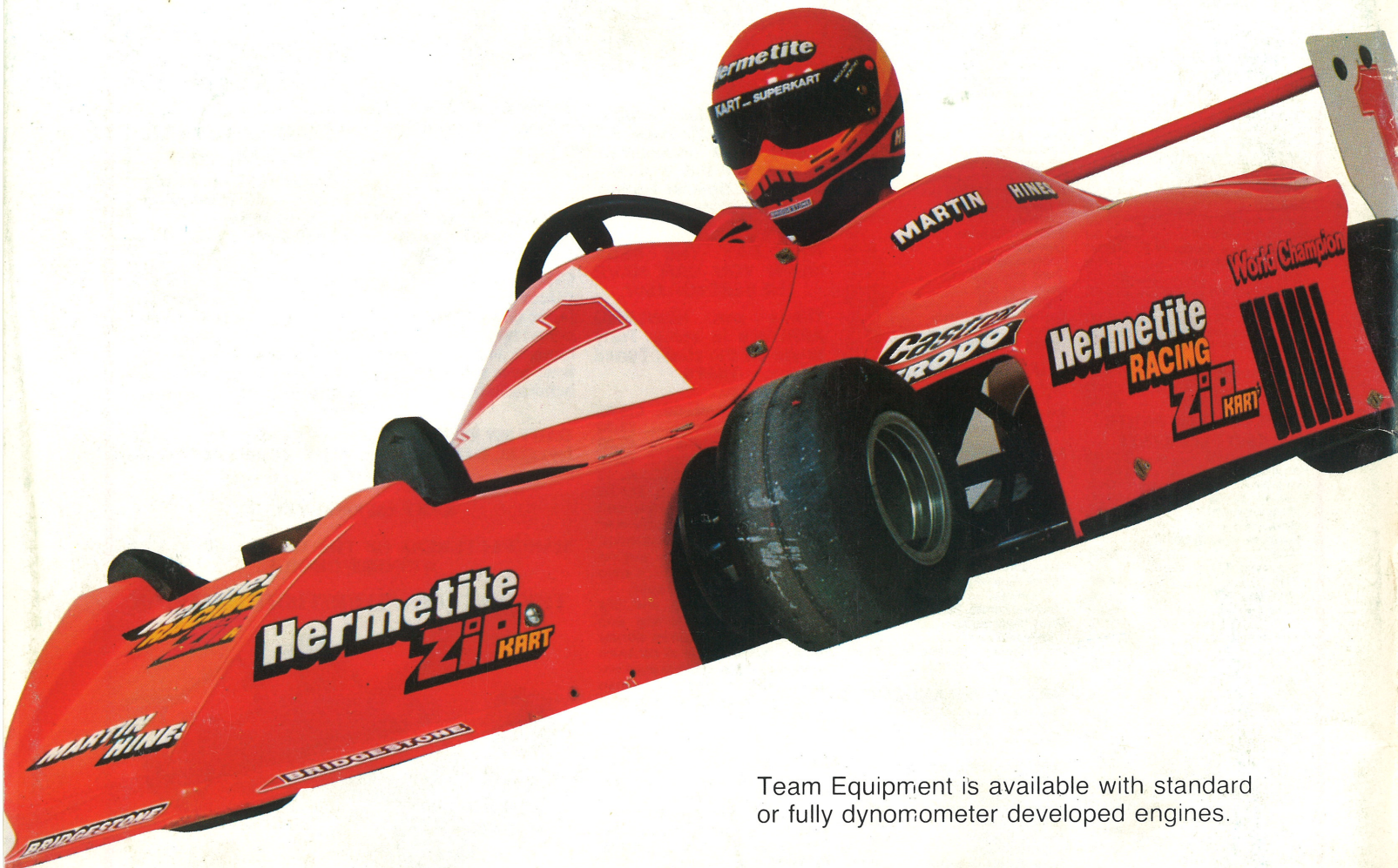


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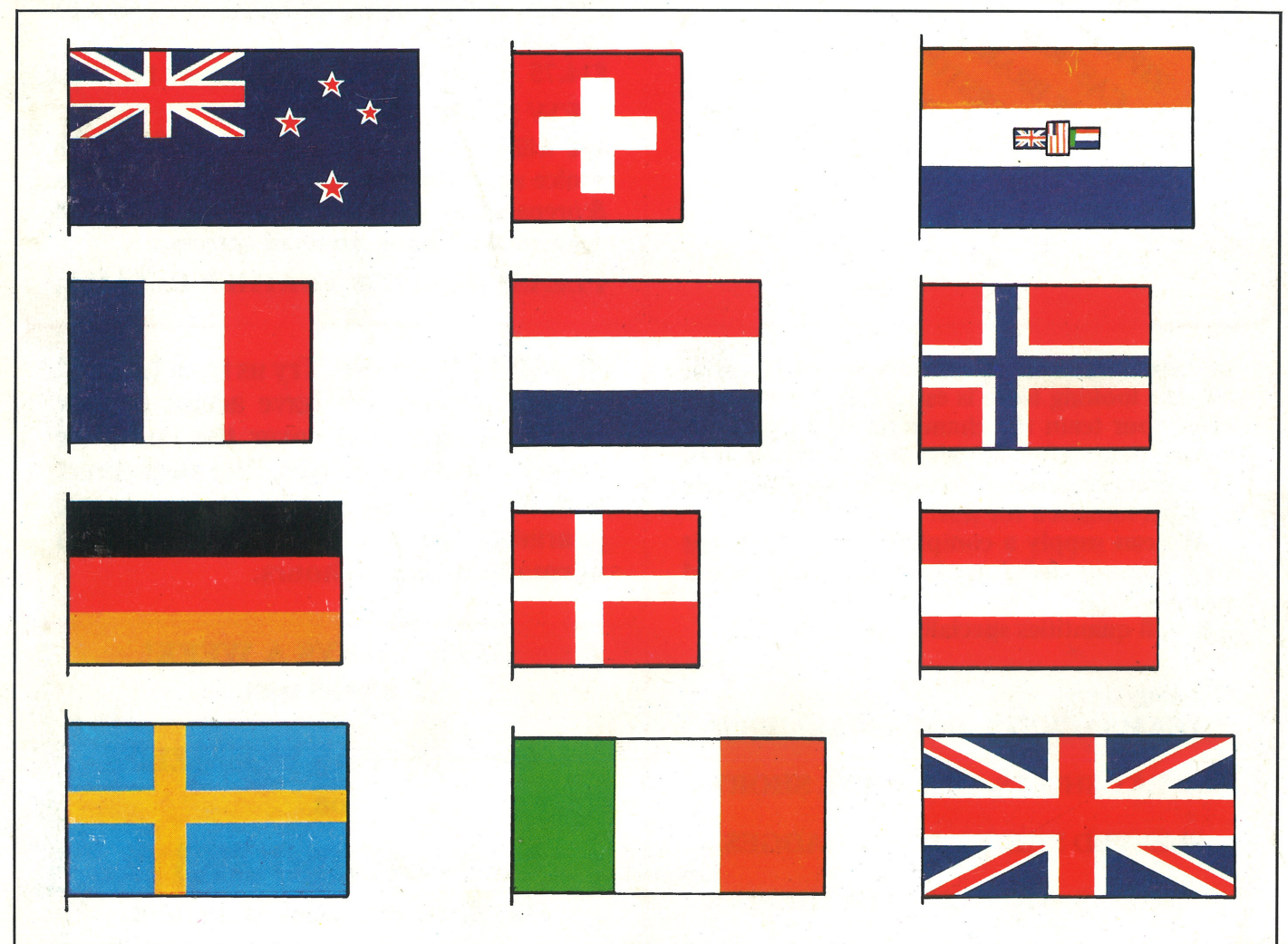
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Small end washer (aluminium)	65p
Small end washer (steel)	1mm thick
1mm thick	25p
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modifications used to win the 1983 National Championships, 1st & 4th places. Let us modify your own motors to this spec. by fitting the one and only genuine DART-WAYS.

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This year we have broken away from the long established Silverstone tradition, as the cover display shows. As the Grand Prix has always been an International gathering of the best in gearbox karting, it was felt that by featuring the National colours of those countries competing it would help to emphasise the feeling of International allegiance, at the same time recompense our foreign visitors for their spartan recognition in past years. The Grand Prix is the highlight of the U.K.'s Long Circuit calendar and the pundits predict a good turnout, not only from the competitive but the spectator side as well. A lot of good work was done recently by Giles Butterfield, in co-operation with Ian Connell, Manager of Martins Newsagents in Aylesbury, to promote the Silverstone event. For one week Martins featured a complete window display with Giles' kart as the centre-piece, ably backed up with quantities of *Kart and Superkart Magazine*, Grand Prix posters, information on what karting is all about and how to start, stickers, etc. The project was a success and the enquiries were many. Let's hope this weekend's 'gates' reflect the effort.

The annual Hermetite Press Day was held on 14th June and, apart from the trio, Brian Heerey, Roger Goff, Giles Butterfield and Tim Parrott were in attendance. The day was unique in that a non-karter actually drove one of MH's karts! The gentleman in question was one of *Motoring News* Pit Lane editors, Mark Hales. Rather than take round one of the customary outfits provided for the press, Mark wanted to try the real thing. He was loaned the conventional bodied machine and very quickly adapted to its turn of speed, putting in about half a dozen laps. All in all Mark enjoyed himself and notched up a 1min 43 sec lap, comparable with some drivers' times of previous years.

Between the 15th and 17th of June Hines was absent from the U.K. He was eventually traced to Nurburgring in the Eifel Mountains of Germany where he was competing in the Castrol-Pokal German Grand Prix. The weekend also hosted a round of the European F3 Championships, which was won by Johnny Dumfries, but the point of the story is one of speed comparisons. Dumfries' timed practice was record as 1min 36.4sec as opposed to Hines' time of 1min 45.15sec. It may seem a great disparity but, in terms of miles per hour, the difference equated to 8.70. Not much really when one considers we're talking about F3 and Superkarts. Apparently it was through the chicanes where the cars had the edge, the ground effects meant they were able to take them flat in sixth, whereas the karts had to settle for fifth, flat. Still, what's 8mph between motor racing friends.

Enjoy your day.

Ed. McCormick

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# KART AND SUPERKART

JULY 1984

No.67

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**NEXT MONTH:\***

**SNETTERTON RAC CHAMPS**  
**3 SISTERS GEARBOX CHAMPS**  
**DONINGTON TV**  
**SILVERSTONE**  
**L. RISSINGTON SUPER ONE**

**PUBLICATION DATE: 2nd AUGUST 1984**

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





## IMPORTANT

Don't forget, the RAC British 100cc Championships will be hosted by the Northumbrian Kart Club at Felton between 13th and 15th July. Felton is situated 8 miles north of Morpeth on the A1. For those who wish to compete but who have not entered, there is still time — if you hurry.

Entry Fee: £15.00

Entry Forms and Supplementary Regulations can be obtained from:

Ron Dickson,  
Dicksons of Throckley,  
Hexham Road,  
Newcastle-upon-Tyne.

Tel: Newcastle-upon-Tyne 673227

Camping facilities are available for the complete weekend at a cost of around £2.50.

The programme is as follows:

Practice	Friday 13th
Practice and 2 Heats	Saturday 14th
3 Heats and Finals	Sunday 15th

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

The officials and committee of the Norfolk & Suffolk Kart Club, wish to apologise to all entrants of the meeting at Snetterton Kartway on May 27th which was abandoned due to adverse weather conditions.

Whilst rain fell at the track for almost twelve hours overnight, following an inspection soon after 10am, a decision to abandon the meeting was made. Although made entirely in the interest of the drivers' safety and supported by local weather reports, the decision was, in hindsight, made too early in the day. The dramatic change in the weather which followed the decision to abandon the meeting was completely unpredictable, and in fact racing, it would seem, would have been possible albeit for a delayed start.

Following a special committee meeting on June 1st, the Club's committee made a ruling that in future, no such decision would be taken until at least 12 noon. It was the first ever meeting to be cancelled at the Kartway and the committee offer their sincere apologies to the many drivers who turned up and were unable to race.

The Club intend to re-run the meeting later in the season, and as soon as an alternative date has been found, details will be published in the Karting Press.

The Committee of the Norfolk & Suffolk Kart Club.

## DOWN UNDER NEWS

The New Zealand Grand Prix was held on the fast but bumpy Pukekohe circuit near Auckland during the early part of June. John Hamilton drove away to a fine victory with his Zip/Rotax outfit over Mark Prowse's Zip/Yamaha; Hamilton was using the ex-Chris Lambden machinery.

Defending champion, Stephen Jones, on a Zip/Rotax, came to an abrupt halt when a cord used as a helmet restraint became engaged with a carburettor inlet. The result — a rather swift and unexpected carb inspection, not to mention a sore neck and damaged motor. Stephen is now reported to be fitting a bolt on head restraint!

As a post script and probably quite appropriate, Paul Larsen, expatriot Kiwi (for a time at least), is working for the Hermetite Zip setup in a spanning capacity. In return for his labours the 'boss' has loaned him an outfit (rolling chassis — Paul has his own motor). He has already put the equipment to good use at the Donington World Cup event and the 3rd round of the RAC Long Circuit Championships at Snetterton. This weekend he will contest the British Kart Grand Prix at Silverstone, including the second round of the Bridgestone/CIK World Series for Formula E.

All good experience as Paul wants to be able to return to New Zealand with some highly competitive machinery that will put the current Kiwi front runners in their places!

Our Antipodean Correspondent

## NEW KART SCHOOL

A Long Circuit Kart School based at the Mallory Park circuit is to be opened shortly. The SRS Racing Kart School will feature tuition by one of the UK's top drivers, providing fully prepared 125cc National karts. One day courses will be available to either individual or group requirements. Further information and appointments may be obtained from:

Stuart Ziemelis on  
0480 860823

## HINES TAKES NURBURGRING

The only U.K. Contender, current World and British Formula E Superkart Champion Martin Hines, won the Castrol — Pokal Superkart meeting at the new Nurburgring circuit during the weekend of 15th to 17th June. Against an entry listing 58 predominantly German drivers, Hines proved quickest in timed practice, notching up a 1min 45.15sec lap — 96.63mph. Second fastest was Franz Binder (96.16mph) and Dutchman Perry Grondstra with 95.50mph. A new circuit means problems, not the least setting up the kart to tackle the peculiarities written into the track during the 80 million DM development project. This cumbersome task was made all the more difficult due to weather changes and the shortness of the practice sessions. However, the drivers adapted well and Hines ran the five laps of the final, covering 22.710 Km, to take a good victory, though it was young Perry Grondstra who put in the fastest lap. A worthwhile experience for the drivers, especially Martin Hines who will be back at Nurburg between 12th and 15th July to defend his World title in the third round of the Bridgestone/C.I.K. 1984 Formula E Series.

1st Martin Hines	Hermetite Zip/Zip Rotax
2nd Perry Grondstra	Zip/Rotax
3rd Friedhelm Wegmann	Mach 1/Yamaha
4th Juergen Bergmann	Zip/Rotax
5th Berthold Seibold	K.A.R.T./Rotax
6th Rainer Rath	Dino/RRY-PVS

Race Time: 8min 58.07sec — 94.42mph

Fastest Lap: Perry Grondstra — 1min 44.44sec — 97.29mph

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ZIP GP 125 ROTAX 1984 only a few meetings. Like new, immaculate red paintwork. Tuned engine. Bridgestones one meeting. Plus three sets of tyres. Duplex, L.W axle. Spares. Over £2,100 new. £1,300 ovno. Camberley 65266, Surrey.

210 BARLOTTI LONG OR SHORT CIRCUIT. 2nd at Silverstone GP '83. 2 sets of bodywork plus spares. Advice and assistance offered to novice. £500 ono. Tel: Alan 01-359 0548.

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ZIP YAMAHA, LONG/SHORT CIRCUIT trim, Aircooled and watercooled barrels, spare engine, slicks and wet tyres, excellent condition, £750. Tel: Nottingham 620312 (evenings).

100 NATIONAL Gillard Kart very good condition, wheels, tyres inc. £200. Sirio ST 51 TT Gillard tuned ex Simon Sutton with exhaust, motoplat and carb, very quick and reliable engine, £250 ono. TKM L90TT fully tuned with exhaust and motoplat, £200 ono. TKM FF99TT fully tuned with exhaust and motoplat, £200 ono. Many other spares for sale. Phone Richard Andrews Stevenage 812143.

LANCER ROLLING CHASSIS — trophy winner this year in 125 National. Complete with front fairing and bubble. £160. Tony-pandy 439795.

J.M. TUNED T75 DAP. Raced twice, complete £400 ono. KT100 Yamaha, offers. Phone 0723 891154.

ZIP MANX NATIONAL ENGINE, rebuilt, many spares, wets and helmet, immaculate condition £250. Part exchange 210 or 125. Annan 4398.

CLASS ONE SIRIO KART, 2 fully tuned Parilla engines, spare sirio chassis, 25 spare wheels and tyres, spare axles, bumpers, seats, trays, carbs, pistons, chain, sprockets, etc. etc. Racing suit, helmet, everything to start racing. Business commitments force sale. A bargain at £800 ono. Phone Steve St. Albans Day 30999, Eve 60668.

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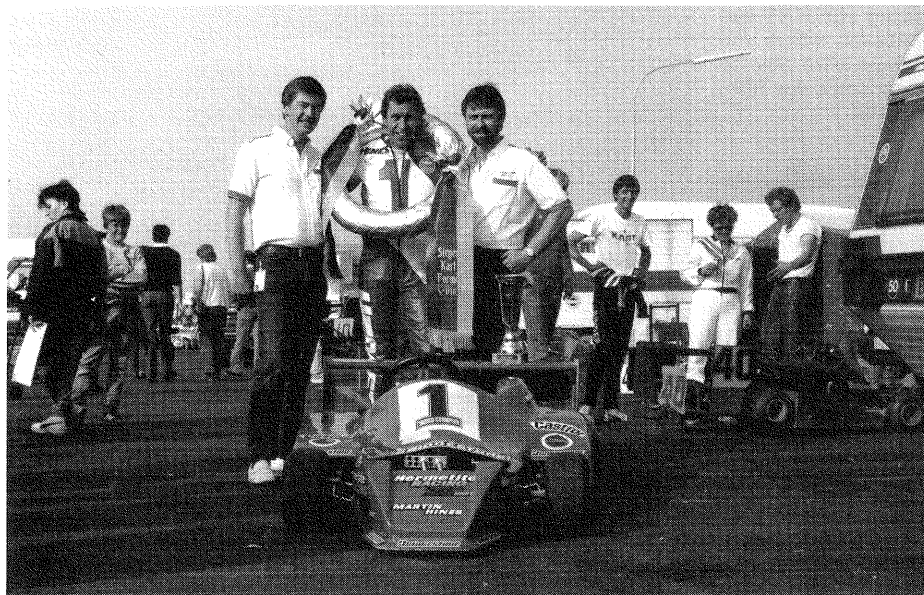
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Trade enquiries welcome.

WANTED 250 NATIONAL OUTFIT COMPLETE. Honda/Yamaha preferred. Bodywork not essential £600ish. Deepcut (0252) 837220.

ZIP SHADOW 80 GT Komet K88TT fully tuned, spares include stand, tyres, K77 castings, suit, ready to race, must sell, bargain at £300. Phone Burntwood (05436) 6205.

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The winning team with Russell Anderson (l) and Steve Eaton (r). Young Franz Binder can be seen in the background (wearing K.A.R.T. Teeshirt).



# CLUB SCENE

<b>210 NATIONAL</b>		
1st	John Brewis	Sprint/Villiers
2nd	A. Winter	Aero/Villiers
3rd	B. Irving	Barlotti/Villiers
<b>125 NATIONAL</b>		
1st	Duncan White	Zip/Rotax
2nd	C. Barnes	Star/Rotax
3rd	David Davidson	Barlotti/Rotax
<b>250 NATIONAL</b>		
1st	Tony Brown	Barlotti/Honda
2nd	Ian Reading	Zip/Yamaha
<b>250 INTERNATIONAL</b>		
1st	Barry Tolson	Zip/Rotax

## Guernsey

It was a fine and sunny day on 27th May for the visiting drivers from England and Jersey with two days of racing, a Hill Climb at Le Val Des Terres and on the second day:-

**100 NATIONAL CLASS LOCAL DRIVERS**  
Dave Bynam and Colin Laine excelled in the first heat. Bynam led from flag to flag but Laine was hot on his tail. English driver Keith Summer and Reg Roberts from Jersey had a close battle but Summerhill just had the edge and took third place. The second heat saw the positions reversed — Colin Laine led the whole race with Bynam second and Roberts third and Summerhill fourth. By far the most thrilling race of the day was the 100 National Final. In an exciting dual Laine led most of the way but Bynam overtook him late in the race when they came up against back markers with Summerhill third and Roberts fourth.

**100 JUNIOR GUERNSEY**  
Paul Ozzanne had a superb weekend in this class dominating the class and winning all three races and reducing the Junior Lap Record to 22.56 seconds. In the first heat Paul Trebert looked set to take second place but a determined Stephen De Carteret caught him in the later stages of the race. The second heat saw De Carteret leading but Ozzanne swept past him on the eighth lap with James Birch getting third. In the final Ozzanne led the way with De Carteret and Lowe second and third.

Gearbox Class with 125 Nationals and 250 International running together. Malcolm Pike was out from the start with a broken sprocket holder and the first heat was mayhem. Malcolm Crowe from Jersey had to retire when in the lead with mechanical problems. English driver Mike Fowler retired after spinning off twice in the first three laps and amid the confusion Gary Ozzanne emerged as the 125 winner with S Baudins taking the 250 win. In the second heat Gary Ozzanne won again with Fowler second and in the final Malcolm Crowe having sorted out his problems led the whole way. At the presentation which followed Gary Ozzanne received a trophy plus £40 for winning the PR Class. Mike Fowler received a trophy plus £30 donated by Wyndams Hotel and Crowe collected a £20 cheque for winning the final.

<b>100 NATIONAL</b>		
1st	Dave Bynam	Wright/DAP
2nd	Colin Laine	Wright/Yamaha
3rd	Keith Summerhill	Dino/Komet

<b>125 P R CLASS</b>		
1st	M Crowe	
2nd	Gary Ozzanne	Spring Kawasaki
3rd	M Fowler	Zip/Honda

<b>100 JUNIOR GUERNSEY</b>		
1st	Paul Ozzanne	Dart/Arrow
2nd	Stephen De Carteret	TKM/DAP
3rd	Mathew Lowe	Kestral/Arrow

<b>250 INTERNATIONAL</b>		
1st	D Mayle	Barlotti/Bultaco
2nd	R Rihoy	Zip/Yamaha

Bank Holiday Monday was a cold cloudy day and only one Karting record was broken by Junior Britain Driver Paul Ozzanne.

