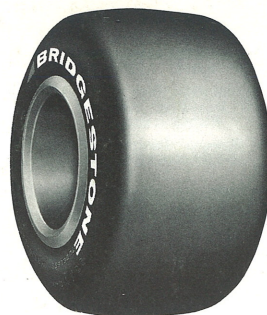


1981 JUNIORS CUP-LOCARNO

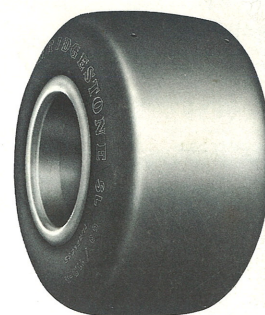


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AUGUST 1984





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Motocraft AG403 £1.25

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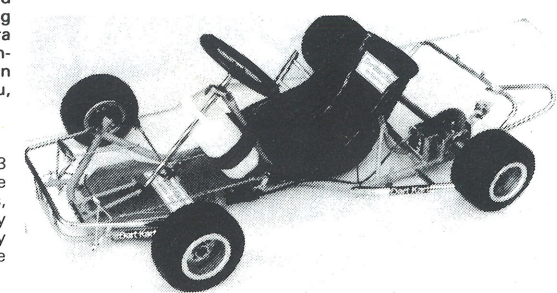
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YAMAHA KT 100 AX MOTOR tuned by S.W.R.D. very quick, complete with engine tools etc. Must sell hence £240.00. Jonathan (0874) 730289 S. Wales.

ZIP YZ 125 TVM TUNED PR racing kart, brand new liner piston, slicks wets, some spares £475.00 o.n.o. Northampton 710756.



Three rounds of the current Bridgestone/CIK Formula E World Series have now passed into history, with the result that, again as last year, Le Mans Bugatti Circuit will be the decider. As the points stand: Bohlin 31; Hines 24; Stylin 22 and Butterfield 18, those are the four men who each have a chance of becoming World Champion for 1984. The title though will favour one if the other three fail to finish high enough for any points they might earn to improve significantly their status. On the other hand the race may well result in a points tie between two, with another nail-biting situation until the position is resolved. Neither Heerey or Gange, both on 15, can possibly win, even if all the rest 'fell off' and will have to settle, at the best, for places. There are so many permutations written by circumstances into the Series that only time will tell and Le Mans certainly will.....

Nürburgring, apart from the Castol-Pokal event of several weeks ago at which Martin Hines was the only UK representative, was a totally novel experience for most drivers. That particular region of the Eifel Mountains is one of rolling hills which gives rise to undulating contours. The new circuit traverses such terrain, with the result that, though it is quite hilly in places, the panoramic aspect is one of emptiness, interspersed with groves of pines and a false sensation of flatness. The wide run-off areas create disorientation because the karts are so close to the ground. The rises and curves take on an illusory factor and the high kerbs become foreshortened. The Veedol Chicane on the opposite side to the pits straight is one feature which amplified the sense of disorientation, with the result that it became nigh impossible to identify the driving line without a number of practice runs. It was a problem that many of the drivers commented on, to the extent that the Clerk of the Course, Her Helmut Rathjen, had erected signboards to indicate the course of the track. All in all though, once the initial discomfort had been overcome, most drivers left Nürburgring with reasonably favourable impressions.

One item of news which reached our ears too late to be included elsewhere, but one which certainly deserves mention because it involves a member of the karting fraternity and one ex-member. The news is that Carolynn Grant-Sale has become engaged to James Hoy. James, as a lot of you will remember, was one of the Gartmore Kart Team a few years ago. They plan to wed around the middle of the 'season' next year. We wish them every happiness for the future.

Ed McCormick

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KART AND SUPERKART

AUGUST 1984

No. 68

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FRONT COVER:

Superkart GP winner for the second time, Martin Hines, flanked by Steve Syrin (L) and Giles Butterfield 2nd and 3rd respectively.
(Pic: Paul Grice)

NEXT MONTH:*

SILVERSTONE (Part 2)
RISSINGTON K&S 4
CADWELL
ZANDVOORT

PUBLICATION DATE: 6th SEPTEMBER 1984

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



P & R CHAMPIONSHIP NEWS

The competition in the MOTIV P & R Championship continues to be fierce, with three different winners on three different makes of engine. However, despite the rapidly growing number drivers at normal club meetings; 23 at July 15th Three Sisters, the eight round championship has lost some of last year's regulars, resulting in a corresponding loss to the overall prize fund. The policy of presenting certificates to the first five at each round remains popular and it also saves club funds, so that a donation to the overall prize fund can be presented by each club.

There is growing pressure and enthusiasm for a single round, 'All Britain' 125 P & R Championship to be staged later this year with the suggestion of 'special plates'. So if you finish say fifth you will race all next year in P & R with the No. 5 plate. If such a meeting can be arranged it should be possible to gather together at least 60 entries. I would be grateful if the drivers would give me their opinions on this proposal. A repeat of last year's 25 lap 'enduro' at Three Sisters is also under consideration. I would like to thank all the clubs for their co-operation in making this Championship a great success.

Bob Clowes

1984 125 P & R MOTIV CHAMIONSHIP Results up to and including Round 5

Round 1	Round 2	Round 3
1st M Piatkowski	Results in dispute	1st C Kay
2nd S Shirley	No official results	2nd M Higgins
3rd C Kay	supplied from club	3rd M Piatkowski
4th N Mc Govern		4th N McGovern
5th B Stoney		5th R Warrington
Round 4	Round 5	
1st C Kay	1st M Higgins	
2nd N McGovern	2nd B Fortnam	
3rd A Naul	3rd R Warrington	
4th M Piatkowski	4th M Piatkowski	
5th T Martin	5th I Warrington	

Overall Positions after Round 5

1st M Piatkowski	266	6th R Warrington	131	11th B Stoney	62
2nd C Kay	264	7th B Fortnam	80	12th I Currie	54
3rd N McGovern	208	8th R Naul	75	13th S Mellor	32
4th M Higgins	180	9th I Warrington	74	14th P Crawson	30
5th S Shirley	145	10th A Naul	64	15th P Roper	26

Ed Duckett of E.D.R. Karts has very kindly offered to provide a 'Driver of the Series Award' for the current Bridgestone/Kart and Superkart 100 National Series. Details of this award and other prizes for the Series will be announced in the next issue.

Lancer Karts are now established at new premises and all enquiries should be made to: Unit B5, A1 Industrial Park, Little End Road, Eaton Socon, Cambs. Tel: Huntingdon 217600 or Bedford 48692.

RAC News

FORMULA K

List of Graded and Superlicence holders who are eligible for CIK events for this class:

M. Allan (S), M. Coyne (S), T. Fullerton (S), A. Lane (S), J. Alcorn (G), M. Bailey (G), N. Benham (G), J. Brown (G), A. Gates (G), B. Harris (G), N. Harvey (G), J. Herbert (G), D. Higgins (G), M. Homewood (G), P. Jackson (G), M. Leach (G), M. R. Little (G), R. Mailer (G), A. Millward (G), M. Murphy (G), M. Smart (G), D. Spencer (G), G. J. Waldron (G), G. P. Ward (G), R. Weatherley (G), S. Wright (G).

FORMULA K

Permanent numbers for 1984 season.

13 J. Alcorn, 25 R. Weatherley, 29 T. Fullerton, 41 M. Bailey, 62 J. Brown.

BOOSTER CLASS

Novice Plates: These must be used until the necessary signatures have been obtained.

Side Panels: It is not obligatory for these to be used in the 1984 season.

Chassis: Secondhand chassis may be used as long as the original purchase price new complies with the price regulations.

BOOSTER CLASS — REGULATION CLARIFICATIONS

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

2. Ventilated Disc Brakes — This prohibition refers to lateral ducting expressly employed for the purpose of ventilation and not to axiel drilling done by the Manufacturer in the original part.

TYRE PRICES

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

BEAD RETENTION

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

250 NATIONAL

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

BLUE BOOK CORRECTION

Attention is drawn to the fact that the DUNLOP SL tyre on Restricted List B is 11 x 600 x 5 SL and not a 610 as printed in this year's RAC Motor Sports Yearbook.

Mini Ads

Telephone: **Hoddesdon 44201**

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Tel: 074 76 3910

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Birmingham B21 0QW
or call 021-523 0732

ZIP/YAMAHA COMPLETE WITH bodywork and spares including top ends, ignition, pipe, Dunlop slicks, wets, sprockets, and stand £450. Reading 661945.

ZIP 210 MOTOPLAT IGN. Omega piston, many new parts including 2 new tyres and lay down seat £325. Spare engine as above needs new barrel £100. 4 new wet tyres £50. Tel Clitheroe (0220) 27635.

TIM PARROTT HAS FOR HIRE OR SALE:

His 250cc Superkart outfit as used this season. Always a top six finisher. Competitive rates for series of races or 'one-off'. Complete back-up service available. Please ring for further details. Contact: Tim Parrott on Stanford (0780) 782897 after 6pm.

100 NATIONAL OUTFIT FOR SALE. Lane frame, two Parilla engines. One fully rebuilt including new rod etc. Only been run. Other engine has done three meetings this season since rebuild. Many spares including spare axle, 3 sets of wets, stand, cover, plus many others. Suit also available. All in excellent condition £525 o.n.o. No time wasters please. Tel. Upton-Upon-Severn 2088 (Worcestershire) after 6p.m.

250 INT ZIP/SHADOW A.C. YAMAHA. TZ crank. Spare Barrels, pistons, heads etc. Wets on rims, stand, bodywork. Ex Grant-Sale — ready to race. £350. Tel: (0684) 40387.

TRAILER 6'6" x 6'0" INCLUDING SPARE WHEEL COVER and lights — Also Zip Silverstone rolling chassis, plus brake spares. £85 each, £150 both. Phone Amesham 6408.

1984 ROTAX 250 only 2 months old, completely rebuilt, as used by Paul Larsen. Must be good value at £1,250. Tel: (043885) 663 (evenings).

100 NATIONAL DART/KOMET tuned engine and carb, magnesium parts, very fast, immaculate condition £350. Some spares. Tel. 01-886 6044.

ZIP GP ROTAX 125. 1983 chassis, full bodywork, Brembo brakes, fully tuned SRS engine not raced since rebuild. Perfect order and not used this season. Many spares. Offers. Ring 01-223 5092 after 6.30 p.m.

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Everything you need to know about racing a top 100 National Kart.

at **TILBURY RACEWAY**
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for appointments phone
DARTFORD 22645

250 NATIONAL ZIP GP YZ250 H, tuned, motor just rebuilt — chassis, rebuilt for '84 season. Full long circuit trim, spares. Must be seen at £825. Tel: 01-952 7852. May split.

ROTAX GP125 TUNED, very fast. Gear change over new mains and piston. New Merlin pipe, tuned carb, duplex. All latest tuning mods £475. Change of sport, must sell. Camberley 65266 (Surrey).

Electronic Racing Developments. 'BENDI' INSPECTION LIGHT ideal for jetting check through plug hole in head, re-charge battery included £12.50 + 50p P&P. REV COUNTERS, large meter, re-charge battery included, IMPULSE PICK UP, 0-14,000 or 0-20,000 rpm. Both at £45.00 + £1.50 P&P. Trade enquiries welcome. Enquiries and orders to: 6 Lorraine Road, Wootton, Beds. Tel: 0234 76874.

100 BRITAIN/PREMIER, 2 fully tuned Arrow engines, excellent condition, complete outfit, suits, stand, wets, everything to start racing. Bargain at £675 ono. Tel: 0535 69939.

100 NATIONAL DEAVINSON SPRINT TKM FF99TT rebuilt not run in, slicks, wets, many spares £285. Tel: 09924 65851 (Hoddesdon).

100 NATIONAL, ZIP TKM, Bridgestone, spares, vgc, race prepared, £420. Shepshed 504250 (Leics).

100 NATIONAL LANE Aerospace pro. 8 meetings only. Plus TKM FF99TT, Peary tuned & Parilla SS20TT, FRED tuned. Very smart outfit. Also wets, stand, lots of spares, clothing, tools. Owner retiring. Bargain at £395. Warrington (0925) 64570.

JOHN TAYLORS AERO PANTHER 250 KTM

Church tuned, long/short circuit, exhausts, wets, slicks, all accessories/spares. 2 engines, t/trailer. £1200 o.n.o. Caravan Stirling, 2 berth, awning. £650. 0733 210789 or Rolex might px car.

SPRINT/TKM. Fully Dart tuned, total rebuild. New exhaust, stand, helmet. Suit beginner. Standford-Le-Hope, Essex (0375) 670956. £295. After 6pm.

RACING GO-KART, Parilla/Lane engine with Motoplat electronic ignition, KP disc brake £200 ono. Owslebury (096274) 252.

100 NATIONAL PREMIER WITH factory selected TT23, CIK wets on Zip rims, stand, tools, many spares. £400. Alnwick 710384.

S.R.S. RACING

has for sale

10 full bodied Zip/ROTAX SRS prepared 125 outfits ranging from £1,200 to £2,000. Including Stuart Ziemelis' own outfit.

A selection of 20 Rotax motors with prices ranging from £350 to £900.

1 Aero rolling chassis, 1982.....£350 ono
1982 Sprint.....£375 ono

Both of above for 125 motor.

Many secondhand sets of wheels, tyres etc.
Large selection of secondhand spares available Please ring for details.

Contact **S.R.S. Racing, 19 The Green, Gt. Staughton, Huntingdon, Cambs.**
Tel: 0480 860823

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125 ZIP GP with Zip Silverstone full body, with Stephen Coward tuned Rotax engine. Bridge-stone tyres. Bargain at £1,395. Glossop 62668. LANE ROLLING CHASSIS COMPLETE. Little used. £160. McCulloch 91 B1 £100. Both in top condition. Ashford (Mx) 56253.

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CLUB SCENE

100 National 'B' Final

1st Paul Wilkes DAP/DAP

100 National 'A' Final

1st Robin Chuter Wright/Parilla
2nd Robert Marsh Lane/Parilla
3rd Andrew Pallister Jeta/DAP
4th Kevin Clarkson Sirio/Yamaha
5th Adrian Sankey Kali/Yamaha
6th Richard Copeland Jeta/DAP

125 National

1st John Russell Zip/Rotax

210 National

1st Steve Thornell Barlotti/Villiers
2nd Andrew Worton Dale Villiers
3rd John Browning Barlotti/Upton

250 National

1st John Ottrey Zip/Yamaha

250 International

1st Christopher Beavers Zip/Yamaha

Dunkeswell

JUNIORS:

This was Adrian Coles day, right enough; he took three wins (including the Final) and a third. Steve Sparkes took the other win and scored three second spots, while the other leading places were generally shared between Mark Hutton, Stewart Baker and Denzil Titherly.

All in all, a good class this day, with the youngsters now obviously having come to grips with the Bridgestones. There was plenty of close stuff; too close in heat two when Coles climbed through the field to second, then gave Sparkes a real shove that had him two-wheeling for a moment. Sparkes recovered well but by that time Coles was away into the lead.

100 BRITAIN:

Terrific action from exactly a gridful of drivers made this one of the most entertaining classes of the day. There were four races, and four different winners.

Perhaps the most outstanding moment of the heats was when Dave Lloyd (Jeta/DAP) "did a Bundy" to take not one but two men in a single heroic move at Hangar Bend. It was well worth the entrance fee just to watch that! He went on to score a well deserved victory.

The Final seemed up for grabs to just about anyone, but it was Dave Hawes (Jeta/DAP) who eventually emerged as race leader, while Andrew Clarke, Don Thacker, and Joanne Jacobs (who started from the third row) took turns in trying to take him — they didn't, and Hawes went onto a fine win.

100 NATIONAL:

Still keeping up an improving standard, helped in no little way by Ron Shone who has moved to this class and obviously encourages his new customers to do the same.

Richard Copeland (Jeta/DAP) and Adam Bamford (BM/Arrow) each scored a win, while Darren Maple (Wright/Arrow) took a heat and the Final. Martin Liddiard, still starting as a novice, took two fifths and two thirds, carving through the field in fine style. Look out regulars when he doesn't have to start from the back.

Unluckiest man of the day was Arthur Wood who appeared to have heat two sewn up when his carb swallowed some sound deadening material within sight of the flag. As he chugged toward the flag trying to clear the problem, Bamford pipped him on the line.

210 NATIONAL:

How can anything so simple be so unreliable? A small class was further depleted by various problems until in two races there were only two finishers! Such a pity, as at the last couple of meetings this class seemed to be on the upward trail.

Steve Plain (Zip/PPM Owntune) scored four easy wins, showing that it is possible to be fast and RELIABLE.

125/250 COMBINED:

A very good show — fast and colourful, a real crowd pleaser. Malcom Turner (Zip/Yamaha) showed he hadn't lost his touch by taking two fine wins, although he had to work for them as John Gosling, Max Fulkner and Andy Bundy chased him hard.

Generally the heats were fast and entertaining, yet the Final almost went the way of 210! First, Turner shunted Faulkner out of the race but broke a track rod in the process; then new leader Mike Wosnitzka (Aero/Yamaha) spun on water from his own radiator; then John Gosling took the lead only to have his gear lever snap off in third! With various others going off, this elevated Mike Biddlecombe to his first ever win, with Gosling just holding on to second ahead of Julian Schnitzer.

Spectator.

JUNIORS

1st A. Coles Jeta/Tabor DAP
2nd S. Sparkes Barlotti/Arrow
3rd S. Baker BM/MM Arrow

100 BRITAIN

1st D. Hawes Jeta/Tabor DAP
2nd A. Clarke Jeta/Arrow
3rd D. Thacker Jeta/DAP

100 NATIONAL

1st D. Maple Wright/Arrow
2nd A. Pallister Jeta/Tabor DAP
3rd M. Liddiard Zip/Parrilla

210 NATIONAL

1st S. Plain Zip/PPM Owntune
2nd F. Tarr Dale/Upton

125

1st A. Bundy Zip/Rotax
2nd M. Williams Zip/Rotax
3rd A. Pearse Zip/Rotax

250

1st M. Biddlecombe Zip/Yamaha
2nd J. Gosling Barlotti/Yamaha
3rd J. Schnitzer Zip/Yamaha



Telephone:
Hoddesdon 44201

Kalendar

AUGUST

12 CLAY PIGEON. SUPER ONE SERIES ROUND 4

BANFF & MORAY KC (Boyndie)
CHASEWATER (Pleasure Park, Brownhills, off A5)
GUERNSEY K & MC (I)
KIMBOLTON (10 miles SW of Huntingdon)
TILBURY (Dunlop Road)

17/19 ZANDVOORT DUTCH GP

BECCLES
NUTHAMPSTEAD (1½ miles East of Barkway, off B1368 Cambridge-Ware Road)
SHENINGTON KART CLUB (8 miles from Banbury)
STRANRAER (Castle Kennedy)
THREE SISTERS (off junction 25, M6)
BLACKBUSHE (Camberley KC, Crail)
DUNKESWELL (5 miles from Honiton, Devon)
FULBECK (Lincs KC, Golspie)
PEMBREY (Airfield nr.Llanelli)
SNETTERTON (15 miles SW Norwich A11)

26/27 KIMBOLTON (10 miles SW of Huntingdon. K&S Series Round 5)

ROWRAH (Cumbria KC. 10 miles from Cockermouth on A5086 Cockermouth and Egremont.

27 CHASEWATER

SEPTEMBER

1/2 AXAMO WORLD AND EUROPEAN CHAMPIONSHIPS (Ace KC)

FELTON (8 miles North of Morpeth on A1. NE Champs. Summer Challenge. (Gearbox)
LITTLE RISSINGTON (RAF base Stow on the Wold)
RYE HOUSE (Hoddesdon KC)
THREE SISTERS (off junction 25 M6)

9 MALLORY PARK RAC CHAMPS. Round 5. ZIP BRIDGESTONE SERIES (125 Round 5) SCOTTISH CHAMPIONSHIPS SNETTERTON SUPER ONE SERIES Round 5 (Ace KC)

CHASEWATER
KIMBOLTON
TILBURY
SNETTERTON
ROWRAH
WOMBWELL

BRIDGESTONE/KART & SUPERKART SERIES KIMBOLTON

Entry details for the 5th round of the Kart & Superkart Series are as follows:

Venue: Kimbolton, 10 miles South West of Huntingdon.

Date: 26th August 1984.

Practice: 25th August 12 to 5pm.

Entry fee: £12.00 (practise £5.00).

Entries to: Mrs Ruby White, 50 Hawkins Road, Cambridge CB4 2QX.

Entries close on the 18th August 1984.

Camping is available at the circuit (No Water).

We will also be running Jun Britain and 100 Britain as additional races.

Normal club entry fees for these races.

BRIDGESTONE/KART AND SUPERKART 100 NATIONAL SERIES TYRE REGULATIONS

Some clarification of the tyre regulations for the Series is necessary, as a great deal of confusion has arisen during earlier rounds, regarding the numbers of sets of tyres permitted for a meeting.

The Series' Organisers decided that 1984 should be 'open', in the sense that there would be no restrictions on the numbers of sets permitted to be used at a meeting. This amplification is necessary because the regulations do not specify tyre quantities, a factor which has led to the assumption that the 1984 Series would follow the pattern of previous years.

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

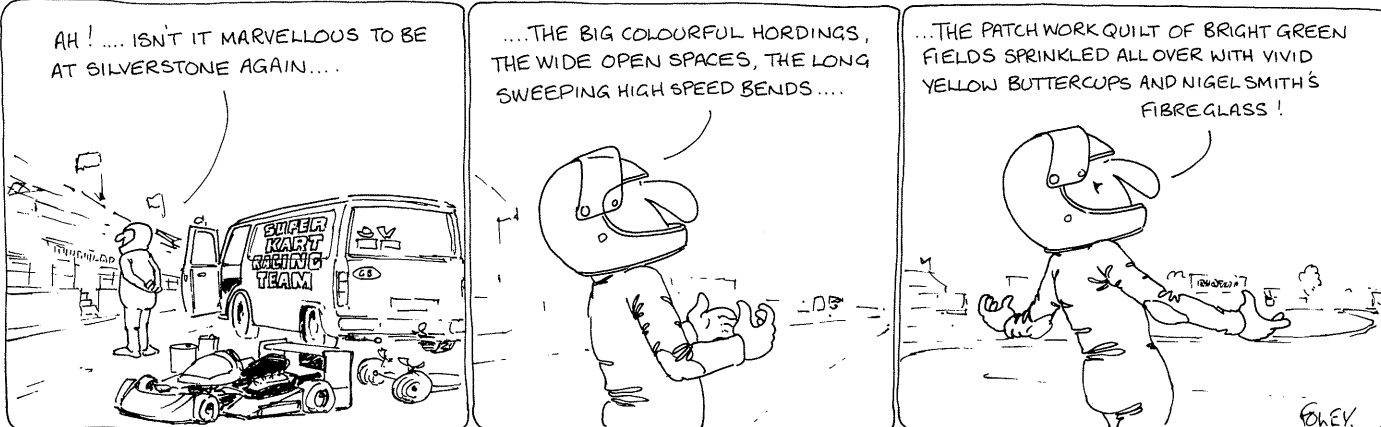
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Advertisements are only accepted subject to the above conditions.

FRIGGIT



ULSTER NEWS

The Ulster Karting Club is promoting a series of races, eight in all with excellent money prizes, at the end of the season. This series has different sponsors for each class; i.e., Automotive Lubricants for Class 1; Lloyds Bowmaker for the 125 National and Agnew Commercial for the Formula E. With such a prize fund the entries for each UKC meeting are usually one hundred plus; generally we can expect an average of 20 karts per class.

For the other classes the average is about twelve; 250 National many years ago was probably the strongest but drivers diverted themselves either to 125 National or 250 International, leaving the 250 National the weakest. However, the indications at present are showing a revival.

All in all, the kart racing in Northern Ireland is very strong, but even so they would welcome any mainland drivers at any time to participate. Why not try some of their road races? Interested parties should telephone Lisburn 76097 (evenings). The club would like to extend its thanks to those mainland drivers who participated in the recent Ulster Kart Grand Prix.

