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KART 75p AND SUPERKART SEPTEMBER 1984



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Piston, 3-port SS20	£6.00
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Crane case (set), TT22	£69.87
Crane case (set), TT23	£79.86
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Valve cover, Tillotson,	
TT23	£12.65
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Big end cage & rollers	
(Super)	£4.12
Big end washer, TT22	55p
Connecting rod	£20.00
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K78TT	£29.94
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K80	£23.59
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Rotary valve	£4.23
Exhaust bend	£6.60

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Connecting rod, bare	£19.00
Big end spacer washer	60p
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2mm x 13.8mm	90p
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(aluminium)	65p
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Crank nylon stuffers	£1.20
Aluminium stuffers	P.O.A.
Copper rivets	30p

IGNITIONS

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Motoplat coil	£12.00
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Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: Are they reinforced and have they got the new type steel ring locator?

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Slick 11.350	£13.50
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KC210 chain	£7.50

NEW ITEM! 10 tooth & 11

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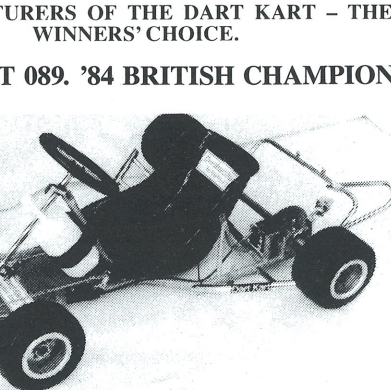
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GENERAL KART COMPONENTS

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Genuine Zip Ferodo special pads (pr)	£6.00
Zip leather-rim steering wheel	£10.00
Zip 100cc glass fibre seat	£11.50

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250 SUPERKART CTRP ROTAX, full bodywork, Brembo Brakes, Tacho, wets, spare slicks, engine spares. Very quick and reliable. £1,290 ono. Tel: Brackley 701205.

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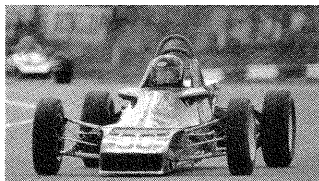
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210 HAYWOOD UPTON motor, fully rebuilt, motiv pipe, amal carb £250. Also full stuff 11E crankcase sets £25. Fully modified long circuit gearbox with alternative ratios £50. 36mm Amal £10. 36mm blue Magnums £20 each. Phone Southwell 813155 after 6pm.



Several interesting items of information recently came to light which are worthy of mention. It is understood from the RAC MSA that overtures have been made by a number of Class One drivers about the possibility of permitting some form of bodywork on the 100cc karts. Quite a few drivers have secured varying degrees of sponsorship and, of course, the first question sponsors have posed is how best can the product/company receive the maximum amount of exposure to the public/media, in return for an agreement to provide funds for racing activities? Current regulations regarding bodywork to a great degree act as a hindrance to Class One drivers, excluding Junior Boosters, when they begin searching out sponsors, because the exposure a sponsor can expect is extremely limited, in terms of advertising potential. It is anticipated that bodywork, in the form of sidepods and a bubble shield, will become the norm, rather than the exception, in the foreseeable future. The diehards will no doubt contest the issue but, if 100cc karting is to keep abreast of the times and offer value in return for a racing bank balance, then it must adapt. The general public *still* regards karting as 'go-karting', an image which karters themselves have strived to divorce from. The 'insularity barrier' must be broken if Class One is to be regarded a serious contender to its gearbox contemporaries. If the drivers who have already approached the RAC represent a fair cross-section of the Class One community, their cries for change cannot go unheard, otherwise the far-seeing few who strive to put karting on the motor racing map where it rightly belongs, will be totally wasting time and effort.