<b>100 NATIONAL</b>		
1st	M Summerhill	Dino/Arrow 35.30
2nd	C Laine	Wright/Yamaha 35.55
3rd	D Bynam	Wright/DAP 35.86

<b>100 GUERNSEY</b>		
1st	P Ozzanne	Dark/Arrow 34.99
<b>NEW RECORD</b>		
2nd	S De Carteret	TKM/DAP 38.25
3rd	P Trebert	Kestral/Arrow 38.48

<b>100 JUNIOR NATIONAL</b>		
1st	M Collard	Swiss Hutless/Komet 36.37

<b>125 NATIONAL</b>		
1st	M Crowe	Stratos/Rotax 34.86
2nd	G Ozzanne	Barlotti/Kawasaki 37.70
3rd	M Fowler	Zip/Honda 41.61

<b>250 P REED</b>		
1st	M Gallienne	Zip/Yamaha 34.92
2nd	N Mahy	Zip/Yamaha 35.44

Entries and Membership enquiries to:  
**Heather Robilliard**  
Club Secretary  
**Bachus Le Clos Des Sablon**  
Sandy Lane  
L'Islet  
Tel: 0481-47892

## Blackbushe

Camberley Kart Club  
27th May 1984

### RESULTS

<b>Junior Britain-8 laps</b>		
1.	John Bowden	Dino Arrow
2.	Johan Dackner	Lane TKM
3.	Graham Duncombe	Dart Arrow
<b>Senior Britain-10 laps</b>		
1.	Craig Booth	Dart Arrow
2.	Patrick Smith	Gillard Arrow
3.	Victoria Philip-Bates	Reema Arrow
(Bio Tex Racing)		

<b>210/250-8 laps</b>		
1.	Melvin Spree	250 Nat Zip Honda
2.	Graham Wood	210 Zip Haywood
3.	Graham Payne	210 RWM RWM

<b>125-10 laps</b>		
1.	Dave Currie	Barlotti Honda
2.	Roger Northage	Barlotti Rotax
3.	Robin Stoner	Barlotti Yamaha

<b>100 National Novice-10 laps</b>		
1.	Anthony Hawkins	Cobra Parilla
2.	Ray Hersey	Lane Parilla
3.	Peter Jenkins	Lane DAP

<b>100 National-10 laps</b>		
1.	Roger Moth	Zip Arrow
2.	Peter Giddings	Dart Parilla
3.	Bob Moon	Lane Parilla

## Shenington

### RESULTS — 20th May 1984

<b>Junior Booster</b>		
1st	Bobby Game	Zip/DAP
2nd	Dave Wilson	Kestrel/Arrow
3rd	Jonathan Watkins	Zip/DAP

<b>Junior Britain</b>		
1st	Martin Powell	Premier/Arrow
2nd	Stuart Baker	BM/Arrow
3rd	David Jackson	Wright/Arrow
4th	Adrian Coles	Jeta/DAP

<b>Junior National</b>		
1st	Mark Powell	Zip/Manx
2nd	Stephen Keech	Sirio/Parilla

<b>Senior Britain</b>		
1st	Simon Richardson	Wright/Arrow
2nd	Paul Rixon	Keg3/Arrow
3rd	Victoria Phillip-Bates	Reema/Arrow
4th	Gary Chapman	Zip/Arrow
5th	David Boucher	Jeta/Arrow

<b>100 National 'A' Final</b>		
1st	Charlie Brown	Kali/Yamaha
2nd	Brian Taylor	Kali/Parilla
3rd	Darrell Beasley	Dart/Arrow
4th	Paul Wilkes	DAP/DAP
5th	Chris Bailey	Zip/Arrow
6th	Andy Pallister	Jeta/DAP

<b>100 National 'B' and 'C' Final</b>		
1st	Paul Wilkes	DAP/DAP

<b>125 National</b>		
1st	Mark Allen	Dino/Rotax
2nd	Keith Bisp	Barlotti/Rotax
3rd	Alan Dell	Zip/Rotax
4th	Peter Jones	Barlotti/Rotax

<b>210 National</b>		
1st	Andrew Worton	Dale/Villiers
2nd	Dominic Wishlade	Barlotti/Upton
3rd	Chris Beards	Dale/Villiers

**250 National and 250 International**  
No finishers.

## Lydden

### NEW LOOK TO KARTING AT LYDDEN CIRCUIT

With the introduction of a new 10-meeting Kart Championship, the Ace Kart Club has given a new look to Karting at Lydden Circuit.

At each meeting there is a 6 lap grid qualifier, followed by a 10 lap Final which carries Championship points — for overall finishing positions PLUS class points.

A registered driver's best 8 scores from the 10 meetings will earn the overall prize money at the end of the season of £100, £80, £60, £40, £20, £10.

Current leader is Deal driver, Gary Aldred (250 Cobra) with 49 points, closely followed by runner-up, Romford's Mark Austin (125cc Rotax).

Regulations and Entry Forms for the season are available from Brenda Harris, 71, West Street, Sittingbourne, Kent. Tel. 0795 72926.

### RAC LONG CIRCUIT CHAMPIONSHIPS

#### AFTER THREE ROUNDS — LONG CIRCUIT

<b>210 Nat</b>		
A. Martin	19	
G. Bett	18	
G. Parker	9	
G. Sykes	7	
J. Waggett	6	
B. Longden	4	
V. Munday	3	
A. Ogden	3	
T. Price	2	
J. Brennan	2	
D. Martin	2	
<b>250 Nat</b>		
D. Rogers	18	
T. Doble	16	
M. Doble	9	
P. Glencross	9	
J. Newton	6	
R. Boston	4	
I. Woodcock	3	
P. Taylor	3	
S. Matthews	2	
J. Atherton	2	
R. Hipkin	2	
B. Boswell	1	

<b>125 Nat</b>		
I. Shaw	12	
S. Coward	12	
K. Luby	9	
L. Cooper	8	
B. Barrington	7	
S. Ziemelis	6	
P. Mergerison	4	
G. Ashurst	4	
C. Stoney	4	
A. Cowgill	3	
B. Kennedy	2	
C. Mills	2	
P. McCallum	1	
A. Wilcox	1	
<b>250 Int (Formula E)</b>		
B. Heerey	16	
M. Hines	15	
R. Gange	13	
R. Goff	12	
S. Styryn	5	
T. Parrott	4	
R. Dean	4	
G. Butterfield	3	
R. Kerkhoven	2	
D. Collier	1	

### NOTEWORTHY ATTENTION 125cc and 250cc ROTAX OWNERS

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Advertisements are only accepted subject to the above conditions.

### KARTS FOR BIRMINGHAM

Shenington Kart Club has been asked to provide 40 Class IV by International Festival Services (UK) Ltd., to take part in a motor sports cavalcade around the streets of Birmingham on Sunday October 14th. The parade will follow the two and a half miles proposed route for the Grand Prix and can be categorised as follows: Production cars, eight different types of racing cars led by the grid of karts and an aerial display. An estimated 800,000 people are expected to be watching the event and television coverage has been arranged. The evening before will feature a Grand Prix Ball with many guest motor racing stars attending. It is the second time that this event has been staged and Robert Langford has already inspected the course. Entries for the event are by invite only, however, for further details, interested parties should contact:

**John Cooke,**  
47 Wheeler Close,  
Chadwick End,  
Solihull,  
West Midlands, B93 0BW

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

### KARTING PHOTOGRAPHY COMPETITION

Kart and Superkart Magazine announces its Karting Photography Competition which opens with the publication date of this issue and will run until the 30th September. Entries are invited in the following categories:

1. Best action photograph
2. Most amusing
3. Most original composition

All entries must have a karting theme and be offered in black and white as prints, no larger than 7inches by 5inches and must be accompanied by a stamped addressed envelope, stating where and when taken. Entries will not be accepted from employees of Kart and Superkart Magazine, whether directly or indirectly employed. The Magazine reserves the right to refuse any entries judged to be of an offending nature. Entries will be judged by an independent member of the Press. Details of prizes will be announced later and a selection of the winners' photographs will be published in the November edition of the Magazine.

All entries to be submitted to:  
Kart and Superkart Magazine,  
Pindar Road,  
Hoddesdon, Herts., EN11 0DE.

Although every care will be taken, the magazine assumes no responsibility for the safety of contributions submitted.

### THE BOXER 'MONDIAL'

Peter Elliott and Co is now producing a Boxer National kart to be called the Mondial. The Mondial has the same specification as the Boxer Britain but with several new innovations. It was placed 4th on its first time out at the Cumbria circuit of Rowrah, driven by Peter himself who has not raced for over a year.

The price is expected to be in the region of £420.00.

### IMPORTANT

#### Kart and Superkart/Bridgestone 100cc National Series

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

**FRIGGIT** BY BARRY FOLEY  
BACK NEXT MONTH!

**KART AND SUPERKART**

**OLYMPEx**

I am interested in participating with *Kart and Superkart* at Olympex.  
Please rush me further details.

**Name:** \_\_\_\_\_ **Address:** \_\_\_\_\_

**Position:** \_\_\_\_\_

**Company:** \_\_\_\_\_

**Tel No:** \_\_\_\_\_

Please reply to: **Ed. McCormick, Kart and Superkart Magazine, Pindar Road, Hoddesdon, Herts EN11 0DE**



## RESULTS OF THE FORMULA K FRENCH GRAND PRIX AT LE MANS

1st	M. Wilson	(I)	Birel/Komet
2nd	P. De Bruyn	(NL)	Tecno/Komet
3rd	R. Bollingtoft	(DK)	Taifun/Komet
4th	L. Forsman	(S)	Birel/Komet
5th	M. Bott	(G)	Taifun/Komet
6th	O. Rensing	(G)	Mach 1/Komet
7th	T. Fullerton	(GB)	Kali/PCR
8th	G. Fabre	(F)	Tecno/Komet
9th	P. Koene	(NL)	DAP/DAP
10th	F. Van Eglem	(NL)	Tecno/Komet

**Note:** A run down on the Jesolo meeting can be found in 100 Scene.

### DUTCH TREAT

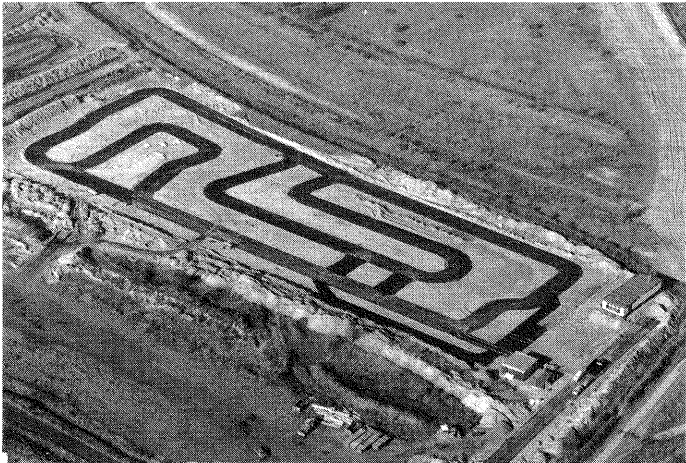
The first week of April saw the official opening of the new Kart Circuit Amsterdam. The 850 metre track on the outskirts of West Amsterdam could prove to be one of the premier circuits in Europe.

As can be seen, the design of the circuit is such that it can be split into two halves. This is to accommodate hire karts, while at the same time allowing the race machines to run in safety. The surface is of high density Danish asphalt an dis so designed that in wet weather all the water runs off into the draining system on the inside of the track.

Because of noise regulations in the Netherlands a six metre earth wall surrounds the track. This will eventually accommodate more than 10,000 spectator places. The Club House is to say the least superb, offering drink and food in pleasant and comfortable surroundings.

Overall, a super circuit, with an important role to play in karting. At a cost of nearly £250,000, let's hope it will get the use on an international scale that such a daring project deserves.

Information and photograph courtesy Gerry Dare and 'The Kids from Karting Operation', Amsterdam.



Carolynn's Panther — routine Pit stop during the Willhire 24 Hours at Snetterton. Further details, page 19.

## SNETTERTON'S LADY KARTER

17 year old Marian Rump from Norwich challenged her way against some very stiff opposition to become the Norfolk & Suffolk Kart Club Junior Champion for 1983. Marian has only been racing for three years, starting first in Schools Karting whilst at Secondary school before joining the Club. This year will be her first year in Seniors and we all wish her well. It is nice to see such avid interest for karting among the gentle sex — let's hope more follow in her footsteps. Pictured here at home, Marian displays the results of two years hard work and lots of her Dad's money!



### SPONSORSHIP COMES HOME TO TERRY LILLEY

Terry Lilley, the well-known 100 National driver recently struck up a deal with *Travelworld Motor Homes of Wolverhampton*. The deal gives Terry exclusive use of a caravanette motor home with which to travel to contest the remaining rounds of the Kart and Superkart 100 National Series and the British Championships. Travelworld supply all types of motor homes, from the one seen here in the picture with Terry taking delivery from Director Bob Edwards, up to Winnebagos.



# CLUB SCENE

By lap two he was well clear of Stuart May and John Ashe and never looked in any trouble throughout the race.

At half distance May indulged in a little spin allowing Ashe to move into second spot. May, however, held onto third spot and that was the order at the end of ten laps.

Alan Paxton, Paul Taylor and Tim Ryan completed the top six.

MIKE SMITH

#### RESULTS

##### JUNIORS

Britain  
National  
Booster

Alexis Peake  
Richard Smith  
Jason Worden

##### 100 NATIONAL

1st Graham Kershaw  
2nd Nigel Critchley  
3rd Fergus McGee

##### 125 NATIONAL

1st Chris Stoney  
2nd Gary Ashurst  
3rd Phil Middlehurst

##### 210 NATIONAL

1st John Haigh  
2nd Paul Robinson  
3rd Graham Calderbank

##### 250 INTERNATIONAL

1st Stuart Eason  
2nd Frank Kirkham

##### 125 P & R

1st Marek Piatkowski  
2nd Colin Kay  
3rd Ian Walker

##### 250 INTERNATIONAL

1st Bob Kennings  
2nd John Ashe  
3rd Stuart May

## Rowrah

In stark contrast to the Super One round two weeks previously, the sun shone brightly for most of the day. Considering the proximity of the meeting to the aforementioned Super One we had a fair entry to battle for the legendary superb trophies. Hands up who noticed last month's deliberate error? For the odd one or two who didn't, I stated that Jeremy Griffiths had travelled from Wales which is utter rubbish. He did, however, travel from Humberside which is almost as far. I hope he and his Dad accept my humble grovellings. Finally, a swift mention for our two day meeting on the Sunday and Monday of the August Bank Holiday weekend. The club is organising a barbeque on Sunday evening after the trophy presentation. Karters and their entourage are most welcome to help us polish off vast quantities of chicken.

##### JUNIOR BOOSTER & BRITAIN

Two heat wins and a second place made sure of pole position for club champ, David Coulthard. Vicky Starkey occupied the next spot by virtue of a win, second and fifth. Refugee from the Nationals, John Lister, who had dug up a Britain motor had a truly appalling day with flipped chains sidelining him in the heats.

All three Booster heats were won by Dario Franchitti (harrying the Britains again), using

an Arrow after nipping his DAP in practise.

Coulthard took the lead in the final from Mark Leonard and Starkey, that being the order at the end of lap one. Two laps later, Starkey took second which she didn't relinquish. At the flag, Coulthard ran out a comfortable winner from Starkey and Leonard.

Dario Franchitti dominated the Boosters with S. Armstrong coming second.

##### 100 BRITAIN

Well I promised myself I wouldn't mention Mike Leonard this month, but after his latest catalogue of disaster it was unavoidable. Lloyd Ross took pole with a 2nd and two wins, Nicky Robson took the other win and the 2nd spot on the front row. Ross made a good start in the final and predictably opened up a strong lead which he never lost. Behind him, son Robson eased away from the old man who was experiencing difficulty pulling out of corners possibly due to a carb fault. Poor Mike Leonard seemed to have it cracked and was going quite well until the blessed motor seized at the end of lap 3. That left only three runners at the flag in the order Ross, Nicky Robson and Ray Robson.

##### 100 NATIONAL

Man of the meeting in this class was undoubtedly Jim Forsyth with 1st, 2nd and 3rd from his heat starts. Ronnie Ross claimed opposite pole with Andrew Keenan and Willie Grieve behind them. Mike Little also went well with a heat win and John Docker had a mid-grid final position after racing through from the back in his heats due to him being a late entry.

The final had to be stopped after five laps when John Docker and Phil Chappel tangled wheels exiting a corner and were pitched into a terrifying cartwheel. Docker was thrown clear and escaped serious damage, but poor Chappel had his kart land on him. Phil was despatched to the local Hospital taking with him the hope from all present that no serious hurt was incurred.

A depleted grid lined up for the restart and as in the aborted race, Ronnie Ross made the best start to lead at the end of the first lap from Forsyth, Grieve, Donoghue and Keenan. By about mid race the front ranks were split into two three way battles; Ross, Forsyth and Donoghue for 1st and Grieve, Keenan and Roy Dickson for 4th. Five laps to go and Dickson sneaks fifth place and improved that by a place one lap later. Meanwhile, Forsyth was giving Ross a real hard time eventually paying off at the hairpin when he took the lead with three laps left. Although Forsyth couldn't shake the following duo of Ross and Donoghue, he did manage to eke out a gap of about two lengths which proved to be sufficient to give him the win from Ross and Donoghue (glued together). 4th was Roy Dickson who reckoned he needed a couple of laps more to challenge the 3rd placed man. Grieve followed on and had Stu Davison in very close company. A very good final indeed although sadly depleted by the accident and various other upsets.

##### 210 NATIONAL

Three novices in this class gave it a much needed boost, but it was North Eastern visitor A. Winter who dominated with a pair of heat wins. John Brewis won the other to annexe the last place on row one for the final.

Brewis took the proverbial bull by the horns and had a lightning start enabling him to lead after one lap from Winter and novice Irving.

By mid race, Brewis and Winter were out on their own and having a controlled scrap to contest the lead. Soon after, it became clear that Brewis had the edge on power as he pulled away slightly to the chequered flag. Thus, Brewis took the win from Winter and Irving.

##### 125 NATIONAL

Duncan White returned to competitive karting under the Hazard Racing banner with what is rumoured to be Andy Cowgill's short circuit Zip. It was amusing to see him dab the brake whilst changing gear on this two pedal outfit but he soon adapted to this system.

K. Owen had pole for the final thanks to two heat wins, alongside him was C. Barnes (fresh from his recent appearances in Dallas) and completing the front row was White who suffered a mystery ailment to record a DNF in heat three.

Owen made the best start and led away from White and David Davidson after one lap. At the beginning of the next lap, Owen missed a gear, enabling White to take over the lead. Midway through the race, Owen lost control going over the hill and although he tried to regain it, he spun out into the tyres and out of the race, fortunately uninjured. This left Duncan free and clear to win handsomely from Barnes and Davidson.

##### 250 NATIONAL

Having rebuilt his outfit after last month's prang, Edgar Moffat did not have a good day, retiring in exactly the same spot every time. Ian Reading, by way of a contrast, won two heats and finished 2nd in the other with a sick motor. Tony Brown was very consistent taking a couple of 2nds and a win. Reading took the initiative from the start of the final and led for most of the race before the carb trouble came back and let Brown nip past to take the lead and indeed the win with Reading and his gargling motor taking 2nd.

##### 250 INTERNATIONAL

Barry Tolson turned up equipped with Rotax power which took him to a clean sweep in the heats, despite not getting off the line too well. Edgar Wills found himself really up against it with his engine not as quick as Tolson's and a spate of flamboyant driving failing to make up the deficit.

Wills tore off the line first with Tolson in hot pursuit. Towards the end of lap one, Wills took a very strange line and clouted a large rock pretty hard. This deranged his wing and caused the end plate to rub on a tyre. In another two laps he had been black-flagged after smoke began to pour off what was now an intermediate. (It did start off as a slick). This left Tolson as the sole survivor and hence the winner.

##### JUNIOR BRITAIN

1st David Coulthard  
2nd Vicky Starkey  
3rd Mark Leonard  
Wright/Wright TKM  
Kestrel/Arrow  
Sprint/Arrow

##### JUNIOR BOOSTER

1st Dario Franchitti  
2nd S. Armstrong  
DAP/Arrow  
Gillard/Arrow

##### 100 BRITAIN

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

##### 100 NATIONAL

1st Jim Forsyth  
2nd Ronnie Ross  
3rd Tony Donoghue  
4th Roy Dickson  
5th Willie Grieve  
Wright/PCR  
Sprint/Parilla  
Sprint/Deavin Parilla  
Dart/Dickson TKM  
Dart/TKM



Woolford, Hunt, Wheldon, followed by Cox moving steadily through the field from a poor grid position. The next lap saw Cox take fourth from Wheldon then Wheldon and Cockle tangled at Stow corner, their challenge finishing in the tyres. With two laps left Bond slowed and Woolford saw his chance and slipped past, with the third man some distance back Bond made it over the line in second behind Woolford followed by Hunt and Cox. This final made up for the earlier disappointments caused by the showers.

## RESULTS

### BOOSTER

1st Bobby Game Zip/DAP  
2nd G. Kershaw Spyda/Arrow

### JUNIOR BRITAIN

1st Glenn Taylor Wright/Wright TKM  
2nd Jamie Rhodes Zip/Wright TKM  
3rd David Jackson Wright/Spek Arrow  
4th Richard Walton Zip/Arrow

### JUNIOR NATIONAL

1st Jamie Kavangh Ferrari/Parilla  
2nd Stuart Sampson Zip/Goff PCR

### NATIONAL 'C' (NOV)

1st Gary Noon Sprint/Parilla/PCR  
2nd James Bowes Lane/Parker TKM  
3rd Paul McDonnald Sirio/TKM

### 125 NATIONAL

1st Maggie Dell Zip/SRS Rotax  
2nd Tom Sweeney Zip/Upton

### 210 NATIONAL

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

### NATIONAL 'B'

1st Paul Thwaites Kali/Parilla  
2nd P. McIntyre Zip/Goff PCR  
3rd G. Kilbourn Spyda/Arrow  
4th Graham Rowe Zip/Goff PCR

### SENIOR BRITAIN

1st Simon Richardson Wright/Goff Arrow  
2nd Robin Gibbs Corniche/Arrow  
3rd Victoria Phillip-Bates Reema/Arrow

### 250 NATIONAL

1st John Ottery Zip/Yamaha  
2nd Bill Gardiner (N) Barlotti

### 250 INTERNATIONAL

Des Francis Zip/Rotax

### 100 NATIONAL 'A'

1st Mark Woolford Ferrari/PCR  
2nd Vincent Bond Lane/Parilla/TKM  
3rd Ian Hunt Lane/Parilla  
4th Ron Cox Zip/Goff PCR  
5th Ken Bowes TKM/Parker TKM

### NATIONAL SCHOOLS

#### LOW POWER

1st C. Batute St. Audreys

#### SOLO

1st P. Hollis Queensbury  
2nd Team C.N.S.  
3rd Team C.N.S.

## 3 Sisters

Bolton Kart Club attracted an entry of just over 120 for their meeting at Three Sisters on Sunday May 20th. The event incorporated the second round of the Phoenix Championship, the two remaining dates being 19th August and 7th October.

The weather was rather mixed, the day starting fine and sunny but later turning rather cool with some spells of heavy rain.

However, by the time the finals were due out things had dried up quite well and although it stayed cool slicks were on.

### JUNIORS

Two Nationals, three Britains and three Boosters made up an eight kart grid for the Junior racing and after three heats Dale Spruce (Brit), Jason Worden (Booster) and Alexis Peake (Brit) each had a win to their credit. The ten lap final started with a good scrap between Dale Spruce, Alexis Peake and Richard Smith but by half distance the picture changed dramatically as Smith found himself leading by a proverbial mile with Spruce and Peake having dropped well down the order.

As the latter pair tried to haul themselves back to the front, Smith increased his lead and ran out the winner by almost half a lap. Booster driver Jason Worden held second at the flag with Peake having moved up to third ahead of Stuart Capstick, Spruce and Steven Cook-Martin.

### 100 NATIONALS

An entry of 39 in this class provided some good racing and after four heats and a 'B' final the TKM of Graham Kershaw sat on pole for the ten lap final.

Nigel Critchley, Eric Rimmer, John Coupe, Duncan Bullock, Paul Burgess and Frank Crankshaw had also performed well in the heats and made the first four rows for the final.

Simon Bolton, Gary Pearson, Graham McCarthey, Pete Kynnersley and Steve Lomax were the five to go through from the 'B' final.