At the UKC meeting on 23rd June, for the first time this season, the event saw incessant rain, although everyone, including officials, exercised the usual enthusiasm which resulted in an excellent day's racing.

125 National (Sponsored by Lloyds Bowmaker)

1st Leslie Currie
2nd Alan McAlonan
3rd Dave Vance
4th Kirk Grills

Class 1 (Automotive Lubricants)

1st David Allen
2nd Hugh Dunne
3rd Allen Vance

Formula E (Agnew Commercial)

1st Dick Curran
2nd Raymond Lyons
3rd Dessie Graham
4th Rod Logan (Scotland)

Junior Britain

1st R. Wright
2nd R. Drumm
3rd A. Johnston

Junior International

1st Gordon Duncan
2nd Nigel Allen
3rd Neil Cheshire

250 National

1st Dessie Black
2nd Dessie Tosh
3rd Hugh McDowell

BY BARRY FOLEY

RAC 100 BRITISH CHAMPIONSHIPS

Felton was the circuit chosen to host the 1984 RAC 100cc British Championships with all three 100cc Classes supported — International, Britain and National, the latter almost topping one hundred entries. The event was held over two days — Saturday being used for practice and two heats and Sunday for one heat and various finals. The time table seemed quite well spread out and the Northumbrian Kart Club had done its homework and organised a memorable event. The Club had attracted support from Priory Garages (Renault), who played their part to the full in support of karting.

100 International was reasonably well supported, indicating perhaps some signs of returning to its former glory. The final was dominated by Piers Hunnisett and Charlie Brown who circulated more or less nose to tail throughout the race. Although it appeared that Brown was the quicker, Hunisett's overseas experience proved decisive as he held station at the front and claimed the title.

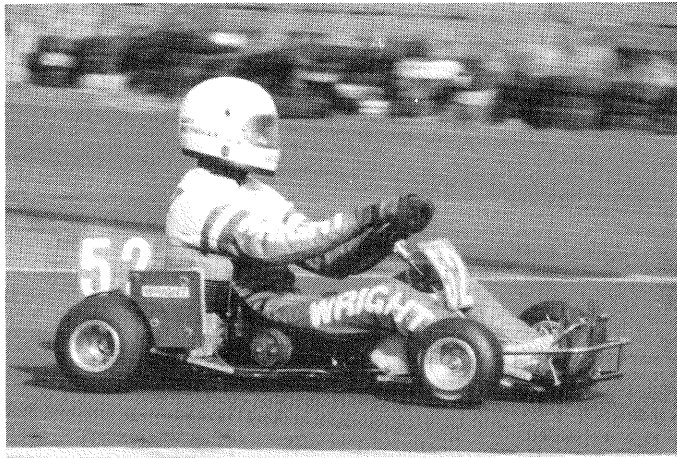
100 Britain drivers totalled only 32, which is disappointing for the country's economy class. Interestingly 25% of the entry was from the South Yorkshire K.C. Current champion Patrick Walsh created history by driving into the premier position again, his Jeta/Arrow setup being a match for most others, with perhaps the exception of Mark Salter and David Germain. However, the two heat wins and a comfortable final win,

there is no denying that young man is very deserving of his No.1 plates.

100 National was competitive as ever and produced some super racing. To say that Gary Moynihan won the final and became British Champion seems justice for his consistent performances over the last 12 months, but he certainly did not have things all his own way. Saturday's heats had already inspired some, while others were left to ponder the 'ifs'. Top of the pile on Saturday evening was Nigel Edwards, with a third in heat one and a fine win in the second heat giving the Zip/DAP JM driver plenty of hope. Lap times from Edwards were the quickest of the weekend, with only Grice, Prior, Elliott and Moynihan getting anywhere near. Sunday's heats also looked good as Edwards moved swiftly through the field into third place, but disaster struck in the form of a broken coil wire. Thus he had a mid grid start for the final which was to prove too much, a disappointing end to something which promised so much. Graham Kershaw drove consistently well to snatch grid two and Steve Tillett on grid three, but Pete Elliott, driving his own Mondial creation and a factory PCR, courtesy of Terry Fullerton, proved capable of running up front and kept the pressure on Moynihan throughout the race to a claim a well deserved second. Third went to Ricky Grice, who had qualified through the 'B' final and proved very quick all weekend. Edwards worked his way up to fourth, with the outgoing champion, Gary Prior, claiming fifth. Local star George Price had a good championship and finished a creditable sixth.



First and second in 100 International — Piers Hunnisett and Charlie Brown.



The new 100 National Champion — Gary Moynihan.

(Pics: Iain Blair)

There were many heartaches but the spirit of the drivers, the organisers and the whole event in general was a great success and bodes well for 100cc karting.

RESULTS OF RAC BRITISH CHAMPIONSHIPS—FELTON—14/15 JULY 1984

100 Britain

1st Patrick Walsh
2nd Andrew Clarke
3rd Phillip Hogg
4th Adrian Cotterill
5th Mark Beddall
6th Mark Salter

100 National

1st Gary Moynihan
2nd Peter Elliot
3rd Ricky Grice
4th Nigel Edwards
5th Gary Prior
6th George Price

100 International

1st Piers Hunnisett
2nd Charles Brown
3rd Stephen Dart
4th Steve Filkin
5th John Alcorn
6th William Turner

Donaldson went out and Gordon took up the running for the remaining laps from Gilmartin and 125 novice Paton.

Final and Gilmartin was out in front from Gordon, Donaldson and Whitefield. Whitefield came powering through past Gordon and then Gilmartin to take front running. Gordon now having tremendous gearbox problems was hanging in and challenging Gilmartin where possible, opportunities being missed by jumping gears. Gilmartin went wide at the pits bend and Gordon squeezed past to take the 210 lead and attempted to catch Whitefield in the 125.

Mission impossible Whitefield crossed the line first to take the 125 trophy with Gordon and Gilmartin taking first and second for the 210s.

Shenington

With most of the track at Shenington either repaired or resurfaced for the June meeting the lap records were up for grabs.

The British Championships for the gearbox classes sharing the same date meant that the gearbox classes were depleted. The 100cc classes were out in strength.

JUNIOR BOOSTER

Bobby Game won the first heat. G. Linton a visitor from Wombwell gave the regulars something to think about, when he stylishly took the second heat. The final was led for two laps by Linton who came off in the bottom hairpin. Bobby Game became the new race leader from David Wilson, Jonathan Watkins, Oliver Gavin and Christopher Parks. On the seventh lap Gavin took the bottom hairpin too quickly and spun out. Bobby Game first with David Wilson second.

JUNIOR BRITAIN

Heat winners Adrian Coles and Martin Powell were both very quick in the heats. Second places went to Martin O'Connell and Jason Bird. When the starter let them go in the final Adrian Coles headed the leading karts of Powell, Husband, Bird, Rhodes, Jackson, Watkins N., Wood, Varley, Cattell and Smith. Poor Martin O'Connell was out of the race right at the start. The racing was very close. On lap three David Jackson left his braking late to take Jason Bird into the top hairpin. Guy Wood made his move to pass Nicholas Watkins lying seventh. Adrian Coles was increasingly under pressure from Martin Powell and Robbie Husband. By lap six Adrian Coles's engine died coming out of the top hairpin. Martin Powell narrowly missed Adrian Coles. Martin now the leader from Husband and Jackson. On the last lap Powell's engine also developed electrical trouble and he was forced to retire. Husband then led to the chequered flag. David Jackson in second place drove his hardest to pass Husband, but there was not enough time left. Adrian Coles drove well to recover some of his lost places. Finally finishing third.

100 SENIOR BRITAIN

Another fine day's racing from Britain class drivers. Heat winners were Mark Lawson and Simon Richardson. Paul Branfield notched up two second places. Simon Richardson and Paul Branfield were in a class of their own in the

final racing at sub-lap record speeds. With only a third of the final run Paul Branfield who looked quicker than Richardson, made a rather hasty passing attempt in the bottom hairpin and took himself out. Simon Richardson had a substantial lead by this time and was able to cruise along in the lead without any hassle. Dave Hawes now second led Eric Butler gradually increasing his lead. Robert March in fourth place found himself the victim of attention from Victoria. Mark Lawson caught and passed Ray Wake. On lap ten Eric Butler, Victoria Phillip-Bates, Robert March, Mark Lawson and Ray Wake were bumper to bumper. Sadly Mark Lawson spun on the slippery surface in the chicane. The eleventh lap saw the demise of Ian Cox when he left the track at high speed arrived unceremoniously in a pile of tyres. The tight race for third continued, on the next lap Ray Wake and Rupert March tangled in the bottom hairpin, their race at an end. Eric Butler was having to defend hard from Victoria, eventually he succumbed when she shot through on the inside into the chicane. A convincing win for Simon Richardson from David Hawes and Victoria Phillip-Bates.

100 NATIONAL 'B' FINAL

This is usually one of the close races of the day with those four important front places to be won. I noted good performances by Nick Crisp, Martin Riman, J. D. Barnie, and Martin Jones. A sight I shall remember for a long while was Phil Dixon's wheel following him down the track and passing him. It was only then he appeared to have noticed that he had lost it. The qualifiers for the 'A' final were Paul Wilkes, Andy Pallister, Nick Crisp and J. Barnie.

100 NATIONAL

With some of the quick 100 National drivers away the day's racing gave opportunities for some of the less well-known drivers to shine. There were four heat winners, Ray Lewis, Dennis Hillback, Brian Catchpole, and Robert Marsh. The final grid was assembled with Ray Lewis and Robin Chuter on the front row. Robin made a good start and soon pulled a buffer which he held throughout the race. With a fifteen lamp final, drivers' concentration and stamina was to be tested. First time the drivers came through the chicane the race leaders were Chuter, Hillback, Lewis, Catchpole, Bailey, Hunt, Marsh, Copeland and Moon. Second time around Brian Catchpole slipped past Dennis Hillback in the chicane. Ray Lewis now came under pressure from Chris Bailey who was much quicker through the pit's complex. Bailey tried a risky passing manoeuvre and Lewis had him all crossed up on the marbles in front of the spectators. Bailey dropped back to sixth. The chicane then collected its first victims — Hillback and Lewis. Lying in second place Brian Catchpole was unable to find that bit extra to close on the race leader. Robert Marsh must have been pleasantly surprised to find himself in third place. Hot on trail behind Marsh was Chris Bailey, Barry Benham, and Andy Pallister (who was one of the 'B' final qualifiers). Chris Bailey powered past Robert Marsh as they came out of the chicane. By lap ten there were only fourteen karts left in the race. Brian Catchpole was driving defensively to keep Chris Baily at bay. Chris took Catchpole into the chicane for second place. On lap thirteen Chris's fading brakes caused him to slide off in the chicane taking Brian Catchpole with him,

leaving Robert Marsh second place. A steady drive by Andy Pallister brought him from grid twenty-two to third place. Robin Chuter looked relieved as he crossed the finish line. His lead had never been challenged. Robert Marsh had, without doubt, his finest drive at Shenington to finish second. Andy Pallister produced the performance we would have expected, a few more laps and Andy may well have gobbled up some more places. Kevin Clarkson fourth.

125 NATIONAL/250 NATIONAL/250 INTERNATIONAL

The three classes ran together which was very confusing for spectators.

125 National heat winners were Charles Longbottom and John Russell.

250 National heat winner — John Ottrey. (x2)

250 International both heats won by Chris Beavers.

Chris Beavers had an easy time in his own class but he had a tough time with the other classes. His first challenge came from John Ottrey in the 250 National class. John led the overall race from the second lap. Chris Beavers was passed next by John Russell on his 125 machine, but he re-passed him just past the lap scorer's caravan. Chris held onto second place in the race until lap 10 when he was passed once again by John Russell, in the bottom hairpin. The man in second position in the 125's was Charles Longbottom but despite his efforts he failed to get onto terms with the races' leaders. A fine individual race. Congratulations to John Ottrey the overall race winner.

125 NATIONAL

The final was set to be a battle between Thornell and Worton. A very fast John Browning led the final away. Steve Thornell passed John Browning on the approach to the top hairpin. Andy Norton anxious to catch Steve Thornell must have been most frustrated when it took him five laps to pass John Browning, eventually squeezing by in the top hairpin. Steve Thornell by this time had a commanding lead. In third place John Browning was caught by Dominic Wishlade, giving us a super race between the 'master and his apprentice' Dominic briefly led John only to be repassed, there was not going to be any mistake in this race by John Browning. The winner of this 210's race by a considerable margin was Steve Thornell, Andy Worton had left his challenge too late.

Many of you are fully aware of the new regulations which will affect the 100 Senior Britain class in 1985. Shenington has asked the drivers at the club for their views. As a result the club is to continue to run a Britain class with 3 port TT engines and Carlisle tyres, many other clubs are undecided what action to take. However there is little doubt that the increase cost of replacing rims and tyres and changing engines to remain competitive will drive many drivers out of karting altogether. If you feel strongly on this issue, you must put pen to paper or the Britain class of karting will be a thing of the past.

Junior Booster		Maggie
1st	Bobby Game	Zip/DAP
2nd	David Wilson	Lane/Arrow
Junior Britain		
1st	Robert Husband	Ferrari/Arrow
2nd	David Jackson	Wright/Arrow
3rd	Adrian Coles	Jeta/DAP
100 Britain		
1st	Simon Richardson	Wright/Arrow
2nd	David Hawes	Jeta/DAP
3rd	Victoria Phillip-Bates	Reema/Arrow
4th	Eric Butler	KEG/Arrow

SISLEY LEISURE LTD

News is that Bill Sisley has completely split from Sisley Racing and formed his own separate company operating from new industrial premises. The new company, known as Sisley Leisure Ltd., manufactures miniature cars, the range rover, beach buggy, jeep, electric car and the all terrain vehicle plus, of course, the company manufactures purpose built concession vehicles for amusement parks, etc. The company can be found at: Pivington Works, Pluckley, Kent TN27 0PG. Tel: Pluckley (023384) 679.

CLASS OF 125

The Class of 125 last month contained a printer's error in paragraph 6 on page 17. When discussing the refitting of the piston, it was stated that a 1/16" hole should be drilled in the piston. this should have read a 1/16" hole. Please accept our apologies.

PHOENIX KARTS MINARELLI 125 ENGINE

The Minarelli 125cc rotary valve engine becomes eligible for the 125cc National Class as from 1st November 1984. The engine, considered by Phoenix Karts to be a most reliable and powerful unit, is available from the Phoenix Kart Manufacturing Company.

DUTCH KART GRAND PRIX ZANDVOORT

The dates for this annual event are confirmed as 17th/18th/19th of August and the programme is as follows:

Friday 17th: Three half hour free practice sessions

Saturday 18th: Three 20 minute free practice sessions (the last one incorporating Timed Practice).

Sunday 19th: One 15 minute free practice session
Pre Final (6 laps)
Final (8 laps)

There will also be grids of 250 National and 125 National catered for at the meeting and entries are invited from any interested UK National class drivers. Application in writing as soon as possible to:

KC 250 Secretariaat,
Lijsterstraat 27
3514 TA Utrecht
Netherlands.

Another snippet of news is that Michel Trolle, ex-Superkart driver, is concentrating his time on cars and is currently lying second in the Formula Renault sixteen round series.

DON'T FORGET!

125 National drivers, the BRSCC Cup continues with rounds at:
Mallory Park on 30th September
Oulton Park on 13th October
Entry forms are available from the BRSCC offices at the above circuits and from SRS Racing, 19 The Green, Great Staughton, Huntingdon, Cambs. (s.a.e. please).

250 International drivers, the BRSCC Superkart Cup will be held at Mallory Park on 21st October. Entry forms are available from the BRSCC at Mallory Park.

CUMBRIA KART CLUB

The Cumbria Kart Club will be holding a two day event during the August Bank Holiday weekend (26th/27th August). For further details interested drivers should contact: The Competition Secretary, Bank House, Foster Street, Penrith, Cumbria. Tel: Penrith 63220.

Frenchman Eric Gassin, who drove so convincingly at Silverstone during the GP, recently won the first round of the French Superkart Series at Ledenon in the south of France. Gassin was using the Nissag chassis which he competed with at Silverstone. Second was Zip mounted Theiry Granier.



CHAINS – SPROCKETS – etc.

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

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

ZIP HIGH QUALITY DIE-CAST COMPONENTS

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

ZIP (Bridgestone approved) DIE-CAST WHEELS

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

PLUG – IGNITION – TOOLS etc.

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

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GOODS VALUE £1 – £10, + £1 p&p; £10 – £25, + £1.50 p&p; £25 AND OVER + £3 p&p.

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SEND YOUR ORDER TO THE CHOSEN CENTRE, ACCOMPANIED BY YOUR CHEQUE OR POSTAL ORDER. PLEASE PRINT YOUR OWN ADDRESS CLEARLY ON THE ORDER.

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

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

NEW SIMPSON Type 82	£169.00 + VAT
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BELL M.1. Special Offer SAVE £51	£99.00 + VAT
BELL TOUR STAR	£59.00
G.P.A. F.1. HELMET	£199.95 + VAT

Motocraft plugs	£2.25
NGK plugs	£2.50
New NGK plugs – 9EG and 10EG	£1.75
Zip professional Tyre Pressure Gauge, Mastia	£16.50
New Zip Super tyre Pressure Gauge	£11.50
Precision dial gauge + adaptor	£16.00
Waterproof rubber plug caps	£0.85
3mm "T" bar Allen key 'genuine Jacobs'	£1.50
4mm "T" bar Allen key 'genuine Jacobs'	£1.50
5mm "T" bar Allen key 'genuine Jacobs'	£1.50
6mm "T" bar Allen key 'genuine Jacobs'	£1.50
Allen key foldaway set, in steel case, 2mm-6mm	£3.00
Zip cabinet-type steel tool box	£32.50
Tank tape, best quality, various colours	£4.50

GENERAL KART COMPONENTS

Zip noise box (compulsory RAC)	£12.90
Genuine Zip Ferodo special pads (pr)	£6.00
Zip leather-rim steering wheel	£10.00
Zip 100cc glass fibre seat	£11.50
Seat cover, foam padded	£8.75
Kart cover, special Zip type	£10.95
Genuine rose rod ends, 8mm female	£2.50
30mm HT ground finish axles	£11.00
25mm HT ground finish axles	£9.00
Number plates, all colours (100cc)	£0.35
Tillotson filters	£1.20
Chain guard strips	£0.30
Plastic finger guard	£1.10
Plastic chain/finger guard	£1.65
Plastic continental fuel tanks with special fittings	£4.50
Alloy finger guard	£3.00

STOPWATCHES

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

ZIP RACEWEAR

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

ZIP NEW F.1 style CIK SUIT – A new standard in style and comfort	£42.00
Zip std. leather suits are available in colours and sizes as per PVC overalls but manufactured in top quality leather	£125.00
ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo.	
Manufactured in top quality leather	£138.00
Zip PVC racing boots	£15.00
Zip super leather boots	£25.00
Short leather racing gloves	£9.35
Long leather gloves	£12.00
Zip '84 suede boots	£25.00
Zip equipment bag	£6.00

HELMETS AND ACCESSORIES

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

The new Simpson 82 range of helmets designed for karting use.	
Simpson carbon fibre	£220.00
Simpson type 82	£169.00
Simpson type 82 carbon fibre	£199.00
Simpson visor clear or tinted for type 82-32-14	£11.00
Simpson visor old type clear or tinted	£5.75
G.P.A. F.1 helmet	£199.95
G.P.A. visor	£30.00
Bell Tour Star	£59.00
Bell Star	£99.95
Bell Star Ltd	£125.00
Bell M1. Special Offer.	
Sizes 6 3/4 - 6 1/2 – 7 only	£99.00
Bell M2, new F.1 style	£180.00
Bell tour Star visor, clear	£4.00
Bell Tour Star visor, tinted	£6.20
Bell visor M.1. & M.2.	£12.00
Bell Star I and II visor	£4.00
Bell Star visor	£8.00
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Zip Rotor Visor, a must in the wet	£11.50
100% Cotton Balacava	£2.00

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

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7.1 x 11 x 5 YBN(SL) slick	£12.00
3.5 x 10 x 5 YAK(SL) slick	£15.00
4.5 x 11 x 5 YAK(SL) slick	£15.00
4.5 x 10 x 5 YAK(SL) slick	£18.50

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DMA Racing, 41A Oxford Street, Church Gresley, Burton-on-Trent, Staffs. Tel: (0283) 214489
Andy Kirkpatrick, 15 Port Glenenoe Road, Ahoghill, Co. Antrim. Tel: (0266) 878203

6.0 x 11 x 5 YAK(SL) slick	£18.50
7.1 x 11 x 5 YAK(SL) slick	£18.50
4.5 x 10 x 5 YBK slick	£20.50
4.5 x 11 x 5 YBK slick	£20.50
7.1 x 11 x 5 YBK slick	£20.50
5.5 x 11 x 5 YBK slick	£24.00
7.5 x 11.5 x 5 YBK slick	£30.00
3.5 x 10 x 5 YBF wet	£22.50
4.5 x 11 x 5 YBF wet	£22.50
6.0 x 11 x 5 YBF wet	£22.50
7.5 x 11.5 x 5 YBF wet	£33.00

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All tyres '81 production, not old 1980 tyres.	
4.5 x 11 x 5 CIK wet	£14.00
4.5 x 11 x 5 slick	£14.00
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SPECIAL

800 x 8" Burris	£16.00
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The original Zip Deluxe spun alloy wheels – not to be confused with pattern tyres.

Front rim 5" x 2"	£2.35
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Front rim 5" x 3"	£2.80
Rear rim 5" x 4"	£3.12
Rear rim 5" x 3"	£2.80
Rear rim 5" x 2 1/2"	£2.60
Rear rim 5" x 2"	£2.35
'O' rings for above	£0.20

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Pigskin suede racing boots, a new level of comfort, red, blue, or black with contrasting stripe ... **£20 + VAT**
Zip Race wheel balancer ... **£25 + VAT**

your letters..

Dear Sir,

During a recent visit to Northern Ireland for the Ulster Kart Club Grand Prix meeting, Audrey, Lee and myself were involved in a rather nasty road traffic accident, which ended up by Audrey and I being detained in hospital with various bones fractured. At the scene of the accident, various officials of the Kart Club, fellow competitors and traders all stopped to render assistance.

During the early hours of the morning (1am-3am) whilst we were being attended to in the casualty unit of the hospital, we were visited by Ray Jordan and his family, the Chairman of N.I.K.A., Frank Stewart and his charming wife Rosemary, Mrs Sylvia Cairns (Competition Secretary UKC) and her husband Jim. The Cairns had been in bed asleep when they heard of our mishap. These wonderful people had turned up at the hospital out of concern for my family's welfare and brought various items, such as pyjamas, towels, soap, etc. Fortunately Lee's injuries were treated immediately and he was allowed to return to Antrim with Frank Stewart and his family. Audrey and I were detained in hospital for a further 6

days, during which time we received cards, flowers, fruit, etc., and were visited every day by members of the U.K.C. and Club Committee members.

To all the people I have mentioned, to fellow karters in Ulster and to those of you down South, not forgetting the many friends at home here who wrote or rang with words of comfort, we are eternally grateful.

Like most of us who have been involved in karting for many years, I have often searched my mind long and hard and have continually asked myself — why are we still involved in this sport? Always the same two answers I give myself and others: I must be bloody mad and of the many true friends we have acquired within the sport. Whilst I don't deny that the former may be true, the latter has, at this moment in time, proved to be correct.

To each and every one of you — thanks a million.

Yours,
Terry, Audrey, Lee and Julie Cranmer

Dear Ed,

As a regular reader of Kart and Superkart Magazine I couldn't help but notice the frequent reports of drivers obtaining sponsorship. I am pleased to tell you that my entry in the 100 Britain class Championships at Felton was sponsored by Else Motor Group Contract Hire, Derbyshire. Contract Hire is mainly of value to business users of cars and light com-

mmercial vehicles and Else Motor Group. Contract Hire can operate their contracts from anywhere in the UK. May I suggest that if any readers of Kart and Superkart are business users of their vehicles, or know of other business users who might be interested, then they may well benefit from the service Else Motor Group can offer. Anyone requiring more details should contact Maggie Sampson on Langley Mill (0773) 763537.