During the RAC 'Open Day', held a few weeks ago, a proposal was advanced that the RAC 125 Nationals should run to Intercontinental 'C' regulations. This was met with serious opposition and created quite an uproar, the main criticism being that a decision in favour would result in an influx of CIK homologated engines. There is a real fear that, if Intercontinental 'C' principles were to be adopted, the stability of the 125 National class would be seriously affected. The wedge, however, has already been driven into the oak — from 1st November the 125cc rotary valve Minarelli becomes eligible to be raced in the UK National class, so it seems that nothing will halt progress, no matter from which direction opposition emanates. There is hardly any likelihood that the Rotax domination of the class will suffer a setback, its surety lies in established numbers and availability of spares, a situation that will endure for some time to come.

Continued (Page 2)

FRONT COVER:

Gary Moynihan (Wright/Yamaha) sporting the No. 1 plate of the British 100 National Champion, leads Jeremy Cotterill (partly hidden), Simon Sutton and Jack Brown towards 'The Willows' at Kimbolton during Round 5 of the K&S Championships.

(Pic: Rodger Calvert)

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

EDITOR: ED McCORMICK

ADVERTISING: JAYNE SPEIRS

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

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September 1984

KART AND SUPERKART

MONTHLY

No. 69

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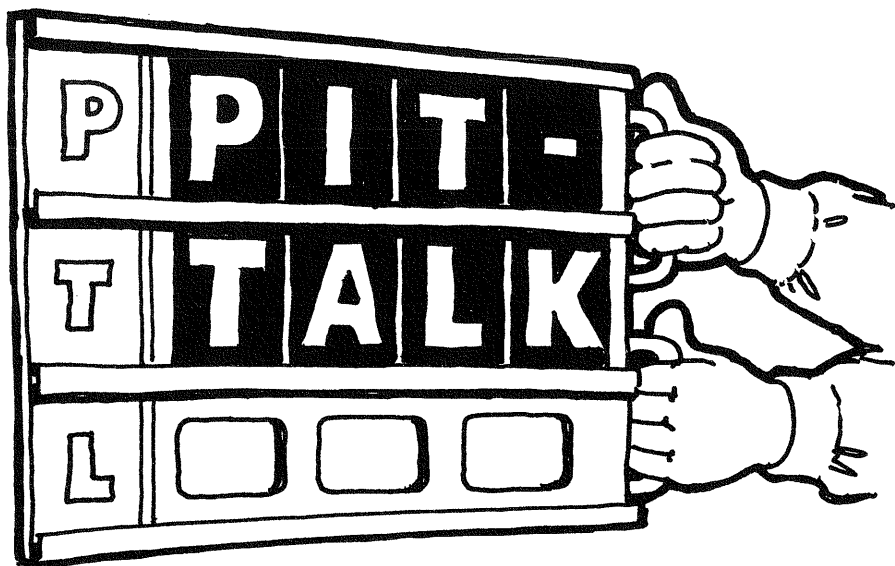
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MALLORY BRITISH CHAMPS
SNETTERTON SUPER ONE
PUBLICATION DATE: 4th OCTOBER 1984**

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



Ed Says (Continued)

The recent visit to Zandvoort for the Dutch GP culminated in a lobby by the KC250 Club as to why a major long circuit kart event had not been staged in Holland in the past. The KC250 Club has struggled for years against opposition from the Dutch motorcycle and motor sports organisations to stage karting events at Zandvoort circuit. About four years ago they succeeded and since then an annual GP has been held, albeit as a supporting event to a major bike/car meeting. The first rung of the ladder, so to speak and it displays the determination of Dutch karters to keep pressuring the authorities for more exclusive recognition. Earlier in the year the KC250 Club submitted three separate dates to the CIK when the circuit would be available to host a round of the 1985 Bridgestone/CIK Formula E World Championships. They were turned down and the reasons why are not known. Le Mans Bugatti circuit next year will host a round for the third year in succession, which hardly seems fair. Comments from most of the drivers who raced at Zandvoort this year seem in favour of a return next year, the proviso being that the karts be given more priority and one suggestion is that the European Championship should be staged at Zandvoort as a separate entity from the World Series because it carries the prestigious 'E' plate. If the KC250 Club can guarantee the circuit solely for karts then the request and suggestions put forward are justified. Not only does Zandvoort provide a relaxed holiday atmosphere, but its geographical location makes it an admirable converging point for the vast majority of nations competing for the European title. Additionally, there is no reason why the other National classes should not be represented at such a meeting. Another very important point which came to light during discussions is that if the KC250 Club does not get the support it needs to survive, its life span can be measured in terms of only a couple more years. It would certainly be a regrettable state of affairs if such a thing were allowed to happen. Perhaps, no hopefully, if sufficient representation was made to the appropriate authorities there might be a change in attitudes.