At the off Graham Kershaw got a flier and quickly took up the running, establishing a good lead inside the first lap. John Coupe, Nigel Critchley, Duncan Bullock, Robert Crossley and Fergus McGee led the rest in pursuit of the flying Kershaw.

By half distance Kershaw was well out on his own and beginning to encounter back markers. Critchley and Coupe were having a ding dong battle for second place with Bullock ahead of Crossley and McGee. Crankshaw was beginning to improve on a not too brilliant start and was in eighth place as the second half of the race began.

Lap seven brought the retirement of Coupe with the others holding station well behind leader Kershaw.

For the remaining three laps Kershaw consolidated his huge lead and ran out a comfortable winner.

Nigel Critchley had second ahead of McGee whilst Crankshaw had maintained his progress and elevated himself to fourth spot at the flag. Simon Bolton, winner of the 'B' final drove well to haul himself up to fifth place ahead of Robert Crossley.

### 125 NATIONAL

After three heats it was perhaps not too much of a surprise to find British Champion Kurt Luby on pole for the final. With a new

Phoenix outfit he looked to be on form and ready for yet another win. Sharing the front row were Gary Ashurst and Phil Middlehurst.

On the second row sat Dennis Froggatt and a man never to be discounted on either short or long circuits, Chris Stoney.

Ten laps to decide the winner of this one and at the 'off' it was Luby who got the best of it to lead the field away.

Stoney was quick to take up second spot with Middlehurst in third. Ashurst led the next group ahead of Richard Blackburn, Barry Sherriff and Ian Eastwood.

For five laps Luby held a good lead over Stoney but as they began to encounter backmarkers so Stoney shortened the gap.

By lap seven only two or three lengths separated the leading duo with Stoney tucked right up Luby's bumper on lap eight.

Ashurst, Middlehurst, Blackburn, Sherriff and Gilbert Keenan held the next few places but the drama was yet to come.

Lap nine and with backmarkers in abundance Luby found himself suddenly sidelined. A brush with a backmarker had damaged the rear brake and the resultant locking up and cloud of smoke signalled the end of Luby's race.

Stoney then found himself leading by a comfortable distance and ran out the remaining lap and a half without problems to take the chequered flag.

### 125 P & R

16 entries in this growing class allowed separate heats and final to be run. Colin Kay from Goole was the man to claim pole position with Ian Walker and Marek Piatkowski sharing the front row.

Piatkowski and Kay got the best of it at the drop of the starters flag and quickly built up a good sized lead over third placed Walker. Things closed up a bit over the next couple of laps though and by lap four Piatkowski led with Kay and Walker running almost side by side in disputing second spot.

The latter pair had the length of the straight lead over the fourth, John Wood.

Lap eight and Kay had managed to shake off Walker and open up a small gap whilst Wood still held fourth without posing any threat to the leaders.

The last couple of laps presented no problems for Piatkowski as he came home to win in style. Kay held second at the flag with Walker still third.

Some way behind followed Wood with Rob Dickinson and Andy Murdoch completing the first six.

### 210 NATIONAL & 250 NATIONAL

John Haigh with a Peak Revs prepared Phoenix dominated the 210 class winning all three heats and the final in style.

Paul Robinson was the one to offer the most threat in the ten lap final and he finished the ten laps in second place.

Another Phoenix in the hands of Graham Calderbank claimed third ahead of Shippies and Garvey. Neil McDonald completed the top six.

Just five entries in the 250 National class and a win for Stu Eason after early leader M McDowal retired on lap eight.

### 250 INTERNATIONAL

The Dino of Bob Kennings held the upper hand in this class and sat on pole for the final.

At the flag Kennings made no mistake and got the power down nicely to lead off into the first lap.

The Plymouth K.C. are pleased to announce that they are resurrecting their Kartmaster title for 1984. This title was not used in 1983, as the club did not consider any of their events to have sufficient status to warrant it.

Now, however, with sponsorship from Western Trust & Savings (a Royal Bank of Canada subsidiary) the nationally known Plymouth based finance company, the Plymouth club think they have a title worth racing for.

The 'Kartmaster 84' will consist of a three race series for 20 invited Wessex Karting Assoc. 100 Britain drivers, with each race taking place on one of the West Country's three tracks. The dates for the races are:

Clay Pigeon	July 8th
Dunkeswell	August 26th
Plymouth (Riverside)	September 23rd

Each race will be of 12 laps, with trophies for the first four in each race. At the final round in Plymouth there will be individual prizes, plus trophies and cash for the first four in the overall points standing.

So, for just 36 laps of racing, someone (assuming three outright wins) could be four trophies and £75 the richer!

This is Western Trust & Savings first association with Kart racing, so the South West racers are pulling out all the stops to put on a fast and colourful show.

The enclosed photo shows WT&S PRO Sue Anderson at the presentation of the sponsorship cheque to mechanic Tony Foston and racer Alan Timson.



## READY FOR THE GRAND PRIX

The Swedish team, headed by driver Lennart Bohlin, pose in the livery of swedish BP. Featured here, (l to r) — Mechanics Egon Elf and Stephan Bjurselius with Team Manager Tomas Milton.

Lennart will be driving the machine pictured at Silverstone in the second round of the Bridgestone/C.I.K. World Formula E Championships and will be keen to add more points to the total of 10 earned last February in South Africa.



your letters..

Dear Ed,

Through the columns of your magazine, may I take the opportunity to offer my sincere thanks to all the officials and members of the Ulster Kart Club and to the 500 Motor Racing Club of Ireland, who made my recent racing trip to Ulster so enjoyable. I would especially like to thank Frank Weir, Messrs Jordan, Ivor Watson, Messrs Vance, Joey Morton (for the welding), Belfast Car Ferries (for the discount), my brother Paul (for the pushing) and the Nat West Bank Motoring Club and South West Karting for all their support.

I competed in the Ulster Grand Prix at the superb, new, purpose-built circuit at Nutts Corner and in the Ards Street Race in Newtownards. This was the first time I've 'done it in the streets' and I had a fabulous time; it wasn't as bumpy as I'd expected but certainly was fast! Even though I didn't actually win, that does not mean that I didn't enjoy the events. Racing purely as a privateer I had a great time and strongly recommend any kart racers, whether a top 'name' or a 'clubman', to go over to get a taste of racing 'Ulster Style'.

I have not mentioned all of the new friends I met and/or gave me help, but I look forward to meeting you all again next year. Finally, I would like to wish the Cranmers a speedy recovery from the injuries they sustained as victims of a drunk driver outside Nutts Corner.

Yours faithfully,

Mark Burrell,  
65 Hurn Lane,  
Keynsham,  
Bristol



# GRICE TAKES A ROUND

REPORT: DAVID COLLIER

PICS: DENNIS CALLINGHAM



The victors: Ricky Grice, Gary Moynihan and Steve Brogan.

The entry for the third, hot and sunny round of the Kart & Superkart/Bridgestone series was somewhat down on usual with around fifty contestants turning up at the south-east Essex track at Tilbury. Notable absentees were the Fletchers, Jason Plato, Stephen Sykes, Paul Knapfield, Jeremy Cotterill, Andy Colson, Miles Hall, Peter Stephens, Paul Wilkes and last, but by no means least, Derek Higgins. The latter had apparently flipped his kart the previous week and had declared that he was "giving up". Asking someone who should know whether this meant for this meeting, the season or permanently, elicited the answer, "Well, you know what he's like . . ." — so we will just have to wait and see! The others presumably felt it was too far to travel and were giving this meeting a miss.

The relatively low turnout was probably just as well for the London Kart Club, whose first major meeting this was. There were bound to be some organisational problems and this was not helped by a certain lack of clarity as to the exact rules of the series. The previous two rounds had, sensibly, been run as in 1983 — one chassis, two engines, one set of tyres. LKC apparently rang up the Zip establishment and were told by the boss himself that people could use as many sets of tyres as they wished. More cynical observers linked this to more tyre sales for the Zip supremo but the fact is Mr Hines had completely sold out of 6.10 tyres so he was deriving no benefit from the decision. In fact the only people benefiting were those lucky enough (and rich enough) to have some new Bridgestones stashed away. As for those who had only brought along one set of tyres for the meeting, thinking (justifiably) that it would be the "usual" rules, they'd effectively lost before they'd begun.

Another event that potentially played into the hands of the well-off/well-supported driver was the failure of the scrutineer to mark or take the chassis number, meaning that competitors could use as many frames as they felt like. We therefore had the situation that in the finals most of the top drivers had new tyres fitted and at least one had a new chassis. One more problem that

arose was that LKC had allocated their own competition numbers rather than using the registered championship numbers — no problem for the competition numbers rather than using the registered championship numbers — no problem for the competitors but yours truly did keep thinking Graham Roscoe was Paul Fletcher, Simon Sutton was Derek Higgins and Ashley Sinclair was Steve Brogan, so if I write anything rude about you in the following report you can always say it was someone else . . .

Local Romford man, Terry Lilley, led off pole in the first race of the third set of heats, even pulling out a bit of a gap in the first few laps as Welshman, Dave Morgan held up the rest who were led by Nigel Edwards' Zip/DAP. It wasn't long before Edwards was through and challenging the leader but getting by was a different matter. He needn't have worried — four laps from the end Lilley's engine seized up handing the lead to Nigel. Only problem for Edwards was that he now had Martin Homewood and the dreaded Graham Roscoe right on his tail. However, cool as a cucumber (or as cool as one could be on one of the hottest days of the summer),

Edwards stuck to his line for the last few laps down to the flag to win — a pleasant change after the rotten luck he's experienced most of this season. Homewood and Roscoe sensibly didn't attempt anything too drastic so zapped across the line second and third. Giddings, Till and Brogan made up the top six.

The last heat of the day saw a demon start from Neil Hann, your only actual Class 1 driver on the RACMSA Kart Committee, and a demon pile-up right behind. Tillett and Sinclair suffered worst, the former losing a stub axle for the second time that day. Neither restarted. Others involved included the unfortunate Gary Prior and Darrell Beasley who could only chase after the vanishing field in the quest for a finish and in the hope that a few more people would drop out. And some did. Steve Day and Bob Moon, having missed out on the first lap mayhem, staged their own private collision on the second lap, only the latter driver managing to restart. Meanwhile Hann's lead was short lived as Ricky Grice and Jackie Brown wasted no time about demoting the Zip/PCR driver to third, while behind them, Simon Sutton and Gary Moynihan began a classic drive through the field to close right up on Hann as the flag came out. Completing the top six was the never-say-die, Robert Owen.

## FINALS

The break before the finals saw feverish activity as drivers changed tyres, engines and even chassis. Others decided they'd had enough. Steve Tillett reckoned it wasn't worth fixing his kart after losing two stub axles in heat accidents — as Tillett Snr. said, "It's like a destruction derby out there!", figuring he'd forked out enough of the readies already. Indeed when the "C" final was called only three competitors turned up, the rest having called it a day. Thus Turk, Murphy and Jacobs were tagged straight onto the back of the "B" final. The weather was still hot and but dark, thundery clouds looming over London, hastened the organisers and so it wasn't too long before the "B" finalists were rolling onto their warm-up lap.



Heat one with Gary Prior (1) and Steve Tillett (3) leading the way.

## Kimbolton

With the temperature in the seventies, 116 entries in 40 races, it was a hot hectic day at Kimbolton. The committee must be encouraged that entries are increasing, the recent improvements to the track surface have probably helped to swell entries.

### Booster

The five entries in Booster were given their own race to give them plenty of room to improve their techniques. The entry is improving and perhaps we could have a dozen by the end of the season. With two heat wins to Bobby Game he was the driver to watch, the other heat went to G. Kershaw. Bobby Game on pole led the final all the way chased by Tony Hardy and G. Kershaw with Oliver Gavin and Russell Whitehead just behind. Tony Hardy pulled up with a loose manifold and the vain chase was left to G. Kershaw, at the flag it was Bobby Game followed in by G. Kershaw and Russell Whitehead third. Little Bobby Game's biggest problem came at the prizegiving when he had problems carrying the trophy.

### Junior Britain

The entries included Great Britain team driver Mark Parker and Super One drivers Steven Webb, David Jackson, Robert Husband and Glenn Taylor. The experienced Mark Hawkes, Martin Powell, Jamie Rhodes, Richard Walton and Dean Caswell had no intention of being overpowered and the racing as expected proved to be fast and furious. Robert Husband won two heats and the third went to Jamie Rhodes. Robert Husband was on pole with Glenn Taylor on two followed by Mark Howles and Mark Parker on row 2. The two frontmen headed side by side for Stow corner but Husband overdid the late braking and spoilt the tyre layout, taking with him Webb who was making a charge round the outside. Taylor accepted the opportunity and headed through the Willows shadowed by Parker with Rhodes and Jackson challenging hard. For 5 laps Parker tried hard to wrestle the lead from Taylor but there was no way through, Rhodes followed waiting for the leaders to make a mistake. When it came it was Parker who tried late braking at Stow and found the same tyres as Husband. Rhodes took up the chase but like Parker could not find a way past the Wright outfit. Taylor at last seems to have laid low his early season jinx. At the line it was Taylor by two lengths from Rhodes and the two Wright TKM power units had ousted the Arrow domination. Jackson took third place and the consistent Walton was fourth.

### Junior National

An improved entry got the Junior Nationals their own race. Jamie Kavanagh looked good with a 1st and two 2nds, Andy Routledge took the second heat and had two thirds and Stuart Sampson was consistent with a 1, 2, 3. Jason Baker and Stephen Keech drove steadily. In the final Jamie Kavanagh took the lead from pole and looked uncatchable. He was followed by Routledge, Sampson, Baker, Keech and novice Cullen. By lap 3 Sampson challenged and passed Routledge to take second and Cullen passed both Baker and Keech at Stow. The order remained unchanged until lap 8 when Cullen pulled up with a noisy exhaust. The positions continued unchanged and at the flag Kavanagh was a clear leader from Sampson

with Routledge third.

### National C

Gary Noon looked unbeatable with three heat wins, John Bowes showed well with two seconds and Alistair Jordon had two thirds. As the light changed from red to green Bowes shot into the lead followed by Noon, Kovacs, McDonnald and Sergeant, Wilkinson spun out on the first lap. On lap two Kovacs spun and took out Jordon who quickly restarted. Bowes was under continual pressure from Noon and on lap 7 Noon took the lead at Stow, McDonnald was driving steadily in third with Lee now in fourth followed by the restarted Jordon. Noon took the flag from Bowes and McDonnald.

### 125 & 210

Maggie Dell dominated the 125's with two heat wins and Tom Sweeney took the third. Alan Poole was first home for the 210's in the first two heats but failed to finish the third and did not make the final. John Russell was first away in the final followed by Peter Sale and Tom Sweeney with John Howard leading the 210's. Sweeney took second place from Sale and Maggie Dell after a slow start moved into third. Maggie took second place from Sweeney on lap five but could make no impression on Russell. At the finish it was Russell, Dell, Sweeney in 125 followed in by Howard and Umney in 210. Russell was disqualified for being underweight.



Paul Umney (210 Nat.) second in the final.

### National B

P. McIntyre with one heat win was on pole and Paul Thwaites with two heat wins was next to pole as the final grid approached the line. Thwaites was first through Stow corner closely followed by McIntyre, these two were followed by Adams, Greenough and Moore. Thwaites and McIntyre were building up an unassailable lead and all the action was for the lower places. Greenough was looking good in third but pulled up on lap 3 with a misfire leaving Adams to move into third. On lap 6 Rowe took fourth spot at Stow as Moore made a mistake and dropped two places, letting Kilbourn into fifth. Lap 9 saw Kilbourn pass Moore after a tremendous scrap and with Adams going missing on the very last lap these two took third and fourth behind Thwaites and McIntyre. A tremendous race by the middle order drivers keeping everyone on their toes.

### Senior Britain

Simon Richardson dominated the heats with

three wins, Victoria Phillip-Bates had two seconds but spun out in the second heat and could not restart without assistance, should lady drivers be allowed pushers? Clouds had gathered as the shadows lengthened and a smattering of rain made the track very greasy for the final. Richardson took the lead from pole and disappeared rapidly into the distance, he was followed by Gibbs. Phillip-Bates, Ribbans and Rowe. With the track still slippery in the drizzle nobody was taking any chances and the prospect of a close race was lost. At the line Richardson was a comfortable winner from Gibbs and Phillip-Bates.

### 250 National & International

John Ottery drove his National immaculately to two wins but did not turn out in the third heat. Des Francis was first home in all heats for the Inters. With the occasional sharp brief shower keeping the track slippery the 250's approached the line with some consternation, could they keep all that horse power in a straight line in these conditions. One who could was Ottery driving his usual smooth race rapidly disappeared into the distance leaving the rest to sort out the slippery surface. The National of Bungard was second followed by the Inters of Maxwell and Francis. A further shower caught some drivers napping and at one stage most of the machinery seemed to be facing the wrong direction. The Clerk of the Course curtailed the race to avoid any accidents and at the flag it was Ottery and Gardin-

er (novice) for the National class with Francis next for the twins.

### 100 National A

Some fine racing in the heats saw Bond take two wins and Wheldon a first and second place. Bob Kett drove consistently throughout and looked a threat. One or two drivers, including Bobb Kett, had packed up on seeing the rain but what a mistake, the showers stopped and the heat of the day immediately gave us a dry track and an excellent final. Bond was on pole and took the lead shadowed by Wheldon and Spinelli, next up were Catchpole, Cockle and Gardiner. On lap 2 Gardiner was taken by Woolford and I. Hunt. By lap 4 Bond was clear of Wheldon and starting to open a gap and Woolford had forced his way into third followed by Catchpole, Spinelli and Hunt. On lap 5 Woolford passed Wheldon at Stow to take second spot and Catchpole spun out leaving Hart in fourth. On lap 8 Hunt passed Wheldon and the order was Bond,



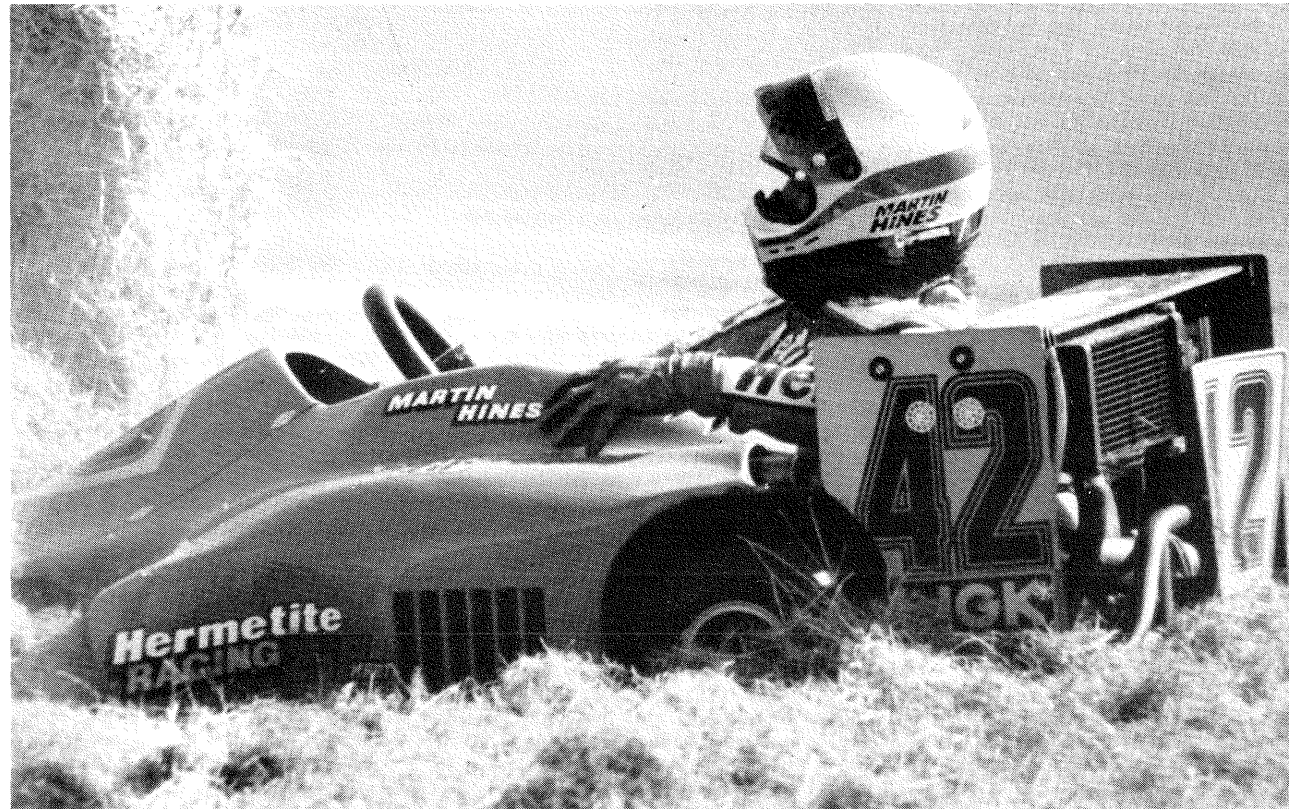




# Photo Caption Competition

A couple of interesting photographs, don't you think? The actors in question were playing in mine, so it is impossible to say exactly what was going through the minds of each on these specific occasions. We'd like you to turn your imaginations loose and come up with some ideas. The most appropriate caption wins a prize to be announced later, whilst the worst earns a one way ticket to Devil's Island!

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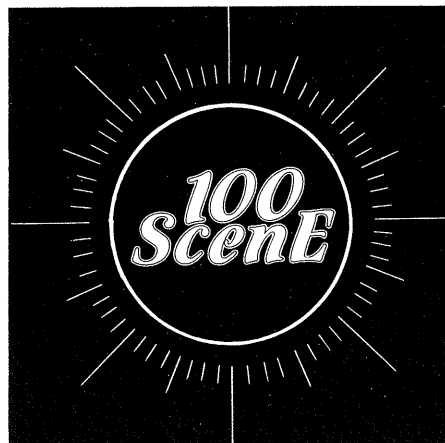
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Well, can you believe it? Here we are in mid-season already. The year has quickly gone and we now find ourselves in the midst of the peak racing period. Thankfully the weather is improving and will complement some exciting karting. July kicks off with the highlight of the gearbox season, the Silverstone G.P. It is a shame really, for the Class 1 boys have interests on the same day at Rissington (Round 3 of the Super One) and many will be unable to watch one of "the" karting spectacles. Despite being biased to Class 1 karting, my visits to Silverstone have been extremely enjoyable, and I would recommend first-timers to give it a try — karting at 130 mph into Woodcote (less chicane) is really something else.



Also in July the 100 national fraternity venture north to the home of the Northumbrian K.C. — Felton — for the RAC British Championships. The circuit seems well suited to 100cc karts despite being situated on an airfield, and generally the club put on a good show. The meeting is a two day event so if you are competing don't forget — Saturday is race day *not* practice!!

Current front runners Ricky Grice and Gary Moynihan must start as favourites for the title, but one can never be sure. Steve Brogan has been showing well of late, and Gary Prior is capable of pulling a win out of the bag at any time. Both are capable winners. However, do you remember the last time the 100 national champs were at Felton? — Yes, local hero Ian Williams pulled off a major success, and if his heart is in it this year then who knows??

From one championship to another, not in this country but Italy — yes, the one and only Jesolo. As I mentioned in last month's column I was present for the 13th running of "The Coppa Dei Campioni" at the world famous Pista Azzurra circuit. This was the second round of the European 135cc championship, the first being in Le Mans and providing a win for IAME in the form of World Champion — Mike Wilson. Despite all the attraction the event and venue should have received, only 33 competitors participated. This seems to be a sad reflection of the state of affairs in 135 karting. There were many discussions on the subject and the general opinion seemed that there should be a return to 100cc, something which would make sense for most manufacturers (bar one!) and would bring back the continuity within Class 1 karting — worldwide. (The 100cc supporting event by the way had over 60 participants).