Yours sincerely,

Richard Hind

Dear Ed,

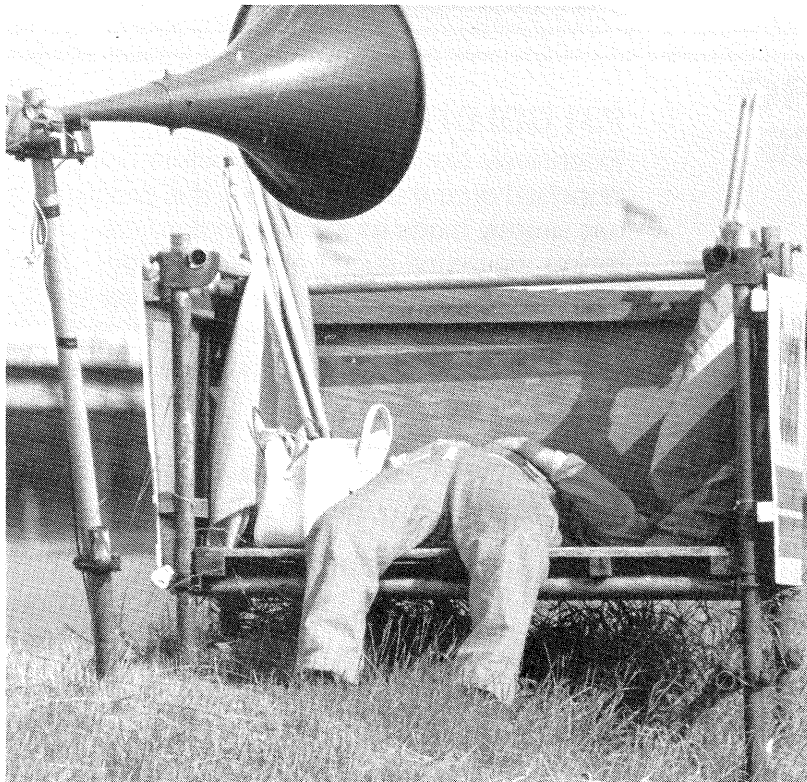
May I, through the pages of your magazine, thank all the people who helped me to win the 125cc British Kart Grand Prix. First to Peter Berry for tuning my engine and to my boss, Roy Wooldridge for supplying the kart and engine; to Kelgate for sorting out my brakes on Sunday morning and to Dad for supplying the money.

Thanks again to my two mechanics, Ian and Steve and to my girlfriend Sue for being patient and putting up with me these past few weeks and to all my friends who supported me.

Thank you Kart Components, for donating wheels and to the Daily Express and Hermette for a very good meeting and I'll try again next year.

Thank you,
Keith Glendenning

Photo Caption Competition



LAST MONTH'S COMPETITION

Remember the two photos, the one with Martin Hines and the other of someone you all may have recognised? Well, it proved a difficult choice because we had so many entries! The best of the bunch we thought were:

Photo of Martin: "I could have sworn Russell told me to turn left at Woodecote!"
(From: Bernie Roberts, 2 Hendre Close, Broad Lane, Coventry CV5 7QG).

Photo of the Ed: "Piatk... Piatk... Sod it, I'll just put M.P.!"
(From: Iain Blair, Cumbria Kart Club)

Both these gentlemen each will receive *Kart and Superkart Tee Shirt* for their, no doubt, painstaking efforts.

An interesting photography, don't you think?

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

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

Best caption wins a *Kart and Superkart Tee Shirt*.

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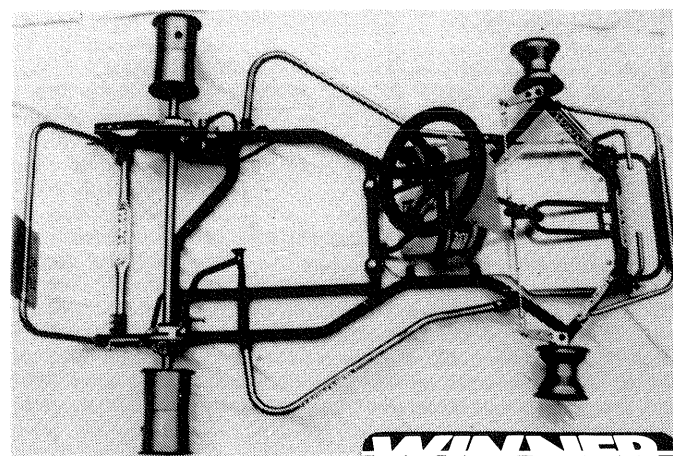
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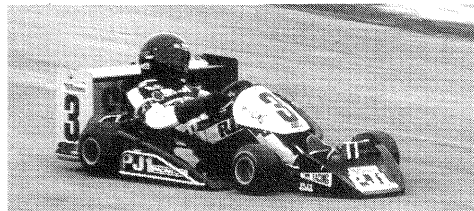
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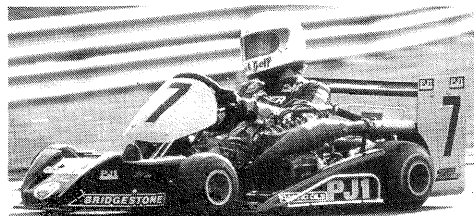
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CLUB SCENE

125 NATIONAL

1st Gary Docker Zip/MBR Rotax
 2nd Alan Tolson Barlotti/Rotax
 3rd Andy Harvey Motiv/Honda

210 NATIONAL

1st Stu Alsop Star/SAGO Villiers
 2nd C. Smyth Barlotti/Upton
 3rd Dave Tweddle Zip/Villiers

250 NATIONAL

1st Ian Reading Zip/Yamaha

250 INTERNATIONAL

1st Barry Tolson Zip GP/Rotax
 2nd Alan Tinnion Zip/Yamaha

Crail

The Kingdom Open Championships attracted a number of drivers and spectators to the Crail circuit on the 17th June. Again the weather was excellent with racing to match.

JUNIORS

It was encouraging to see a number of novice drivers entered in the Junior classes, especially in Junior Britain. All the lads drove well and should provide stiff opposition for the regulars in a short while.

Jonny McDonald won the first heat with Alan Innes second after Ian McLeish went off on lap 6. McDonald led the second heat but was chased hard by McLeish, and on the last lap the two tangled, giving victory to Mark McMorrairie followed in by Ian Innes. McDonald won the third heat with McLeish second, followed by McMorrairie and A. Innes.

Final: A. Innes, off pole led McDonald and resisted his determined attempts to pass with McLeish a rather distant third. Lap 4 and McDonald came off at the hairpin but restarted quickly to close his way back through the field. Meanwhile McLeish was slowly cutting back Innes lead and just further back McMorrairie was having a terrific battle with I. Innes who was climbing all over his back bumper.

At the flag A. Innes had a few kart lengths over McLeish with McMorrairie just holding off I. Innes with D. McDonald the leading Booster.

It later transpired that Alan Innes had driven the last five laps with no brakes when one of his brake pads fell out!

125 AND 210 NATIONAL

Sandy Pratt dominated the proceedings in 210 National with three convincing wins in the heats. Brian Swankie and Peter Baxter shared the other top positions with novices Andrew Cunningham and Jacques Hendrikse taking wins in the 125 class.

Final: Pratt shot off into the distance to take an untroubled win. Behind him however some great dicing was going on. Swankie was being harried by Baxter who succeeded in passing on lap 2 but had to retire half a lap later with fuel problems. Up came Robert Stewart to press Swankie but he in turn was passed by a hard charging Hendrikse. Lap 8 and Hendrikse passed Swankie but could make no impression on a distant Pratt. Cunningham had also come up through the field and was giving Swankie a hard time.

The flag fell to Pratt with Hendrikse second followed by Swankie who just managed to keep Cunningham at bay.

100 NATIONAL

Last month's winner Sam Brown was in no mood for hanging about as he drove to three heat victories. Andrew Graham had two seconds and a seventh whilst Niall Smith, Kenny Graham and R. Crombie were in the top placings. Ex stock-car driver Craig Porter was involved in a horrific accident in heat 2 when his kart did a high speed roll at pit corner, landing heavily on the tyres. Fortunately Craig suffered only a shaking and a bruised leg and damage to the kart was minimal.

Final: Sam Brown took the lead but Andrew Graham soon latched onto his back bumper, as they pulled out a lead from the rest of the field. K. Graham was in third place but being pressured by Crombie who was in turn being chased by Steve Flindall and Bob Easton. As the race progressed Graham's efforts to pass Brown became more determined but Brown was making his kart just wide enough to prevent Graham from passing. The positions at the flag remained unchanged apart from Easton whom we lost on lap 12 with Porter coming in sixth after starting last on the grid.

Ian Cape

JUNIORS

1st A. Innes Zip/R'ford Arrow (Nat)
 2nd I. McLeish Wright/PCR (Nat)
 3rd M. McMorrairie Birel/TKM (Brit)
 4th I. Innes Zip/R'ford Arrow (Brit)

125 NATIONAL

1st J. Hendrikse Aero/SRS Rotax

210 NATIONAL

1st S. Pratt SM Sprint/PH Upton
 2nd B. Swankie Barlotti/Villiers

100 NATIONAL

1st S. Brown Dap/TKM
 2nd A. Graham Birel/R'ford Arrow
 3rd K. Graham Kestrel/Dap
 4th R. Crombie Lane/TKM

Summerlee

Despite the migration of the gearbox class to Silverstone continuation of healthy entries was attained for our July meeting.

Boosters Franchitti and McDonald outshone the brilliant sunshine with performances of skill and determination to overwhelm the supposedly faster Britain class.

Heat 1. G. McCorquindale and Starkey were first away with McKnight taking up the challenge. Starkey gained the lead on lap 5 and held off McCorquindale and McKnight to the flag. Boosters Franchitti and McDonald were close to hand as the trio crossed the finishing line.

Heat 2. Britain class Starkey led from start to finish in this heat but was being hard pressed by Boosters Franchitti and McDonald throughout. Mellville also showed face in the booster class and came to form a triple challenge to the leader Starkey in the closing stages.

Heat 3. McKnight unleashed some hidden power and held off the opposition from beginning to end. Starkey dropped out on the 6th lap and the booster trio moved in to make an uneventful challenge in the closing stages.

Final and Boosters Franchitti and McDonald on the boil and in pole positions. Throughout

the race they snubbed all challenges as they stepped up the pace showing a clean pair of heels to the following Britain field and leaving McKnight, Starkey and McCorquindale to sort out the Britain placings. McKnight and McCorquindale leading the Britains were being hassled somewhat by Vicky Starkey and although dropping back at the midway stage she managed to regain position and in the closing stages overtook McCorquindale to take second placing in the Britain class.

Our Boosters Franchitti and McDonald powered over the line in fine style followed by Britains McKnight, Starkey and McCorquindale in a final showing an undisputed achievement for this fascinating new junior class.

100 NATIONAL

In the first heat pole man Murray lost out to Forsyth and Croft who powered away with Romano, Flindell and Grahame hard in chase. Donoughue well back in the field was gradually picking off the opposition but alas on lap 7 dropped by the wayside. By midway Murray was back overtaking Fairley and Croft. Forsyth kept his lead despite the efforts of Murray, Croft and Fairley who had to settle for respective placings.

Heat 2. Murray's turns this time, coming through on lap 4 to take the lead and Forsyth being the challenger this time unable to oust the determined Murray on the remaining laps. Paul Fairley took third spot from Donoughue and McMorrairie who had suddenly appeared on the scene in the latter stages.

Heat 3. One heat win each and both mid-field of the grid and their sights set on Fairley and Croft who could upset the appcart. Croft, Fairley, Forsyth and Murray made their move on the 2nd lap with Croft and Murray winning out as Forsyth and Fairley tangled and went off. The pair moved in on lead man Gardiner. Murray went into the lead at the halfway mark and Croft went out a few laps later. Murray went on to win from Gardiner. Flindell third, Donoughue fourth.

Final. For the first 7 laps the close knit group of Murray, Forsyth, Donoughue, Fairley and Gardiner produced all the excitement, each awaiting their chance. Lap 8, Forsyth took Murray and Fairley went past Donoughue. Suddenly the pattern changed as Donoughue failed to appear and Forsyth went off. Murray took the lead once more with Fairley and Gardiner close behind and McMorrairie hanging on to the rear of them. Positions remained the same and Murray gained his third win of the day.

125/210 NATIONAL

Heat 1. After a long lay off Donaldson was back on par and shot out of the first grid to take an immediate lead from Gordon and Gilmartin. Gilmartin joined th eleading pair on the third lap and 125 Whitefield moving upfield. Gordon dropped out on the sixth lap and Whitefield nipped quickly past Gilmartin to challenge Donaldson for the lead. Donaldson kept Whitefield at bay and took the flag with 210 second place going to Gilmartin.

Heat 2. Donaldson had no luck this time and had to retire on the second lap. Gordon came through from fourth to take the lead on the fifth lap only to be taken by 125 Whitefield on the next and Gilmartin poised behind the leading pair. Whitefield for 125 class and Gordon for 210s.

Heat 3. Donaldson, back again, led for the first eight laps with Gordon hard in contention and Gilmartin with Stewart challenging. ▶

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TWO MORE FOR THE POT!

An entry of 40 plus 250 Internationals made the trek to Donington Park on Saturday 23rd June to contest Rounds 3 and 4 of the TV Times Superkart Challenge. After the previous two rounds Martin Hines emerged the series leader by winning both races. EDR man Steve Stylin lay second in the running ahead of Rob Kerkhoven, Roger Goff and Richard Arnold, while Richard Dean and Carolyn shared joint sixth.

A curious arrangement took place this time, in that practice was held on the Friday and it is reported that three drivers actually made it! Hardly a satisfactory state of affairs — most drivers have to work on Fridays, therefore, when the pre-race practice of only three laps came round on Saturday there was, understandably, much grumbling heard in the Pad-dock area, accompanied by frenzied efforts to ensure everything would hold together for the duration of the two races.

Scheduled for 5.45pm the first race was called to the dummy grid shortly after 6pm, due to late running in the programme. The grid order having been predetermined, the first few rows assembled as follows:

Kerkhoven	Goy	Hines	Heerey
King	Ziemelis	Smith	
Ansell	Dean	Dalgarno	Arnold
Stylin	Parrott	Eddie	
Lyons	Carolynn	Butterfield	Collier

PJ1's other half, Roger Goff, was relegated to the eighth row just ahead of Bernie Roberts. The surprise of the day was Nigel Smith, arriving to race John Hancock's Solar Tools outfit. It was Nigel's first kart race since the New Zealand LEP Series; Silverstone was to be his second. . .

A not unfamiliar sight at Donington was rain, earlier in the day in considerable quantities. It ceased to a few spots before the first race but left a greasy track. As the lights flicked to green the pack bunched tightly down to Redgate with Heerey, Hines and Goy at the front, but Stylin was charging his way through, likewise the Dino of Bernie Roberts.

Up through Coppice Wood and into McLeans, Hines was losing ground to both Stylin and Roberts; Heerey had gone missing, something not uncommon for him at Donington.

Down Starkey's Straight and braking for Park chicane, Stylin led with Roberts on his tail while Hines slid through in third spot.

The second tour saw the leadership order remain the same. Mick Goy headed Tim Parrott and Nigel Smith as the next group exited the chicane, with Nigel experiencing one or two heart-rending moments as he accustomed himself to the full bodywork. Young Malcolm Belbin's race ended on that lap with his retirement to the Pits. Meanwhile, Welshman Tony Holmes must have startled himself with his spectacular spin in the chicane. He did, however, manage to get away again and rejoin the race.

On the next lap there was a turnaround in fortunes. Though Stylin still held the lead, there was a dramatic change in the order behind him — Parrott had stormed through, taking Goy, Hines and Roberts to slot himself into second and begin challenging Stylin. Mick Goy, meanwhile, was being hassled by Richard Dean, while Nigel Smith was coming under pressure from Carolyn and Roger Goff.

Stylin was beginning to increase his lead,

establishing a comfortable gap between himself and Parrott and, as they motored into McLeans, Hines managed to clear Bernie Roberts and set off in pursuit of Parrott, leaving Roberts to defend himself from the rest of the order: Arnold, Carolyn, Goy, Goff, Kerkhoven who was suffering maladies and Bryan Reader. Nigel Smith was out on that lap with a puncture.

Into the fifth tour and Stylin still had the edge though both Parrott and Hines had moved considerably nearer. Bernie Roberts had slipped down the order and it was now Richard Arnold who occupied fourth spot with Goff and Carolyn next along. A little further down, Rob Kerkhoven was leading the middle order of Reader, Butterfield, George and Dean, Unfortunately he was forced to opt for the Pits suffering fuel problems, attributed to contaminated petrol picked up en route to the circuit.

Into the next tour and Stylin was still there with Hines, having taken Tim Parrott, hanging on in his wake. Richard Arnold brought up Goff, Carolyn, Kerkhoven now up to seventh and Bryan Reader, but Arnold spun out, likewise Roberts at Park. It was Arnold though who regained control the quickest and was able to rejoin the action still in fourth spot. Bernie wasn't quite so fortunate and was forced to continue his race down in fourteenth, instead of eleventh.

The last lap board vanished and Hines began to close on Stylin as the pair exited Regate, shot round Hollywood and Craner. They took Old Hairpin nose to tail and charged up Coppice, braking and drifting through McLeans. Along Starkey's Straight flat out it was still Steve Stylin fending off Hines. Up to the braking point for Park and Stylin threw a glance over his shoulder — Hines was there weaving and darting. He tried the inside line on the right-hander but Stylin shut the door leaving Hines the outside. Then tragedy, Stylin missed the racing line for the left-hander and Hines dived through on the inside to charge up to take the flag. The race order behind gave Parrott third over Roger Goff who drove well from his eighth row position, closely tailed by Richard Arnold who was just ahead of Carolyn. Bryan Reader finished in seventh and brought up Kerkhoven, Dean and George.

1st Martin Hines	Hermetite Zip/Zip Rotax
2nd Steve Stylin	EDR/DRE Rotax
3rd Tim Parrott	TPR Zip/Berry Rotax
4th Roger Goff	PJ1 Zip/Goff Rotax
5th Richard Arnold	Zip GP/Zip Rotax
6th Carolyn Grant-Sale	Hermetite Zip/Zip Rotax

The second eight lap session got under way beneath a grey, stormy-looking sky with the front few rows taking the following order:

Arnold	Goff	Stylin	Hines(Pole)
Kerkhoven	Reader	Carolynn	Dean
Gill	Butterfield	George	

TEL's driver Tim Parrott did not make the grid for the second race through mechanical problems.

As the lights changed to green Hines hit the front and was first down to Redgate with Carolyn, who managed to beat the others, sitting on his tail. Stylin was next up with George, Arnold and Goff following line astern. Into Park and Carolyn was tucked tightly in behind Hines. Next, Stylin and Glenn George, while Goff outflanked Arnold to take up fifth spot.

The subsequent lap showed no change in the

lead pair and it was obvious that Carolyn had adapted excellently to the full body.

Roger Goff was driving a fine race and had, in fact, worked his way up to third ahead of Glenn George, Richard Arnold and Steve Stylin who had dropped down the order to occupy sixth. Again it was Rob Kerkhoven to head the next group, as he had done in the previous race; Brian Heerey was shadowing him with Richard Dean sniffing at his exhausts.

Meanwhile, out front, Hines had established a lead that could only be taken from him if he suffered mechanical troubles. Carolyn on the other hand, was beginning to fall prey to the clutches of the Goff machinery and soon found herself in third. Glenn George, who had been showing so well, had now dropped back behind Arnold and Stylin respectively and looked set to become the victim of PJ1's Heerey as he charged through trying to make up ground. But that was to be the last lap for Brian, though he did manage to get by Rob Kerkhoven before his demise. Richard Dean headed the next bunch containing Dalgarno, hanging on there though somewhat down on power, Giles Butterfield not having the best of days and Nigel Smith, struggling a bit to keep the Solar Tools outfit on the pace.

Back out front Hines was on his own while Goff chased around after him, keeping the Zip man in his sights, while Carolyn found herself the centre of a dispute over third spot with Richard Arnold until she eventually succumbed to the pressure. However, Arnold's ascent of the ladder to success ended very abruptly when he vanished from the order. The EDR of Steve Stylin was cruising around on its own in fourth, with Rob Kerkhoven some thirty yards adrift. Glenn George, Richard Dean, Giles Butterfield and Sandy Dalgarno were next along.

The final stages of the race saw Hines back off the power until he was coasting comfortably to the flag. Roger Goff held second from Carolyn, Steve, Kerky and Glenn George, while Butterfield, Dean, Dalgarno and Steve Gill completed the first ten to the line.

1st Martin Hines	Hermetite Zip/Zip Rotax
2nd Roger Goff	PJ1 Zip/Goff Rotax
3rd Carolyn Grant-Sale	Hermetite Zip/Zip Rotax
4th Steve Stylin	EDR/DRE Rotax
5th Rob Kerkhoven	Zip/RKR Rotax
6th Glenn George	Zip GP/Rotax

Hines continues to lead the TV Times Superkart Challenge with four wins in a row, though the Series is by no means decided in his favour, as both Stylin and Goff are only single figures behind in the points order.

POINTS AFTER ROUNDS 3 AND 4

1st	Martin Hines	40
2nd	Steve Stylin	33
3rd	Roger Goff	31
4th	Rob Kerkhoven	25
5th	Carolynn Grant-Sale	20
6th	Richard Dean	12
7th	Tim Parrott	11
8th	Giles Butterfield	10
9th	Richard Arnold	9
=10th	Glenn George	6
=10th	Reg Gange	6
=12th	Sandy Dalgarno	4
=12th	Bryan Reader	4
=14th	Steve Gill	1
=14th	Robert Bushell	1
=14th	Trevor Causer	1

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CLUB SCENE

Rowrah

8th July 1984

Once again, it was a hot sunny day for racing in karting's favourite sun-trap. This, of course, played havoc with the mixture settings and threw several spanners into a multitude of works, to bring some very welcome surprises by the end of racing. The weather also brought about the dreaded shorts, which had attacked a great many people, resulting in the thankfully non-permanent White Leg Disease. With the 100cc British Champs only a week away, it was understandable that the class one grids were a bit thin, but a very healthy entry in 125 and 210 made up for it. Most of the Scottish crowd were missing as was local hero, John Docker, who was spannering for brother Gary. Now John's idea of spannering varies slightly from the norm; he attaches himself to a can of lemonade (ho-ho), leans on the kart and watches Gary beavering away. A terrific system, and one I'm sure will catch on with mechanics everywhere. In amongst all this jollity we managed to fit in a race meeting somewhere.

JUNIORS

All the Junior drivers ran together as their number was rather small. A general pattern emerged from the heats which carried on into the finals. Vicky Starkey took three heat wins in Britain from James McKnight, John Lister won two in National with Kevin McBride marking his return with the other National heat win. Dario Franchitti was the only Booster present and thus blitzed the opposition, although he did non-finish heat three when his DAP ground to a halt.

The final followed fairly predictable ground, with Starkey and Franchitti roaring off into the distance leaving a small gap back to Lister and McBride and McKnight bringing up the rear. This order was maintained to the flag without change. (They gave me the right money!) — Ughh — That was awful!! — Ed.

100 NATIONAL

With a number of the top regulars not racing, it seemed fairly certain that a new victor would emerge. The heats gave the first indication of a change in the state of play when John Jenkinson won two heats very convincingly and was third in the other from the back of the grid. Stu Davison won the other heat but a massive seize put paid to his chances of a front grid spot. Tony Donoghue drove consistently to a second and two fourths to line up alongside Jenkinson for the final. The second row contained Tom Irvine (Yoshimura tuning working well) and novice driver J. Ingham. Behind sat Davison and Phil Chappel, fully recovered from last month's dingle.