Ed. McCormick

BOHLIN CONTINUES HIS SUCCESS

During the weekend of 28th and 29th July, Lennart Bohlin once again clinched the Swedish Championships. Following in the wake of that success he won the Nordic Championships on 5th August in Denmark in extremely wet conditions. His winning margin on the Swedish BP Zip/Rotax was some 13 seconds over Dane, Poul Petersen. Norway's Torgier Kleppe finished 3rd.

We regret that there is no Mainly Merlin column this month — Chris has retired to his retreat in the Herbrides for a holiday and will be back for the next issue.

RAC JUNIOR CHAMPIONSHIPS — LITTLE RISSINGTON — 5th AUGUST 1985

100 JUNIOR BOOSTER

1st Bobby Game
2nd Oscar Newman
3rd Jason Worden

100 JUNIOR BRITAIN

1st Nicky Hart
2nd Dominic Connelly
3rd Stephen Sparkes

100 JUNIOR NATIONAL

1st Emily Newman
2nd Alan Innes
3rd Paul Somers

100 JUNIOR INTERNATIONAL

1st Francis Stewart
2nd Allan McNish
3rd David Cuff

KINGDOM'S AUTUMN CUP

The Kingdom Kart Club will be holding its Autumn Cup meeting on 28th October. There will be prizes of silverware cups for all classes and winners will retain these for life.

Entry Fees: Senior — £7.50
Junior — £5.00

Entries to: Mrs A. McDonald
160 Cocklaw Street,
Kelty,
Fife.
Tel: (0383) 831168

GUERNSEY SPRINT

The Guernsey Kart and Motor Club held its second quarter mile sprint meeting on Saturday 30th June down the Vazon Bay Coast Road. The results were:

250 International

1st Malcolm Pike — Graham Scott & Co Star/Yamaha — 13.44 sec
2nd William Belben — ITS Barlotti/Suzuki — 15.40 sec

125 National

1st Andrew Ozanne — Barlotti/Kawasaki — 15.29 sec
2nd Malcolm Pike — Whistlers Bistro Cobra/Kawasaki — 16.5 sec

DEAN'S ADDITION

Superkart driver Richard Dean's wife and faithful mechanic recently presented her racing star husband with a baby girl, Michele. Both mother and daughter are reported to be doing fine. Now we know why Deanie wasn't at the last Cadwell meeting!

CIK HOMOLOGATION BOOK

A limited number of the 1984/1985 book of CIK Homologated Tyres and Chassis will be available shortly at a cost of £4.50 (including postage).

Any requests for this publication should be sent to the RAC Motor Sports Association (Karting), 31 Belgrave Square, London SW1X 8QH enclosing a cheque payable to 'The RAC MSA Ltd'.

WORLD FORMULA K CHAMPIONSHIPS MONDERCAGNE, LUXEMBOURG — 5th AUGUST

1st	Mike Wilson	I
2nd	Marc Boulineau	F
3rd	Otto Rensing	D
4th	Frank van Eglen	NL
5th	Rene Bollingtoff	DK
6th	Lars Forsman	S
7th	Peter de Bruyn	NL
8th	Stein Mikkelsen	DK
9th	Marcus Grossman	D
10th	Jan Henrikson	DK

15th and 16th places went to Britain's Richard Weatherley and John Alcorn.

MALLORY PARK — 14th OCTOBER

Please note that the Central Kart Club meeting publicised last month for the 14th October at Mallory Park has a change of Competition Secretary and address. During the period, Ian Rushforth will be on holiday and drivers are requested to contact:

Boyd Barrington,
6 Brooks Street,
Woodbridge,
Suffolk.