Despite being one of the finest karting complexes in the world it was most surprising to note that the circuit was very rough and bumpy, with the main circuit crossing over opposite camber bends, something which caused plenty of problems for the pilots (sorry — drivers).

As expected, timed practice proved to be in the hands of the world's current No. 1 Mike Wilson. His combination of Birel/Komet + special Dunlops proving to be superior to his rivals.

Second quickest, and surprising the establishment, was DAP team leader Stefan Modena — who for once was in 135cc rather than the 100cc which he has dominated so far this year.

Young Italian charger Bugatti was showing a decisive turn of speed, and his IAME equipment looked the part. The youngster's time was set using only 5 flying laps (not 6) due to a misunderstanding. To say his father was upset was an understatement!! With true Italian fire he dished out an arm-waving and shouting display which did little to help his son, although it gave the spectators an exciting few minutes.

Quickest of the British contingent was Terry Fullerton who was trying hard with the KALI/P.C.R. set up. T.F. seemed fairly happy with the performance but was very concerned about the tyre situation — IAME had the latest Dunlops. But Kali's share did not materialise, and also the P.C.R.'s seemed to be lacking a little in top end performance — something which you cannot do without at Jesolo.

Richard Weatherly did well to qualify about half way and was driving as smoothly and confidently as ever. But series regular John Alcorn was in trouble. However as the weekend progressed so did John, until he was eventually competing respectively.

John's biggest problems was being able to keep his tyres on the rim (as he was not alone with this very dangerous hazard). His worst moment being in the final when the outside front tyre pushed off the inner wheel half!!

Exit stage left at a rapid rate, fortunately without injury.

With the small entry, only one heat took place on the Saturday (very disappointing) with the pre-final and final on Sunday.

The heat gave Modena and his rapid DAP equipment an opportunity to hit the front, but it did not last as a seize after six laps ended all his hopes of a good result.

Up front Bugatti was giving Wilson a hard time, and eventually moved into the lead. Wilson was poised to re-establish his front position when a backmarker pulled over on Bugatti, who braked hard, leaving Wilson to run into the back of him, breaking his brake pedal. A very annoyed Wilson pulled into the infield to show his disgust to the backmarker who had also pulled off the circuit. T.F. was in some difficulty and dropped several places. But his undoubted skill on the infield was much in evidence. After a disastrous timed practice, in which he blew up twice, and started at the back of the grid. German star Otto Rensing progressed rapidly into the top ten — no mean feat.

In the main final Bugatti had things all his own way and literally steamed off into the distance to win convincingly and give Mr Grava some food for thought; re factory assistance in future, and maybe team up alongside Mike Wilson. (Lars Forsman looked totally out of contention all weekend and seemed to have lost some of his enthusiasm!)

Second was a quick, and consistent Peter De-Bruyn, followed at a healthy distance by Bott, and a hard trying Terry Fullerton. Terry was under pressure during the middle stages of the race, but managed to fight his way clear, and finished a creditable 4th.

From the heat of Italy to the heat of Tilbury — yes a curiously hot and sunny weekend for Round 3 of the Bridgestone K&S 1984 100 national series.

Northern exponent, (having progressed through Junior Britain, and Senior Britain) Scott Banks was the unexpected series leader

after two rounds. On a very limited budget Scott's natural driving talents were shining through. Gary Moynihan and Ricky Grice were the centre of attention in the final when both of them drove off into the distance, lapping at an unbelievably rapid rate (both over ½ second quicker than the best heat). Ricky Grice claimed his first K&S victory, and if this pace continues then it will not be his last. Of the rest of the regulars Steve Brogan seemed to be establishing some consistent performances, and with help from Paul Carr this team proved very competitive.

Newcomer to the series was ex 250 superkart driver Graham (Rocket) Roscoe. With equipment supplied by Deavinsons Graham put on an excellent set of heat results, and drove consistently quickly in the final to gain a top five finish.

Two nasty incidents during the day served as a reminder to all competitors that "motor racing is dangerous". In the very first heat Graham Kershaw somersaulted out of the hairpin, throwing Graham into the barrier, and launching his kart into the crowd, hitting one bystander on the head, and ending up against the Newmans Merc van!! The red flag signalled a halt to this race, but the incident highlighted the inadequate protection around some parts of the Tilbury circuit — let's hope this incident may be a lesson to the club, before a serious accident occurs.

The other nasty befell Jack Brown, who tangled with Martin Homewood in the opening stages of the final and ended up precariously pinned (mid track) under his kart. Fortunately Jack emerged shaken and bruised but without serious injury.

Some strange happenings occurred at this event which did not seem to be in keeping with practices in previous K&S rounds. — Frames, rules indicate only one chassis may be used, but certain drivers blatantly ignored this rule and used a second. As the club did not mark frames, or record frame numbers, or spot check them, there was no deterrent.

Secondly the club decided to allow 8 qualifiers to repechage from B. and C. finals. This is not what the rules say, and not only did it rob some of an automatic qualification, but meant that 28 competitors *packed* the circuit for the final. With lap times just over 30 seconds and most of the circuit less than 6 metres in width this number seemed excessive!!

Thirdly, and most importantly, there was some confusion on the tyre front. A pre meeting check with the series organisers by the club indicated that the number of Bridgestone S.L.'s was unlimited (ie not one marked set per meeting).

Many drivers were upset by this, as the fear was that the money men would be using more than one new set — which did happen. (Also the tyres were in short supply due to a delayed boat.) The idea of open tyres (quantity wise) was to allow those grass root karters to use half worn tyres and not frighten off potential K&S competitors, who thought the norm was a new set of tyres for each event. Either way not all competitors will agree which is the way to go. But I am informed the organisers will clarify the tyre rule in time for Round 4. (Don't forget if you enter a K&S round there is at least 4 or 5 chances of winning a full set of SL's — and not necessarily to winners — just being there may do the trick.)

*News Item 1* — Gary Prior, as hinted at last month, moves away from Dartford Karting and joins the ZIP set up.

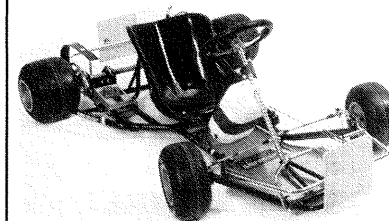
*Item 2* — Although Derek Higgins was not present at Tilbury, word is that links with Bruno Ferrari may be on the cards. But more likely a return to John Mills and the DAP/JM camp look probable.

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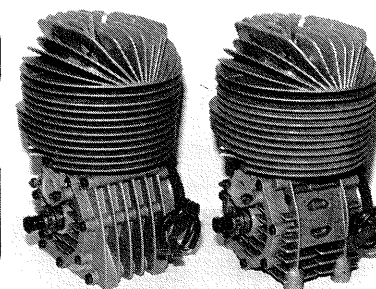
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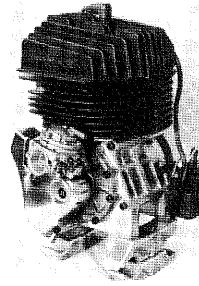
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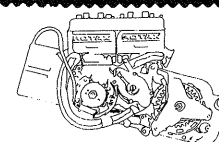
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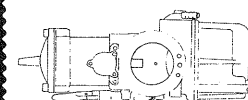


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Moynihan	† Cotterill
Plato	Di Resta
Williams	Fletcher P.
Elliott P.	Docker
Grieve	Dickson
Davison	Cranmer
Edwards	Wilson B.
O'Hara	Donoughue
Sykes	Benham
Elliott J.	Chuter
Banks	Forsyth
Hann	Wilson G.

It is doubtful that the situation had ever occurred before, but at the four major meetings held so far this year, for this the most competitive of all the classes, the same pair of drivers have been on the front row at three of them. Yet again it was Jeremy Cotterill on pole with Gary Moynihan alongside. Behind them came Louis Di Resta having one of his best days, and the rapid Jason Plato. Next row comprised of the ever quick Paul Fletcher and Ian Williams. Williams had problems during the interval, a rear tyre had been punctured and was only discovered when preparing the kart for the final. Since no change of tyre was permitted in the circumstances, a patch was put inside, tyres are their business after all.

From the line it was Cotterill who decisively took the lead, but coming out of the chicane it was Moynihan who just drove straight past him into the hairpin. Close behind was Plato, then a small gap before the next group of Williams, Di Resta, Fletcher and Elliott. Soon Williams had caught Cotterill and Plato, whilst Moynihan had consolidated his lead. On lap 4 Williams inched his way past Plato into the chicane. The group behind had now been joined by Dickson and Cranmer, until Dickson stopped on lap 8.

In the front Moynihan was now pacing himself having established his lead, his relaxed effortless style continually turning in fast laps. Behind him Cotterill was having anything but a relaxed race, Williams was still glued to his bumper and Plato was trying to find his way past him. Soon they began to lap the backmarkers, the three going past each kart as if they were tied together. On lap 23 Fletcher, cruising behind Di Resta with no way past, snagged his sleeve on the plug cap as he choked the carburettor and pulled the cap off. Elliott and Cranmer shot past, as Fletcher fumbled to replace the cap whilst being zapped by the ignition.

As the chequered flag fell, it was an easy win for Moynihan, with Cotterill still struggling to hold on to 2nd place from Williams (tyre still holding up) and Plato.

<b>1st</b>	Gary Moynihan	Wright/Yamaha
<b>2nd</b>	Jeremy Cotterill	Kali/Yamaha
<b>3rd</b>	Ian Williams	Dart/TKM
<b>4th</b>	Jason Plato	Wright/Yamaha



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# THE SAME OLD SCORE — HERMETITE 1-2



The start of the Superkart final with Collier (87) leading Hines (1) and Gange (10).

**Hines and Gange notch up a 1-2 in the Superkarts over third man Donovan Collier. Chris Stoney despite stiff opposition from Roy Patterson and Adrian Wilcox, clinches the 125 National. Steve Matthews defeats both Richard Boston and Mike Dobloe to claim the 250 National honours, while Bill Longdon's 210 leads home Gary Parker and Graham Sykes.**

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

Sunday 3rd June saw the full 2¼ mile Cadwell Park circuit host the gearbox legion, this time under bright dry skies after a wet start. The event saw the deciding rounds of both the National and Superkart class Club Championships, along with the Taylor Trophy awarded to the Superkart driver with the best overall points score.

The entry was decidedly poor, with only 140 odd drivers registered. The reason for this depletion in numbers was obvious — too many meetings in quick succession, one a week in fact and with Silverstone in the offing, it was not therefore surprising that many of the well-known names opted out.

## AROUND AND ABOUT

The 125's again produced a formidable number — 71, almost exceeding the combined totals of all the other classes. On the Superkart scene there were several front runners missing: Steve Styrin, Brian Heerey, Roger Goff, Rob Kerhoven and Sandy Dalgarno. Carolyn too was absent, spending the weekend challenging the Willhire 24 hours race at Snetterton.

Derek Rodgers was still out of the 250 National action after the Donington business, while 125 National lacked familiars such as Kurt Luby, Jon Dixon and Andy Cowgill. Stuart Ziemelis was in evidence, though in a spanning capacity only.

210 National was still able to field all the class' stalwarts, with the exception of Andy Martin, while the 125 P&R clan desperately

lacked a following.

Practice commenced around 9.30am in the wet, though it wasn't long before the rain gave way to sunshine and the surface quickly dried. With practice out of the way, a short interval followed, until . . .

## THE HEATS

. . . At 11.30am or thereabouts 210 National, with 125 P&R running off the back of the grid, took off on the first heat of the day. The Villiers was to be decided in favour of Bill Longdon, over Gary Parker, John Waggett and Graham Sykes, while the P&R featured Barry Fortnam, Phil Wilkinson and Ian Spencer. The second outing again saw Longdon in a dominant mood, while Fortnam emulated his own earlier performance. The Leaside Team with the absence of Derek Rodgers was pinning its hopes on Phil Glencross and Barry Tomlinson, though neither driver was to feature prominently in the heats.

It was to be Temple Motors man Richard Boston who took the class to victory on both occasions, but not without serious opposition, in the first instance from John Newton, Steve Matthews and Mike Doble and in the second from Tim Doble, with again both Newton and Matthews posing a threat. Safe in the knowledge that he had earned pole position for the final, our Richard retired to the pits to await the next outing.

With 125 National sporting such a large field, the class was split into two grids, necessi-

tating a qualifying final for those drivers failing to achieve points scores from the heats, with only the first six from the repechage going through to the rear of the grid for the final.

The first group to take to the circuit contained the likes of Roy Patterson, Ian Shaw, Ian Brown, Chris Stoney aboard a new and well handling Barlotti, Gary Ashurst and that very able Scot from Roxburgh, Peter McCallum. Within a short space of time Chris Stoney had asserted his authority and in the end ran out the winner, with Patterson taking second ahead of Ashurst, McCallum, Shaw, Brown and Yallop. The next group gave an airing to Adrian Wilcox, Colin Poole, Geoff Glazebrook, Russell and Spyda man Boyd Barrington. It was to prove an interesting race with Poole definitely on the pace, challenging Barrington hard until he relieved him of the lead for a spell, but in the end it was Barrington to succeed over Poole, Wilcox, Hill, Glazebrook and Wayne Sandford.

The third session was again to produce victory for Stoney with Patterson earning another second, this time from Colin Poole, while Russell Powell, Steve Hepworth and Steve Key completed the first six.

The final heat of the day for the 125's saw Adrian Wilcox quickly striking out a good lead, but soon the dicing pair of Paul Molloy and Ian Shaw began to close in. Shaw saw his chance, dived through and took up the lead, leaving Wilcox and Molloy to wrangle amongst themselves. At the flag Shaw scored a good win, with Wilcox successfully holding off Molloy for second. Ian Brown again acquitted himself well while Peter McCallum and local man Steve Murrey made up the first half dozen.

Though the Formula E grid looked a bit sparse there was no lack of determination among the contenders to seek the honours and Reg Gange was to produce a convincing display of driving against serious opposition from his Hermetite colleague Martin Hines, for the initial part of the race at least, until he began to edge away as Hines slowed suffering ring damage. This did not prevent Hines from





Bill Longdon — winner of the 210 National final.

staying in second, a good way clear of third man Donovan Collier. Richard Dean, meanwhile, was having problems of his own holding off Richard Arnold and the Dino/Yamaha set up of Mick Goy. At the end it was a Reggie benefit, from Martin, Donovan, Richard Dean, Richard Arnold and Mick Goy.

As they came up to the lights for the second time, it was Hines who got the choice break and led away with team mate Gange charging up fast behind, while Dean, Arnold and Collier were desperately sorting out places for themselves. The Hermetite pair soon began to establish a fair advantage over the rest of the field, with Hines still in the lead. But he wasn't about to have it all his own way, as Gange proved when he cleared the 'hump' of the Mountain in the lead, hotly pursued by Hines, both karts breathing air beneath their wheels. At the finish Hines pushed Gange back into second spot, with Dean, Collier and Arnold following next.

The line up for the 125 National repechage contained fifteen drivers, the likes of Ian Beaumont who had suffered severely earlier in the day, John Jackson, Wayne Olorenshaw, Nicky Edrupt and Vernon Christopher among the ranks.

At the signal John Jackson led away up to Coppice with Grimsby lad Barry Sherriff in tow, in what was to develop into an early race scrap, with both Jackson and Sherriff constantly thwarting each other until Jackson found himself plagued by engine maladies and was forced to retire from the battle. Out of the fifteen starters only five made it to the line, emphasising the need for better preparation, one thinks. All five finishers made it to the



Barry Fortnam (110) leads 2nd P&R man Alan Naul home.

rear grid for the final: Sherriff, Robinson, Olorenshaw, Baxter and Phil Wilkinson, (too much, perhaps, competing in two classes?).

#### 210 NATIONAL FINAL

Bill Longdon's heat successes qualified him for pole slot, with Gary Parker and John Waggett also sharing the front row. Three abreast they left the line on starter's orders with Longdon beginning to pull noticeably ahead. By the end of the first tour Longdon was quite well out while Sykes who had started from the middling order was now established in second, ahead of Dudley Martin and Gary Parker.

Even this early in the proceedings Longdon has stepped out a commanding advantage, yet so had Graham Sykes in second place over Parker, Waggett and Martin. Further back Rod Harpham, Alistair Mathie and Tom Thacker were struggling to keep up with the pace set by the leadership.

The race regretfully developed into somewhat of a processional affair, with Longdon dominating throughout. The main action was centred around Graham Sykes and Gary Parker and turned into quite an interesting scrap, one that Gary Parker successfully resolved in his own favour. Fourth home was Dudley Martin, followed by Tom and then Dave Thacker.

1st	Bill Longdon	Barlotti/Longtune Villiers
2nd	Gary Parker	Aero/Villiers
3rd	Graham Sykes	Zip/Longtune Villiers
4th	Dudley Martin	Zip/Longtune Villiers
5th	Tom Thacker	Dino/TT Villiers
6th	Dave Thacker	Dino/TT Villiers

Race Time: 17min 8.2sec — 78.77mph

The small contingent of 125 P&R, running off the back of the grid, did not do credit to the class which is growing in popularity as each month passes. However, those who did complete the course did so with the usual verve and gusto we have come to expect and therefore earned all credit due. Barry Fortnam — again! Where was that man Piatkowski? Spannering elsewhere? Could it be for that machis-to man with the SAS flak jacket named Terry Keegan piloting a Rotax? Whatever, the secret remains with this one . . . Alan Naul with his Barlotti/THR Honda was next along after a fine drive.

#### 250 NATIONAL FINAL

The heat class honours ran to Richard Boston whilst the 'opposition' was relegated well down the grid order. Both the Dobles, along with John Newton, found themselves well-placed and so did Steve Matthews who demonstrated excellently his driving ability during the heats. Boston's tenacity took him off the line clear of everyone else, but Matthews, Alan Jones, Dennis Barnes, Tim Doble and York's Colin Fletcher were also quick away.

Well into the second tour and Boston still dictated the order with the field behind remaining the same, until Tim Doble offered a challenge to Dennis Barnes and pulled it off to occupy fourth spot. Behind Barnes, John Newton was drawing up into a threatening position. Somewhere along the line Colin Fletcher had lost his cool and was now riding around in ninth position, behind Phil Glencross and Mike Doble respectively.

Into the third lap and Matthews was closing steadily up to Boston's bumper. Out of Barn Corner and onto the straight Matthews broke away from the tow and into the lead, but it was short-lived as Boston wrested it from him by the time they were ready to take the Mountain. The next few places were tightly bunched and contained Tim and Mike Doble, John Newton, Alan Jones and Dennis Barnes. Once again Boston seemed to be in control and eased out a comfortable distance from Matthews who was keeping a wary eye out for Tim Doble who was closing fast.

The race soon became centred around five drivers: Matthews and Boston who were scrapping desperately with each other, taking turns at the leadership, John Newton, Tim and Mike Doble. While Newton and Tim thrashed it out between them, with Newton gaining the upper hand, Mike shot past and slotted himself into third. Dennis Barnes was leading the next group — Alan Jones, Brian Borwell and a ragged Ian Bickerton.

Coming out of Mansfield corner Boston and Matthews were neck and neck, Matthews just having the edge to ease himself back into the lead but, yet again, Boston was there, back at the front, while Matthews found himself the object of Mike Doble's attention and soon found himself in third with Tim Doble and John Newton avidly looking on.

Meanwhile Mike wasn't about to let Rick Boston get away with anything and began to earnestly tackle him for the leadership and passed him first along the Start/Finish straight, lost it but quickly regained the lead by taking the outside line up Coppice. Again Boston was back there! Round the Mountain the order was Boston, Mike Doble, Tim Doble, Matthews and Newton with quite a gap back to Alan Jones and Brian Borwell.

As the last lap commenced Boston was put under severe pressure by both Dobles to relinquish his lead but hung on grimly in the face of all opposition. The best laid plans, however

Hard down into Barn Corner it turned into



A disappointing day for Kerry Thorpe (100 International).

From the startline Kavanagh took the lead from Cuff. In the chicane McNish and Charnell collided, both restarted but well behind the field. Cuff soon began to fall back behind Kavanagh, but 3rd place Stewart was making no ground on him anyway. Next came McLeish on his own, with Price and Parker behind. It was not long before the three leaders had extended their lead over the rest of the field. By lap 10 backmarkers were being encountered, but unlike some of the other finals they caused no trouble.

Kavanagh was giving another one of his outstanding driving displays, with Cuff unable to do anything. By lap 20 the two leaders had a lead of over a quarter of a lap from Stewart, who in turn had a substantial lead over McLeish. At the end Kavanagh cruised home to a comfortable victory with Cuff a short distance behind.

1st	Jamie Kavanagh	Ferrari/Parilla
2nd	David Cuff	Sprint/Parilla
3rd	Francis Stewart	Cobra/Arrow
4th	Ian McLeish	

#### 100 BRITAIN

Walsh	† Germain
Beasley	Gibbs
Powell	Thompson
Faulder	Cotterill
Clark	Salter
Beddall	Richardson
Leason	Harridge
Pell	Cooke
Hogg	Ross
Hodgson	Aspey
	Antrobus

From pole David Germain took the lead from a fast starting Jamie Beasley, then came Darren Gibbs followed a short distance



Gary Moynihan notched up another Class win for 100 National.

behind by Mark Salter, Andy Clark, Mark Beddall and Mark Faulder. It soon became obvious by the size of the queue forming that Salter was holding up the rest of the field. Meanwhile Germain and Beasley had pulled away, and had a small lead over Gibbs. On lap 7 there was a collision between two backmarkers at paddock bend, and as Germain came into the corner Beasley drove inside him. Germain began to gesticulate frantically, since a yellow flag was being waved by the corner's flag marshall.

It was now Germain's turn to start crawling all over the back of Beasley to get past. Lap 10 and at last Clark got past Salter, whilst on lap 12 it was Beddall's turn as they entered the chicane, and Faulder two laps later. On lap 17 Beddall moved up past Clark into the chicane but the gap, even up to third placed Gibbs, was impossible to reduce.

By now the leaders had caught the backmarkers and were gradually wending their way through. On lap 25 coming down the hill Beasley had a backmarker move into his path, and soon found himself up over the rear of the backmarker. Germain naturally seized his chance and retook the lead. With 2 laps to go as they entered the paddock bend, Beasley gracefully slid inside Germain to take the lead and held on to it to the end.

1st	Jamie Beasley	Wright/Arrow
2nd	David Germain	Dart/Arrow
3rd	Darren Gibbs	Zip/Arrow
4th	Adrian Cotterill	Zip/Arrow

#### 100 INTERNATIONAL

Davison	† Thorpe
Dart	Brown
Woolford	Smith
Magnus	Muse
Hunnisett	Shutler
Hunt	Mayo
Crankshaw	Little

The heats had been spectacular, the first being wet, and at the start of the second there was an almighty shunt, which resulted in Charlie Brown cartwheeling down the track and Piers Hunnisett having his engine smashed from its mount.

In the final, Davison from the outside took the lead from poleman Thorpe. The next group consisted of Brown, Dart, Smith, Muse, Woolford and Hunnisett who had driven through from the back of the grid. As they entered the paddock bend for the first time, Muse and Woolford collided, whilst Brown began to break away from the group and gain on the leaders. Lap 2 and Thorpe took the lead from Davison at the hairpin. By lap 5 Brown had caught the leaders, whilst Hunnisett was now trying to get past Smith and catch 4th place Dart who was now also gaining on the leaders.