After the minimum of fuss, the final got under way with Jenkinson springing into an immediate lead from Donoghue, Irvine, Ingham, Davison and Dickson, whose day had included breaking a con rod in the heats. Davison soon deposed Ingham and set about harassing the third placed man Irvine. This lap also saw the end of Roy Dickson as he left the track after a clash, shedding his nerf bar in the process. With an amazing three laps gone, Donoghue suddenly slowed and pulled off, rejoining a couple of laps later on a hopeless quest. This left Jenkinson in a comfortable position in front from a slowly gaining Davison, a little further back lay Ingham, Chappel and Andy Keenan showing well after mixed

fortunes in the heats. Within the next few laps Ingham disappeared from the fray as the result of a thrown chain, moving everyone up one place. Nine laps left to run and Davison broke free of the chasing pack and set about reducing the distance between him and the leader. Behind Davison, Andy Keenan had succeeded in his efforts to get past Chappel for third. Meanwhile at the front, Davison was beginning to cut back the lead that Jenkinson had built up, but the latter driver was using the backmarkers to good purpose and was able to keep a gap over Davison to the richly deserved flag of victory. Davison finished secure in second from Keenan, Chappel and Rob Gardiner.

125 NATIONAL

Duncan White underlined last months results by winning all three heats in a head to head with local hotshoe Gary Docker. It was a poor day by Gary's standards, two seconds and a non-finish caused by duffing a plug on the rolling lap. C. Barnes occupied the middle of row one thanks to two thirds and a second whilst the other front row slot was reserved for S. Finnegan who improved all day with fifth, fourth and third to his credit.

In the final, it was Duncan who made the best start from Docker, Barnes and Alan Tolson, who finished only one heat all day.

By the time four laps had been completed, White had pulled away from Docker slightly, who in turn had pulled out a small gap from the chasing group in which Finnegan had taken Tolson for fourth. The middle part of the race proceeded without incident but then it became noticeable that Docker was rapidly catching the leader. With six laps left Docker simply drove past White who pointed down at his carb as he passed me, indicating the likely cause of the trouble. Duncan only lasted another two or three laps before retiring bitterly disappointed in this cruel twist of fate. Three laps before the end, Barnes pulled off when a terminal affliction hit his kart, promoting Finnegan to second ahead of Tolson and ex-Britain driver, Andy Harvey. On the road, the positions remained unchanged to the finish but Finnegan failed to beat the scales and was disqualified. So Docker won from Tolson and Harvey. One local driver made a return to the track and eventually finished fourth. Stefan Terleckji (or just Stef) enjoyed himself enormously and reckoned it made a change from being continually knocked off in his 100 Nat days.

210 NATIONAL

Eight 210's contested the racing, half of them novices, just to prove the class isn't dead. Andy Martin was a late entry as he wanted to run an engine in for the next Cadwell meeting. (Being a famous long circuit person does has its disadvantages you know.) Stu Alsop won heat one after Andy forgot to plug a hole in his carb resulting in no juice for the motor and lots of juice all over Andy. The next two heats went Andy's way with the engine stroking merrily to the delight of its driver. Stu Alsop's Grotty Old (SAGO) Villiers took second and third from his next two outings and novice B. Irving muscled in to the last place on the front row with a third and two fourths.

Alsop got the best start in the final and led as they completed lap one from Martin, Irving and C. Smyth. Martin made his move for the lead after three laps and succeeded in passing Alsop round the outside on the crest of the hill, not for the faint-hearted. Following on

was Smyth. Paul Clapham and Irving were having their own scrap for the lower placings. From this point onwards, the only notable incident was Clapham's huge spin at St Johns which put him out of the race.

Once again the scrutineer stepped in and eliminated Martin for being underweight which prompted the new winner to offer Andy a double helping of pie and peas, this was taken in good spirit although I suspect the next race between these two may be more convincing. The disqualification left Smyth second and novice D. Tweddle third.

250 NATIONAL & INTERNATIONAL

Mike McDowell followed up his fine third at the short circuit gearbox champs by being the surprise debutant of an experimental water-cooled Maico engine which he hopes to get homologated for next year. It is a very neat design indeed and he reckons the engine can be supplied quite reasonably.

Pole for the Nats was taken by Tony Brown after a couple of seconds and a win, McDowell should have occupied the place alongside him but a broken engine mount sidelined him for the final. Edgar Moffat also non started which is a great pity as his enthusiasm is unbounded and he doesn't mind having his leg pulled either.

Thus only two drivers contested the final and of these, Ian Reading made the better start although Brown was not very far behind him. Four laps into the race, Brown literally lurched into a corner with something obviously wrong with the handling. It turned out to be a flat right rear tyre and put an end to Tony's chance of a trophy. Next time round, Reading still thought that Brown was right behind him until Tony waved Ian to slow down and make sure of the win; a very noble sporting gesture. Ian toddled on to the flag, making no errors and even wagging his feet at me as he crossed the line Butty-style only much slower. Alan Tinnion resumed his intermittent career on Flying Kettle II (This one steams too, it also throws petrol out but that's another story) which had its work cut out to make an impression on "Bazzar" Tolsons rapid Rotax. Edgar Wills had some pretty hairy moments in the heats but unfortunately no finishes.

Tolson got off the line first in the final from Wills and a hard charging Tinnion, who found a way past Wills within two or three laps and set off after Tolson, only gaining by virtue of some incredibly late braking moves. Unfortunately (for Tinnion) the superior power of the Rotax told on the straights and Tolson ran out a fairly comfortable winner from Tinnion, Wills having disappeared in the latter part of the final.

Iain Blair

RESULTS

JUNIOR BOOSTER

1st Dario Franchitti Jeta/Arrow

JUNIOR BRITAIN

1ST Vicky Starkey Kestrel/Arrow
2nd James McKnight Zip/Arrow

JUNIOR NATIONAL

1st John Lister Lane/Parilla
2nd Kevin McBride BM/TKM

100 NATIONAL

1st John Jenkinson Gillard/Gillard PCR
2nd Stu Davison TKM/TKM
3rd Andy Keenan Gillard/Arrow
4th Phil Chappel Lane/IND Parilla
5th Rob Gardiner TKM/TKM

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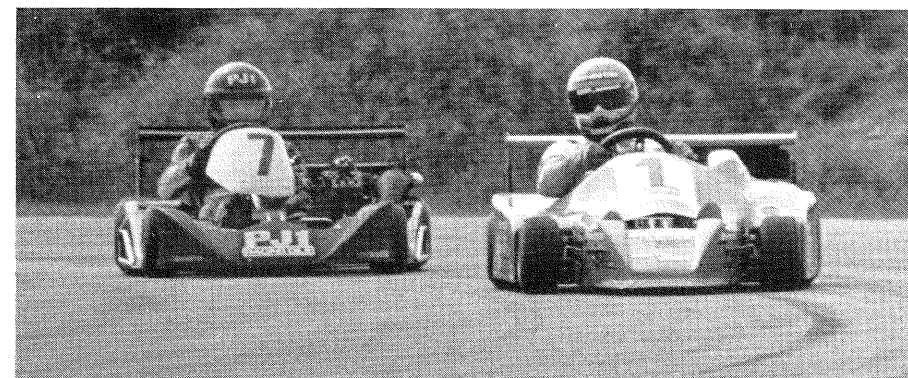
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HINES' SILVER HELMET DOUBLE



Hines (1) and Goff (7) during the final.

Hines continues his form success by claiming the Martyn Merritt Memorial Trophy for the second year from World Cup man Brian Heerey and team mate Reg Gange. Leaside's Phil Glencross takes his first victory of the year for 250 National while Tim Doble and Richard Boston make up the trio. George Bett's 210 National continues its race for the honours, leading home Andy Martin and Bill Longdon, while 125 National saw Kurt Luby charge home ahead of Stuart Ziemelis and Chris Stoney in a race thwarted by mishap.

**Report: Ed McCormick
Pics: Doug Rees**

Too many Long Circuit meetings in quick succession and the Silverstone Grand Prix just around the corner meant a severely depleted entry in all classes for the annual Martyn Merritt Memorial meeting at Snetterton circuit on Sunday 10th June with only 123 drivers turning up to compete. By far the largest contingent was the 125 National entry of 62, including late entrants which, again, was more than all the other classes put together. Nevertheless the weather remained hot and sunny, both for practice on the Saturday and the heats and finals on the Sunday. Among the late entrants in 125 National were current British Champion Kurt Luby with colleague Phoenix man Andy Cowgill giving himself and the outfit its second airing of the season and Jon Dixon. Peter McCallum made it from Roxburgh and Phil Margerison's yellow kart was visible in the Paddock, along with Doug Hart and his retinue. The 210 entry looked quite despairing, with only seven making the trip, until the likes of Andy Martin, George Bett, Bill Longdon, Igor Ashwell, Neil Cox, Tim Price and Mark Woodrow turned up to swell the ranks. Derek Rodgers and Frank Rowntree added their names to the roll of 250 National competitors, though Derek was obviously suffering some pain after the Donington shunt and, in fact, had to curtail his racing activities before the end of the meeting. On the Formula E front the addition of Steve Stryn, Bernie Roberts, Tim Parrott and Richard Barber pushed up the total to 26.

some time adapting to the handling qualities. Wearing the No 23 was New Zealander Paul Larsen having the double task of learning the circuit and being competitive at the same time, but he did just that and acquitted himself admirably.

With a Sunday programme of 12 races to work through, it wasn't long before the first heat of the day, 125 National group one, took to the track.

THE HEATS

Barry Yallop, Alan Sorensen, Terry Cunningham and Paul Molloy headed the front of the grid which included GP winner Colin Mills, Adrian Wilcox, Phil Margerison and Ulster's Brian Kennedy. Boyd Barrington shared a row near the back with Mike Coles and Ian Beaumont. As the lights turned green it was Cooper and Wilcox who soon became the dominating pair and the early stages saw many retirements — of note Phil Margerison, Paul Cook with gear selection and Colin Mills who fluffed the start but managed to get away in the end. Gradually Alan Sorensen began to haul in the leaders and exert pressure until he had wrested the lead and it became a two way scrap with Les Cooper when Adrian Wilcox slipped back a few places. At the finish it was to be Sorensen over Cooper, with Beaumont taking a fine third ahead of Wilcox. Boyd Barrington unfortunately had to be towed in after a mechanical fault put paid to his chances.

The second group gave Ian Shaw the choice position with Roy Gallant and Nigel Wigg. Peter McCallum was on the next row with John Jackson while Luby was on the fourth rank and Ziemelis sat on the back with Andy

Cowgill and Jon Dixon. The start saw Gary Ashurst out on the grid and Nicky Edrupt suffering problems as Shaw made a good dash harried by a quickly away Kurt Luby. Ziemelis was steadily working his way through the pack, until after the early laps it was a three way race between Luby, Shaw and Ziemelis with Shaw struggling to keep his lead. Mid race and Ziemelis had forged ahead chased hard by Luby while Shaw hung on in their wake. Several drivers went out in a shunt at that stage, including Jon Dixon and Steven Key. Charging down out of Coram for the last time Luby managed to clear Ziemelis and edge away sufficiently to reach the flag in first, while Ian Shaw followed up in third.

The other heats saw again Les Cooper, Stuart Ziemelis, Kurt Luby and Stephen Coward showing well, with Coward winning the last one of the day.

With split heats that meant a qualifier for those drivers who went down in the heats, with the first ten going forward to occupy the back rows of the grid for the final. It is unusual to see Chris Stoney relegated to the likes of the qualifier, however, there he was, but he made no mistake about it and headed the queue to the chequered flag. Boyd Barrington was next up with Ian Brown, Gary Ashurst, Keith Glendenning and Ian Pearson completing the first six. The other four drivers destined for the final were Doug Hart, Chris Anderson, John More and driver No 47 whose name regrettably could not be found either in the programme or on the late entry sheets and to whom apologies are given.

Because the entries for 250 and 210 National were so small, the Villiers ran off the back of the 250 grid in combined heats and finals. As the starter sent them on their way there was no doubt who was going to do the scrapping in 250 National — Derek Rodgers, the Dobiles and Richard Boston and most of the way the race developed into a battle royal between Rodgers and Tim Doble while Mike and Richard Boston sniffed their exhausts close by. The race progressed quite well and looked to be in Tim Doble's favour, until he veered off with mechanical problems and Rodgers assumed the lead to the flag, with Boston and Mike Doble disputing second place the rest of the way, Mike eventually succeeding over Richard just before the line. The second session saw Tim Doble make a comeback in no uncertain terms. He crossed the line to take a convincing win over Derek Rodgers with Phil Glencross driving an impressive race to beat Mike Doble for third. John Newton and Steve Matthews completed the first six home.

In the 210 National it was late entrant George Bett who romped home first after a race-long scrap with Bill Longdon, while Andy Martin just pipped Graham Sykes to the post to take third. The next outing gave the finishing order the same as before, for the first three places at least, while Gary Parker took fourth. Tim Price pitted early and found himself allocated to the back of the grid for the final.

The first Formula E heat got under way with Phil Bristow, Richard Dean and Martin Hines on the front row. Sandy Dalgarno, Rob Kerkhoven, Tony Holmes, Carolyn and Brian Heerey were lying in the middling order, whilst Reg Gange and Rodger Goff, along

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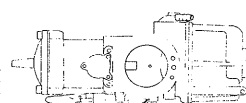
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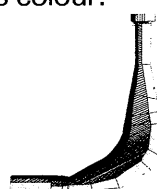
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with Giles Butterfield and Steve Styrin were situated near the back. It was Hines who got the best of it when the lights changed, though Styrin and Goff weren't about to let him get away with too much and soon charged through the field to take up early stations behind. The race soon developed into a two way dispute between Hines and Goff as Styrin began to drop back with suspected problems from the prototype EDR bodywork. Heerey as well as having his fair share of troubles with bodywork when he went wide at Riches, creating a man-made dust storm, but managed to regain control before Larsen came through into the corner just behind.

Hines held the lead for a couple of laps until, out of Coram, Goff appeared a fraction ahead and managed to cling to it through Russell. Reg was next to exit, followed by Steve Styrin who had made up good ground with Butterfield tagging along in his wake. Hines, meanwhile, was content to hang on in the tow in second and let Goff do all the work, but not Butterfield, he soon pulled out and passed Styrin to take up fourth. As they came round on the last lap Styrin was missing while out of Russell, Hines broke the tow and dived across the line ahead of Goff. Reg Gange maintained his third slot to the finish. Butterfield, Dalgarno and Heerey completed the first six. The speeds were coming up — Hines and Goff shared a quick lap of 102.85mph.

The last heat session gave Reg pole position with Arnold, Gill and Butterfield alongside. Paul Larsen, Trevor Causer and Roger Goff occupied the next row. Tim Parrott, Carolyn, Brian Heerey, Rob Kerkhoven and Tony Holmes were in the middling order, while Hines, Dalgarno and Dean were at the back. At the lights it was Goff and Gange who got the better of everyone else, while Hines, Butterfield and Parrott scrapped for the next few places. Bernie Roberts appeared out of Russell ahead of colleague Steve Styrin, while young Larsen was holding his own with the mid-field order. At the end of the six laps Goff ran out the winner over Gange, Hines, Butterfield, Parrott who made it over the finish as a tyre blew out and Bernie Roberts. Styrin, Gill, Dean and Causer completed the ten. Carolyn retired on the last lap with mechanical problems.

The problem with running combined finals is that it makes life exceedingly difficult for lap scoring and reporting alike. Still, with the warm early afternoon sunshine beaming down, the chore was lessened some in such pleasant surroundings.

250/210 NATIONAL FINAL

As the two classes rolled onto the dummy grid the order was assembled as follows: 250 National — Rodgers sat on pole with Mike Doble, Phil Glencross and John Newton alongside. Boston, Tomlinson and Matthews were on the second row; Couzens, Borwell, Ather-ton and Howarth the third; Tim Doble, surprisingly, Hipkin and Bucknell the fourth, while Rowntree, Hyett and Scarbrow made up the fifth. The 210 National grid saw Bett on pole with Longdon and Andy Martin; row two Parker, Dudley Martin, Cox and Woodrow; Mathie, Sykes and Ogden were next up, while Tim Price and Vincent Munday occupied the last positions.

At the lights it was Rodgers who gained the advantage with Glencross and Mike Doble on his heels. Richard Boston brought up Tim Doble who had made a good break from the fourth row and Rob Hipkin. Rodgers looked very much to be unbeatable as he held station for the first lap but the severity of his Donington injuries highlighted themselves as the first

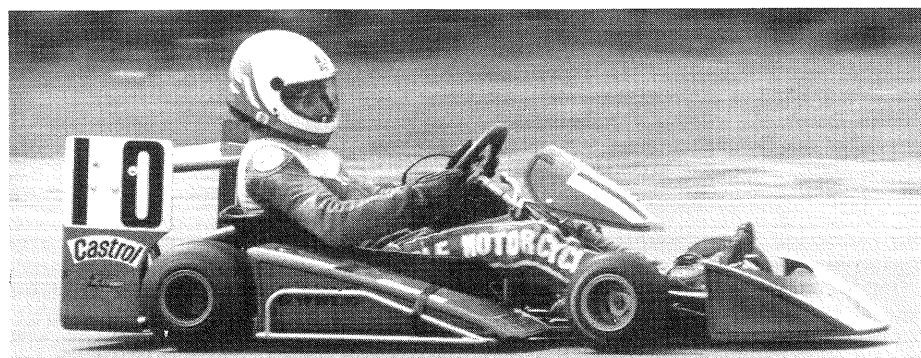
lap came to a close and Derek pulled into the pit lane. He had to be virtually lifted from the kart. In wisdom, it was probably the best thing he did by retiring. That left Phil Glencross to adopt the lead with Mike Doble hot on his heels in second, while Boston and Tim Doble were scrapping over third spot. The third tour started with the blue and white Leaside colours leading the rest. Boston had snatched second spot from Mike Doble while Tim brought up in fourth. There was a gap before John Newton led Rob Hipkin and Steve Matthews. Up front Boston was edging closer to the tail of Glencross but the Peak Revs motor began to show its mettle as the latter stretched out a healthy lead, leaving Boston to struggle with the Doble lads. Meanwhile Newton and Hipkin were easing away from Matthews, Couzens and Tomlinson.

With Glencross comfortably out on his own it wasn't long before the struggle between the Dobiles and Boston resulted in Boston being relegated to fourth place while Mike and Tim set off in pursuit of Glencross. Further down the line Newton and Hipkin began their own struggle over fifth, with some very close dicing going on before Hipkin finally mastered Newton and held on with Newton in the slipstream. Steve Matthews was slipping behind though still maintaining his seventh position, whilst Barry Tomlinson had fallen prey to Brian Borwell.

The next lap saw some considerable changes to the front running order because it was Mike Doble who had managed to haul in Glencross and, as he slipped by, so did Boston, leaving Glencross to struggle in the wake while Tim Doble was closing on his rear bumper. Now well established in fifth, Rob Hipkin sat comfortably with John Newton astern, leading up Matthews, Borwell and Tomlinson. That lap saw the retirement of Dale Couzens. Ray Howarth was well back in tenth position. There was shortly to be another leadership change when on the seventh lap Glencross had managed to get back in front, this time with Boston tucked in behind him, while Mike Doble was struggling to keep third from his relative. Meanwhile, Newton swept out of the tow to pick off Hipkin and follow up in fifth.

On the next lap it was all change again. As they came round Coram, Boston lost his grip on second place and slipped down to fourth. Glencross had a battle royal on his hands with Mike Doble as the two shot down the hill towards Russell. It was there that Doble got the better of the Leaside man and entered the straight in the lead; Tim Doble lay in third, then Boston. Another surprise — Hipkin had foiled Newton and regained his lost fifth spot.

The order was to remain the same until the last lap when Tim Doble appeared in the lead with Glencross close on his tail, then Mike fighting off Richard Boston's attempts to sneak through. as the lead pair came into Coram Curve the final struggle for the leadership began as Glencross sought a way past Tim Doble, diving either side as they came down the



Tim Doble, 2nd after a race long scrap with Glencross.

hill. Racing into Russell, Glencross gained the edge and went through into the left-hander to take up the lead and charge up to the flag. Boston, likewise, managed to demote Mike Doble to fourth by breaking the tow and sweeping past up to the line. Rob Hipkin held onto fifth with John Newton next up, while Brian Borwell and Tomlinson followed up in seventh and eighth.

1st	Phil Glencross	Leaside Zip/Peak Revs Yamaha
2nd	Tim Doble	Zip/Yamaha
3rd	Richard Boston	Dino/TM Yamaha
4th	Mike Doble	Zip/Yamaha
5th	Rob Hipkin	Zip/T&C Yamaha
6th	John Newton	Zip/AP Yamaha

Starting off the back of the 250 National grid, the Villiers saw George Bett on pole, Bill Longdon and Andy Martin alongside. Starting some ten seconds after the other class, it was Longdon who made the best of the break, leading Bett and Andy Martin. Close with them were Gary Parker and Neil Cox, though Alan Ogden, Graham Sykes and Dudley Martin were soon working their way up the order. But it was the front three on whom the action was centred. Longdon, with his usual finesse, was holding Bett and Martin at bay, though Bett's second position looked a little fragile under the pressure Martin was applying. Meanwhile Graham Sykes had got the better of both Dudley Martin and Alan Ogden as they appeared out of Coram, though Sykes was beginning to fall foul of the Huddersfield driver and when they entered the straight Sykes was sandwiched between Martin and Ogden.

Out front the leadership was soon to see a change when Bett managed to sweep out of touch of Andy Martin and jockey for the Longdon position as they took Russell, eventually succeeding as they entered the straight, leaving Longdon and Martin to battle over second spot. As the next group appeared, Sykes had been relegated a place by Dudley Martin and was forced to dice with Ogden if he was to maintain his newly acquired fifth position.

By this time Bett had asserted his authority on the proceedings and had pulled out several kart lengths from Longdon and Andy Martin and it was these two drivers that the focus of attention lay for a while. Longdon was determined to cling onto second place and employed every tactic in the book in his endeavours to do so — holding the line and closing all doors against Martin's attempts. It wasn't until near the end of the race that the pressure became too much, even for Longdon to bear and Martin saw a remote chance and dived through, soon to establish himself in a comfortable second, though there was little opportunity of catching leader George Bett.

But the battle further down the order was just as fierce when Alan Ogden foreclosed the

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about. By the end of the 24 laps just eight karts were left running with Cryer, Ashe and Parry being the only ones still on the same lap as the leader.

The 125 final which followed provided Roger Goff with a remarkable double but it's only fair to say that his 250 International drive proved to be not too exhausting after all. Nevertheless a double Champion he is and that's the first such achievement since Mark Allen took the 125 and 210 Titles in 1979.

1st	Roger Goff	Zip/Rotax
2nd	Trevor Cryer	Zip/Rotax
3rd	John Ashe	Star/Yamaha
4th	Julian Parry	Zip/Yamaha
5th	Barry Tolson	Zip/Rotax
6th	Fran Rowthorn	Zip/Rotax

210 NATIONAL

There is certainly something in the argument that the 210's are not particularly well suited to the long circuit scene at the moment but when a good grid of around 35 get together on a short circuit . . . then that's a different story.

Four split heats were needed to sort out the grid positions for the final and when the sheet was posted up the Phoenix of John Haigh was on pole position.

A couple of wins and a third had earned John that position alongside him sat the Dino of Mark Allen. George Bett completed the front row with Steve Jones and Des Davidson making up the second one.

Once the starter was satisfied and got them on their way Allen, Haigh, Davidson and Bett quickly took up the leading four positions. Jones, Stephen Plain, John Burns and Paul Woodward were in close attendance at the start but as the race settled down a little and reached one quarter distance the order was; Allen, Bett, Davidson, Haigh, Jones, Plain, Andy Martin and Paul Robinson.