Boyd will be acting Competition Secretary for this meeting and drivers are also requested to write direct to Boyd, rather than use the lower portion of the Central Kart Club advert on page 8 of the August edition of *Kart and Superkart Magazine*.

SUPER ONE SERIES

The final round of the popular Super One Series will be held at Wombwell on Sunday 14th October. Make a note of the date and submit your entry early. The address to write to is:

Competition Secretary,
Cumbria Kart Club,
Bank House,
Foster Street,
Penrith,
Cumbria.

Tel: Penrith 63220

DODGEM — IF YOU CAN!

On Thursday evening in Zandvoort before the Dutch Grand Prix, Team Leaside and Team Doble, both 250 National were out in strength — on the Dodgem Cars in Zandvoort. Some excellent displays of racing tactics were witnessed. Plenty of cutting up, dodging and chopping. Team Leaside came out tops, nearly everybody else fell off, including the locals who couldn't stand the pace! It looked as though all that Class One breeding was paying dividends!

A DUTCHMAN FROM LEEDS?

A van was spotted in an hotel car park in Zandvoort during the GP weekend. It carried British registration plates and on inspection contained 250 National driver Richard Boston's outfit. The van was rented from a company in Leeds that trades under the banner of Albert Van Hire. The point of this news snippet is that, when Richard booked into the hotel the desk clerk registered him, not under the name of Richard Boston, but as Albert van Hire! No doubt word of this incident will be cropping up from time to time.....

MERLIN EXHAUSTS

ROTAX 125 & 250 YAMAHA 250

SILVERSTONE G.P.

250 SUPERKART
MARTIN WHO?

125 NATIONAL
KEITH WHATS IT?

250 NATIONAL
DOBLE DOBLE

AGENTS: CTRP, EDR, EDDIE GATES (Jersey),
GRANGE KARTING (N. Ireland), PEAK REVS,
PHOENIX KARTS, MERLIN DEVELOPMENTS,
SRS, ZIP KARTS.

Sweden: Lennart Bohlin
Finland: Torgier Kleppe
Canada: Super Kart Shop
U.S.A.: John Gibson

Grass Gars Farm,
Broughton-in-Furness, Cumbria.
Broughton-in-Furness (06576) 560

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250cc SUPERKART

Late 1983, 4 races old, ZIP GRAND PRIX, 4 brakes, Zip tuned Rotax. Both prepared and assembled by Zip, bought as Zip team equipment.

2 extra sets of slicks on wheels, 1 extra set of wets on wheels.

Wheel balancer, tyre remover, paddock trolley, gears, bodywork, jets etc. Total cost of £1,950 plus spare engine 250cc Zip-prepared Rotax, brand new, unused and ready to bolt on. Complete with carbs, ignition, engine mount for Zip GP etc. £950.

Sale due to business pressures, will deliver.

Tel Evenings: NAPHILL 5259

100 NATIONAL OUTFIT SPRINT/TKM L9 OTT (DK tuned) Kelgate brake and axle, spare TKM engine, Bridgestone slicks, Goodyear wets, spare slicks on rims, carb, sprockets, exhaust etc. £400. Tamworth 898345.
ZIP 1981 ONE OWNER FROM NEW never bent, very clean, TKM FF99TT just rebuilt by FRED, spare carbs, sprockets etc, bargain at £335. Shepshed 504250.

125 MUGEN HONDA BALOTTI P.R. 9 meetings from new, new engine, slicks and wets. Immaculate outfit. Phone Pontefract 703518. £800.

100cc SPECTRE/SIRIO ex-Welsh Championship kart. Numerous spares, new slicks, wets, stand, overalls etc. £390. Tel: (0443) 407446.