By lap 15 Thorpe had begun to slow the leading group down, so Dart and Hunnisett joined the rear. Brown decided that it was time to make his move, and slid inside Davison into the hairpin. The leaders were now nose to tail like an express train, with those doing the chasing continually peeking out to see a way through. Lap 20 and Brown made his move on Thorpe as he had done on Davison, but Brown's rear wheel collided with Thorpe's front wheel and they both spun off.

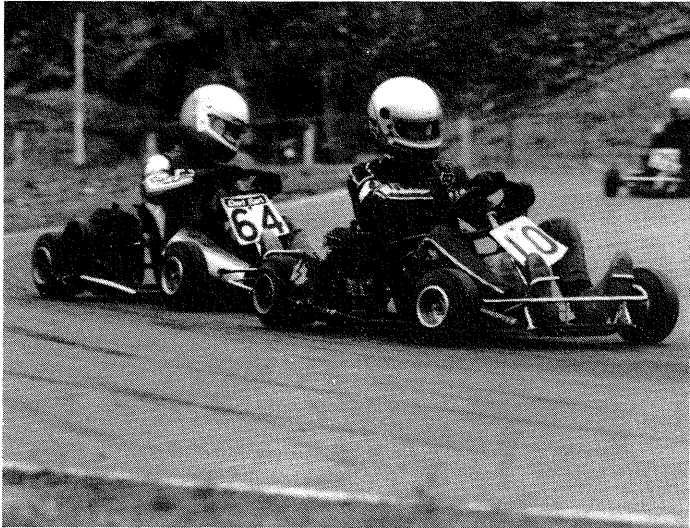
Davison again resumed the lead, and no matter what they tried neither Dart nor Hunnisett were able to progress any further. After 30 laps it was a win for Davison, with Dart and Hunnisett right on his tail and a quarter of a lap behind came Woolford, Smith, Little and Brown. At post-race scrutineering Smith was found to be underweight and was therefore excluded.

1st	Neil Davison	
2nd	Steve Dart	Wright/Parilla
3rd	Piers Hunnisett	Zip/Parilla
4th	Mark Woolford	Dino/



# ROWRAH'S SUPER ONE

REPORT BY NORMAN BOX  
PICS: IAIN BLAIR



100 Britain victors — Jamie Beasley (10) 1st and David Germain.

For those who have been to Rowrah, it is a spectacle that they will never forget. The track lies in the bottom of an old quarry, with one sloping side to give the impression of a giant theatre. On this sloping bank the spectating audience have a bird's eye view of all the action taking place on the stage below. High above, along one side of the quarry, caravans are parked precariously close to the edge to get the best view of the track. To all this must then be added the outstanding backdrop of the Lake District. It is hardly surprising therefore that the Super One organisers ensure that every year the annual pilgrimage is arranged for a Bank Holiday week-end, since the majority of those arriving make it a long week-end holiday.

The track itself is relatively short, but within its length it has a number of fast bends which require to be taken precisely. Getting one of a series wrong will take at least another half lap to recover from. Other features of the track are the descent from a hairpin bend, and at the fastest part of the track an ascent into a tight chicane. The start line lies directly before this chicane, and as usual it was rare for any race to succeed in getting every kart through on the first lap. In some cases less than a quarter of the field would get through without hazard.

Another problem with a track of this length is that it is not long before the leaders begin to lap the backmarkers. Although this problem rarely occurred in the heats, it was prevalent in the finals. Even at this level of racing some of the drivers still do not understand what flag signals mean, and in many instances the leaders were baulked consistently.



Dominic Connelly coasted home to take the Jnr. Britain flag.

Practising on the Saturday was sunny but cool. On Sunday morning it was similar, but as the first heats started it began to drizzle, and rain tyres emerged for the damp track. After about half-hour the drizzle stopped, and within a matter of seconds the track dried and mechanics were swapping back to slick tyres. As the day progressed it became bitterly cold, feeling more like winter than spring.

## 100 JUNIOR BRITAIN

Webb	† Connelly
Turner	Hart
Coulthard	Wilson L.
Nicholson	Hazlett
O'Connell	Wallace
Gella	Payne
Husband	Starkey
Spruce	Griffiths
Taylor	Jackson
Newman	Jones
Donely	Wilson R.

The final was delayed for a while as a protest had been made about the eligibility of the tyres of Nick Hart. His father later said that they had used the same set of tyres since the beginning of the year, and wished that they would have worn out by now. With such a long life, the YBN tyres must be ideal for the Britain classes.

From pole position it was Connelly who took the lead with Webb and Hart close behind. As they entered paddock bend at the end of the first lap, Hart dived inside Webb and began to chase Connelly who had pulled out a small lead. By the end of the 3rd lap Hart had halved the gap, whilst Webb now had Turner, Coulthard, Hazlett and Nicholson on his tail. As Hart caught Connelly, they began to lap some of the backmarkers, and although Hart was obviously quicker it was Connelly who took the greatest advantage in the overtaking. Again and again Hart was baulked by backmarkers, unable to reach Connelly. Behind them, on lap 7, Turner passed Webb who continued to keep Nicholson, Coulthard and Hazlett at bay, but the leaders were unlikely to be caught as they had over a quarter of a lap lead.

By lap 14 Hart had at last caught Connelly, who was beginning to struggle to keep him back. Exiting the chicane on lap 17 Hart was able to slip past Connelly, whose turn it now was to get the tow. Around paddock bend at the end of lap 20, Connelly was able to slide inside Hart, banging wheels as they crossed the start line, but it was Connelly who had the line into the chicane. Next lap and Hart seized as he entered the hairpin, so now all Connelly had to do was to coast home. Behind, the backmarkers were still making problems, 3rd place Turner was the first to be taken off at paddock bend on lap 23, whilst Hazlett became another victim at the bottom of the hill on lap 25. The demise of 4th place Coulthard came on lap 25. At the end it was a comfortable win by Connelly by half a lap from Webb and Griffiths.

1st	Dominic Connelly	Boxer/TKM
2nd	Steven Webb	
3rd	Jeremy Griffiths	DAP/DAP
4th	Shaun Nicholson	

## 100 JUNIOR INTERNATIONAL

Cuff	† Kavanagh
Stewart	McNish
Parker	McLeish
Price	Charnell
Duncan	Newman
Bundle	Routledge
Sampson	Lister

a free-for-all and was anyone's guess who would emerge in front, so late was the braking. It was that last corner that really sorted things out, with Steve Matthews flying home in first place, ahead of Richard Boston, Mike Doble, Tim Doble, John Newton and Alan Jones.

1st	Steve Matthews	—
2nd	Richard Boston	Temple Dino/CJF Yamaha
3rd	Mike Doble	Zip/Yamaha
4th	Tim Doble	Zip/Yamaha
5th	John Newton	Zip/AP Yamaha
6th	Alan Jones	Zip/Yamaha

Race Time: 16min 6.3sec — 83.82mph  
Fastest Lap: Tim Doble — 1min 34.4 — 85.80mph

## 125 NATIONAL FINAL

His two heat wins put Chris Stoney on pole while Roy Patterson's fine efforts set him alongside, with Adrian Wilcox taking the last box; Ian Shaw sat just behind on the inside.

Stoney was quick to take advantage of the choice position when the starter sent them on their way while Wilcox and Shaw got the jump on Patterson to take off in second and third respectively. Peter McCallum was next up leading Colin Poole, Boyd Barrington and Ian Brown. Russell didn't make the end of the first lap, retiring to the pits, plagued by the dreaded gremlins.

Out of Barn Corner it was still Stoney and, a little way behind, Wilcox and Shaw battling over second spot — Wilcox determined to keep the Zip driver at bay. Patterson continued to hold sway over the rest of the field as McCallum tried to outpace him along the straight. Barrington, meanwhile, had succeeded in demoting Poole to seventh ahead of Ian Brown. About six kart lengths back Geoff Glazebrook was leading the next jostling group of Steve Murrey and Steve Hepworth, with Hepworth forcing Murrey behind him before the second tour was completed.

Whilst Stoney was enjoying the solitude of his leadership, Wilcox and Shaw seemed to be engaged in a game of cat-and-mouse, until Shaw moved out and around the Walsall driver up into Coppice. But Shaw's moment of jubilation must have vanished as quickly as he did because there was no sign of him from thence on during the race.

Back to the battle, where Barrington fought and ousted Roy Patterson to earn himself third position, followed by McCallum and Brown who had managed to sort out the dispute with Colin Poole and held him in check, still in seventh. Next around the corner was Hepworth leading the scrapping pair of Glazebrook and Burleton, a scrap which was to see Burleton sliding through to take both men and set his sights on Colin Poole's rear bumper, some fifty yards ahead.

By this time the field was pretty spread out with Stoney still in front, unimpaired. Wilcox sat confidently in second and Barrington was some distance adrift leading Patterson, McCallum, Brown and Poole, all keeping close company.

The midway point saw a change of order between third and seventh as Wootton's Colin Poole found the chance and had the power to clear both McCallum and Brown when the party excited Mansfield. That state of affairs, however, was to last for only a lap and a half when Brown and then McCallum demoted him. Barrington was also having a lot of trouble with Patterson, unable to impede the latter's charge for the front and soon found him-

self in fourth as Patterson powered up to attack Adrian Wilcox. But Patterson's enthusiasm resulted in a wide drift on the approach to the Mountain and left enough space for Barrington to slip back through on the inside; McCallum, Brown and Poole followed a little way behind.

Chris Stoney, meanwhile, had at least one hundred yards advantage and was taking the mid point, when Colin Poole vanished, more's the pity because he had been driving a fine race. Misfortune had also struck Adrian Wilcox somewhere along the line and he was seen to be running in fourth as the last lap commenced. That last lap was to be an 'all stops out' job for those eager to finish in the top four. Stoney was untouchable, so that left the wrangle between three drivers: Patterson, Barrington and Wilcox. It was Patterson who settled the race-long dispute with Barrington, placing Wilcox between himself and the East Anglian challenger. Fifth and sixth spots were awarded to McCallum and Brown while Burleton and Glazebrook were next along.

1st	Chris Stoney	Barlotti/Rotax
2nd	Roy Patterson	—
3rd	Adrian Wilcox	Zip/Rotax
4th	Boyd Barrington	Spyda/Hood Rotax
5th	Peter McCallum	Wright Zip/Boyce Rotax
6th	Ian Brown	CTRP/Rotax

Race Time: 16min 34.7sec — 81.43mph  
Fastest Lap: Chris Stoney — 1min 38.1sec — 82.56mph

## 250 INTERNATIONAL FINAL

The last race of the day got under way with Reg Gange sitting on the inside, Martin Hines alongside and Donovan Collier occupying the other slot on the front row. It was Collier who made a beautiful break, with Gange and Hines tangling furiously all the way up Coppice, but Reggie appeared first out of Mansfield, out-braking everybody into the Mountain approaches. Collier came up in second with Hines a bumper's width away. A matter of yards protected the leaders from Glenn George, Richard Arnold, Richard Dean, Tim Parrott and Mick Goy.

Out of Barn Corner and onto the straight Gange was really striding ahead while Collier struggled to keep Hines at bay, but Hines was soon to sort out Collier and push him down to third, with George, Dean, Parrott, Goy and Walker next; Arnold had gone missing.

Gradually the Hermetite 1-2 pulled away from the rest with Gange still holding onto the

lead, though Hines was close by. The order down to eighth remained the same with lot of furious scrapping going on in an effort to alter the arrangement. Along the straight Reg's hand went in the air as he slowed and relinquished the lead to Martin. Lost ground is always difficult to make up, but Gange is a past master of the art and, as they led up the Mountain airborne, his problem was realised — the Gange fist was thumping a defective plug cap. His ministrations seemed to do the trick and he stuck behind the Hermetite boss like a limpet, albeit several yards adrift. It speaks well of the Anderson prepared motors that the duo was beyond reach of the tangling pair of Collier and George, whilst the trio of Dean, Parrott and Goy were involved in their own mercenary war looking to finish in the top six. Richard Dean finally tired of the squabble and surged away alone and left the other two to sort themselves out as they saw fit.

Gange's fist founding, reminiscent of a politician stressing a Parliamentary point, continued to pay dividends and he hung on in Hines' slipstream as they stretched their lead to an incomparable distance. Further back, locked in combat, Parrott and Goy fought it out round the circuit, each daring the other in out-braking manoeuvres until, in the end, Mick Goy gained the advantage. Unfortunately Tim Parrott wasn't able to offer any further resistance as he was forced to retire. Parrott's demise must have been infective because Goy suffered a similar fate on the same tour.

Lap eight saw a concerted effort on the part of Gange as he tried all the book tricks to get past Hines, but the 'plug' was an ever-present problem and prevented his total devotion to relegating the 'boss'.

At the line Hines ran out a clear winner with Gange following up in second. Third place went to Donovan Collier, succeeding in his scrap with Glenn George. Richard Dean held onto fifth while Robert Bushell, a consistent finisher, came sixth.

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Reg Gange	Hermetite Zip/Zip Rotax
3rd	Donovan Collier	Zip/Zip Rotax
4th	Glenn George	Zip/Rotax
5th	Richard Dean	Zip/Zip Rotax
6th	Robert Bushell	Zip/CTRP Rotax

Race Time: 14min 45.9sec — 91.43mph  
Fastest Lap: Martin Hines — 1min 27.4sec — 92.67mph

It may be of interest to those who like to make comparisons. Jonathan Palmer set up a Formula 3 record for Cadwell Park which stands at 96.07mph. So, there's not a lot in it really. Still, time will tell. . .



1st lap of 250 International final as Gange leads Hines into the bottom of the mountain.





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Meanwhile, back a little way, Newton felt the pressure of Hipkin continue until the man from Melton Mowbray had pulled in front to occupy fifth.

As the Dobles continued their duel it became obvious that one or the other would have to give way; make a slight error and there would be a change in leadership. It happened suddenly. Tim broke the tow, dived through on the inside to appear ahead of Mike on the pits straight, these two well in front of Cheetham, with another gap back to the group still led by Paul Taylor. John Newton was pressuring Rob Hipkin whilst Barry Tomlinson was emulating him in his efforts to get around the Sanderstead man. Eighth and ninth spots were occupied by Alan Collard and Ian Woodcock and that lap also saw the retirement of Paul Sadotti.

Tim Doble is a determined and capable young driver and there was no way he was going to allow Mike through and shut the door expertly to every overtaking ploy, but Mike did reckon without the artfulness of Alan Cheetham who pounced at the first opportunity, slotting himself into second by taking the inside at Redgate. Back down the line Hipkin was threatening Taylor with swift demotion if he put a wheel wrong. The struggle continued hard up through Coppice until Hipkin finally succeeded, to advance along the straight gazing at the distant bumper of third-place man Mike Doble. John Newton was still in sixth, with a space back to Barry Tomlinson and a hassling Alan Collard who managed to clear the Leaside man's exhausts as the closing stages of the race were heralded.

As they neared the end of the last lap, it was Tim Doble who appeared in the lead with Cheetham clinging on in second several kart lengths behind. So Tim Doble took the flag and scored a nice victory. Mike Doble settled for third spot with Rob Hipkin, Paul Taylor and John Newton completing the first six.

<b>1st</b>	<b>Tim Doble</b>	<b>Zip/Doble Yamaha</b>
<b>2nd</b>	<b>Alan Cheetham</b>	<b>Zip/Peak Revs Yamaha</b>
<b>3rd</b>	<b>Mike Doble</b>	<b>Zip/Doble Yamaha</b>
<b>4th</b>	<b>Rob Hipkin</b>	<b>Zip/TC Yamaha</b>
<b>5th</b>	<b>Paul Taylor</b>	<b>Zip/Yamaha</b>
<b>6th</b>	<b>John Newton</b>	<b>Zip GP/Ansell Yamaha</b>

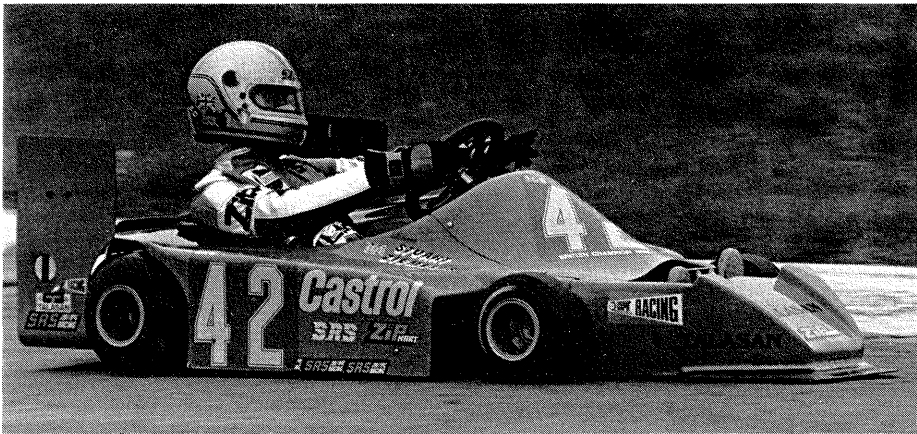
Race Time: 13min 39.00sec – 86.04mph  
Fastest Lap: Alan Cheetham – 1min 20.27sec – 87.78mph

### 125 NATIONAL FINAL

With plenty of convincing heat action that saw several different winners, the front row for the final showed Peter McCallum sitting on pole position, while Doug Hart, Les Cooper and Stuart Ziemelis completed the line-up. At the lights it was the tall Scot who gained the advantage and led away down to Redgate with Ziemelis, Hart and Cooper in close touch. Before long, unfortunately, the red flags were out and the race was stopped to enable the rescue services to deal with a multiple incident down near Old Hairpin where Richard Fray sustained a broken leg and expects to be in plaster for about two months. We all wish him well and a speedy recovery.

When the grid was reformed and the race restarted, Ziemelis was the first to make the break and lead McCallum, Cooper, Shaw, Ian Brown and Doug Hart through the sweep of Redgate. With Ziemelis in a dominant mood it wasn't long before he dictated the pace and stretched out a commendable gap from McCallum and Phil Margerison, Brown and Russell Powell. The battling pair of Shaw and Barrington were next along while Luby was suffering maladies and was gradually dropping down the order.

While Ziemelis pulled out a lead that took him and McCallum round Redgate before any others even appeared out of the chicane. Young Phil Margerison was to go missing, elevating Ian Brown to the lonely third spot. Shaw held on grimly in four while Barrington lost his position to Russell Powell before retiring. Colin Poole had climbed the order well and found himself in sixth position following the demise of Boyd Barrington.



Stuart Ziemelis strode out to a fine 125 victory during the final.

The remaining three laps of the race saw no change at the front and Ziemelis ran home a clear winner after an incredibly quick drive, with Peter McCallum, Ian Brown, Ian Shaw, Russell Power and Colin Poole taking the other five slots.

<b>1st</b>	<b>Stuart Ziemelis</b>	<b>SRS Zip/SRS Rotax</b>
<b>2nd</b>	<b>Peter McCallum</b>	<b>Zip/Boyce Rotax</b>
<b>3rd</b>	<b>Ian Brown</b>	<b>CTRP/Surespeed Rotax</b>
<b>4th</b>	<b>Ian Shaw</b>	<b>Zip GP/Zip Rotax</b>
<b>5th</b>	<b>Russell Powell</b>	<b>Zip/Johnson Rotax</b>
<b>6th</b>	<b>Colin Poole</b>	<b>Zip GP/Goff Rotax</b>

Race Time: 13min 58.70sec – 84.01mph  
Fastest Lap: Stuart Ziemelis – 1min 22.35sec – 85.57mph

### WORLD CUP 1984

As the grid for the major attraction of the afternoon formed in the pits lane, the front few rows took on the following format:

<b>Bohlin</b>	<b>Styrin</b>	<b>Dean</b>	<b>Gange</b>
<b>Kerkhoven</b>	<b>Goy</b>	<b>Dalgarno</b>	
<b>King</b>	<b>Parrott</b>	<b>Ziemelis</b>	<b>Heerey</b>

Hines, with only one heat finish, sat on the last but one row from the back in the company of Paul Larsen who had suffered similar misfortunes.

At the lights Bohlin, Gange, Styrin and Dean went charging into Redgate dragging a closely backed bunch behind them. Out of Park chicane and it was Bohlin who had the edge, leading Styrin, Heerey, Ziemelis, Gange, Dean, Goy and Kerkhoven. Meanwhile, Hines from the back was dashing through the field at a fantastic pace and by the end of the second tour was lying in tenth. Already the pressure was taking its toll — Styrin and Ziemelis were both dropping down the order. Up front it was developing into a

three way scrap, with Bohlin at the front then Heerey and Gange, all good stuff. By mid race Hines had worked his way through to slot himself into fourth position, while Dean, Kerkhoven and Butterfield made up the next trio.

The next tour saw a change in leadership with Brian Heerey heading Lennart Bohlin and Reg Gange while Hines still hung on there in fourth. By the eighth lap Reg was ready and outflanked Heerey and Bohlin to take up the lead while Hines was moving up on the Swede's rear bumper. Further down, first Richard Dean and then Giles Butterfield sought and found ways past Rob Kerkhoven.

The last lap board went out and Gange was half a kart's length ahead of Heerey while Hines was offering the same treatment to Bohlin. On that last lap Hines in fact did manage to clear all three and take up the lead, but it was lost before they appeared out of the chicane for the final time.

With a last dash to the line it was just Brian Heerey over Reg Gange while Martin Hines beat Lennart Bohlin to the post for third. Giles Butterfield finished in fifth ahead of Richard Dean, while the other places went to Rob Kerkhoven who had been suffering brake problems, Donovan Collier, Paul Dennis and Stuart Ziemelis. E.D.R. man Steve Styrin ended his race at the mid point with hand in the air along the pits straight with mechanical problems.

<b>1st</b>	<b>Brian Heerey</b>	<b>PJ1 Zip/Rotax</b>
<b>2nd</b>	<b>Reg Gange</b>	<b>Hermetite Zip/Zip Rotax</b>
<b>3rd</b>	<b>Martin Hines</b>	<b>Hermetite Zip/Zip Rotax</b>
<b>4th</b>	<b>Lennart Bohlin</b>	<b>Swedish BP Zip/Zip Rotax</b>
<b>5th</b>	<b>Giles Butterfield</b>	<b>Zip GP/Zip Rotax</b>
<b>6th</b>	<b>Richard Dean</b>	<b>Zip GP/Zip Rotax</b>

Race Time: 12min 29.63sec – 94.00mph  
Fastest Lap: Martin Hines – 1min 13.04sec – 96.47mph



World Cup winner Brian Heerey (centre), Reg Gange (right) 2nd and Martin Hines 3rd.

At Silverstone last year when Colin Mills had won the hard fought 125 final the commentator, after reference to the programme details, made great play of the fact that Colin was the first man to win a Silverstone final driving a make of chassis other than a Zip. The supposed achievement, however, was short lived, as when Colin was interviewed by the same commentator it transpired that he was in fact driving a Zip, his own special was not completed in time. When the 250 final came around it seemed as though the Zip record was safe and they were more or less assured of another win, save for Styrin on a Dino, there were enough likely winners on the Hoddesdon “marquee” to keep the success rate intact. I don't think anyone except possibly Torgjer Kleppe himself rated his chances higher than a good place. Such was not to be the case however, thanks to a chaotic start and the ensuing pile up mid grid, Kleppe went home victorious for Dino and Styrin underlined this in another Dino by finishing second.

The unpredictability of racing thus illustrated brings us round to the question of those in with more than a faint chance this year. No one has won the Silverstone G.P. twice, and no one has ever won it from pole position. With the international championship system of timed practice, heats, pre qualifying final and final the battle of attrition is even greater than at normal meetings.