The three leaders began to pull out a distinct advantage over the rest and the race developed into a three kart scrap at the front. By lap 10 Bett had waited long enough and taken the first spot from Allen with Davidson third. Three laps later, half distance and Davidson had also moved ahead of Allen to snatch second.

Backmarkers were soon encountered by the leaders and Bett certainly looked to have that little bit extra in straight line speed. Laps fifteen, sixteen and seventeen were the last three for Davidson in second spot for on lap 18 Allen moved back to that position and stayed there for the remainder of the race. Bett held on to first to run out a worthy Champion. At the flag Andy Martin had edged through to take third with Davidson slipping back to fourth. A couple of backmarkers then came through before fifth man John Haigh and Steve Jones in sixth.

1st	George Bett	Zip/APV
2nd	Mark Allen	Dino/Villiers
3rd	Andy Martin	CKC Aero/Villiers
4th	Des Davidson	Zip/Villiers
5th	John Haigh	Phoenix/Villiers
6th	Steve Jones	Zip/Villiers

250 NATIONAL

Pole position for the single cylinder brigade's final was taken by Stockport based John Atherton who took a win and three second places to earn that spot. Kevin Routh and Ian Woodcock shared the front row with Mike McDowel and Andrew Knott making up the second.

The final proved to be a race of numerous

retirements and by half distance only eight drivers were left running.

For the first six laps Ian Woodcock on the Mugglestone tuned Yamaha held the lead with first Kevin Routh and then John Atherton looking for a way through. Routh lasted only four laps before leaving the fray and handling the challenge to Atherton.

The Stockport driver with Peak Revs assistance in the motor department took up the challenge in fine style and on lap seven took over from Woodcock at the front. A great battle then developed between these two and the crowd were treated to an excellent display of close formation racing. Lap fourteen and Woodcock managed to edge through to once more take the lead but Atherton was not giving in easily and stuck to the rear bumper of Woodcock like glue.

One or two of the few left running had already been lapped by the leaders and with six laps to go the order was; Woodcock, Atherton, McDowel, Colin Breeze, Andrew Knott and Frank Kirkham. Those five were the only ones still on the same lap.

Atherton meanwhile was constantly looking for the slightest gap to regain first spot and on lap twenty two . . . to a huge roar from the crowd . . . he succeeded. The next lap and Kirkham found himself lapped as Atherton

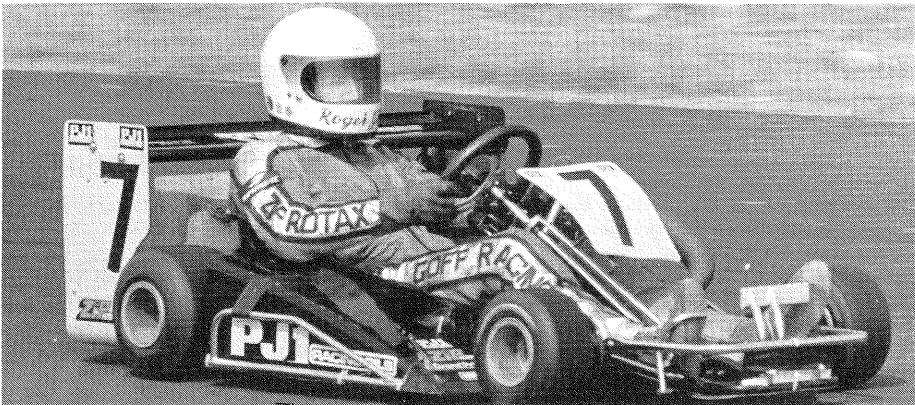
and Woodcock fought like demons over the last three tours. McDowel still held third with Breeze fourth and Knott fifth.

That was in fact how it stayed and Atherton became the 1984 Short Circuit 250 National Champion after a great dice with Woodcock. That two kart battle at the front had kept the crowd on its toes for 24 laps and was a credit to both drivers.

Speaking to John Atherton afterwards he commented that he had never had to work so hard before for a result. Despite his aching arms he managed to summon up enough energy to enjoy a well earned drink before receiving his trophy and No 1 plates.

1st	John Atherton	Zip/Peak Revs Yamaha
2nd	Ian Woodcock	Zip/Mugglestone Yamaha
3rd	Mike McDowel	Phoenix/McDowel Yamaha
4th	Colin Breeze	Zip/KTM
5th	Andrew Knott	Aero/Yamaha
6th	Frank Kirkham	Zip/Peak Revs Yamaha

My thanks to Les Jones, Mike Barratt and all the helpers who contributed to an excellent weekend of racing and to all the drivers, well done.



Top: Roger Goff (250 Int); Centre: George Bett (210 Nat); Bottom: John Atherton (33) chased home by Ian Woodcock (250 Nat) (Pics: Doug Rees)

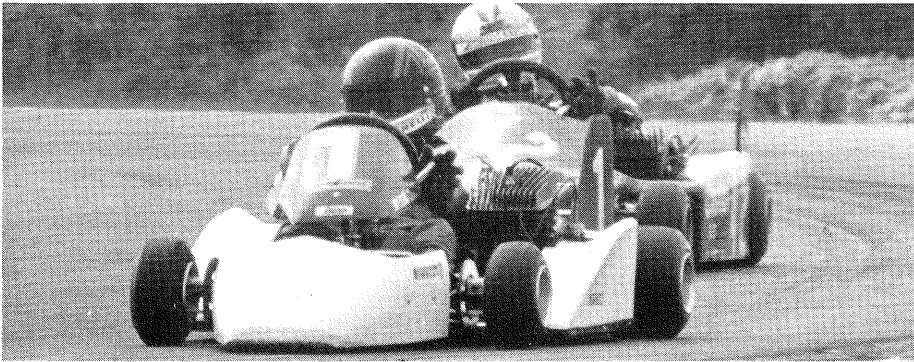
option and left Graham Sykes in sixth spot before beginning the challenge on Dudley Martin and was soon to push Martin into a similar situation and took up fourth. The chequered flag waved for George Bett with Andy Martin and Bill Longdon only seconds adrift in second and third. Ogden brought up Dudley Martin and Graham Sykes.

1st	George Bett	Zip/APV
2nd	Andy Martin	CKC Aero/CKC Villiers
3rd	Bill Longdon	Barlotti/Longtune Villiers
4th	Alan Longdon	Zip/Villiers
5th	Dudley Martin	Zip/Longtune Villiers
6th	Graham Skyes	Zip/Longtune Villiers

125 NATIONAL FINAL

The heat successes gave Kurt Luby pole position from Stephen Coward, Les Cooper and Alan Sorensen, while the next row saw Ziemelis, Beaumont and Shaw peering up the track. Scot Peter McCallum, Adrian Wilcox, Geoff Glazebrook and Russell Powell occupied the third rank. Bedford's Colin Poole sat on row four just ahead of Colin Mills while the misfortunes of Andy Cowgill and Jon Dixon omitted them from the final. Of the ten drivers from the repechage, Chris Stoney, Boyd Barrington, Gary Ashurst, Doug Hart and Ian Brown were some of the names occupying rear grid positions. With such a formidable array of talent close to the front, the 125 final looked set to be yet another classic battle.

As they came round off the rolling lap and under starters orders, Luby, Sorensen and Coward left the line as one, trying to step out an advantage, but such is the quality of the competition that McCallum, Wilcox and Ziemelis were all up there with them. Ian Shaw was struggling a little, not having got away to the best of starts. The early lap battle turned into a six-way affair, with the forceful Coward beating Luby out of Coram with McCallum lying a close third from a fast moving Wilcox and equally quick Ziemelis; Alan Sorensen had been beaten back to sixth. Beaumont was having on in Sorensen's wake while a slight gap stretched out before Barrington brought up Shaw. Coward's lead was to prove a short-lived affair when he suddenly vanished from the order and Luby took up the front position. Ziemelis was close by on his tail as these two began to open up an advantage over the rest of the field. Down the hill to Russell it was the white Phoenix from the red Zip, with Ziemelis hanging on in the tow through the chicane before breaking out and passing Luby up the pits straight. It was close all the way round to the back straight with the two of them side by side along the stretch and into the left-hander, neither giving an inch, then through the Esses and along to Coram where Luby once more adopted the lead. Ziemelis again was content to let Luby do the work and sat in his slipstream until they exited the chicane where he executed a similar move



Luby (1) and Ziemelis (42) during the 125 Final.

to the previous one and retook the lead on the pits straight.

As the two pulled out an extensive gap, Peter McCallum found himself riding round relatively alone with his nearest rival Les Cooper some yards still adrift and bringing up Beaumont and Shaw. Meanwhile the Barlotti driver, Chris Stoney, was steadily moving through the order and began a serious challenge upon Ian Shaw's position, eventually demoting him before tearing off after Beaumont. Shaw followed hot on his heels and the pair cleared Beaumont before surging along to the next victim, Les Cooper, but that is where the problems arose because Cooper was determined to hold off any attempts at overtaking and a furious one and a half lap struggle began, from which Stoney emerged the master. Ian Shaw, however, was not quite so lucky and had to content himself with a race long battle with Les Cooper, gaining the upper hand once or twice but ultimately having to remain behind the Skoda Cars man.

It was just as the seventh lap was about to commence that tragedy struck in the form of engine failure for Peter McCallum as the third placed man entered Coram. His kart spun off the circuit, hurtled into the armco and threw Peter up onto the bank beyond. Immediately the red flags were out and the race suspended. The decision that the race would not run its full distance meant that the finishing order was judged on the drivers' positions at the moment of suspension. Miraculously, Peter escaped with no more than bruising and a severe shake up though his machinery was a write-off.

The order at the finish gave Luby the victory from Ziemelis, Stoney, Cooper, Shaw and Wilcox. Alan Sorensen ended his race in seventh after having gained considerably his lost ground.

1st	Kurt Luby	Phoenix/LD Rotax
2nd	Stuart Ziemelis	SRS Zip/SRS Rotax
3rd	Chris Stoney	Barlotti/Rotax
4th	Les Cooper	Lancer/SRS Rotax
5th	Ian Shaw	Zip/Zip Rotax
6th	Adrian Wilcox	Zip/Rotax

250 INTERNATIONAL FINAL

It was around four o'clock that the final race of the day assembled on the dummy grid with the karts lined up in the following order — Roger Goff was slotted into pole position, Martin Hines was alongside while Reg Gange and Giles Butterfield completed the front row. The second rank saw Tim Parrott, Steve Styryn and Paul Larsen. Brian Heerey, Trevor Causser, Roger Lindsay and Phil Bristow were next, then R. Allen, Bernie Roberts and Steve Gill. Corolynn, Richard Dean, Rob Kerkhoven and Richard Barber occupied the last but one row, while Joy and Eastwood covered the rear.

Off the warm-up lap and round to the lights it was Hines who got the best of it and took the inside line down to Riches with Goff and Styryn clinging steadfastly behind while the rest of the pack tore past in a solid bunch. Round

Coram, Hines was still in the lead from Goff, Styryn and Gange, but the Bedford man was threatening and took Hines down the hill to Russell. However, Hines was soon back in the lead as he shot through on the exit from the chicane with Goff in tow. Styryn and Gange were quite near at hand and Heerey was beginning to close up on the lead four.

As that tour neared an end Goff was reinstated in the lead but with Hines on his bumper keeping the pressure on. A short gap appeared before Gange slid into view with Heerey, having bettered Styryn now in fourth. Butterfield meanwhile was fighting off seventh man Parrott and his immediate threat, Kerkhoven. Down the back straight, through the left-hander and into the Esses, Goff's over exuberance took him grass cutting and he slipped down the order but managed to tuck himself in behind fellow PJ1 man Heerey before Styryn could pose any problems.

With a clear track ahead Hines began to draw away from colleague Gange. It looked all set to be another Hermetite 1-2 as the duo established themselves comfortably out front. To the rear and some yards adrift, Heerey and Goff were locked in combat, the former no doubt remembering the Mallory battle earlier in the year when Goff refused to give way to any pressure. Styryn was close at hand — watching, while Butterfield brought up Parrott and Kerkhoven. Carolynn led the next group comprising Dean, Gill and Larsen as the field began to spread out.

Whilst Hines was out on his own, the action was taking place between the three following drivers — Gange, Heerey and Goff. Firstly Heerey and Goff — it was a desperate struggle for a couple of laps before Goff found himself in a position to dive beneath Brian and take up third and begin the job of catching Gange. Not the easiest of tasks, but he pulled it off before long, though it was to be a brief flair of achievement because Reg's determination soon smote Roger a blow and he was back in third and left to the devices of Heerey. The order to the rear remained unchanged, with Styryn leading the queue.

The action still centred on the tussling trio, with Heerey keeping up the pressure until Goff eventually relented and Heerey concentrated his efforts on demoting Gange. It was all good clean do-or-die stuff. As Hines crossed the line to take the flag and the Martyn Merritt Memorial Trophy for the second time in succession, Heerey's fangs were out as he and Gange exited the chicane and charged neck and neck for the line, with Heerey just edging over to take second. Roger Goff finished fourth with Styryn and Butterfield next. Rob Kerkhoven, Carolynn, Tim Parrott and Richard Dean completed the top ten, though we can't leave off without some words of praise for the next two men — Steve Gill and Paul Larsen. Steve Gill because it is his first full season in 250 International without novice plates and a season so far in which he has been showing great promise. Paul Larsen because it is only the second time he has raced in the U.K., and on both of those occasions he has had to learn the intricacies of the circuits whilst, at the same time, devoting his attentions to racing and claiming a finish. A very creditable performance from a driver operating on a low budget and only one engine.

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Brian Heerey	PJ1 Zip/Rotax
3rd	Reg Gange	Hermetite Zip/Zip Rotax
4th	Roger Goff	PJ1 Zip/Goff Rotax
5th	Steve Styryn	EDR/DRE Rotax
6th	Giles Butterfield	Zip/Zip Rotax

Fastest Lap: Hines/Goff — 1min 6.7sec — 103.46mph

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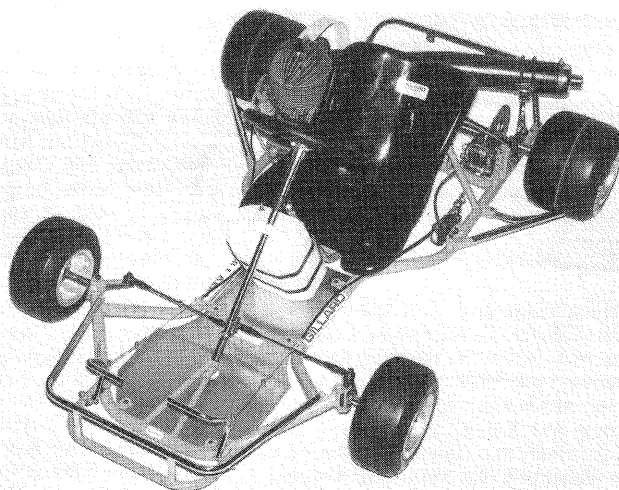
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GOFF'S DOUBLE



Start of the 125 Final with Goff (7), Luby (1) and Allen (25) fronting the grid, while Shaw (21) and Poole (4) look on. Chris Stoney (89) is on the right of the picture. (Pic: Doug Rees)

Roger Goff dominated the RAC Short Circuit Champs at Three Sisters over the weekend of June 16th and 17th when he won both the 125 National and 250 International Titles.

George Bett made the long haul from Fife, Scotland seem worthwhile by winning the 210 Championship whilst John Atherton made the short trip from Stockport and went home happy with the 250 National No 1 plates.

Report: Mike Smith

The meeting was in the hands of the Cheshire Kart Club and under the direction of Clerk of Course, Les Jones and his Deputy, Mike Barratt all the helpers from the North West Clubs contributed to a very efficiently run event.

A total of 134 names were entered for the championship event with the 125's being the best supported with 56 contenders.

The 210's had 34 with the 250 Nationals and Internationals having 22 each.

In addition 24 100 National drivers enjoyed three heats and a final on the Sunday.

A number of well known names were present particularly in the 125 class. Amongst those looking to de throne Champion Kiurt Luby were Roger Goff, Ian Shaw, Chris Stoney, Mark Allen, Colin Poole, Roy Patterson, Phil Middlehurst, Mark Webster and Mike Ballantyne to name but a few.

The 250 International class was the only one other than the 125 which had an entry from the defending champion. Colin Olden from Wakefield was hoping for a repeat of last years success but was likely to encounter stiff opposition from the likes of Roger Goff and Richard Dean. For Roger Goff the weekend was certainly going to be a full one being entered in two classes.

Tim Allen had travelled over from Portadown to sample the delights of the Three Sisters circuit.

The 250 Nationals had a fair sprinkling of likely lads in their entry with Ian Woodcock, John Atherton, Frank Kirkham, Kevin Routh and Duncan Pearcey all present. Alan Cheetham made an appearance on Saturday, won a heat and then decided to call it a day after he suffered mechanical gremlins in the next heat.

A good entry of 210's included Dave and Tom Thacker, George Bett, Mark Allen, John Burns and Andy Martin. John Haigh and Des Davidson were a couple more names in the Villiers ranks likely to run well.

The weather throughout the weekend was very pleasant and although it was cloudy at times it was comfortably warm.

Each class had four heats of eight laps with each driver's best three results counting for final grid positions. The 125's also had a qualifying final from which the first four went through to the main final.

So when the racing got under way on Saturday the 125 class started the ball rolling.

125 NATIONAL

Three split heats took place on the Saturday with five different drivers taking wins, Kurt Luby, Ian Shaw, Mark Webster, Roger Goff and Mark Allen. Mark was one to make it two heat wins when he took the last 125 heat of the first day.

Roger Goff and Kurt Luby each had a win from the remaining two heats on Sunday whilst the four to go through from the qualifier were; Andy Whitefield, Ian Eastwood, Tim Malone and Frank Allan.

When the lapscorers and officials had done their totting up the first few rows of the final grid looked like this;

Allen	Middlehurst	Luby	Goff
Sherriff	Stoney	Poole	Shaw
			Webster
			McQueen

Twenty four laps were on the cards for the final which was the last one of the day on Sunday.

As the flag dropped it was Roger Goff who got a flier with Shaw, Luby, Poole and Allen not far behind. As they sorted themselves out on that hectic opening lap Goff led the rest into the second tour. Ian Shaw had second and was clinging to Goff like a limpet. Luby was third followed by Poole, Allen, McQueen, Powell and the rest. In usual 125 style they screamed through with little groups developing their own race within a race.

As the race progressed Goff still held the

upper hand but Shaw was hanging in there in fine style and certainly not letting the leader pull out any great advantage. Luby looked to be a little off the pace and by lap eight had surrendered third to Chris Stoney. Colin Poole still held fifth ahead of Webster and Mike Ballantyne. Webster was to disappear from the fray on the tenth lap whilst Allen had dropped back behind McQueen and Powell.

At the front the battle between Goff and Shaw still held the crowds interest with Shaw trying many avenues to get past the experienced Goff. Each time the Salford lad tried Goff successfully closed the door.

As the race reached two thirds distance the order was; Goff, still being harried and pushed by Shaw; Stoney had third place after Kurt Luby had pulled off on the main straight and retired; Colin Poole held fourth ahead of a group of backmarkers with McQueen next up and still on the same lap as the leaders.

For the remaining six laps little changed, the experience of Goff showed in the way he held on to the lead despite determined efforts from Shaw. Stoney continued on his way to the flag in third spot with a couple of backmarkers separating him from fourth placed Poole. Roy McQueen from Inverness hung on to fifth with Gary Docker completing the top six.

A good race to watch and further proof, if it were needed, that the 125's are a match for anything when it comes to close competitive racing.

1st	Roger Goff	Kelgate Zip/Rotax
2nd	Ian Shaw	Zip/Rotax
3rd	Chris Stoney	Barlotti/Rotax
4th	Colin Poole	Zip/Rotax
5th	Roy McQueen	Zip/Rotax
6th	Gary Docker	Zip/Rotax

250 INTERNATIONAL

After four heats for the big stuff it was no real surprise to see the name of Roger Goff on pole for the final over 24 laps. He won three heats in relative comfort on Saturday and then decided to give the fourth heat, on Sunday, a miss as he was assured of that pole position.

Richard Dean and Tim Allen completed the front row for the final with Richard having had three second places as his best scores, whilst Tim had managed a second and two thirds.

Trevor Cryer had done enough in the heats to earn a second row start and joining him on that row was local lad Paul Taylor and has Yamaha.

As the field rolled down to the start line and the flag was dropped Roger Goff didn't get off the line in his usual rapid way. Richard Dean and Tim Allen were both ahead of Goff as they went into the first lap.

At the end of that first tour Dean still had the edge over Allen and Goff but the Bedfordshire driver was about to make his move. Two laps gone and Goff was leading, Dean had second from Allen. Cryer, Taylor and John Ashe were next up with Julian Parry in 7th spot.

As the laps were reeled off the difference in pace between Goff and the rest was very noticeable and he looked to be in no danger of losing that first spot.

Richard Dean began to experience clutch problems which worsened to the point where he was driving totally clutchless for ten laps or so before he pulled off on the far side of the circuit, sat down on the grass and watched the Goff demonstration drive.

Tim Allen had got it all wrong on lap fifteen and ended his race and with Dean pulling off shortly after that Goff was way out on his own. Trevor Cryer, John Ashe and Julian Parry were holding the next three places behind Goff but only really had themselves to worry

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2nd Dominic Connelly, Boxer/Fred/Arrow

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SUPER ONE SERIES

Round 3, Little Rissington

Report: Norman Box

Pics: Dennis Callingham



Jnr. International winner David Cuff (3) was hard pressed by Jamie Kavanagh in the early stages of the final.

After Round 2 at Rowrah, the Super One Series circus arrived at Little Rissington on 1st July. Since Rowrah just about everything had changed, the scenery from Lakeland to the Cotswolds, the weather from overcast and cold to bright sunshine and the track from compact to the expanse of Rissington. The track as ever looked superb, and as usual the very high demands of the circuit were to take their toll in the 20 lap finals.

The entry for all the classes was the best in the Series to date, with 100 National having its maximum entry of 48, the overspill had to have their own race (all 41 of them). Many of the drivers were sorting out their equipment for the forthcoming Junior British Championships and Kart & Superkart round on 5th August, whilst John Alcorn and Richard Weatherley were filling in between European meetings with a drive in 100 National.

100 JUNIOR INTERNATIONAL

For David Cuff, Jamie Kavanagh, Emily Newman, Mark Parker, David Price and Francis Stewart this was the beginning of a week of karting as they were all going to the Junior World Championships at Laval, France directly after the meeting. For Allan McNish however, it was disappointment, for besides being unwell, the day so exhausted him that they decided to forego France and allow him to recuperate.

From the flag poleman Cuff flew into the lead whilst the slow starting Kavanagh allowed Price through into second place, before retaking him in the first hairpin. Down the back straight for the first time and Cuff had begun to pull out a small lead, whilst Stewart moved up from fourth to second place before spinning at the chicane. Kavanagh now started to make up ground and had caught Cuff by lap 3. A short distance behind came Price then Nick Charnell and Mark Parker. Kavanagh now began to sit on Cuff's tail, awaiting his chance. Starting lap 6 Kavanagh seized, much to the relief of Cuff who by now had established a commanding lead. Lap 7

and Parker finally found his way around Charnell, only to seize coming down the hill at the start of lap 8. Emily Newman now moved up to fourth place, but behind her Andy Routledge finally slipped through on lap 13. At the front Cuff continued to extend his lead until the end when he crossed the line a quarter of a lap in front of Price, who also had the same margin over Charnell.

At post-race scrutineering Price's engine number did not correspond with those on his scrutineering card, and his mistake resulted in his exclusion.

1st	David Cuff	Sprint/Parilla
2nd	Nick Charnell	Kali/Yamaha
3rd	Andy Routledge	Zip/PCR
4th	Emily Newman	Cobra/Parilla
5th	Stuart Sampson	Ferrari/Parilla

100 BRITAIN

Jamie Beasley managed to take the lead at the start, but entering the chicane for the first time Adrian Cottrell out-braked Beasley and then began to open up a small lead. Beasley fell to David Germain on the next lap, whilst behind Mark Beddall and Paul Branfield got hooked together exiting the chicane and caused Paul Meade to spin avoiding them.