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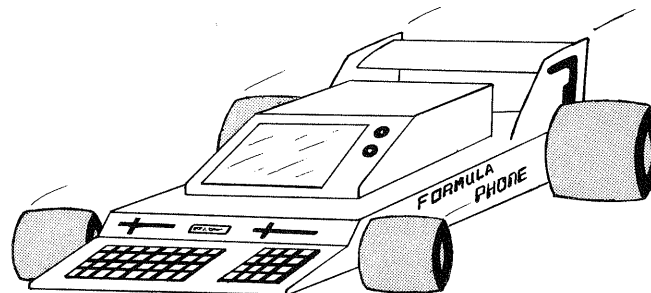
Trade Schools
Tel: Jon Sapey (050 86) 2638 or
Jon Minns (0263) 733591

100 BRITAIN ZIP EURO TKM new rears spare wets/wheels, sprockets, carbs, stand etc. Mostly very little used. Some virtually brand new. All you need to go racing £300. Alvin 01-458 8801 daytime.

DALE FUN KART £250. Tel: Evesham 0386 870724.

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AND COMPETITION MACHINES.

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as a going concern, concession Go-Kart situated in the Highlands comprising: Go-Karts, Kiddy Rides, Cycle Hire and Kiosk, with room for expansion. Present proprietor no longer has time to run it fully due to other business commitments. Interested parties should write for full details to:

NESS SPORTS LTD,
Kart Track, Bught Park,
Inverness, Scotland.

ZIP FUEL SYSTEM, pump/cam/regulator, £30. SRS tackometer 0-12,000, single cylinder, £45. '84 type Zip brake system — calipers/disc (4)/stub axles/master cylinders/aeroquick pipes, £130. All above new in May. PMP and Motiv 125 Rotax exhausts with Magnum carb, £50 the lot. Zip leathers, red/white panels, 5'10", 40" chest, £45. Set four YBF's on Zip rims, used once only £95. Harrogate (0423) 60650.

FIBRE FLARE For high quality Fibreglass KART PANELS Direct from the Manufacturer

Contact
SYCAMORE MOULDINGS LTD.

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

KALI 100 NATIONAL (same as Jeremy Cotterills) only four meetings. Bridgestones on magnesium Dino wheels. £250. Paul Carr-Parilla TT27 £250. Paul, Coventry (0203) 412363.

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

WINDSCREEN STICKERS. 'Kart Racers do it at 100mph!' 'Kart racers do it in their leathers!' £1.50 (inc P&P) for one of each slogan. Cheques/PO to KRS, 2 Malvern Road, Liverpool L6 6BW.

210 NATIONAL BLOW UPTON. Retirement sale, complete outfit. Spare engine, gearboxes, wets, slicks etc. £275! Trailer £75! Derby 665489.

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Also tuning and repairs.

Contact JOHN BROOKS
Coventry (0203) 611224

SPRINT RS CHASSIS 106cm, Britain wheels and tyres, plus spares £115 ono. Telephone Redbourne (058285) 2989.

DINO 250 YAMAHA POWERVALVE spare wheels, tyres, engine parts, carbs, pipes etc. Mercedes 504 van £2,750, the lot or will split. Ring Mick Goy on 0924 496038 or 0924 495820.

Kalendar

SEPTEMBER

9 MALLORY PARK RAC CHAMPS. Round 5. ZIP BRIDGESTONE SERIES SCOTTISH CHAMPIONSHIPS

CHASEWATER (Pleasure Pk., Brownhills, off A5)
KIMBOLTON (10 miles s.w. of Huntingdon)
ROWRAH (10 miles from Cocker mouth on A5086)
SNETTERTON (15 miles s.w. of Norwich, A11)
TILBURY (Dunlop Road)
WOMBWELL (Dorothy Hymen Stadium, Nr. Barnsley)

13/16 LIEDOLSHEIM WORLD 135 CHAMPIONSHIPS

16 BANFF & MORAY BECCLES NUTHAMPSTEAD (1½ miles east of Barkway, off B1368 Ware-Cambridge Rd) SHENNINGTON

22 DONINGTON PARK T.V. TIMES SUPERKART CHALLENGE

23 SNETTERTON RAC CHAMPS. Round 6 ZIP BRIDGESTONE SERIES. CARDIFF KART CLUB WELSH CHAMPS.

FULBECK
ACE KC
BLACKBUSHE
CRAIL
PLYMOUTH HOE

29/30 LE MANS-FINAL ROUND WORLD CIK FORMULA E SERIES MALLORY PARK BRSCC 125 SERIES

DUNKESWELL (5 miles from Honiton, Devon)
GOLSPIE

OCTOBER

7 SNETTERTON Final Round BRIDGESTONE/KART AND SUPERKART SERIES

ACE KC
FELTON (8 miles north of Morpeth on A1)
LITTLE RISSINGTON (RAF Base, Stow on the Wold)
RYE HOUSE (Hoddesdon Kart Club)
THREE SISTERS (off junction 25, M6)