There are five names to choose from as probables and five possibles. Gange, Styrin, Bohlin, Hines and Heerey being in the former category, three of these already have useful scores towards the World Championship. With success at Silverstone depending so much on the perennial tyre problem, it will be interesting to see if any of this trio capable of finishing in the first three to score more points, will value a possible win more than say 10 points for consolidating their Championship position. Gange and Styrin have nothing to loose by going for 15 points and a win. If Bohlin repeats his last year's, full one second a lap superiority on the rest, he could conserve his tyres and still win. Hines on the other hand probably has more experience of setting everything up for Silverstone than anyone else and has been known to keep his best for the final. Any achievement gained by Hines is usually attributed by the “armchair experts” to his equipment rather than to his driving ability. More than a handful of witnesses to his Donington World Cup drive in the final, from a lowly grid position, made very favourable comparison with the sort of drive they only associated with Buttigieg, which by all accounts was a fair assessment, recognition at last! If Heerey wins I feel it will be as the result of a last lap “effort” rather than a run away win — if you know what I mean! Styrin hasn't quite maintained his early season dominance, though everything being right he could just pull it off. Gange is a law unto himself, he is on a high at the moment and would seem to be getting equal equipment engine wise to Hines. Whenever he feels in his own mind this is not the case, he goes off at a tangent and achieves little. His potential ability in all conditions is second to none, bearing in mind that he is still winning after nearly 20 years in gearbox karting. He is quite exceptional, matched only by Styrin and Kerkhoven in this respect. Rob Kerkhoven can never be underestimated, whenever he has spells when he would seem to be over the hill, he subsequently makes it very apparent he is far from ready to lie down. Silverstone is a track he would appear to like and in past years has always been up with the action.

The other four possibles are last year's winner Kleppe, Goff, Butterfield, and Parrot must now be reckoned with as a serious contender. Since winning at Silverstone the gritty Norwegian Kleppe has done little to endorse his undoubted ability. At Le Mans last year he was more or less out of the picture and when we saw him at Donington for the World Cup he was a long way from being competitive. I heard from one source though that he won a meeting at the Jyllandsringen circuit earlier this year. As I mentioned in an earlier column the “works” Dino he now drives has the Rotax on the conventional right hand side. The kart and engine were built up and prepared by Tony Smith of Wisbech. On its first outing the Dino was “dressed” in a mainly Zip body with the very attractive Smith designed nose cone of the type first used on the A.K. Racing Dinos, such as were driven by Calvin Fish and Paul Elmore. I understand that by Silverstone this may be replaced by a “Danish” Dino body.

Though only having been in 250 for 12 months Roger Goff is undoubtedly the best new recruit to the class, though a win at Silverstone might be as a result of one or two of his “peers” having fallen by the wayside. However, nothing would surprise me as he seems more capable and quicker at every outing.



If you bear in mind that Giles Butterfield has nearly the same first name as the late Gilles Villeneuve, that says it all. Butterfield drives with his heart rather than his head. He now works at Silverstone for Chris Taylor of C.T.R.P. who finds his time largely taken up with his new Brackley works dealing with Microlites, leaving Giles to take care of the kart side of the business. Having gone through the customary exercise of covering all the eventualities of possible winners! Being an unashamed fan of Bohlin's I'll put my ‘five bob’ on Lennart to win, though it may well turn out to be someone that hasn't even been mentioned who threads his way past the burst — blistered and punctured tyres to take the flag!

In the 250 National Class there is justifiable and growing concern about the future of this otherwise healthy and growing class. Those who are affected have been told that for next year owing to the lack of availability of currently used air cooled engines, they can use non-rotary valve water cooled engines, which is great, the trouble is no one seems to have any idea of a single type of engine likely to be

available. I am aware that a limited amount of behind the scene enquiries have been made to interest one of the Japanese giants in releasing a quantity of engines separate from the frame. But an initial 50 or even 100 engines is not the sort of number likely to change the policy of motorcycle manufacturers, unwilling to sell power units by themselves.

The consensus is that the class would find it most acceptable to only have one engine approved for use. The economics of karting are too fragile to entertain the prospect of two or three makes of engine — one of which invariably proves to be superior by mid season, obliging the competitors who backed the wrong horse, having bought the inferior engine to find another £750-800 involved in acquiring the best engine make. The vast market these Moto Cross engines enjoy, particularly in the States, ensures that which ever one is chosen, the reliability and suitability is almost guaranteed. Furthermore the double advantage of having only one engine for a protected period of 2 or 3 years is more likely to awaken interest from a supplier, rather than trying to get two or three manufacturers interested to then fight it out with no indication or certainty of the likely market.

It would be a tragedy if this currently strong class which has dragged itself up from near extinction should suffer from what might prove to be a fatal blow, inflicted by a major upheaval and a period of uncertainty. 250 National is a class that has been democratically influenced by grass roots enthusiasts, for enthusiasts with limited budgets. As I understand it there is no one within the class with sufficient financial means to get involved with the purchase of the required number of engines. It will require the involvement most probably of a large motorcycle dealer with sufficient “clout” in Japan to make the necessary noises. They, whoever they might be, would be assisted greatly by R.A.C. help and should be required to resolve the situation at least by September of this year.

Returning to the happy prospect of Silverstone, the major highlight of karting in this country. The wartime airfield course offers probably the worst venue for seeing much of the track of any in Britain, though it does for all that enjoy an electric atmosphere. Friends of mine are always mocking when they see my binoculars at meetings, but a fairly good pair of field glasses at Silverstone can make all the difference. If you go to Stowe Corner in the stand or on the platform in the middle of Stowe you can see almost half of the course from the exit of Maggots, through Chapel, all the way down Hanger Straight and right the way back till they disappear under the bridge before Woodcote.

Finally, I bet you didn't know that I probably still hold a lap record for Silverstone. I used to go to school only about a couple of miles from the track, a fellow pupil lived at the farm on the outside of Abbey Curve-Luffield, Abbey Farm. When the track was covered in snow, 1957 I think it was, we hitched up the sledge on the back of the farm Land-Rover, deciding that a long rope was necessary on safety grounds. On the second lap we put up an average of 37 blistering miles per hour. The long rope had one advantage, I didn't get covered in snow from the Land-Rover wheels, and one distinct disadvantage! Whilst the driver was taking the Fangio approved racing line round the corners the lengthy tow was sliding me — in full school uniform of course being a Sunday — round all tighter bends on the snow covered grass, and down the ditch coming out of Maggots. I held on though showing great courage and true grit! Even Giles Butterfield can't claim half a lap on the grass!



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210 National final with Longdon (56) holding off Bett (4) while John Brennan looks on.

(Smoothie) Roberts, Brian Reader, Carolyn and Swede Bobo Westman completing the ten. Both Hines and Larsen again suffered malades from an anti-karting demon; Hines after damage caused by contact with a kerb and Larsen with a spark failure, later attributed to a lead coming into contact with a rather hot exhaust.

At first is seemed as though these two would be best employed packing their gear and heading homewards, each having only one heat finish out of three. However, after totting up the points scores only 45 made it to the grid for the final, leaving several vacancies up for grabs. With sighs of relief both our unfortunates found themselves added to the back rows for the final.

## 125 QUALIFIER

The last chance race from which only the first five were destined for the back of the 'A' final was formed in the pit lane shortly before 2.30pm, fronted by Kevin Lax, Alan Sorensen and Dennis Froggatt. Steve Cowell sat on the next, relegated to the Qualifier after a big 'off' at MacLeans which cost him a nearside front wheel and a slightly damaged thumb. Keith Glendenning was back on the next line, while Roy Patterson and the unfortunate Jon Dixon sat in the middle of row four. Mike Coles, Geoff Page, Colin Poole and Paul Molloy shared places a little further down.

At the lights it was Roy Patterson who shot through from the fourth row to lead Alan Sorensen down into Redgate, but Jon Dixon was not to be outdone and came racing through, notching himself into third spot before the first tour was completed and sliding out of the chicane into the lead quite a way ahead of Patterson and Sorensen as the second lap commenced.

The third tour and Dixon seemed well established up front while Sorensen and Patterson scrapped over the next place, the former gaining it on the straight on the approach to Redgate. Behind and looking set to force the issue was Glendenning. Jon Dixon held securely onto the lead through the next two laps until he spun near Old Hairpin and quickly tumbled down the order, leaving Sorensen to inherit the lead and tear into the distance, while Glendenning sorted out Patterson and notched up second for himself. The unfortunate Patterson was left to the devices of a fast approaching Colin Poole.

Alan Sorensen's security was to be deprived of him when Keith Glendenning made his move by mid race and took control of the proceedings, though Sorensen was not about to let victory slip from his grasp without a fight and so a battle ensued between these two over the coveted spot. The total involvement of these two led them to neglect coverage of the rear which gave Bedford's Colin Poole the opportunity he needed, one which was to earn him the flag and a definite place on the 'A' Final grid. Keith Glendenning was second, Geoff Page who had charged through, in fact at one point taking the lead, finished third, a creditable performance after his 'go it alone'

problems earlier in the year; his association with SRS seems now to be paying dividends. Paul Mollory grabbed fourth ahead of Johnson and Hill, though only the top five would be driving in the final.

## 210 NATIONAL FINAL

Andy Martin, George Bett, Bill Longdon and Ireland's John Brennan scored well in the heats thus earning themselves front row grid positions. Gary Parker, Alan Ogden and John Waggett occupied the second line, Graham Sykes, Andy Worton, E.R. Thomas and Bob Pooley shared the next down the line. The Thackers, Dave and Tom, along with Dudley Martin, Tim Price, Vincent Munday and John Burns were scattered throughout the middle order to the back.

At the lights it was Bill Longdon who broke first into a short-lived lead when Andy Martin sped up on the outside and took him before both drivers cleared Redgate. George Bett was hanging on well in third. As Martin rounded Redgate and began to draw out an advantage, Bett put Longdon to the sword on the approach up to Coppice. This group quickly opened up a considerable gap from the rest of the field.

The second tour saw a change of leadership when Longdon appeared out of the chicane towing Ogden, now in second, Bett and a relegated Andy Martin lying back in fourth. Into the third lap and George Bett had wrested the lead; Longdon was now in second spot while Ogden and Brennan were disputing third, a dispute which Ogden finally won. Andy Martin followed up in fifth ahead of Igor Ashwell and Graham Sykes. While Bett still maintained his lead, the battle for second really got under way as Ogden tried but failed to clear Longdon on the approach to MacLeans. Though Bett clung onto his lead, Bill Longdon was slowly hauling in the resourceful Scot and then Bett vanished from the order, protom, leaving Longdon to occupy his vacated place and head, after a short space, John Brennan with an appreciable gap back to Andy Martin and Igor Ashwell. With Bett and now Ogden both missing from the immediate order, the ques-

tion arose as to whether there might have been an accidental coming together.

As the seventh tour got under way Longdon was well established in the lead with Brennan some ten kart lengths behind. An enormous gap stretched out before Andy Martin breached the chicane, followed by a rejuvenated George Bett, driving for all he was worth. Ashwell was next up with Vincent Munday and Alan Ogden tailing. Into the closing stages of the race and Brennan began challenging Longdon and cleared him before the end of the penultimate lap. On the same lap Alan Ogden made his bid, chasing after Ashwell, following the demise of Munday and overtook up Coppice to gain himself fifth spot.

As the final tour started Longdon began in earnest to try to regain that lost lead and put up a serious challenge into MacLeans, one that paid off. Exiting the chicane, the finishing order was Bill Longdon, John Brennan and George Bett followed by Andy Martin, Alan Ogden and Phil Featherstone. In seventh came Graham Sykes, with Tom Thacker, Steve Jones and E.R. Thomas completing the top ten.

Race Time: 14min 37.33sec - 80.82mph  
Fastest Lap: George Bett - 1min 24.65sec - 83.24mph

## 250 NATIONAL FINAL

As the grid rolled round through the chicane, current GP holder Alan Cheetham, the man the Leaside hopes were pinned on, occupied pole position following his heat successes. Alongside him sat Mike Doble with John Newton and the second Leaside driver, Phil Glen-cross, completing the front row. Temple Motors pilot Richard Boston took the inside line on the next rank with Barry Tomlinson, enjoying better fortunes than of late and Tim Doble sharing the last slot. Paul Taylor, Colin Fletcher, Grimsby's Kevin Routh and Alan Collard completed the third row.

The lights switched to green and it was the No. 11 of Mike Doble that jumped into the lead with Richard Boston, Paul Taylor and Barry Tomlinson all getting the advantage over a slow to start Alan Cheetham. Doble sped down into Redgate to establish a clear lead all the way through Hollywood.

Round into the second lap Mike still held sway over the proceedings but the second place order had changed in favour of Tim Doble. Close on their heels were Boston, Taylor, Cheetham and Newton. Out of Redgate, the Dobles were locked in a furious scap over the first slot and stretching out a gap to the quartet of Boston, Taylor, Cheetham and Newton.

The third session saw no change in the first two places, though Boston was noticeably encroaching on Tim's bumper. Cheetham had managed to out manoeuvre Taylor for fourth, while Newton was conscious of a fast approaching Rob Hipkin. It was at that juncture that Colin Fletcher toured into the pits, suffering the dreaded 'gremlins'.

Boston was closing, inch by inch, on the Doble pair, making it a three-way-scrap for the leadership. Unfortunately Richard's valiant efforts were to be short lived as he disappeared from the order before the next circuit commenced.



Tim Doble scored a convincing win for 250 National.



have been sold and borrowed back to enter the event, or was it all a ploy and he just took it out of mothballs? Nevertheless he gave good account of himself for his Leaside sponsors, claiming two victories and earning pole position for the final. Showing extremely well was Mike Doble with two good finishes to give him second spot alongside Alan. The 'Sanderstead Motor Sorting Emporium' is producing creditable results for its founder and is doing justice to the efforts of the amiable Mr. Newton when placed alongside the 250 National diehards. Heaven knows what innovations will emanate when the class goes water-cooled next year! Phil Glencross (the guy with the immaculate gunmetal-coloured Porsche — and a suit!) and other Leaside companion, Barry Tomlinson, showed more deserving results than fortunes have treated them to otherwise this season, though the final did produce some rather morose expressions. Others who looked and sounded good during the heat frenzies were Richard Boston's Temple Motors rig, Tim Doble who is constantly a threat to the upper echelon, the up-and-coming Colin Fletcher and Hertfordshire man Paul Taylor, reputed to be a 'bespoke' plumber along with father Tony! Enough frivolity and let the other guys get a look in.

With 210 National's entry of 38, containing all the top names, the three heats produced different winners. In the first outing it was Ireland's John Brennan who scored well over contemporaries like Andy Martin, Bill Longdon, Alan Ogden, Gary Parker, with John Waggett, Andy Worton and Graham Sykes occupying positions down to tenth spot. The second outing saw Andy Martin push himself to the front, chased home by Longdon, Bett, Parker, Ogden and Waggett. Sheffield's Bob Pooley took seventh with Worton, Thomas and George Wright hanging in for the next few places.

Scotsman George Bett came back to eminence to claim success in the last heat on Sunday with Oldham man John Burns scoring second after doing a big end earlier. John Brennan notched up third for himself while Gary Parker, Graham Sykes and Steve Jones completed the first six. Other notable places went to Igor Ashwell, Phil Featherstone, Vincent Munday and John Underdown.

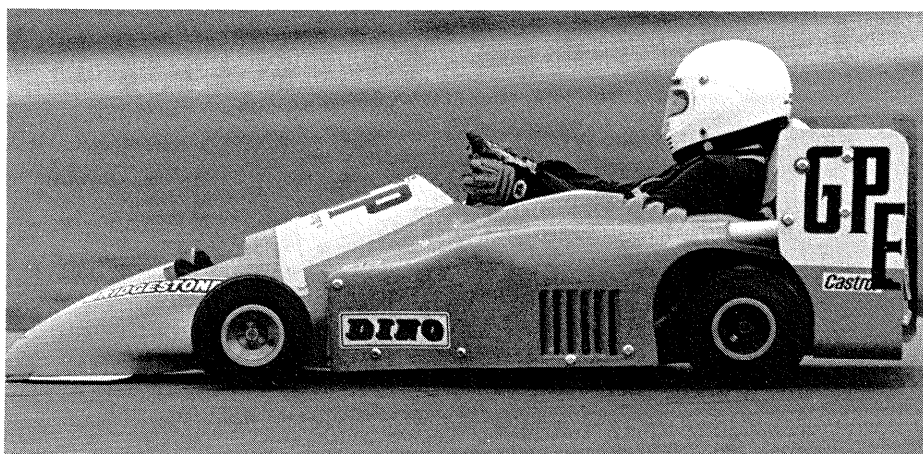
The World Cup and the 'O' plate is awarded to the 250 International class and is run under current C.I.K. regulations. The large entry was split into two groups, the groups and the grid positions in the heats determined by ballot and on merit for the Final, with only fifty going forward to the grid.

The first group out on Saturday contained a front row of Ireland's Jim McWhirter, Malcolm Belbin, Alan Eastwood and 1983 Cup winner Richard Dean who has been going all the better on his Anderson prepared motor. Tim Parrott, sporting TEL colours, rested on the second row, while Hines and the erstwhile British Champion Ziemelis, running two classes, reposed on the next, sandwiched by Bernie Roberts and Needwood Oils sponsored driver Trevor Causar. The amiable Swede Lennart Bohlin sat one row from the back sporting a full-bodied Zip in white, liberally plastered with Swedish BP logos and leathers likewise, (we shared a pits garage with him during the weekend — an explanation of *we* and Lennart will be mentioned later . . .).

The grid also contained in the middling order Torgjer Kleppe, no doubt to familiarise himself with the UK long circuits preparatory to the Silverstone Grand Prix and the defense of his last year's title.

The heat was not to prove a success for Martin Hines, though he stormed through well and was holding his own against Bohlin — he ran out of road and did a grass-cutting job. The victory went to Bohlin while Richard Dean scampered after him to take second, with an elated Ziemelis taking third. Tim Parrott was next along while Swede Carl-Eric Engman on his Dino finished fifth and New Zealander Paul Larsen sixth. Charles Eddie, Bernie Roberts, Glenn George and Torgjer Kleppe completed the top ten.

The line up for the second session saw Mike Walker, Charles Atherton, Yamaha mounted



Norway's hopes — Torgjer Kleppe.

Mick Goy and Reg Gange sharing the front row. Graham Steer was on the next along with Sandy Dalgarno and David Ayre, while the third rank looked upon the likes of Richard Arnold, Rob Kerkhoven, EDR's Steve Stylin and Stockport's passport to success, Brian Heerey. Reg and Brian both lost out on that one, finishing fourth and fifth respectively, whilst Dalgarno strode forward to claim a good first over Stylin and Mick Goy's 'power pot' acquitting itself well against the Rotax brigade. Sixth place went to Robert Bushell, while Paul Dennis, Giles Butterfield, Alan King and Donovan Collier topped the rest of the charts.

The next heat comprised Ziemelis, Kerkhoven, Dalgarno, Dean, Gange, Parrott, Hines and Bohlin and turned into a four-way scrap between Hines, Bohlin, Gange and Parrott. Reg succeeded in the end to take the flag after the six laps, chased hard by Lennart, Tim Parrott and Martin. Rob Kerkhoven was next along leading Sandy, Richard Dean, Stuart Ziemelis, Carl Engman and Donovan Collier. Unfortunately for TEL man Parrott, he was relegated to fifth for overtaking Bohlin at one point under a yellow flag, which pushed Hines and Kerkhoven into third and fourth respectively.

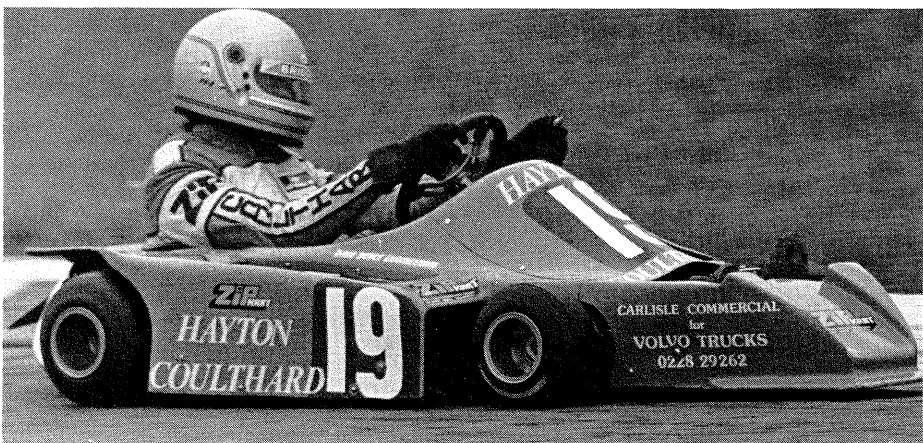
The last heat of the Sunday for the Superkarts listed Heerey, Stylin, Goy, King, Carolyn, Butterfield and Bushell. Predictably Stylin was to dominate the field though not without some concerted opposition from Mick Goy and Alan King. Carolyn drove to a good fourth ahead of Reader and Eddie, while Dennis, Butterfield, Walker and Robert Bushell filled the slots down to tenth. Brian Heerey had a disappointing session finishing fifteenth after starting late and chasing like the Devil to catch the rest of the field.

So that concluded Sunday's activities with misfortune striking several drivers. Hines had only finished one heat, a good third but to qualify for a place on the grid for the final he needed to complete his heat on Monday. Like-

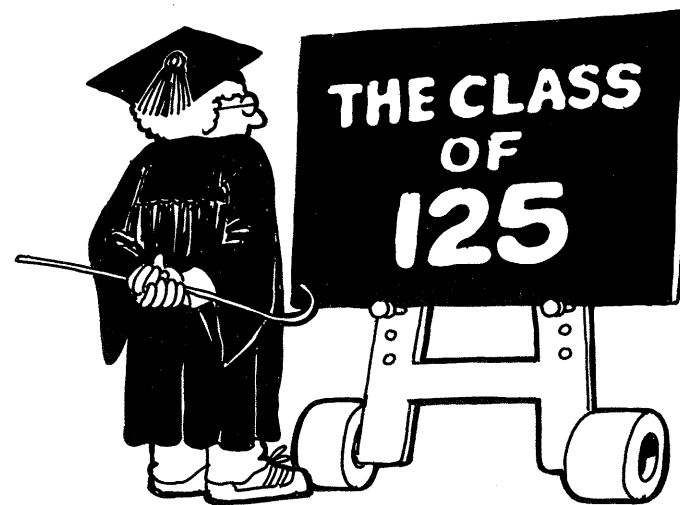
wise young Paul Larsen who had claimed a creditable sixth in his first outing but suffered a rear pot seizure in his second. Sunday evening therefore was filled with frenzied activity, not least in the Larsen camp, where barrel polishing was the first priority and piston scrounging the second!

Again, Monday started inclement with wets being declared the prerequisite. Stylin, Kleppe, Ziemelis, Dalgarno, Kerkhoven and Dean were liberally scattered throughout the grid order. It was Rob Kerkhoven who opened up a small gap at the start and managed to maintain it for three laps, while Ziemelis under the pressure of running in two classes, did well to hang on in second for the first lap before Dean and Stylin found ways past, followed by Dalgarno and Kleppe. At the flag it was Richard Dean who showed impressively, taking the flag and securing himself a high grid position for the final. Rob Kerkhoven hounded home in second, Sandy third, while Kleppe shot ahead of Stylin to take fourth. Stuart finished in sixth, then Collier, Arnold, Glenn George and David Ayre.