Germain began to close the gap on Cottrell, whilst Beasley now had Mark Faulder and Darren Gibbs to contend with, until lap 8 when Gibbs slid inside Faulder coming up to the start. By now Germain had caught Cottrell, but did not have enough to get passed. Faulder began to fall back on lap 10 with carburettor trouble, enabling the chasing group of Phil Cooke, Phillip Hogg and Dave Harridge to move up a place. On lap 15 Gibbs collided with the back of Beasley exiting the chicane, and spun to a halt. Next lap and Cottrell was out with a damaged big end. Germain's lead stood at a quarter of a lap over Beasley, whilst a short distance behind came Cooke with Harridge on his tail, and that was how it remained to the flag 5 laps later.



100 Britain — Start of the final.

1st	David Germain	Dart/Arrow
2nd	Jamie Beasley	Wright/Arrow
3rd	Phil Cooke	Kali/Arrow
4th	Dave Harridge	Birel/Komet
5th	Phillip Hogg	Premier/Arrow

100 INTERNATIONAL

With 2 wins to his credit it was Charlie Brown who found himself on pole position for the final. At the start it was Brown who took the lead, followed by Piers Hunnisett, Martin Prior and Kerry Thorpe, with Frank Crankshaw spinning at the second bend. Exiting the chicane for the first time Hunnisett got the inside line on Brown and squeezed through into the next bend. On lap three Prior tried his luck past Brown into the chicane, but having passed him had totally the wrong exit line and found both Brown and Thorpe driving straight

past on the inside. As they started the fourth lap Thorpe seized and Prior swerved to avoid the obstruction, slithering across the infield and rejoining the race in front of Mark Woodford and Steve Dart. After his troubled start Brown now started to gain on Hunnisett, and had almost caught up on lap 7 when Hunnisett's chain broke. Meanwhile Prior had disappeared, therefore the order was now Brown well in the lead followed by Woodford and Dart.

By lap 11 Brown was cruising home, 2 second a lap slower than before, whilst as Dart started the lap his big end gave up. Next lap round and disaster struck Brown as his piston skirt broke and locked the engine. Woodford now found himself easily leading this race of attrition, followed by Steven Filkin, Frank Crankshaw, John Magnus and the restarted Kerry Thorpe, Woodford in exactly the same spot, so Filkin finally had the lead and kept it to the end.



Jnr. Britain winner — Robert Husband.

outfit of Bohlin's Swedish BP livery was next up, while Stylin followed with Hines in fourth. Giles Butterfield and Poul Petersen complemented the order to sixth, whilst Goff claimed seventh and Ziemelis, who had edged ahead of Lars Johansson, eighth. Bernie Roberts, in his first championship CIK Formula E event, took an excellent tenth and some valuable prize money. Sweden's Hakan Dahlman and Malcolm Belbin completed those in the points qualifying league.

After three rounds in the World Series Lennart Bohlin still holds sway over the points order; 3rd in South Africa; 4th at Silverstone and 2nd at Nurburgring gives him a total of 31 points, though he must yet drop his worst out of the four rounds after Le Mans at the end of September. Martin Hines, on the other hand, does not have to relinquish a round, following the non-finish at Zwartskop in February. Nor does Steve Stylin or Giles Butterfield. Brian Heerey has only one successful round to his credit, his South Africa win, likewise Reg Gange with his Nurburgring victory. Whatever permutations one cares to apply, we shall undoubtedly witness some very close and determined competition when they take to the circuit for the final of the 1984 Series.

1st	Reg Gange
2nd	Lennart Bohlin
3rd	Steve Stylin
4th	Martin Hines
5th	Giles Butterfield
6th	Poul Petersen
7th	Roger Goff
8th	Stuart Ziemelis
9th	Lars Johansson
10th	Bernie Roberts
11th	Hakan Dahlman
12th	Malcolm Belbin

Race Time: 16 min 17.27 sec — 133.835 Km/Hr (83.18 mph)

Fastest Lap: Lennart Bohlin — 2 min 00.55 sec — 135.638 Km/Hr (84.29 mph)

1985 LONG CIRCUIT
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16/17th March
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5/7th July
HOCKENHEIM (World Series)
with 1000 km Race

20th/21st July
MALLORY PARK

9/11th August
SILVERSTONE GP (World Series)

14/15th September
MALLORY PARK

27/29th September
LE MANS (World Series)
and European Championship

12/13th October
MALLORY PARK

(Note: 2 Mallory Park meetings expected to be British Championships)

BRIDGESTONE/CIK WORLD FORMULA E
CHAMPIONSHIPS 1984 — POINTS AFTER 3 ROUNDS

1st	Lennart Bohlin	S	31
2nd	Martin Hines	GB	24
3rd	Steve Stylin	GB	22
4th	Giles Butterfield	GB	18
5th=	Brian Heerey	GB	15
5th=	Reg Gange	GB	15
7th	Roger Goff	GB	14
8th	Derick Irving	SA	12
9th	Danny Mulder	SA	9
10th	Ivor Greenwood	IRE	8
11th=	Phil Ansell	GB	7
11th=	Paul O'Shea	GB	7
13th=	Jasper Blom	NL	6
13th=	Mikael Janson	S	6
15th=	Stuart Ziemelis	GB	5
15th=	Berthold Seibold	NL	5
15th=	Richard Arnold	GB	5
18th=	Lars Johansson	S	4
18th=	Paul Guedel	CA	4
18th=	Peter Theron	SA	4
21st=	Bernie Roberts	GB	3
21st=	John Brady	SA	3
21st=	Donovan Collier	GB	3
24th=	Hakan Dahlman	S	2
24th=	Chris Swartz	SA	2
26th	Malcolm Belbin	GB	1

CENTRAL KART CLUB AND ZIP 125cc £5000
CHAMPIONSHIPS — POINTS AFTER ROUND 4

CLUB CHAMPIONSHIP

250 INTERNATIONAL	25 pts	210 NATIONAL	28 pts
1st	R Goff	1st	G Sykes
2nd	M Hines	2nd	G Parker
3rd	B Heerey	3rd	V Munday
4th	R Gange	4th	T Price
5th	T Parrott	5th	A Ogden
	8	6th	D Martin
			8

250 NATIONAL	15 pts
1st	D Rodgers
2nd	T Doble
3rd	R Hipkin
4th	P Glencross
4th	J Newton
5th	B Borwell
5th	J Atherton
5th	R Boston

125 NATIONAL	18 pts
1st	S Ziemelis
2nd	J Dixon
3rd	S Coward
4th	L Cooper
5th	I Shaw
6th	M Allen
6th	C Stoney
7th	A Wilcox

125cc £5000 CHAMPIONSHIP

1st	S Coward	27 pts
2nd	A Wilcox	23
3rd	S Ziemelis	22
4th	I Shaw	18
5th	C Mills	15
5th	J Burleton	15
7th	K Glendening	12
8th	J Dixon	11
9th	G Ashurst	9
10th	P McCallum	7
11th	M Clark	6
11th	I Pearson	6
11th	A Sorensen	6

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Goff had come through to take up third spot, a fraction ahead of Reg Gange, whilst Gange looked after his own skin from Butterfield. Next down the order was Franz Binder, Stuart Ziemelis, Bernie Roberts, Poul Petersen and Steve Styrim; Mikael Janson had dropped back, but not for long . . .

. . . The fifth lap and Bohlin was still hanging on in the lead, Hines running his quiet second, whilst Goff and Gange were engaged in a dispute over third. Janson was again well up the order and clinging tightly to fifth.

The sometimes jinxed pole position for the final did not seem to be worrying the stalwart Swede, though perhaps it may have been a consideration at the back of the Hermetite man's mind. However, such is the dictate of fate . . .

They came out of the Romer Curve with Bohlin in the lead and Hines some twenty yards behind — then Bohlin's hand went in the air and his left fist slapped the bodywork as he slowed dramatically while Hines zoomed past to take the win. Bohlin's problem? A broken chain, but he did make second. Roger Goff succeeded for third, with Mikael Janson a good fourth. Gange and Sweden's Hakan Dahlman were next along, with Butterfield, Ziemelis, Petersen and Heerey making up the total of the top ten; Heerey showing well after his earlier misfortunes.

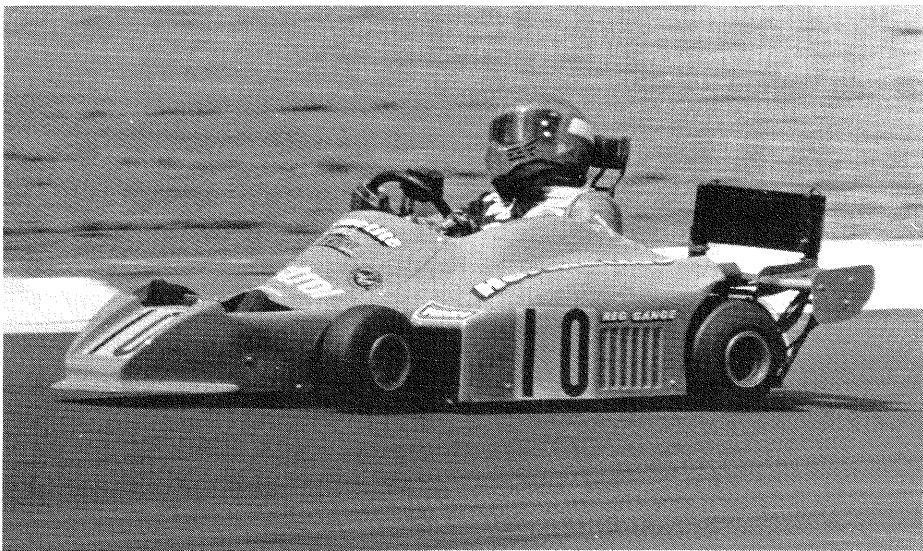
THE EUROPEAN CHAMPIONSHIP

With something like two hours before the pre final and the start of the battle for the European plate; it gave the competitors a reasonable time to prepare themselves and their equipment for the gruelling test ahead. The weather was to prove the ultimate 'pain in the butt' as it altered from dry to wet with amazing frequency, conditions more akin to the U.K., with blustery winds raking the pits straight. The intervening period saw frantic activity in most camps — Hines' crew setting up one kart for dry conditions, the second for wets — Norwegian Torgjer Kleppe was struggling somewhat after a weekend filled with misnomers — Nigel Smith was coming to terms with Grondstra's outfit, whilst the EDR lads were probably hoping it would rain for the final, because such conditions would admirably suit their chassis configuration.

Up to the dummy grid and there was still uncertainty in the air — some drivers arrived on slicks, others, the majority, opted for wets, whilst most pit back-up crews struggled along to their repsective drivers carrying a mixture of tyres. At last everyone was sorted out and assembled in their appropriate slots, the decisions taken, apart from a few, like Sweden's Bobo Westman and Roger Goff who were seen to be frantically swopping to rain tyres. Hines decided to use his wet setup, after a quick inspection of the track surface, whilst Bohlin and Ziemelis plumbed for dry, in the hope that the (as it was then) light squall would pass over and the steady wind would turn fortunes in their favour.

The engines were fired up, the karts paraded off the dummy grid, round the Romer Curve and onto the main start line where the signal went out to cut motors. It was an eight lap final with the immediate grid order taking on the following appearance:

Goff	Bohlin	Hines(Pole)
Dahlman	Gange	Janson
Petersen	Ziemelis	Butterfield
Ansell	Roberts	Heerey
Binder	Smith	Styrim
Carolyn	Belbin	Rath
Westman	Bushell	Gutowski
Krieg	Crochepeyre	Guedel
v.d. Heyden	Persch	Ljungloef



The new European Champion, Reg Gange, seen here at Silverstone.

(Pic: Doug Rees)

The German National Anthem was played while drivers sat and pushers stood, waiting, as the rain began to come down and the wind increased in strength. Misgivings, one suspects, were being felt by Bohlin and Ziemelis.

Formalities completed the karts were on the way for the warm-up lap. Of the original starters, 58 made the grid for the final, leaving the rest to languish in the pits to watch, frustrated and disappointed. Tim Parrott's sour expresion summed up his feelings after a weekend fraught with disaster.

Round onto the grid they rolled, just visible beneath the red light through the haze of the rain. Then the lights were green and the third round of the World Series was on. Hines broke the formation of the front row with Bohlin and Goff almost alongside whilst Gange was seeking to find a clear way through. Janson and Dahlman followed in quick succession and the rest of the field swept through as a solid pack, almost invisible in the spray. Down to the right and left hand corners of Castrol — S. Where the first corners were to be the scene of a multi-kart pile up which saw Nigel Smith suffer a more serious machinery demise after being 'T' boned a few times and left with a pile of scrap bodywork, but fortunately no injury to himself.

The test was to come at the Dunlop Curve, almost a hairpin, where first Bohlin, then Gange and Goff demoted the Hermetite boss — he was reportedly suffering from understeer problems. But Bohlin must have experienced some hairy moments in the treacherous conditions, running on slick tyres. Likewise, Ziemelis who seemed to be struggling a little down around the twelfth position. It was the EDR of Steve Styrim that looked set to be the cat among the pigeons as he worked his way through the order to slot himself in behind Martin.

Up through the Veedol chicane, which had been the scene of Nigel Smith's earlier practice foray and round the right, sweeping Romer Curve, Bohlin still held the lead, somewhat tenously, as they commenced the second tour. Reg Gange was clinging to his bumper, waiting for an error on the part of the Swede, at the same time very aware of the ever-present Roger Goff. Hines was hanging on in fourth place with Styrim, looking a trifle threatening, close to his exhausts.

The EDR is reputedly good in the wet and Styrim quickly demonstrated its versatility when he grabbed the lead late on in the second lap and began to stride out an advantage. Gange had managed to outflank Bohlin who was acutely aware of his tyre situation, while Hines found a way past Goff, the Bed-

ford man beginning to experience clutch maladies. Giles Butterfield, who had not got off the mark as quickly as expected, was now slotted into sixth position.

The next lap began with Styrim still leading the formation in a confident manner, while the immediate order behind remained unaltered. Close to Butterfield's tail was Ziemelis in seventh, followed by Poul Petersen and Paul Guedel. However, Styrim's positive elation at leading the field was quickly dispelled when he discovered his clutch was slipping, sufficiently, it transpired, for Gange to forge ahead and leave Steve to the devices of Lennart Bohlin. The lead three had, by that stage, stretched out a considerable advantage from Martin Hines, but the current World Champion looked secure enough from any threat to his fourth position, as there was about the same distance between himself and Bohlin as there was between him and Goff in fifth place. Butterfield was next up, patrolled by Guedel, then Johansson who was driving well and forging his way through. Ziemelis was now back to ninth, having succumbed one suspects to the inadequacy of his slick tyres. The order astern was: Dahlman, Roberts, Ljungloef, Carolyn, Janson who was dropping back with mechanical problems and Malcolm Belbin aboard his newly acquired EDR setup.

The race progressed into the fifth lap with no improvement in conditions, though the weather did nothing to impede Reg Gange who looked to be revelling in it and had established a clear advantage over the now second placed Bohlin who had managed to ease in front of Styrim. Hines meanwhile continued to hold station in fourth with Goff emulating his previous lap shot. Butterfield followed next, then Petersen, Paul Guedel had retired, Johansson and Ziemelis.

With two laps left to run Gange, barring misadventure, looked to be the undisputed winner, whilst Bohlin was driving an incredible race and still holding onto second. Styrim, despite the clutch slip, was quietly looking after third, whilst Hines shadowed in fourth. There were several more retirements — Carolyn failed to come round — a big end gone; Rainier Rath, Glenn George, Jasper Blom, Piet Hartog, Franz Binder and Brian Heerey, the list was legion. Norwegian Torgjer Kleppe completed his weekend with terminal engine maladies.

As they came through the rain for the final time, through the Veedol Chicane with its unforgiving kerbs and round Romer, it was Reg Gange thirty yards ahead of the rest who took the chequered flag and his first European Championship victory. The green and white



100 National victor Richard Weatherley leads Ricky Grice in the final.

1st	Steve Filkin	ART/Sirio
2nd	Frank Crankshaw	Phoenix/Minarelli
3rd	Kerry Thorpe	DAP/DAP
4th	John Magnus	Premier/Parilla

100 JUNIOR BRITAIN

It was a terrible day for the first round winner Jeremy Griffiths, the fatigue of the track and his being ill resulted in him packing up after the heats.

At the start it was Robert Husband who took the lead, followed by Dominic Connelly and Adrian Coles. Entering the left hander before the start Connelly took the inside line and slid past Husband. Meanwhile a short distance behind Robert Wilson and Shaun Nicholson after a good start were making up ground, tagging onto the back of the leading group on lap 4. Behind them Luke Wilson lead the next group of Nicky Hart, David Jackson, Steve Sparkes and Dale Spruce until lap 5 when Hart moved up at the chicane. Coles had now begun to slow, holding up Wilson and Nicholson and allowing the leading pair to establish a small lead. On lap 7 Coles missed the apex to the left hander before the start, and Wilson soon nipped through.

By lap 12 Wilson had caught the leading pair, but could not find a way past until lap 14 when Husband took the outside line around a backmarker out of the chicane and Wilson seized the opportunity of the inside line. Although Connelly had pulled out a small lead in the confusion, Wilson took only a lap to catch up with him. Up into the left hander before the start on lap 16 and Wilson made his move on the inside, but collided with Connelly and took them both off. Husband could not believe his luck, whilst Connelly and Wilson were soon restarted and after Coles, Hart and Nicholson who had moved up in the meantime. At the front for the last 4 laps Husband cruised home to win, whilst Connelly and Wilson made up a staggering amount of ground on the leaders.

1st	Robert Husband	Ferrari/Komet
2nd	Adrian Coles	Jeta/DAP
3rd	Dominic Connelly	Boxer/Arrow
4th	Nicky Hart	Dart/Arrow
5th	Robert Wilson	Boxer/TKM

100 NATIONAL

With the 48 drivers having been selected from the total entry, every heat was hard fought. This resulted in even some of the

top drivers having to qualify in the repechage.

On pole position again was Gary Moynihan (yawn), but this time alongside him was Nigel Edwards who had a great day, instead of the appalling results he has had all this year.

From the start it was Edwards who took the lead, Moynihan obviously having handling problems as he made another mistake at the chicane and allowed Ricky Grice and Richard Weatherley through. Lap 2 and it was the turn of Peter Stephens to pass Moynihan, but he regained his place on lap 3 into the chicane. Meanwhile Andrew Colson and Andrew O'Hara had joined the leading group, with Jackie Brown, Gary Prior and Jeremy Cotterill making up the next group having their own battle. By lap 7 the two groups were together forming an enormous high speed crocodile. Into the chicane Brown outbraked O'Hara, but O'Hara hit Brown out of the way exiting the bend and retook 7th place. Brown was not going to stand for that, and in attempting to do the same to O'Hara overdid it and spun off.

At the front Weatherley and Grice had both led, but Edwards had again retaken the lead. Weatherley made his move inside Edwards into the left hander before the start, taking Grice with him, but a slow exit found Grice and Edwards going through at the start bend. Yet again Edwards took the lead, but into that left hander again he missed the apex and Grice, Weatherley and Moynihan went through. By lap 11 Weatherley and Grice had pulled out a small lead whilst Edwards and Moynihan had their own private struggle, passing each other no less than 4 times on one lap! Coming to the end of lap 12 disaster struck Grice as he spun in the left hander. The race now had Weatherley out on his own, then Edwards, Moynihan and Stephens having a stupendous dog-fight, whilst the next battle raged between Colson, Prior, Cotterill, O'Hara and Plato. Lap 17 saw Cotterill seize and Prior move up to lead the second group. Last lap and Weatherley still had a small lead, probably saved by the continued battle between Edwards, Moynihan and Stephens. Weatherley emerged the winner, followed by the battle for second. But the excitement was not over as O'Hara went wide on the last bend and lost sixth place as Colson and Plato slipped through on the inside.

1st	Richard Weatherley	Sprint/Parilla
2nd	Nigel Edwards	Zip/DAP
3rd	Gary Moynihan	Wright/Yamaha
4th	Peter Stephens	Swiss Hutless/Arrow
5th	Gary Prior	Zip/PCR

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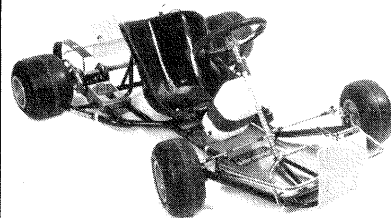
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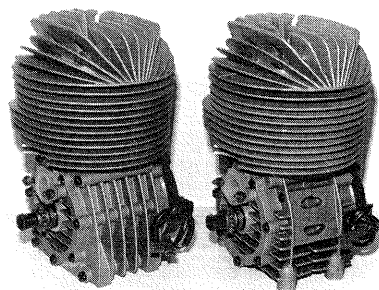
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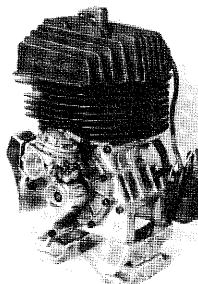
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The Le Mans 24 hours race this year included three ex-Kart drivers, all as it happens karters who did most of their time in Villiers. Dave Leslie and David Duffield, a one time Villiers champion. The two Daves were both in the same car, the Ecurie Ecosse entered ex-De Cadenet car, DFV Ford powered, now much modified by Ray Mallock and called the Ecosse C2. The other driver who used to be in the karting ranks back in the 60's was John Sheldon, who drove one of the two Aston Martins which by coincidence is prepared in the same workshop as the Ecosse in Northamptonshire, also by Ray Mallock's team.

I may be as guilty as any, but when ever you know the inside story it rarely resembles what you read in the press. The account I read said that "Sheldon's Aston Martin went out of control on the notorious 200 mph "kink" on the Mulsanne straight, for what reason no one will ever know", and whilst he had suffered burns "they were mercifully not dangerously serious". On all accounts this particular report as with many others was hopelessly inaccurate. A front tyre exploded, the car took off and, as it landed and crashed into the barriers, was already a ball of fire, enveloping the luckless Sheldon who is haunted by every second of the accident. He now lies in the East Grinstead Burns Unit having suffered 30% burns which is more or less the limit the body can stand. He is after 4 weeks, hopefully out of danger but when I visited him last week it was a very disturbing sight. In karting we do not have the nightmare prospect of serious burns.

John got out of the car by punching his way through the windscreen. His account of the accident was as graphic and lurid as the worst one reads of fighter pilots in the last war seeing their hands burning in front of them. Sheldon broke both wrists as well. The double tragedy is that he is a dentist, and after long and painful road to recovery full use of his hands are his living. My wife and I left the hospital feeling that our problems were somewhat insignificant by comparison. Apart from his ghastly injuries he has many other deeper aspects to re-habilitate.

I rather lost touch with John when he went motor racing proper, but knew him well enough to see him occasionally in Cumberland when he would come down for a weekend from Dundee where he was at the University Dental School. When in London, his father Alfred also a dentist used to do my teeth for me in one of the huge mental hospitals at Epsom, and what is more they always let me out.

My favourite memory of the Sheldon family and I hope I will be forgiven in recounting it; concerns the fact that Mr Sheldon — a deep rooted socialist — had a private dental surgery in his house, with of course "all the equipment". The particularly attractive "piece of equipment" to cater for Sheldon's aspirations as an engine tuner, was the dental right angle drill, to "tiddle up" his transfer ports. John, who

never sported the most immaculate kart, with Villiers barrel oozing Castrol R. would make clandestine visits to the surgery, to operate on his transfers. Which in itself was not detected, at least not until father had a well bred Epsom dignitary in his chair the following day, finding himself lost for words and explanations as to why her cheeks and double chin were now smudged with black and leaving her with an aroma distinctly like that of a well known castor based racing oil! Those were good and happy days.

All those who do remember John I have no doubt wish him a full and rapid recovery, and to his mother who was widowed only three months ago much sympathy.