CLUB SCENE

Blackbushe

lead off the line and was never headed for the whole fifteen laps. But if that sounds like a dull race forget it! Darryl really earned his victory for just behind him was a terrific scrap between Roger Moth and Peter Giddings. These two were so busy with each other that they could not quite get to grips with Darryl. Initially, Moth was second but Giddings got passed for a couple of laps. This occurred when Moth tried to pass Beasley but was chopped off and lost some momentum which enabled Giddings to pass. So close were these three that the slightest error caused a change of position. Roger Moth kept second place for the middle part of the final but during a frantic lapping manoeuvre Peter scraped past. With two laps to go, Roger made a final decisive move and claimed second spot but he could not close those few inches to threaten Beasley. However, the three of them crossed the line very close together and it was a real nail biter. All this action at the front tended to distract attention from the rest of the field but in the early stages, Chris Hawes was in fourth followed by Robert Skilton and Robin Chuter. Bob Stansbury was next up with Andrew Colson behind him. Andrew had to force his way through after what was by his standards a fairly poor heat performance. By the sixth lap, he was up to fourth behind the leading trio and there was enough of the race left for him to close the gap. But it was not to be. Bob Stansbury dropped back and eventually fell out, but Robin Chuter kept going and took fourth.

The prize-giving was well attended and what a fine collection of prizes there were. It was a successful meeting and the organisers did well to cope with the number of restarts and delays. There was too much contact driving and the unfortunate Barry Tickner was punted off with such violence that he ended up in a tree! He was taken to hospital by St. Johns but I am told he is now making a good recovery.

KART SCHOOL

Everything you need to know about racing a top 100 National Kart.
at **TILBURY RACEWAY**
on Saturday: 9.30 till 1 pm
for appointments phone
DARTFORD 22645

JUNIOR BRITAIN MM CHASSIS, Mistrale Hewland engine, wets and dry. £300 ono. Telephone Yeovil 21342 or 823528 (evenings).

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

S.R.S. RACING has for sale:

Ex-Martin Hines 250 Superkart, with or without Silverstone bodywork. Sets of wets plus couple sets of slicks. As used to qualify 5th fastest Nurburgring.

Complete — Immaculate condition.
£2,400 ono.

For details contact:
Stuart Ziemelis on
(0480) 860823

RICHARD BOSTON

has for sale his complete 1984 250 National equipment which includes Dino 250S — as new.

2 Yamaha YZ 250 H engines - fully tuned spare barrel, pistons, spares etc. Will split if required.

Very reasonable for quick sales
Temple Motors
Leeds 644121

100 BRITAIN LANE 1984 tuned 50.7 Arrow, very fast, excellent condition. New wets on rims, carbs, sprockets, stand, cover, spares, tools etc. £375 ono. Telephone Northampton 408804.

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Tel: Welwyn Garden City 35141/2

BRIDGESTONE/KART AND SUPERKART 100 NATIONAL SERIES Final Round — Snetterton Kartway — 7th October

The final round of the 1984 Bridgestone/Kart and Superkart 100 National Series will take place at Snetterton Kartway during the weekend of 6th and 7th October. The programme of events is as follows:

Saturday 6th — Practice

Sunday 7th — Heats and Finals

Entry Fee — £12.00 (Entries to be received not later than 1st October).

Entry forms will shortly be available from the Kart and Superkart offices. Those drivers with any queries are invited to contact the Competition Secretary,

Mr R. Kett at:
103 Park Road,
Spixworth,
Norwich,
Norfolk.
Tel: Norwich 897612

Please note that camping facilities are available.