The last heat contained the other names not seen in the previous event: Bohlin, Heerey, Hines, Gange and, driving exceptionally well, Mick Goy. Kiwi Larsen was on the front of the dummy grid — not the choicest of places to be, if one happens to be pushing, there being a tendency for horse power to eradicate foot power! It was Gange who sprinted into the lead at the start with Mick Goy hot on his heels; Heerey was driving well, up there ahead of Bohlin, and by the third tour was past Goy and took Reg through Redgate to hold the lead for a lap, until the former forced him back into second. Bohlin meanwhile was separately struggling with Mick Goy's Yamaha a little further back and eventually relegated him to fourth on the last lap. Tim Parrott finished fifth followed by Alan King, Bernie



The 'Lanky' Scot, Peter McCallum who drove well during the weekend for 125 National.



by Marek Piatkowski.

After last month's issue you should have in front of you various parts of a CR125. Firstly check the crankshaft. Make sure that the oil seal contact area isn't damaged and if you decide not to fit a new rod/big end assembly it's probably a good idea to have the crank trued. If you are replacing the rod etc, make sure that the rod, big end cage and crank pin all match up. To clarify the situation when you buy a new rod you will find a letter (A, B, or C) — see figure 1, printed just above the big-end eye. This letter matches a certain bearing and crankpin, so make sure your supplier knows that he has given you the correct parts.

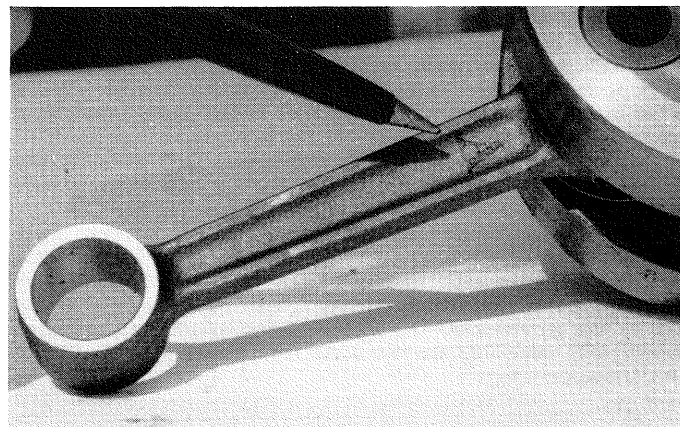


Fig 1. Identification letter on conrod.

Lay the right hand crankcase half on its side as per figure 2. Clean out the crankshaft chamber then fill the gap between the double lips of the crank seals with a petrol resistant grease. Carefully push the cleaned, and lightly greased crank into its correct position. You do have to make sure that the lips of the seals aren't damaged at this stage, so you do have to take care.

Place a new gasket onto the crankcase and trim it where necessary. Checking that you are in neutral, lower on the left hand crankcase half (cleaned of course) and gently coax it fully home. Fit a couple of crankcase screws, just nip them up and check whether the crank turns freely and also the gearbox input and output shafts. Assuming all is OK, fit the remaining 11 screws and tighten them, making sure that you pull the crank halves together evenly. Check again that everything turns freely. Turn the engine onto the other side. Fit the primary gear and collar and the special retaining bolt then, jamming the crank again (as described in part 1), torque up to 28lbs/feet.

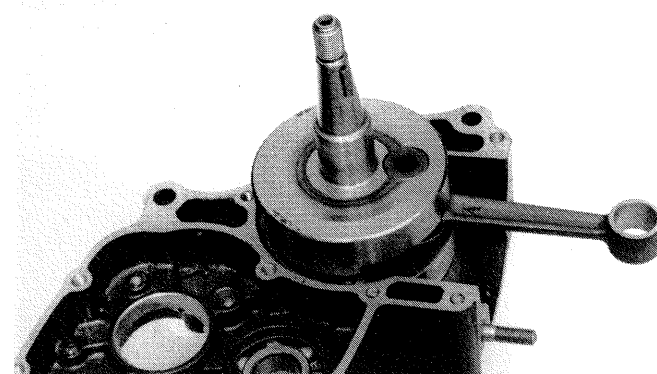


Fig 2. Laying crankcase on side to fit crankshaft.

Put the clutch drum thrust washer into the gearbox main shaft and push home the drum. Fit the splined washer onto the shaft and then install the clutch centre, the lock washer and lock nut to 35lbs feet and bend lock washer against a flat on the nut. Now fit six friction discs and five steel plates, making sure the grooves face in the right direction as shown in fig. 3. Install the thrust washer assembly and clutch lifter rod into the drum, making sure it fits fully home. Fit the six bolts and clutch springs and tighten them evenly to 8lb/feet. With the groove in the clutch lifter rod pointing to the 10 o'clock position, fit the primary drive casing and gasket, then replace and tighten the 10 remaining screws. Push in the clutch lever and turning it clockwise it should engage with the groove in the lifter rod (check this through the inspector cover) refit the clutch lever retaining bolt.

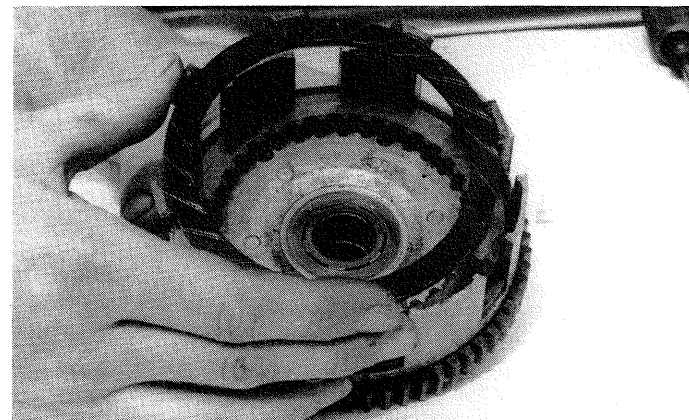


Fig 3. Direction of grooves in friction disc.

Right, assuming you removed the coils from the timing side you will have to put them back in line with the marks you made. Fit the rotor and torque the centre nut to 42lbs. We will check the timing a little later on.

With the motor now standing upright fit your small end bearing, piston, gudgeon pin and NEW circlips, if you have not already done so. We find it necessary to drill a 1/8 hole through the piston approx 1/4 below the bottom ring adjacent to the exhaust port bridge. This is the third niggling problem of running too hot an exhaust, the bridge scuffs the piston and requires a little extra lubrication and cooling. Honda's actually tell you to relieve the bridge to a depth of 0.06.0.1mm on a rebored barrel, but a 1/8" hole in the piston is an extra precaution. Fit and trim a new base gasket and lower the barrel onto its studs. Fit and tighten the nuts. (These should be 16lbs/foot, but unless you have a fancy torque wrench you'll just have to guess.) Put on the head gasket and head and tighten to 15lbs/feet again.

Well that's basically built the engine up ready to run. Now I will try and help you to set it up for competition.

Firstly make sure that the timing is correct. We have found that the standard setting seems to give the best results, so don't play around in this area unless you know what you are doing. See fig. 4. and with the mark on the stator and the 'F' line on the rotor aligned, the piston should be 2.3mm



(0.0906in) B.T.D.C. To check this with a power strobe, the F mark and the rotor mark should line up at 6,000 R.P.M. This is equal to 22°B.T.D.C. The ignition on a Honda has a built in advance/retard mechanism which changes the timing from 26.5°B.T.D.C. at 500R.P.M. to 15.5°B.T.D.C. at 10,000 R.P.M. You should also check that the air gap around the rotor is uniform at 0.5mm.

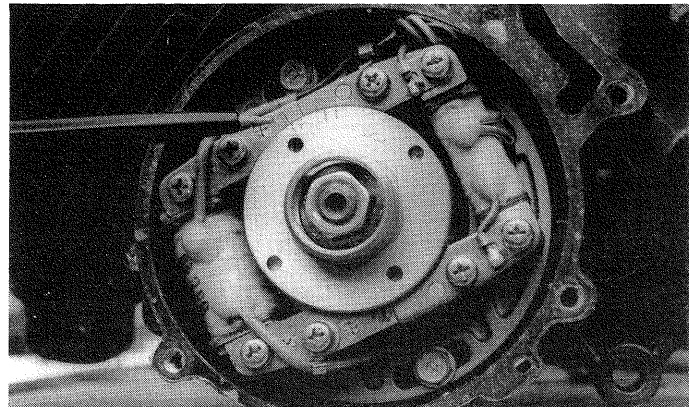


Fig 4. 'F' mark lined up with stator mark.

The standard fitment on the CR 125 is a 32mm Kehin carb. However we have found it easiest to do away with this and fit a 34 or 35mm Mikuni. The reason for this is that the standard carb, unless gravity fed always seems to spew petrol out of every available orifice, no matter what the fuel pressure. No doubt there is a simple answer to this, but a Mikuni remedies this, as well as improving performance.

We use a Mikuni bored to 35mm with the following settings:-

3.0 slide  
OO Jet Tube  
6F9 Needle  
320 Main Jet  
70 Pilot Jet  
3.3 Float cut off valve  
18" Fuel Pressure

Please don't take these as the ultimate because other engines are just as fast with different settings, but if you are a novice it gives you something to work from. Remember to always err on the rich side with your motor as this does not really impair performance but it does improve reliability. Whilst we are on the induction side, if you do not already have one, it is worth buying an M.T. inlet rubber as they can be shaped and flowed properly unlike the standard ones.

There is a reed valve conversion for the engine, the Mugen Kit, and with the development work on modern dam reeds this gives a lot more torque without too much top end loss but you have to change your driving style to use such low down power. See fig. 5.

Anyway I hope I have covered most things and it has proved to be of interest to you. Should you need any other help I am always happy to chat at meetings, especially about Hondas.

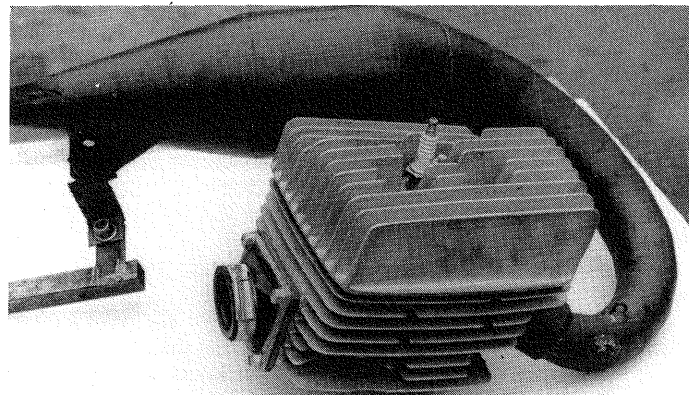


Fig 5. 'Mugen' reed valve conversion.

## THE OMAN SIDE

BY FREELANCE JOURNALIST KEVIN BLACK

Most sports to be found in Oman in the Middle East can all trace their origins in the country to around 1970 or from the years since. That was when Sultan Qaboos bin Said overthrew his father with the help of the British and declared open season for investment and development in the Sultanate. Until then little was known about Oman. The country, although possessing massive oil wealth, had lain dormant for years under the rule of the Sultan's father who did little more than build one school, 1 kilometre of road, one hospital and generally let the natives get on with it.

When Qaboos came to power Oman changed overnight. Schools, hospitals and thousands of miles of tarmac road were built as Qaboos — "Super Q" to most British expats — opened the purse strings. He brought electricity. He pumped billions of rials into the oil and copper mining industry. And he also indirectly brought sport, including karting.

Most sports flourish in the Sultanate. Football is extremely well catered for with organised leagues and a national side which uses the fabulous Royal Oman Police Stadium for its home games. There are two 18-hole golf courses used mainly by expats, although Arabs from Oman and the United Arab Emirates are being encouraged. Omanis participate in great numbers in motocross, rallying and athletics but still haven't got around to squash, tennis, rugby, cricket or sailing.

The country is sending a team to this year's Olympic Games but most of the squad is made up of athletes of one kind or another who have the benefit of the experience of British expat police instructors.

So karting is a sport left mainly to British, European and Australasian expats to ensure it survives. Mind you, during my year in Oman, a few Omanis did venture up to the side of the track for a look-see, so perhaps there is hope for them yet, especially considering how car and motor bike mad they are.

Karting in Oman revolves around the Seeb Kart Club which is situated on the highway between Seeb Airport and Ruwi, the country's Commercial Area. The clubhouse is little more than a wooden hut standing at the edge of the desert — actually it's more hard, dry soil with a lot of rocks — with jebels or mountains barely a kilometre away.

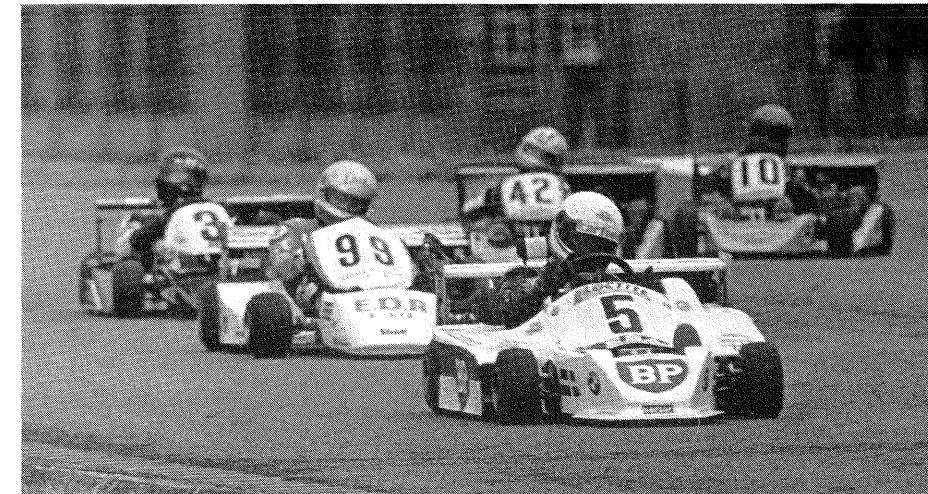
The clubhouse facilities are shared by the Seeb Motorcross club which has a 1.8 kilometre long track adjoining the kart club's 1.2 kilometre long tarmac circuit. Both clubs hold meetings on a Friday — in the Islamic calendar, Thursday and Friday is the weekend — and it is fair to say the motocross outfit drew the largest crowd. Apart from providing a lot of thrills and spills, the Omanis themselves participated in great numbers in this sport. They also boast a large group of rally drivers, some of near international class, so it is strange that they have virtually ignored karting.

Seeb Kart Club's meetings, therefore, consist of the same faces showing up week after week. Most of the karts, when I covered the club meets as a journalist, were 250ccs, brought into the country by the club members who all were mainly employed as engineers or the like by the government. The meetings were always well organised though, with something like two dozen drivers turning out to contest an afternoon's racing.



A competitor's daughter tries it out for size.

## HEEREY TRIUMPHS!



Early in the final with Bohlin (5) leading Styryn (99), Heerey (3), Ziemelis (42) and Gange (10).

**Brian Heerey pips Reg Gange and Martin Hines to the flag to take the World Cup back to Stockport. A very convincing win for Stuart Ziemelis in 125 National over Peter McCallum and Ian Brown. Tim Doble's 250 National leads Alan Cheetham and Mike Doble over the line, while Bill Longdon wraps up the Villiers Final from John Brennan and George Bett.**

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

Donington Park, during the Spring Bank Holiday weekend of 27th/28th May, hosted the long established World Cup event, organised by the Blackpool and Fylde Kart Club. The weather was reminiscent of the 1982 European Championship when the paddock area was totally awash, however, the rain god was unable to deter the 232 listed entrants from travelling to the Derbyshire circuit to challenge for their class honours.

### AROUND AND ABOUT

By far the largest contingent was the 125 National class with 97 drivers packing out a goodly portion of the Paddock, whereas 210 and 250 National mustered 38 and 36 respectively. On the other hand 250 International saw its biggest turnout since Silverstone last year, with 62 competitors fighting over the prestigious 'O' plate. There was only a small group of overseas visitors, the most notable being Sweden's Lennart Bohlin, four times winner of the World Cup when it used to be staged at Morecambe; 1983 European and British Gp winner Torgjer Kleppe from Norway; Denmark's Ib Petersen and another three Swedes — Lunglof, Westman and Carl-Eric Engman. Of Engman, when questioned about his racing activities to date this season, he admitted to the World Cup being his first outing of 1984. Carl hails from the very north of Sweden where the snows finally retreated a few weeks before!

There were a couple of familiar faces absent from the grid — Roger Goff due to his wife's incapacity, which we all hope has been remedied and Derek Price through lack of equipment, though Derek did arrive with John Stephens in a spectating role. The rest of the British front runners however were very much in evidence — Hines, Gange, Heerey, Kerkhoven, Dalgarno, current World Cup holder Richard Dean, Styryn, Butterfield, Collier, Barber, Carolyn, Parrott and Arnold. Taking on a lot, which was to make the weekend extremely arduous, was Stuart Ziemelis, racing

both 125 and 250 International and still finding time in his crowded programme to offer help and advice to others.

The 125's saw all the notables vying for the honours: Luby, McCallum, Shaw, Dixon, Allen, Wilcox, Coward and Cooper, to name a few. The class was listed as 125 National and Experimental, allowing the option to use a variety of equipment — Barry Peary who some time ago purchased the 'Project' from Nigel Smith had slotted in a 125 air-cooled rather than the water-cooled 250 seen last year, while Keith Bisp took advantage of the status of the meeting to drag his water-cooled 125 Rotax out of mothballs, though without a great deal of success. Kurt Luby again showed up with the 'bodywork' on the Phoenix but it was rumoured he was getting more lift than desired from the setup. The configuration seems still to be in the experimental stages and may need more strenuous testing before its potential is finally realised.

Leaside's Derek Rodgers looked to be the 250 National man to beat but an unfortunate collision with Martin Hines during Saturday's practice put paid to his racing chances and left him with a chipped pelvic bone, questioning the wisdom of mixing classes during practice when the speed differentials are so great. Perhaps the authorities would like to take note, for future reference.

The 210 National squad fielded probably the largest grid seen at a long circuit so far this year and attracted Bill Longdon into competing with regulars like Bett, Sykes, Burns, Brennan, Ogden, Price and Andy Martin, to name several. Saturday was cold but dry, while Sunday, well . . . . .

### THE HEATS

With rain tyres being the order of the day and an extremely tight schedule of 18 races to work through, the first of the 125 groups took to the circuit on time, at 2.00pm. With almost 100 entries for the class, the drivers were split into two grids and, per programme, each had four heats, originally the best three out of the four to count. However, the inclemency of the

weather was to play a major role in the proceedings, to the extent that the planned 18 events had to be whittled down to 12, eliminating 6 from the programme, with the result that only the best two from three would count for final grid positions, this holding for all classes. The 45 drivers with the lowest point scores were destined for the 'A' Final, the balance the 'B' Final, from which the first five would repechage to the rear of the 'A' Final grid.

The first 125 group contained such likely names as Colin Mills, Kurt Luby, Les Cooper, Ian Shaw, Stephen Coward, Mark John Allen, as distinct from Mark (Whitnash) Allen, Roy Patterson and, in fact, was to reveal one or two surprises.

Zip driver Ian Shaw got away to a good start and held the lead for the early stages until Les Cooper moved up through the field, taking first Luby then Mills before pursuing Shaw. Cooper, on lap five, was secure in the lead until he lost it at Redgate and Luby zoomed through trailing Ian Brown, Ian Shaw and Stephen Coward but, at the line, it was to be a very definite Colin Mills who made the impact and claimed the victory, with Luby second, then Shaw, Brown and Tibbs.

The line up for the next group saw Mark Allen, Chris Stoney, Doug Hart, Phil Margerison, John Cooke (aided by yours truly — pushing!), Boyd Barrington, Stuart Ziemelis and Peter McCallum.

McCallum was certainly on the pace and kept a close vigil on Ziemelis' rear bumper through the early stages until he put himself in a somewhat invincible position and took the flag, though those behind exerted enough pressure to give concern and the six laps ended with Ziemelis finishing second, Mark Allen a nice third from Chris Stoney, Doug Hart's Phoenix, Phil Margerison, John Cooke and Boyd Barrington. Keith Bisp's water-cooled outfit scored a reasonable mid field finish against its air-cooled counterparts.

For the next two sessions the groups were shuffled; Hart, McCallum, Shaw, Geoff Page recovered from the Mallory mishap, though still strapped up, Wilcox, Cooke, Coward and Bisp occupying one, whilst the other netted a pack of talent such as Mills, Margerison, Luby, Barrington, Ziemelis, Ian Brown, Ashurst, Beaumont, Clark, Powell, Key and Mark John Allen who, incidentally, is ex-100 National running a Phoenix with a four years old motor — a guy with potential, keen and dedicated. The third heat saw a turnaround in fortunes with Doug Hart taking the flag ahead of McCallum, Cooper, Shaw, Coward and Ken Tibbs. Geoff Page claimed seventh spot while Chris Anderson, Adrian Wilcox and John Cooke completed the first ten home. The last 125 session on Saturday gave Ian Brown victory over Ziemelis, Luby, Mills, Peter Gray, Steve Key, Margerison, Barrington and Ian Turner.

Sunday's heats were run on a wet track though later in the day the surface began to dry in places. Again swopped round somewhat, Cooper took a win over Hart, Mark Allen, Margerison, a rather sick Jon Dixon who had experienced more than his fair share of troubles and Peter Gray. A non-finish for Ziemelis did not unduly worry the Huntingdon driver as he had two good seconds to his credit and would justify a high grid position for the Final.

The last outing saw Stephen Coward beat McCallum to the post with Ian Shaw hanging on in third, chased home by Chris Stoney, Kurt Luby and Ray Grimes. Beaumont found himself in seventh ahead of Gary Hill, Spyda man Boyd Barrington and Richard Fray who was to be a hospitalised casualty in the final.

With the regretful demise of Derek Rodgers on Saturday, the way was open for a wealth of talent to contest the 250 National heats. Last year's GP winner, Alan Cheetham, was back in the saddle with his old outfit, believed to



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## OF THINGS



Oman sports a high quality kart track.

As with all sports in the Middle East where the expat community is constantly coming and going on long and short term contracts, karting in Oman is run by a few, hard-core enthusiasts who campaign constantly among new people for possible members. These few attended to the running and timing of races, ensuring that there was enough back-up personnel to man the pits, and act as marshals, and trying to obtain sponsorship. Sponsorship is big business in the Middle East with the Sultanate's many trading companies vying amongst themselves to hang their name on a motocross bike or a rally car. Strangely, the Seeb Kart Club was finding it difficult to get a sponsor for each Friday meet. Usually one of the car distributors chipped in with a silver cup and a few rials and in return was allowed to put the latest Rover or Mercedes or whatever on view in the middle of the track.

But I noted a strange reluctance from these distributors to get involved in Oman's karting scene. The general opinion was that this reluctance was due to the fact no Omanis were driving the karts. I must admit that I, and many others living in the Sultanate last year, shared the view that the Kart Club hardly went out of its way to encourage the natives. The drivers and their wives and families tended to be very insular in this respect, whereas the expats who ran the motocross club rejoiced in the fact they had quality Omani riders and, as a result, attracted large sponsorship and Oman TV coverage when it came to big race meetings.

The Seeb Kart Club, though, had the basis of a flying start. Like all things foreign in Oman it had an Omani sponsor and the kart club's sponsors were none other than the Royal Oman Police, although when I left Oman last year, this part was being dropped from the club name.

Most non-participating onlookers like myself reckoned this was because the expats running the karting scene weren't showing enough interest in introducing Omanis to the sport. This apparent disinterest on the part of the karting expats may spring from the fact that the clubhouse is licensed, thanks to the Royal Oman Police. It may be interesting to learn that Oman is probably the friendliest and most liberal of the Gulf States. Alcohol is served quite openly in the country's four major hotels to both expats and Omanis and also in the rugby club bar, the yacht club and in the various 'social' clubs to be found in the Sultanate's military bases.

As a result the Kart Club often held barbecues and discos in the clubhouse to raise funds and, naturally, had to invite along a few important Arabs. The trouble is that one or two of these Arabs drink a bit too much and make a nuisance of themselves. So the karting expats try to keep as much distance between themselves and their hosts as possible.