Normally at Silverstone each year the tyre, due to the mass of numbers, that causes people the most problems is the Bridgestone. This year's 250 final looked set for a three way battle between Kerkhoven on Burris after his pre-final win, Styrin on Dunlops and Hines on Bridgestone. Rob Kerkhoven on 6" rears holed a rear piston and was side lined, leaving the other two out on their own, we shall not know if Steve Styrin had a last lap charge up his sleeve, as his tyre "chunked" on the last lap.

After the German round of the World Championships we are left with another three way battle between Bohlin, Hines and Styrin this time. With Bohlin having to drop one result with the 3 best results out of 4 to count. Even with the apparent lead Bohlin now enjoys, none of the three has a great advantage, assuming all finish in the final round. It may easily be as much of a cliff hanger as last year's final round.

Two very happy gentlemen after the 125 final at Silverstone were Keith Glendening obviously and Peter Berry who two years ago habitually pushed the winning 250 into post race scrutineering. Whilst he has done Tim Parrot's engine this year, as yet he has not had the chance to repeat the success he enjoyed with Buttigieg. As he put it, after Glendening took his engine home first deservedly, "if I can't do in in 250 I thought I'd show them the way home in 125," and so he did.

Derek Price has now returned to the 125 fray, after a heat second at Silverstone he was up to fifth place in the final when he got involved in someone elses accident at Copse Corner. Derek has now joined forces with John Stevens of Wigan Kart Centre to form a new set up they have called Eurokart Racing — Purveyors of Race Tuned Engines! Price was fed up racing 250 on 125 budget, which is a great shame as at times he really earned admiration in the 250 class.

I went to Silverstone with a friend of many years back who hadn't been near "go-karts" for nearly 20 years, when he used to trail round to meetings with me; I used to share a lock-up garage with him after getting to know him at Cooper Racing Cars. He used to be knocking dents out of Minis in the lock-up whilst I was putting Villiers together — much stick I used to take from him too. Being 6 years my senior I had to listen to his abuse about the essential importance of almost clinical conditions for engine assembly — which in the early days I have to confess never seemed that essential — on reflection my meeting with the ex-coal miner was of enormous benefit, I learned a lot from his insults — as I would assemble two grimy crankcases, just from the sound of the job, he would say "putting it together with grinding paste again?" "Wash the thing with petrol next time."

With a lapse of two decades since he had seen karts he was absolutely staggered at today's speeds, but was critical of the apparent lack of any great change in the actual chassis frame, whilst that may seem a fair comment it is difficult within the confines of the regulations to see how they could alter that significantly and still remain karts. In that vein of thought it is also a very difficult question to answer as to how a kart can lap Silverstone at a comparable speed to a Grand Prix Car of 20 years ago costing £30-£50,000 to build even then!

After my comments regarding Giles Butterfield's chances before the Silverstone meeting, I have to concede that his whole attitude and ability has undergone a magical transformation, if that one meeting is anything to judge by. A shame he didn't finish in the pre-final untroubled, should he have started nearer the front of the grid I think we would have seen some real fireworks.

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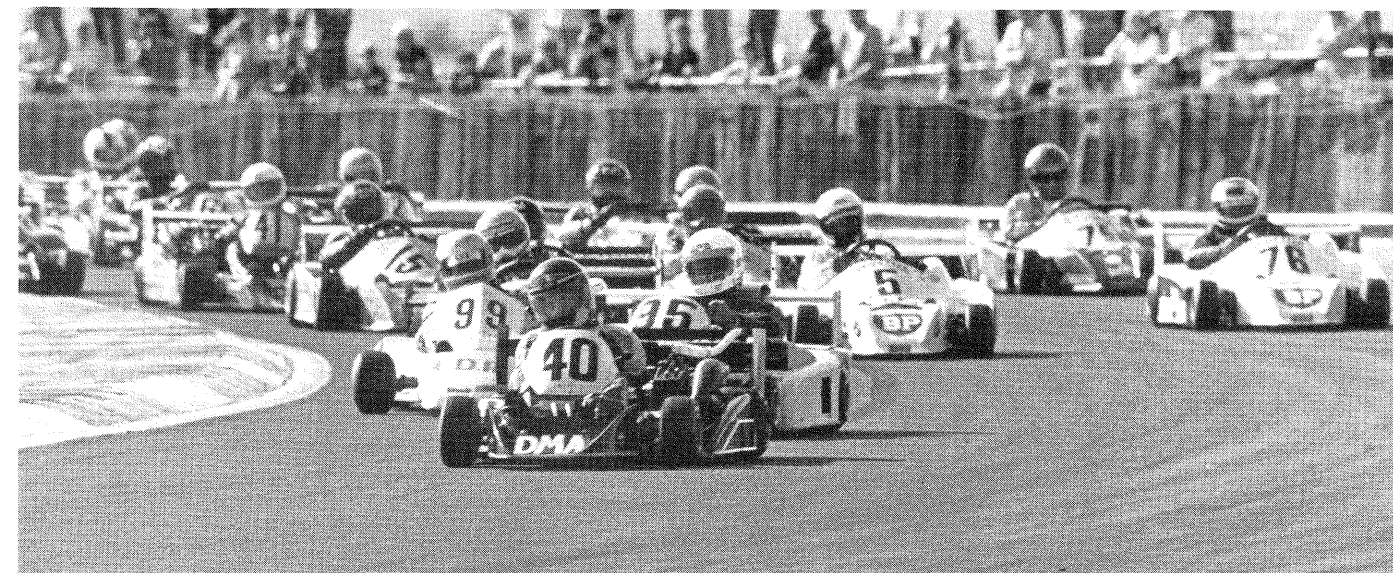
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The final and Copse Corner with Ansell (40) in the chair while Gassin (95) hugs his bumper. Stylin (99) looks for a way through on the inside with Hines (1) close on his tail. Bohlin (5) waits on the outside. (Pic: R. Calvert)

As the leaders cleared Copse dragging their retinue down to seventh, mid-runners Johansson and Mulder came together. It looked like brake trouble with Mulder's kart which caused the incident. The result was a lot of bruising and the termination of their Grand Prix final.

Stylin was close, ever so close, to Hines' bumper, pressing him for all he was worth whilst behind there was no change, it was still Bohlin, from Butterfield, Gassin, Goff and Arnold. At Stowe it was the same then, out of Woodcote, there was a discernible difference between the leaders, about two or three kart lengths whereas before one would have been hard pushed to squeeze an express card between the bumpers! Could it be that Stylin's tyres were cooking? That's a point to be looked at later.

So it continued, the lead pair, then Bohlin several yards ahead of Butterfield. But what had happened to the rest behind? Gassin was gone from fifth, leaving Goff, Arnold, Mikael Janson — and then Gassin. The French driver was obviously suffering and, after a very creditable weekend performance worthy of an accolade, he was forced to retire at Copse with mechanical problems. A great pity because he would have undoubtedly finished in the top six.

With only a couple of laps left to run it still looked to be a toss-up between Hines and Stylin. It was a 'go for broke' situation as Steve, regardless of his malady, gave it everything he'd got. But these two were well clear of the others — Lennart methinks, resigned himself to the fact that he could not finish higher than third, or second perhaps, if Stylin overdid it; fact is often stranger than fiction Butterfield seemed so far away from him and yet.....

Meanwhile Goff was having problems with a stubborn Richard Arnold and lost his grip for half a lap before homing in again and clearing the other's exhausts to reclaim his lost position. Making a mark, after an average Superkart season this year, was Phil Ansell, renowned for his engine tuning finesse, predominantly with the 210 Villiers and, latterly, turning his hand to help John Newton with his 250 National Yamaha. Into the closing stages Bohlin's third spot was being seriously threatened by a literally flying Giles Butterfield. Through Stowe Bohlin hung onto his valued place until Butterfield put him to the sword before Woodcote and took up the relinquished post. Ansell was there with Goff but could find no way past PJ1's last survivor.

The final lap, Stylin was trying but Hines

just had that edge. The engine notes could be heard as they came under the Dunlop Bridge, the Commentator stumbling over his words in his excitement and all eyes strained toward Woodcote, the pit wall and the stands jammed packed with spectators and mechanics, necks craned to catch a glimpse. It was the orange outfit of Hines that came into sight first, sliding round the corner to take the proffered chequered flag with Stylin adrift of him by about ten yards in second. An elated Butterfield ran home third ahead of Lennart Bohlin almost up his exhausts. Roger Goff beat Ansell to the line, while another Swede, Mikael Janson, along with Richard Arnold, Swiss driver Paul Gudel and Donovan Collier completed the first ten. Other good performances went to Richard Dean (11th) and Johann Perschl in 12th, while Hans Peter Keifer, Phil Hemes, Tim Allen and Torgjer Kleppe added to the roll down to sixteenth. So, Hines broke the 'nobody has ever won the GP twice' rule, but there is still one remaining rule to break — 'Nobody has ever won from pole position.' Maybe next year we'll see that one broken as well.

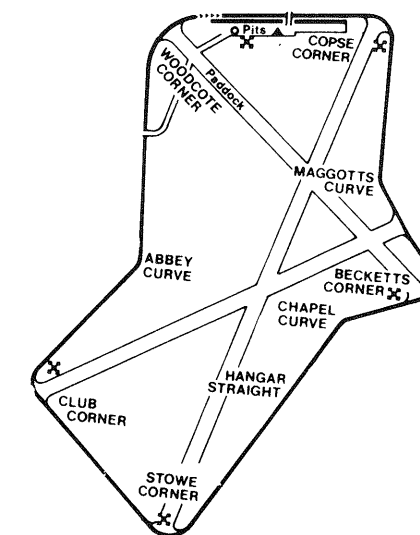
Commiserations to Steve Stylin, he *did* suffer problems — a nearside rear tyre which, on examination, revealed inch diameter chunks out of the tread and the outside edge severely flayed. Had that not happened the race might have taken a dramatic change. Still, that's racing.....

1st	Martin Hines	GB	Hermetite
			Zip/Zip Rotax
2nd	Steve Stylin	GB	EDR/DRE Rotax
3rd	Giles Butterfield	GB	Zip GP/Zip Rotax
4th	Lennart Bohlin	S	Zip GP/Zip Rotax
5th	Roger Goff	GB	PJ1 Zip/Goff Rotax
6th	Phil Ansell	GB	Zip/AP Rotax
7th	Mikael Janson	S	Zip/Rotax
8th	Richard Arnold	GB	Zip GP/Rotax
9th	Paul Gudel	CH	K.A.R.T./Rotax
10th	Donovan Collier	GB	Zip/Rotax
11th	Richard Dean	GB	Zip/Zip Rotax
12th	Johann Perschl	A	K.A.R.T./Rotax

BRIDGESTONE/CIK FORMULA E 1984 WORLD SERIES

1st	Lennart Bohlin	S	19
=2nd	Martin Hines	GB	15
=2nd	Brain Heerey	GB	15
=4th	Derick Irving	SA	12
=4th	Steve Stylin	GB	12
6th	Giles Butterfield	GB	10
7th	Danny Mulder	SA	9
=8th	Roger Goff	GB	8
=8th	Ivor Greenwood	IRE	8
=10th	Phil Ansell	GB	7
=10th	Paul O'Shea	GB	7
=12th	Jasper Blom	NL	6
=12th	Mikael Janson	S	6
=14th	Berthold Seibold	D	5
=14th	Richard Arnold	GB	5
=16th	Paul Gudel	CH	4
=16th	Peter Theran	SA	4
=18th	John Brady	SA	3
=18th	Donovan Collier	GB	3
=20th	Chris Swartz	SA	2
=20th	Richard Dean	GB	2
=22nd	Johann Perschl	A	1
=22nd	Adrian Pollock	GB	1

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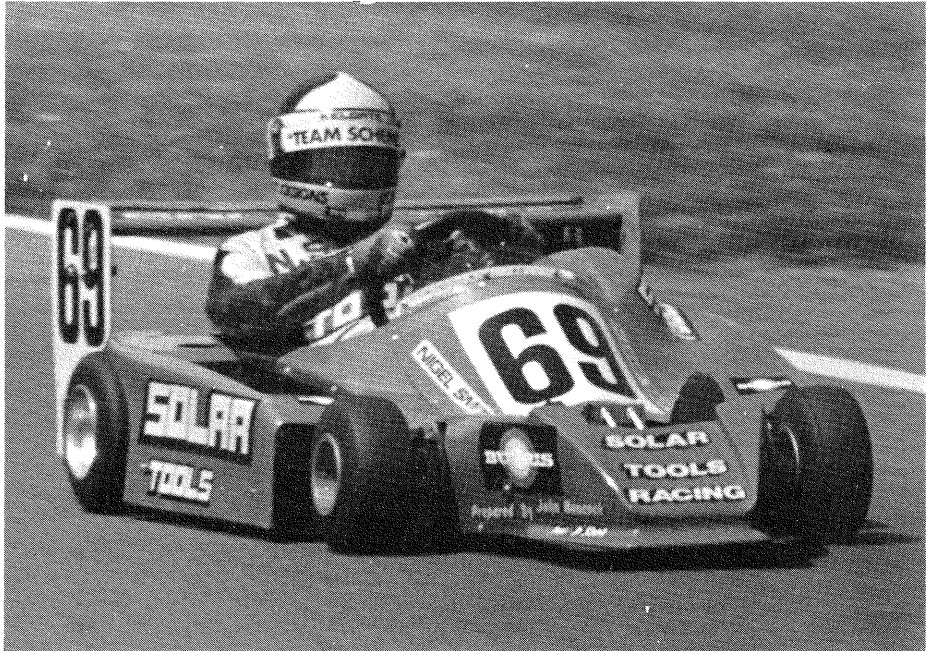
Heerey under opposite lock, scrapping at Bicketts with Gassin (95) and Arnold (86). (Pic: R. Calvert)

Larsen was there as well, sitting in eleventh, with only Sandy Dalgarno between him and a clear track behind.

Though Kerkhoven was relatively safe from any incursions, the places down to fifth were undergoing some radical changes. Hines was scrapping furiously with Stylin and Gassin and managed to nip by and forge ahead in pursuit of the leader by the time they entered Copse. That left Roger Goff the option to either continue in his present position or join in the Gassin-Stylin affray. He chose the latter and began a lap-long battle, the outcome of which was decided when Gassin eased off and Stylin dropped back a little to lick his wounds, leaving Goff looking at the rear bumper of the orange kart.

Meanwhile Lennart Bohlin, aboard the white full-bodied kart with green and yellow emblem of Swedish BP was surging up and soon visited upon Stylin, all the skills of his Scandanavian driving and pushed him down to sixth before taking off after the Frenchman. The second Hermetite driver, Reg Gange, was not having quite as much success and was tucked in behind Ansell, Gudel and Perschl.

Into the closing stages of the race and, barring mechanical failure, Kerkhoven was assured of victory. Hines on the other hand was to lose out on second when Goff challenged and dived through at Woodcote. Fourth home was Eric Gassin with Bohlin inches behind. Steve Stylin was next to appear, in sixth, while Ansell, Gudel, Perschl, Gange, Larsen and Dalgarno made up the first dozen.



Nigel Smith aboard the Solar Tools outfit — a disastrous weekend.

(Pic: D. Rees)

the sound of engines firing up and a blue smoke haze drifting towards the stands as the karts moved off behind the pace car, driven by Clerk of the Course Robert Langford.

The warm-up lap completed the lights changed to green and Hines, Goff, Kerkhoven and Gassin moved off the line as one. Only fractions of a second later the next wave of Bohlin, Stylin and Ansell took off in pursuit. Then there was a hand in the air and all eyes turned to look. It was the number 23 of the ill-fated Paul Larsen that pulled onto the grass opposite the pits lane with terminal big end problems and a ruined cylinder barrel.

Into Stowe corner and Hines had a narrow margin over Stylin. Gassin was next along, with Bohlin, Kerkhoven and Goff fighting all the way. The first lap ended with Hines and Stylin still holding station, Bohlin and Kerkhoven. Eric Gassin had slipped to fifth just ahead of Roger Goff. The time it took for the first lap from a standing start was 1min 35.8sec — 109.99mph — not bad! The lap also saw the second casualty tour in, Ivor Greenwood, with a shot Bridgestone.

Back round to Stowe, the first four places remained the same, then came a slight gap before Gassin led Dalgarno now in front of Goff. Down through Abbey they came and swung through Woodcote with Hines still there, about three kart lengths ahead of Stylin. Bohlin was closely leading Goff back in front of Dalgarno and Frenchman Gassin who looked to be struggling to maintain the pace. The lap speed was up to 115.7mph. That second tour spelt disaster for Rob Kerkhoven when he coasted into the pits with a holed piston. Likewise Tim Parrott entered, dejected, after a tyre finished his chances.

Out through Copse and round Becketts Hines and Stylin were stretching out a comfortable lead over the duelling pair of Bohlin and Goff. Gassin seemed to have discovered a new lease of life and was quickly moving up to join in the scrap. Sandy Dalgarno was losing ground slightly as the leaders increased the pace at a furious rate. The third lap completed and the lead pair were out on their own, Stylin looking content to sit in Hines' slipstream for a while at any rate. Bohlin had been the victor in his duel with Goff because he brought up third ahead of Gassin; Goff had slipped marginally down the order. At Stowe corner the order was the same and as they came into sight out of Woodcote again, several more faces were beginning to feature and two more drivers were stricken by disaster. Carolynn coasted into the pits with overheating problems created by a hose leak, while Reggie Gange did a nearside rear tyre; Reg had spent precious hours earlier modifying the bodywork to accommodate more airflow to the engine and tyres.

Butterfield had climbed well up the order and was now lying in fifth, leading a battling Goff and Dalgarno. Into Stowe yet again came the lead pair, demonstrating precision driving, with Stylin tucked in neatly behind Hines, now the sole member of the Hermetite crew running.

Fatigue was taking its toll, this time in the form of the black PJ1 outfit of Brian Heerey. He pulled off at Chapel with a blown Burris. Next was Nigel Smith at Copse with a seized motor, followed by Johann Perschl at Becketts after a spin, though he did manage to rejoin the proceedings a little further down the order.

Bohlin still held onto third place and was desperately striving to make up the distance between himself and Stylin. Next up was Butterfield who broke the tow on Hangar Straight and surged up to fourth, chasing Bohlin for all he was worth. Goff clung grimly onto sixth with Dalgarno in his wake, while Richard Arnold was closing on the latter's bumper.

FANO-EUROPEAN INDIVIDUAL CHAMPIONSHIPS — ROUND ONE

The track at Fano lies alongside the beach, so even though the climate is usually sunny and very hot, there is a cooling breeze coming off the sea. Uncharacteristic of the weather however was the distinct lack of sunshine during the early part of the week, with it being cloudy and overcast. As the week progressed kart handling became a serious problem due to the amount of rubber being deposited on a number of the corners.

Being in the lions den, there was a plethora of Italian drivers, most with factory assistance. Whilst unable to enter these CIK events, the experience of the Superlicence holders was being put to good use, with de Brun, Fullerton and Wilson helping Eglem, Tamburini and Garelli respectively. As free practice began to draw to a close on the Thursday night, some times began to improve dramatically as the special Dunlop tyres began to appear. By the time the meeting proper started, the usual Italian disarray and confusion had commenced.

Britain's representatives were Jeremy Cotterill, Piers Hunnisett and Sammy Hunt, whilst from Australia (?) there was Russel Ingall.

Timed Practice

1	Stefano Garelli	I	38.89
2	Alessandro Zanardi	I	38.94
3	Vincenzo Sospiri	I	39.19
4	Jean-Marc Gounon	F	39.26
5	Rolf Glauser	CH	39.29
6	Luca Drudi	I	39.34
7	Carlo Mazzotti	I	39.36
8	Peter Albertsson	S	39.38
9	Eugenio Visco	I	30.40
10	Eddy van de Hoek	NL	30.40
11	Rickard Rybell	S	39.45
12	Jeremy Cotterill	GB	39.45
13	Heinz Frentzen	D	39.46
14	Stefano Modena	I	39.47
15	Sandro Montani	I	39.51

34	Russel Ingall	AUS	39.85
39	Piers Hunnisett	GB	39.91
68	Sammy Hunt	GB	40.49

At the end of timed practice everyone's tyres were impounded, and these then had to be used for the heats the rest of that day, with a second set used the following day. Before each race the Kart would be placed in a compound and the tyres would be checked out. At the end of the race the operation was reversed.

Heats

The characteristic thing about the heats were the number of accidents that occurred at the start bend during the races. For some of the drivers it was the most effective way of eliminating the opposition. Heat wins went to Albertsson, Sospiri, Zanardi and Modena. Modena defending his European Championship was disqualified in one heat for overtaking on a yellow flag and siezed in another, resulting in him finding himself well down the qualification list.

Of the Britains, the best performance was by Cotterill finishing fifth in his first heat, having been taken out whilst lying second, and ninth in his second heat. From then on things started to go wrong. Lying in sixth place in the third heat, Glauser and Cheli collided in front of him at the fastest bend and he went cartwheeling into the strawbales. The fourth heat was not much better when Grigoletto nudged him at the same spot. Hunnisett held on to the midfield groups, but

missing one of his heats because he thought he was in another lost him any chance of qualifying. Hunt just could not get it together all day long, whilst Ingall had two reasonable results a fourth and a non-finish.

As the qualifiers list went up in the early evening Modena had qualified, but a quarter of an hour later it was replaced by a revised list where he had not qualified. With only 28 to qualify, it was Cotterill who ended up 29th with pole position in the repercharge, Hunnisett 51st and Hunt 55th, whilst Ingall qualified 26th. The organisers then decided that half the non qualifiers would go in one race, whilst the others would go into a second, with three to qualify from each.

Repechage

Montani snatched the lead from Cotterill into the first bend, with Tassi eventually passing Cotterill on lap 3. On lap 4 Montani signalled Tassi past, and Cotterill cheekily slipped through as well. By lap 7 Cotterill had got Tassi weighed up and outbraked him at the end of the straight. Cotterill now just drove away from the rest of the field, with Tassi expiring on lap 9 and Henriksen moving up past Montani on lap 10.

Modena has the second repercharge all to himself. Hellberg deliberately nudged Charlie Guedel off the track on the first lap to take second place whilst Grigoletto moved up to third.

Pre-Final

Sospiri	I	Zanardi	I
Munkholm	DK	Albertsson	S
Visco	I	Mazzotti	I
Gounon	F	Tamburini	I
Valera	I	Frentzen	D
van de Hoek	NL	Larsen	DK
Borghetti	I	Johansson	DK
Garelli	I	Eglem	NL
Chiesa	CH	Cheli	F
Vacirca	NL	Rydell	S
Anderson	DK	Salo	SF
Corazza	I	Wigren	S
Ingall	AUS	Blanken	NL
Glauser	CH	Stoller	CH
Cotterill	GB	Modena	I
Henriksen	DK	Hellberg	S
Grigoletto	I	Montani	I

As the flag rose Sospiri took the lead from the outside into the first bend, followed by Zanardi, Visco and Munkholm. This group began to pull out a lead over Gounon and the next group of Albertsson, Mazzotti and Frentzen. The qualifiers from the repercharge were making quick progress through the backmarkers, with Modena 19th and Cotterill 18th after a brilliant start. Munkholm slid inside Visco on lap 5 for third place, whilst farther back Cotterill was now with the midfield group. Sospiri now began to pull out a lead over Zanardi and Gounon had caught Visco and Munkholm. Albertsson siezed on lap 11 moving Mazzotti and Frentzen further towards the front. Meanwhile Vacirca lead the middle pack, with eight karts snapping at his heels.

On lap 16 fourth place Gounon struct carburettor trouble and soon ground to a halt. Modena was by now moving rapidly through the field as many of the others began to have handling problems due to their tyres. On lap 18 Visco passed the slowing Zanardi for second palce, and soon Mazzotti, Munkholm and Frentzen were passed as well. On lap 20 Zanardi's race came to an end at the start bend when he was involved in an accident. With Sospiri winning, the next three places were filled by Mazzotti, Munkholm and Frentzen, fifth place onwards were Garelli, Modena, Cheli, Johansson, Eglem and Cotterill in a line, the two repercharge winners having driven well from the back of the grid.

Final			
Visco	I	Sospiri	I
Frentzen	D	Munkholm	DK
Modena	I	Garelli	I
Johansson	S	Cheli	F
Cotterill	GB	Eglem	NL
Borghetti	I	Blanken	NL
Vacirca	NL	Hellberg	S
Corazza	I	Montani	I
Anderson	DK	Salo	SF
Stoller	CH	van de Hoek	NL
Wigren	S	Larsen	DK
Mazzotti	I	Ingall	AUS
Henriksen	DK	Rydell	S
Glauser	CH	Grigoletto	I
Gounon	F	Zanardi	I
Albertsson	S	Tamburini	I
Valera	I	Chiesa	CH

Before the start Eglem was already in trouble with a loose carburettor, and had to join the grid on the second rolling lap. As Riva waved them away Sospiri took the lead from Visco who was very slow starting. In the first bend there was the inevitable collision when Garelli hit the inside kerb and rebounded into the overtaking Cotterill and ended his race. On lap 3 Modena moved up to fourth place behind Sospiri, Visco and Munkholm. Frentzen had a bad start and was lodged between Cheli and Johansson. Sospiri had begun to establish a small lead by lap 5, but it was Modena who was making up all the ground, sliding inside Munkholm in the top corner for third place on lap 6. Modena now started to make his charge,

slipping inside Visco at the first hairpin on lap 9. Sospiri meanwhile had extended his lead, whilst Modena and Visco had now left Munkholm behind. By lap 14 Sospiri still had his lead over Modena, whilst Visco was losing ground as his kart began to handle badly. On lap 18 Modena started to gain on Sospiri, whilst third place Visco stopped in the first hairpin with a seized motor. With only 4 laps to go Modena caught Sospiri, and Chelli now lay in third place in front of Munkholm and Frentzen. On lap 23 Modena exited the last hairpin inside Sospiri and passed him in the next bend, only for Sospiri to retake the lead down the main straight into the start bend on the same lap. No matter what he tried, Modena was unable to get passed Sospiri, so he had to be satisfied with second place.

European Championship			
1	Vicenzo Sospiri	I	DAP/DAP
2	Stefano Modena	I	DAP/DAP
3	Gert Munkholm	DK	Dino/Dino
4	Eric Cheli	F	Kali/PCR
5	Heinz Frentzen	D	Dino/Yamaha
6	Nicklas Johansson	S	Birel/Parilla
7	Cornelius Blanken	NL	Kali/PCR
8	Umberto Borghetti	I	DAP/DAP
9	Peter Hellberg	S	Birel/Parilla
10	Sandro Montani	I	Allkart/PCR
17	Russel Ingall	AUS	S.Hutless/PCR
33	Jeremy Cotterill	GB	Kali/Yamaha
Ray Holland			

preselected). This grid position was then where they would start all four heats on Friday and reverse them for the four heats on Saturday. Each group of four heats then produced a grid for the first Pre-Final, followed by the Pre-Final and then the Final, (yes, four heats and three finals on Friday and Saturday). The two days results were then added and the top thirty went through to the World Championship finals on the Sunday. A rather complicated system, but one that gave plenty of spectator value. Unlike timed practice meetings, the fast men could well be at the back and plenty of good, close racing took place. Out of all the action and excitement, several front runners emerged — Andrea Gilardi (Italy) being the man (or boy!) who claimed the crown. However, he had his hands full with French pilot, Yvan Muller, (yes, that name sounds familiar in karting circles — Yvan is the brother of Cathy who is now progressing so well in F3). These two lads had a fantastic scrap in the final and, at one stage, headed a line of ten karts, all nose to tail. Other front runners included Morbidelli (with assistance from none other than Mike Wilson), Bonanno (with T.F.) and Italian Colciago, who drove from last place on the grid up to third, though there was some suspicion as to where he actually started on the grid. The British contingent had mixed fortunes, but all came away with plenty of memories and valuable experience. Francis Stewart and David Cuff were probably the best of the Brits and showed plenty of skill and maturity in handling the pressures at such a high level.

JUNIOR WORLD CHAMPIONSHIPS LAVAL

The weekend of 6th/7th/8th July saw the Junior World Championships staged at Laval in France and both Nigel Edwards and Gary Prior offered their services as spannermen for various teams — Gary for Canadians Paul Tracey and Tim Brewster and Nigel with Terry Fullerton's protege, Giovanni Bonanno. The circuit measures approximately 1,000 metres in length and is between seven and eight metres wide, with several ultra quick corners. Speeds were very high, (gearing being approximately 10/70-10/74), but all of the ninety plus entry handled themselves well. Facilities were excellent, with covered pits, a bar/cafe and good camping and washing amenities. As always, tyres played a major part in the event, but the organisers had introduced a 'park ferme' method, whereby the karts were driven into a compound and all four wheels and tyres were removed, marked and placed in a bag bearing the driver's racing number. They were then locked away in a van until the driver's next race, when the tyres appeared in the assembly compound. Obviously such a system requires organisation and plenty of personnel to carry out strict security. The other feature regarding tyres was that only one set per day was allowed. The event was held over three days but did not include timed practice. A system was used whereby drivers selected their grid position by drawing a number out of a hat, (their groups having already been



Swiss driver Alex Wiederkehr, complete with seat harness!! (Pic: R. Calvert)

got as far as Chapel Curve before he seized and Nigel smith slewed off at Club. Becketts soon claimed further casualties when Poul Petersen retired along with Henk Hali. Richard Arnold spun at Copse and found himself in the catch fencing. So, with most of the leaders out of contention, it left Hines, Goff, Dean and Kerkhoven to scrap for the choice positions. At the line the order remained the same with Hines taking the flag. Tim Parrott secured a fifth for himself while Sweden's Mikael Janson claimed sixth. Four-thirty saw the last Formula heat — Groups B and C.

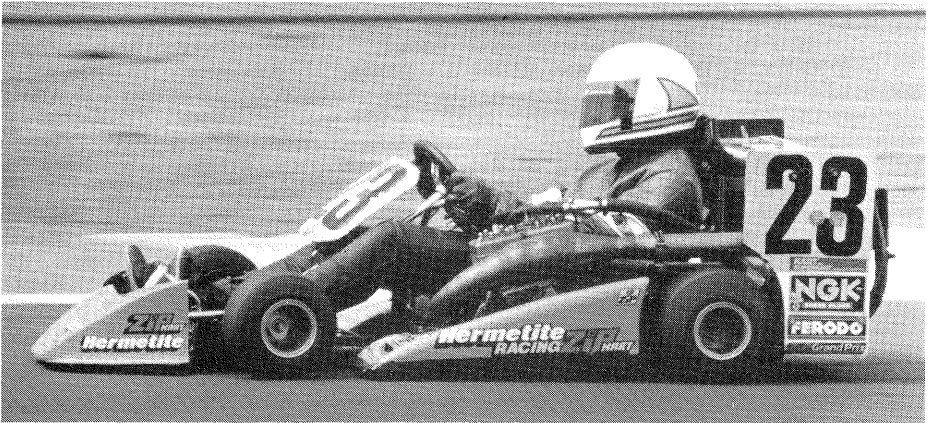
Reg Gange had pole with Lennart Bohlin, Donovan Collier and Richard Arnold sharing the front row. Lars Johansson, Rob Kerkhoven and Paul Larsen occupied the next, while Dean and Heerey featured just behind. Parrott was lying close to Nigel Smith, while last year's 'GP' winner, Norwegian Torgjer Kleppe, was slotted down at the back with Carolynn. Bohlin and Gange both got away to good starts, but Heerey and Kerkhoven also made quick charges and joined in the leadership battle. Frenchman Gassin led the next group composed of Smith, Belbin, Arnold, Gudel and Larsen. As the horde tore down to Copse both Richard Dean and Robert Bushell pulled into the pits with mechanical 'gremlins'. Gradually Reg began to slip down the order allowing Bohlin to establish himself out front, but Bohlin's lead was quickly being whittled away by Kerkhoven and Heerey. Then it became apparent that the Swede was in some kind of trouble and the realisation came when he pulled into the pits with a nearside rear wheel problem. Bohlin's demise seemed to be the signal for other failures and incidents, though no one got hurt. Irishman Greenwood spun out at the Motor Bridge while Johansson and Kleppe collided on the exit from Becketts and careered out of contention. Out front the struggle between Kerkhoven

Larsen	Ansell	Kerkhoven	Gassin
Keifer	Belbin	Gudel	
Mulder	Parrott	Goy	Perschl
Seibold	Carolynn	Janson	
Hines	Butterfield	Willie	Gates
Styrin	McWhirter	Heerey	
Dean	Jones	Eddie	Goff
Urhofer	Papworth	Smith	
Gange	Hartog	Greenwood	Arnold
George	Dennis	Collier	
Bushell	Dahlman	Kleppe	Petersen
Binder	Hemes	Allen	
Walker	Lyons	Wiederkehr	Westman
Causar	Dalgarno	Johansson	
	Hali	Bohlin	Ljunglof

After the warm-up lap they rolled round onto the grid, held, then the lights changed. It took only the length of the pits straight to sort out the leadership pack. Hines was up there after making a good break and was just behind Kerkhoven, with Ansell and Gassin lying third and fourth. Round Becketts and down the Hangar straight Hines swept through and took up the lead from Kerkhoven with Ansell and Gassin in tow, but behind Gassin Goff was charging up and cleared the Frenchman's exhausts before the lap was completed. Bouncing round Copse it was Kerhoven back at the front with Hines a whisker to the rear, while Ansell could feel Goff breathing down his neck. That order held until past Stowe corner on the next

THE PRE FINAL

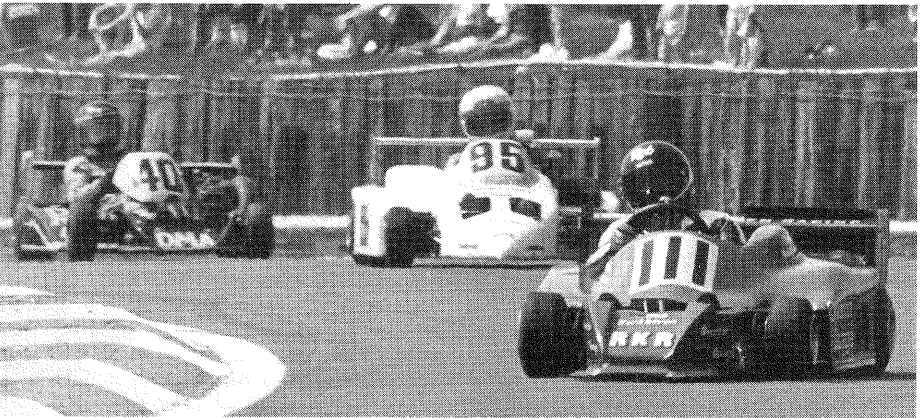
The grid for the pre-final on Sunday took on an interesting format with most of the regular




New Zealand's Paul Larsen scored well in the heats and the pre-final. A seize in the final was to put paid to his chances. (Pic: D. Rees)

forerunners lying well back following various heat misadventures. Positions for the pre final grid are calculated on the basis of the number of points awarded during the heats. The heat winners earn 0 points, second place 2, third place 3 and so on. The points after the heats for each competitor are then totalled and the driver with the lowest score earns pole position and the rest are allocated grid positions in the ascending order of their scores. The grid, after the calculations, looked thus:

tour when Hines slipped down the field and found himself in fifth. Gassin had taken both Ansell and Goff and now lay only feet adrift of Kerkhoven and it also looked as though Hines might lose yet another slot to the EDR of Steve Styrin who was beginning to apply pressure. Bohlin and Gange, likewise, were coming into the picture, though still too far back to pose any real threat. Into Stowe and the Frenchman tackled Kerkhoven and briefly grabbed the lead but Rob was quickly back into control as they took Copse. Styrin, meanwhile, had been successful in demoting the Hermetite leader and was now in third. Both drivers in fact has ousted Goff and pushed him down to fifth, followed up by Bohlin and Gange. Kerkhoven was beginning to draw out a considerable gap from the rest, prompting the thought that perhaps the others realised that the object of the exercise was to finish reasonably well up, thus earning decent grid positions for the final. Now it was time for Styrin to tackle the Frenchman but the endeavour proved to be a waste of time and effort as Gassin had no intention of relinquishing his hard fought for second spot. Out of Copse the order was: Kerkhoven, Gassin, Styrin, Hines, Goff, Ansell dropping back a little, Bohlin and Gange. But even Gange was coming under pressure from Paul Gudel and Johann Perschl. New Zealander ►



The pre-final saw victory for Rob Kerkhoven (III), here tailed by Gassin (95) and Ansell (40). (Pic: R. Calvert)



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SILVERSTONE '84 (PART 1)



First lap of the pre-final at Copse, with Eric Gassin (95) leading into the corner from Phil Ansell (40) and Martin Hines (1). Visible — Kerkhoven (III), Heerey (0), Belbin (96) and Larsen (23). (Pic: R. Calvert)

Hines wins the Superkart GP and becomes the first driver to do so twice. A valiant struggle by Stylin earns him second place, while Butterfield resists the efforts of Bohlin to claim third. Keith Glendenning takes the 125 Nat. title, Tim Doble the 250 Nat., George Bett the 210 Nat. and Steve Gill's excellent performance wins him the 250 International Non-Championship event from Bernie Roberts. Details of the National events will be covered in Part 2.

Report: Ed McCormick

Pics: Rodger Calvert
Doug Rees

Silverstone Grand Prix circuit played host to the seventh successive Daily Express/Hermetite British Kart Grand Prix during the weekend 30th June-1st July. Since its inception in 1978 the Grand Prix has been the focal point in the United Kingdom Long Circuit karting calendar and always attracts the best of the Country's breed to compete for the coveted 'GP' plates. In certain respects the 'GP' over-shadows the RAC British Champion No 1 plate, in terms of prestige. By many it is regarded as such because it is competed for at only a single meeting. Such is the significance of the 'GP' that it brings rapture to those who succeed against all other opposition, or tears and total devastation to those who fail to run course, through one thing or another.

Such conditions have never altered, nor did they this year when 330 odd competitors began to arrive at the Northamptonshire circuit. The event, as last year, held a round of the Bridge-stone/C.I.K. Formula E World Series, which was to prove the centre of attraction, not only from the point of view of the Formula E drivers eager to take home some valuable points towards the 1984 Championship title, but also from that of the spectators drawn by the colour and fanfare of the Superkart legion — much, it must be said to be the chagrin of the National classes that play such an important role.

Friday 29th June was free practice for all classes. The entries, compared with prior years, were down — expense and all that being the

main drawback, but, statistically speaking, the class entries could be categorised as follows:

Formula E	63
Non-Championship	
250 International	31
125 National	134
210 National	48
250 National	51

After practice came the timed trials for Formula E and they produced some surprises. The quickest man proved to be Giles Butterfield, running the yellow and black livery of the Rugby Club of London. With his time of 1min 30.28sec he went a long way to rock the establishment. Long term campaigner, Reg Gange, clocked the second fastest with 1min 30.56sec; Swedish champion Lennart Bohlin 1min 30.59sec, while current World Champion Martin Hines had to settle for 1min 31.15sec and fourth spot, though it was sufficient to put him in Group 'A'.

The most impressive driver must have been New Zealander, Paul Larsen, spending his last few months in the UK familiarising himself with the intricacies of this country's circuits. He notched up a time of 1min 34.36sec (111.74mph), an excellent time which blew out a lot of the regular front runners. Considering that it was the first time the young man visited Silverstone in a racing capacity and had only Friday morning to learn the circuit layout, the guy deserves a medal for that alone!

THE HEATS

The first Formula E event contained Groups A and B and gave the front row to Butterfield (pole), Gange, Hines and Collier. Sandy Dalgarno and World Cup winner Brian Heerey rested on rows 2 and 3 respectively, while EDR's Steve Stylin was on the back of the grid. It developed into an early race scrap between Giles Butterfield and Reg Gange, with each thwarting the other and setting a furious pace. Soon, Hines who had not had the best of starts and Dalgarno charged through to take up station and make it a four way battle. Unfortunately the race was to become a disaster, in the sense of non-finishes, when Hines, Gange and Dalgarno closed on leader Butterfield into Copse. There was contact and both Hermetite men and Sandy ended up in the catch fencing, miraculously without injury, while Butterfield continued unperturbed to take the flag. Stylin, Ansell, Frenchman Eric Gassin, Larsen and Carolyn Grant-Sale completed the first six home. Stylin put in the quickest lap — 1 min 31.2 sec (115.76 mph) and with second place earned himself only 2 points from the excursion.

Following the lunch break and frantic rebuilding by those drivers in Group A who had varying degrees of problems, Groups A and C made their way to the assembly area. The grid was fronted again by Butterfield, with Lennart Bohlin alongside. Hines sat next and Richard Arnold occupied the last slot. Sandy Dalgarno, Rob Kerkhoven and Roger Goff filled row two while all the rest were pretty well mixed: Richard Dean on the third with Phil Ansell, Swiss driver Paul Gudel and Trevor Causer. Scattered down the line were Tim Parrott, Denmark's Poul Petersen, Nigel Smith with the the Solar Tools outfit, Austrian Franz Binder and South African Danny Mulder. Stylin was again at the back.

Disasters galore during this heat. Roger Goff was quickest to grab the lead, but Hines, Bohlin and Butterfield were close in touch. Meanwhile, Parrott and Dean were working their way through the field. It was Hines though who soon hit the front and stayed there ahead of Goff, Bohlin and Butterfield. Behind, Stylin and Nigel Smith were jockeying for position, trying to sort out fifth and sixth. The order was to change drastically when Bohlin went out at Becketts on the third lap with an end gone and a shattered piston. Stylin, likewise, blew a piston, while Butterfield

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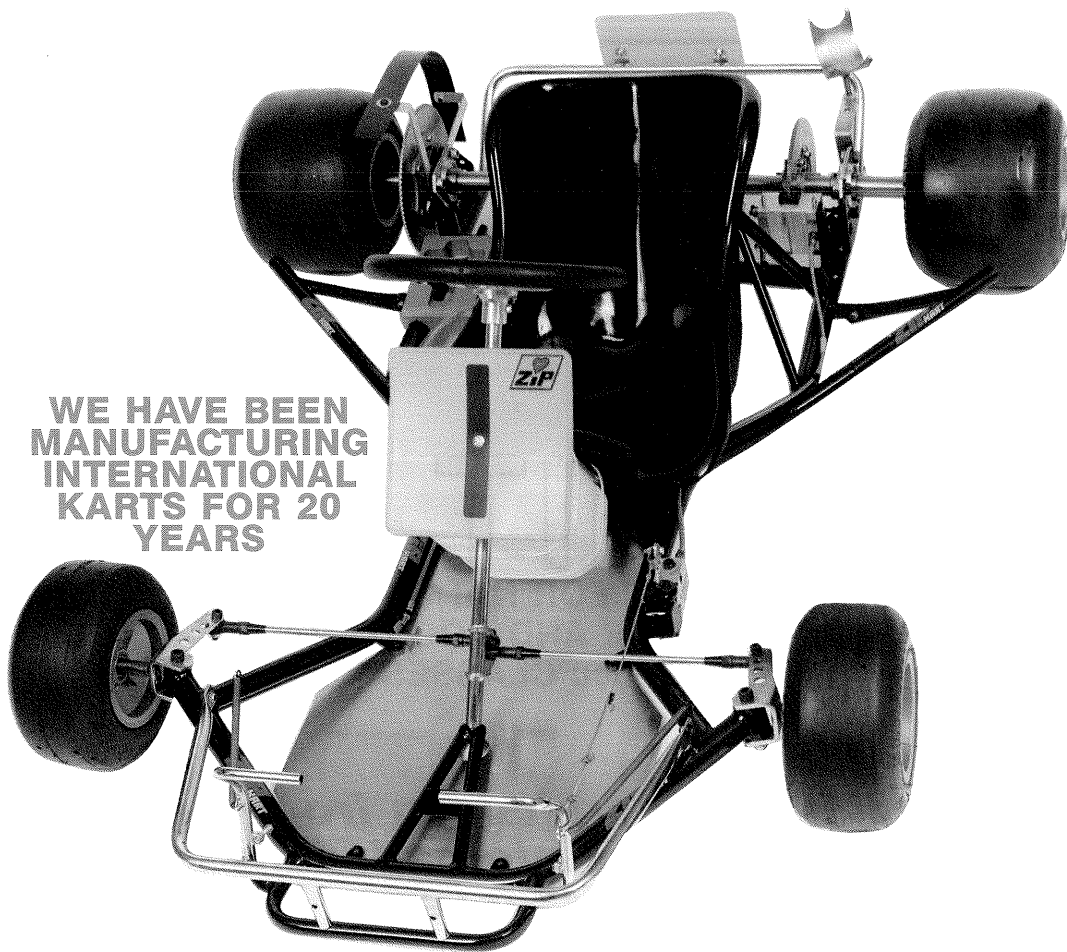
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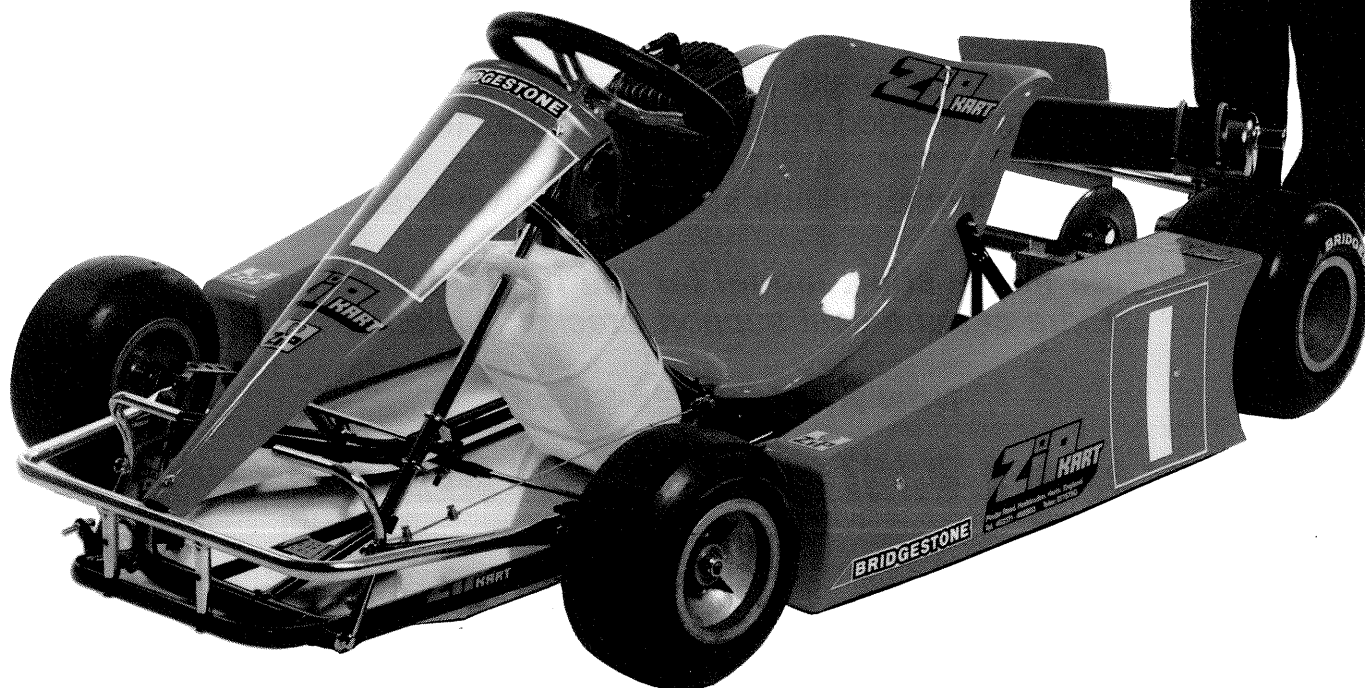
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