But apart from that, karting exists in Oman although not on a par with say Dubai or Sharjah where there are larger clubs and the events are much more keenly contested. One or two Oman-based drivers would travel up to Dubai for a meeting but it was an expensive outing.

My own, personal observations on karting in Oman would be that the sport happens — but only just. Once it attracts the attention of worthwhile sponsors, say Rothmans cigarettes who have sunk a lot of cash into rallying in the Gulf, and also good Arab drivers, then it will rank alongside football (and camel races) as a major spectacle in Sultan Qaboos' land.

It also needs reputable, established 'name' drivers to go out to Oman and attempt to put it on the map. I'm sure the hard core of enthusiasts existing in the Sultanate will do all they can to help.

## CAROLYNN

A young lady of varied talents, not least in the karting sphere and expressed admirably by her patient attention to detail in areas such as porcelain restoration. At the age of 26 and over the period of upheaval of a couple of years ago, she has begun to carve herself a career in the vogue of the professional woman and is succeeding with the positiveness brought on by confidence and self-assertion.

Her introduction to karting came about at the time she acted as general factotum to her brother Chris' racing activities, to the extent that he bought Carolynn a kart for a Christmas present. The kart was a Blow Montessa and the year was 1976; the first excursion Elmore Plain where she was lapped on the second tour! Still, everyone has to begin somewhere and the first outing is a 'make or break' situation. In Carolynn's case it was a 'make' situation, a means of expression by which she could display her verve and, once bitten so to speak, it was only a short step to the Superkart league in 1978, where she was to be the only woman taking on, not only Britain's but the world's best male drivers.

So, the girl with eight 'O' Levels to her credit began to show her mettle and come to the fore. Born in Carlisle of a Scots mother Carolynn was to be Southampton based at the family home. At this point during our discussions an interesting fact came to light. What, one might ask, was Mrs Grant-Sale doing in Carlisle when the birth of her daughter was imminent? Easily answered — the good Mrs Grant-Sale, hailing from north of Hadrian's ramparts, desired her child to be born on 'home territory'. However, the vagaries of nature dictated that Carlisle was far enough, so.....

Carolyn grew up in and around Southampton and, after leaving the Gregg School, took up employment running a service station in Chandler's Ford, near Southampton, a position which was to see her over the next four year period. Her karting career developed more extensively with the Gartmore Team in 1980 and Rapid Movements with Nigel Smith and Dave Buttigieg. The result was that her driving talents and expertise did not go unnoticed by the heirarchy, to the extent that in 1981 she was invited to join the Hermetite sponsored Zip Kart Team pioneered by Martin Hines. Adopting the silver livery of the team, Carolynn went on to take a fine third in the 1982 Dutch Grand Prix at Zandvoort which she followed up with second in the RAC British Long Circuit Championships. 1983 was to prove a year of perhaps mixed fortunes, though a third overall in the TV Times World of Sport Superkart Challenge did a lot to rejuvenate her spirits and convince her she was not wasting her time. Add to that a sixth at the Le Mans round of the World Series within a total entry of 100 plus and Carolynn knew she was not wasting her time.

But the attractive young miss has racing interests that span the horizon and ventured into Clubman's 'A' Class Sports Car Racing, scoring third in the 1983 Donington Championships. June 2nd and 3rd this year saw her ambitious entry for the Willhire 24 Hour Race where she finished 18th with the team. Not bad for the first time out for the car which suffered a two hour period off the road with mechanical problems.

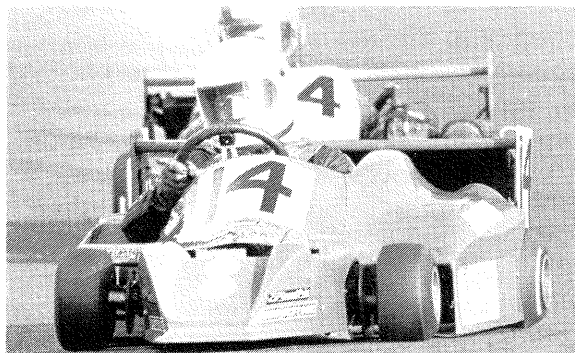
Her interests though are not only restricted to motor sports. Admittedly it does take up a fair portion of her time, but she still manages to squeeze in plenty of tennis, winter and summer, even after a full day's racing when lesser mortals would rather drop exhausted into an armchair. Tag onto that horse riding, water skiing and field sports and she has a pretty crowded programme.

There is another side to Carolynn, one which most people are totally unaware and mentioned briefly at the beginning — Antique Porcelain Restoration. Being wholly ignorant of the subject, it is best explained in Carolynn's own words: "With modern technology adhesives and materials, really nothing is beyond repair. I often get what I term my 'brown paper bag jobs', a jumble of bits and pieces broken perhaps 20 years ago, with no clue to what the original article looked like. I can replace pieces, even limbs on figurines. In fact, in one instance, I had to replace a head copied from a photograph! I mainly concentrate on the restoration of valuable pieces but, because the work is so time-consuming, it costs a fair amount of money. I remember a time when I was restoring a particular figure I had thought pretty worthless — would you believe the object was valued at £15,000!"

Carolyn was trained by Susan Noel, an antique porcelain restoration specialist and actually only restored as a hobby for several years. Her training was eventually to pay dividends because in 1982 it became a full-time occupation, a necessity as happened under the circumstances prevailing. However, now it has become more of a hobby again:

"In many ways it makes for a perfect combination between the hectic rush of the race circuit and the calm of my studio, where a

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piece may take a week, a month, even a year to restore. Whatever the time scale, it can only be restored at a set pace, never rushed and is the optimum release following weekend racing." What about 1984? Most people by now must recognise the sleek lines of the little sports car neatly tucked alongside the Hermetite Team's hardware. They probably have seen a red job, lately a cream one with long snout. For the uninitiated, the car is a Panther. In fact Carolyn has obtained sponsorship from Panther Cars of Byfleet for a two year period. In return she works for Panther on a part-time basis doing Public Relations work, an occupation to which she is very aptly suited. Back in 1981/1982 Panther Cars went bust but was to be timely rescued by South Korean businessman, Kim, who first saw the car in London, liked it and realised the potential. The result was that young Kim bought the company and since then has made several changes to the car. Whereas it used to have a glass fibre body, the Panther now sports an aluminium shell, with a choice of three Ford model engines — the XR3, as in Carolyn's current model; the 2.8 and the 2.8i which, in her own words "goes like stink." The order books are full and there is a six month waiting list for a Panther, so popular has the car become. It was the Panther in fact that was entered for the Willhire 24 Hours Race, the Company's first venture into motor sports, with Tony Shibbs, Tony Bostock, Gerrard Sauer and Carolyn making up the team.

Back to the karting scene, again Carolyn's words — "I'd like to mention my long-suffering mechanic Smiffy (don't forget — two 'F's'), John Smith who takes a fair amount of stick from the other mechanics because he spansners for a bird, though he's not beyond giving me a bit of stick in return if he thinks I'm not going quick enough! John is an engineer with I.B.M. and I have every confidence in his spannering."

Carolyn, as most people are aware, races under the Hermetite Zip banner and finds the equipment reliable and quick. Asked about her karting ambitions: "I would like to be among the top five in the Superkart league, though I will happily race *anything*. Currently I race for Seppi in Clubmans."

As to the sport itself and whether she sees it as a sport that will eventually take the stage: "It does come over well on TV and I think it justifies more extensive coverage, but I'm not sure karting will make the 'big time', in terms of popularity."

Carolyn is a determined young lady with her head screwed on and her priorities well in order. She lacks nothing in personality and is able to bear criticism and ribbing to the nth degree, which can be vouched for by me as I travelled with her to France last year. What the future holds, dare I say it, on the romantic scene remains conjecture. The acquiescent James Hoy is her boyfriend and very close companion, though I would certainly hesitate to make any assump-

tions which I might later have cause to regret.

Whatever the future holds, Carolyn, you have the karting world behind you.

E.M.



## Congratulations!

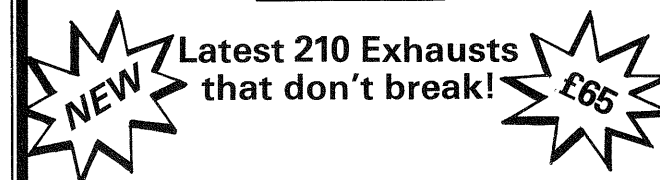
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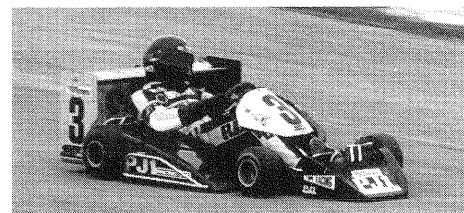
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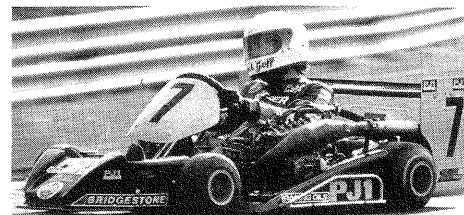
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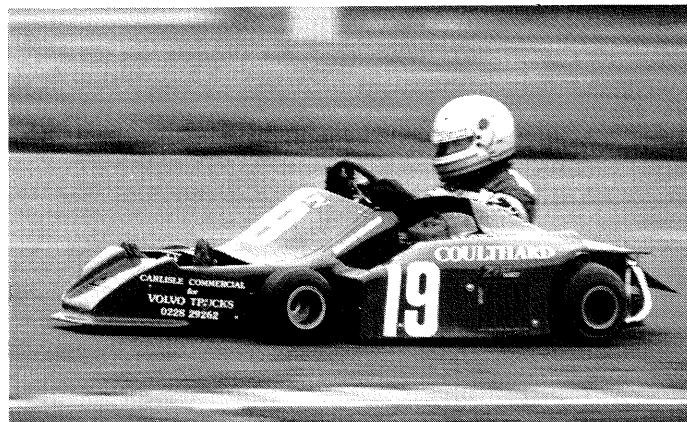
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# WHO WILL WIN THE DAY?



125 National exponent, Peter McCallum, has showed great promise of late — something to please his sponsors Heyton Coulthard Transport.

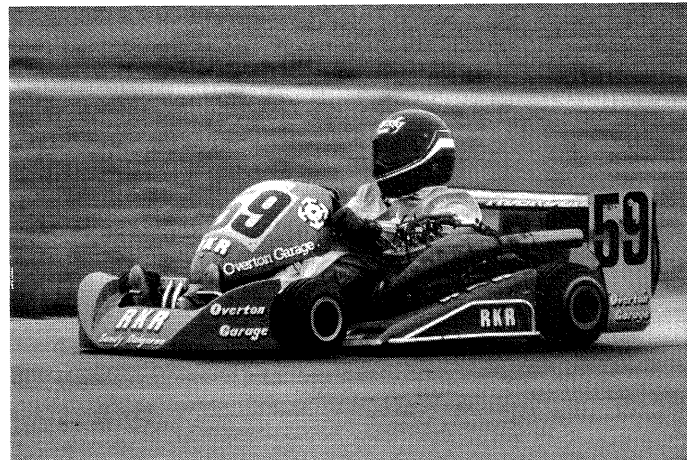
The Grand Prix every year has produced surprises and disappointments and it is doubted that this year will be an exception. Success depends on everything holding together against the elements of the Silverstone circuit. The National classes, as with the International are, to a degree, open. Let's take a look at some of the drivers in each of the categories whose past accomplishments this season suggest they could well win or at least be highly placed.

The 125 National class is undoubtedly the fastest growing class in gearbox karting today. Current British Champion Kurt Luby perhaps has not seen the success one has come to expect, in part attributable to several factors indirectly related to actual racing. Kurt has devoted a great deal of time and effort to development and testing. Whether he will succeed today is in the lap of the Gods, but rest assured he will give very good account of himself.

Another man, hailing from Spital, is ex-Superkart driver Jon Dixon, already with a round of the Zip/Bridgestone 125 Series to his credit, will be vying for the honours. Stephen Coward's return to form was quite dramatic with his recent Mallory Park win and he could pose a threat to other front-runners, such as Les Cooper the Skoda Cars entrant. After a not so encouraging season last year, Les has turned the tables in his favour recently, continually harrying the leaders. Colin Mills from Bromley grabbed the 'GP' plates last year and though out of touch for a while with his contemporaries, has responded quite admirably. Mark Allen, the ex-Villiers driver has been well up among the leaders on all occasions this year and will certainly be there, giving his all against the rest.

Zip Castrol sponsored Ian Shaw from Salford has produced good places during the season, with a fine win after a race-long scrap against Boyd Barrington a couple of months ago at Cadwell Park. He could well take the honours, he is quick and capable. Also consistently up front is Walsall's Adrian Wilcox; a good driver, smooth and stylish. Peter McCallum, the lanky Scot from Roxburgh is always to be found among the top six places and is eager to pay dividends to his sponsors Heyton Coulthard.

SRS Racing entrepreneur, Stuart Ziemelis, former British Champion during 1981 and 1982, had disastrous outings at Silverstone, both in 1982 and 1983, in neither instances due to him. Ziemelis' recent form would tip him to be a leading contender for this year's GP plate. Lastly Chris Stoney is another man whose win at the last Cadwell meeting



Sandy Dalgarno, (250 International), should earn a good dividend this weekend.

would indicate he is another driver to keep a beady eye out for.

210 National is the oldest class in long circuit karting and has several names worthy of note: Scot George Bett has produced some good results lately; Gary Parker, Graham Sykes, Andy Martin, John Waggett and of course Bill Longdon who, after a lay off, has come back very convincingly.

Of the 250 National class drivers, Derek Rodgers must surely be the favourite the Leaside team are pinning their hopes on. Winner of last year's Long Circuit Championships, Derek has been holding true to form this season as well, but the most serious threats he has seen over recent months have been posed by Tim and Mike Doble, both experiencing their first year in the class, likewise ex-210 Champion and GP winner, John Newton. Another man whose ability must never be discounted is Richard Boston who missed the Championships in 1983 by the narrowest of margins and lastly young Paul Taylor who has been producing some encouraging results during the past few months.

The 250 International class, the Superkarts, will not only be battling for the 'GP' plates, but competing for the second round in the 1984 Bridgestone/CIK World Formula E Championships and you can expect the event to be taken very seriously indeed. Apart from the previous winners spoken about overleaf, there are many others also in with an equal chance of success. Firstly there is Stockport's Brian Heerey sporting the World Cup 'O' plate and who has been showing particularly good form of late. Likewise his PJI sponsored colleague Roger Goff who recently won the Short Circuit titles in both 125 and 250 classes. Rob Kerkhoven, whose father and chief mechanic died recently, has always been a figure to take note of and is one man, along with



The main threat to the 250 National establishment rests in the hands of Mike (11) and Tim Doble (10).

colleague Sandy Dalgarno, who should earn himself a good dividend this weekend. Tim Parrott is a relative newcomer to the Superkart fraternity and has had some very convincing places during the season and may well add another string to his bow before the end of the meeting. Giles Butterfield, backed by the Rugby Club of London, had more than his share of misfortune last year, but 1984 seems to be ringing the changes he deserves. Let's hope it continues so. Richard Dean who took the World Cup victory last year is showing lots of promise and will undoubtedly be up among the front runners. But we cannot finish this preview without a mention of the overseas competitors and the two most notable names that come to mind are Sweden's Lennart Bohlin and Dutchman Perry Grondstra. Lennart has always posed a serious threat whenever he has visited these shores and this time will be no exception. Holder of many Scandinavian titles and outright winner at Le Mans last year, Lennart has been tipped for victory by many of the pundits. Perry Grondstra, front runner of the Dutch Superkart scene, finished second at Zandvoort last year and also finished second to Martin Hines in the German Grand Prix a couple of weeks ago. Perry is a very accomplished driver, quick and confident.

That is only a brief glimpse at some of the drivers who are reckoned to make a mark on the British Kart Grand Prix, circumstances and conditions will dictate those to collect the accolades.

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## DAILY EXPRESS *Hermetite*

# 1984 British KART Grand Prix

A round of the Bridgestone — CIK World Championship for Formula-E.

There will be National Grand Prix races for all the classes competing at Silverstone today, 125cc, 210cc and 250cc National, including a non-championship event for those 250cc International competitors who have not qualified for inclusion in the Bridgestone/C.I.K. World Championships and Grand Prix race. The method for qualification applies equally to all competitors, with the exception of timed trials for the World Championship entrants. To those unfamiliar with the grading system used to determine the drivers ratings this is how it works:

In the National classes each competitor takes part in three heats. Grid positions for the heats are predetermined and each driver starts once from the front, once from the middle and lastly from the rear of the grid. The winner of each heat scores 0 points, the second man 2, the third 3 and so on throughout the rest of the finishing order. The points scores of each competitor are tallied at the end of the heats and the driver with the lowest score wins pole position.

As the 125cc National class has the largest entry, and the maximum number of karts allowed on the grid at any one time is 60, a system of 'split' heats is necessary, followed by a repechage or 'last chance' race, where the first 10 competitors will earn themselves positions on the rear of the grid for the Final, while the qualifiers from the heats occupy the other 50 positions.

On Friday each competitor took part in timed trials which consisted of one warm-up lap, two flying laps and a slowing down lap. The competitors' times were recorded and they were allocated to various groups, the fastest to Group A; the second fastest to Group B, the third to Group C; the fourth Group A, then the fifth in Group B and so on until all the competitors had been appropriately allocated to groups. During Saturday and Sunday morning each group races against another, for example — A against B, B against C. Following the heats the 50 competitors with the lowest points scores, as explained above, proceed to a Pre-Final, while the remainder of the drivers take part in a repechage over 5 laps. Again the first 10 finishers earn themselves positions on the back of the grid for the Pre-Final. The Pre-Final grid positions will be decided in favour of the ascending points order earned during the heats and the Pre-Final is run over 6 laps. The grid for the Final will be in the order of finishing the Pre-Final and the race will be over 9 laps.

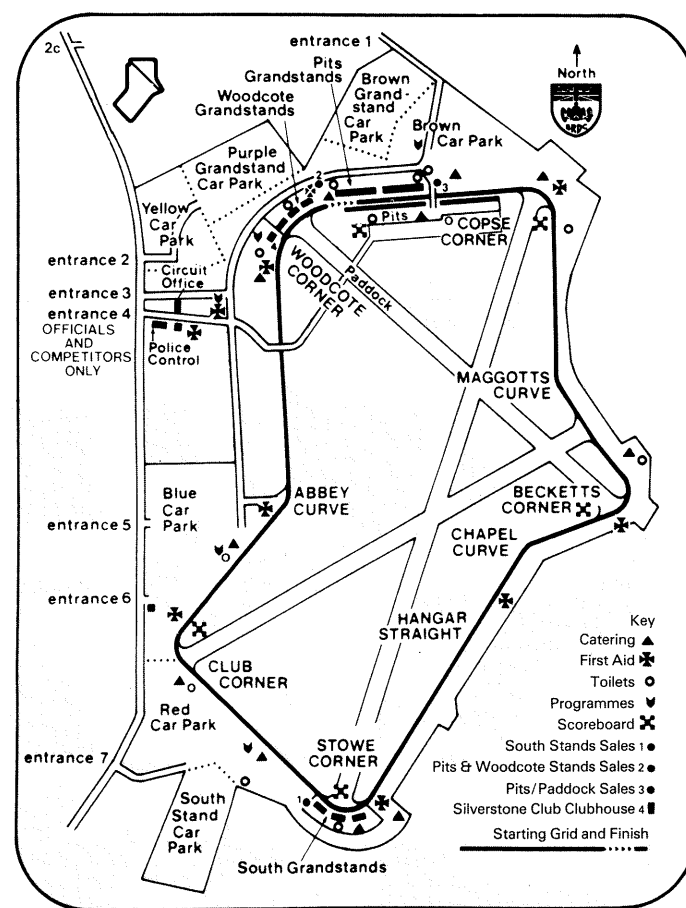
Bridgestone/C.I.K. World Championship points after the race are awarded as follows:

1st	15	7th	6
2nd	12	8th	5
3rd	10	9th	4
4th	9	10th	3
5th	8	11th	2
6th	7	12th	1

### 1984 World Championship Points Leaders

Brian Heerey	(GB)	15
Derick Irving	(SA)	12
Lennart Bohlin	(SWE)	10
Danny Mulder	(SA)	9
Ivor Greenwood	(IRE)	8
Paul O'Shea	(GB)	7
Jasper Blom	(NL)	6
Berthold Seibold	(D)	5
Peter Theron	(SA)	4
John Brady	(SA)	3
Chris Swartz	(SA)	2
Adrian Pollock	(GB)	1

### SILVERSTONE GRAND PRIX CIRCUIT





# WELCOME!



**1978 PAUL ELMORE**

1978 was the first year in which the British Kart Grand Prix was staged and Paul Elmore took the accolade for the Hermetite Zip on a Yamaha. After continuing to race for a couple more years, Paul finally retired from actively participating in the sport, though not from the scenes altogether — he is a respected member of the Dunkswell Kart Club and does a lot of good promotional work down there in Devon.



**1980 MARTIN HINES**

1980 was the year the Hermetite Zip Team boss, Martin Hines, clinched the second GP victory for the Hoddesdon based company of Zip Kart. Seen in this photograph, taken in 1983 at Le Mans' Bugatti Circuit, Martin is sporting the full bodywork configuration, pioneered by him and wearing the No. 1 plate of the RAC British Long Circuit Champion. At that meeting he became the first World Formula E Champion. 1983 was the first time that the Series was run and, with the championship now in its second year, Hines' performance of late tips him to claim the honours again. Today's Grand Prix also incorporates the second round of the World Series which this year is being held over four rounds, with the best three from four to count towards championship points. The first round was held at Zwartskop, near Pretoria in South Africa, and the final two will be held at Nurburgring, Germany and again at Le Mans.

**1982 REG GANGE**

The affable Reg Gange has been around karting for many years and has scores of trophies to his credit. In 1982 Reg was sponsored by Vingt Trois Bullion, a London based company owned by the late Martin Merritt. Pictured here Reg is driving the '82 version of the Zip, full bodywork which was researched and developed over several years with the aid of Formula 1 car body designer Harvey Postlethwaite. Reg drove his blue outfit with its Zip factory prepared Rotax to victory.



**1979 STEVE STYRIN**

In 1979 Steve Styrin the Leeds based driver won the GP with his Aero chassis mounted with its GBRD Yamaha. Steve is still racing and frequently finishes well up in the order. In fact he scored victories at the first three meetings of the 1984 season, one at Cadwell Park and the other two at Mallory Park. In league with the Coventry based chassis manufacturer, Ed Duckett, Steve has been campaigning Ed's latest creation — the E.D.R. fitted with A.P. Lockheed brakes.

**1983 TORGJER KLEPPE**

1983 was to see a change of fortunes when, for the first time, a foreign driver took home the GP plates so coveted by British drivers. At Silverstone last year, which incidentally incorporated a round of the World Series and the European Superkart Championship, young Norwegian Torgjer Kleppe walked off with the EGP plate after a very eventful weekend's racing. Torgjer is a thirty year old driving instructor and is seen here sporting the Danish built outfit of Dino Racing, again Rotax powered.



**1981 JOHN BALL**

In 1981 the flamboyant John Ball decisively claimed the honours aboard his Zip Discount Centre sponsored Rotax. That was the first year the 250cc in-line twin, water-cooled Austrian engine raced at the Grand Prix. Since then the Rotax has dominated the long circuit Superkart scene. The 250cc twin Rotax develops 80bhp and revs out to a maximum of 14,000, with speeds in excess of 145mph!