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CARL-ERIC ENGMAN — THE LATEST

The 25 year old Swede who sustained serious injuries at Nurburgring during Thursday's practice before the 3rd Round of the World Formula E Championships, is now thankfully back home and steadily on the road to recovery.

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

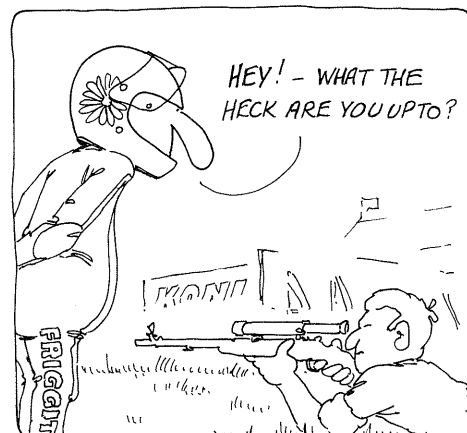
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Advertisements are only accepted subject to the above conditions.

FRIGGIT



THE GERMAN CONNECTION

Rainer Rath the German Superkart driver, who last year and previous seasons raced under the Dino banner, is now Zip mounted. Rainer recently obtained the concession to trade Zip Kart in Germany and is now the agent for that country. Pictured here is Rainer with his new outfit sporting the full bodywork.

STEVE BERRILL

Steve Berrill informs us that he will no longer be able to offer his services to Superkart pilot Tim Parrott. Domestic responsibilities and pressure of work have forced Steve to relinquish his post as Team Organiser and preparations man for the TEL setup. "It is unfortunate," said Steve, "but home life and work must take priority." So what about the future, as far as karting is concerned? You'll be pleased to know that you will still see Steve around the Paddocks, though not as frequently as in the past. Word is about that he may in fact go scrutineering as it understood that overtures have been made in that direction to Ron Brassey. If that's the case, take note out there — there may just be another one of them about! Best of luck.

NEW ZEALAND GOSSIP

The results of the North Island Superkart Grand Prix, held at the Manfield Raceway, Fielding on 15th July were as follows:

1st Kevin Clark	Zip/Rotax
2nd Mark Gregory	Zip/Rotax
3rd Jerome Geer	Zip/Rotax

The meeting was held in pouring rain and, on the journey home after the event, many drivers were held up due to roads being closed by heavy snowfalls!

The big news in New Zealand at the moment is the strong possibility of a Superkart race as a support event to an international Group A Saloon Car race around the streets of Wellington, New Zealand's capital city. The meeting is scheduled for the 27th January 1985.

Information courtesy Gary Harrison

TREVOR CAUSER — PROBE DATA LINK

250 International driver, Trevor Causer, has managed to negotiate sponsorship from Probe Data, based at East Midlands Airport, Castle Donington. Probe Data deals with the computerised handling of freight and has interests on a world wide scale.

Trevor has been very lucky to secure this sponsorship which will help him race for the remainder of this season and well into the next. When approaching Probe Data's boss, Mr Desai, with his proposal, Trevor soon realised that there was more to it than pure luck. He managed to sell himself and karting to the company and understandably felt more than optimistic that help would be at hand. Mr Desai is a keen follower of motor racing and in fact sponsored a car meeting last year at Donington. He also has been to a few long circuit kart meetings where he observed the karts in action and studied the drivers' abilities, both on and off the track. Needless to say he was suitably impressed. Mr Desai's seven year old son has a fun kart and is showing the sort of promise that could well see him in the Juniors when he is old enough. There is talk that Desai Snr will buy a fun kart to use in advertising at the company 'open days'. Probe Data's colours are blue and white and Mr Causer will no doubt be displaying his new sponsor with eagerness in the near future. Trevor has also been invited to participate in Birmingham's forthcoming motor sports cavalcade around the city streets on Sunday 14th October.

● Sherington Kart Club Tee Shirts are now available from the club at £2.95 each.

BY BARRY FOLEY

Don't Miss Out!

Fill in the subscription form
on page 15

BRIDGESTONE/KART AND SUPERKART 100 NATIONAL SERIES — FINAL ROUND — SNETTERTON KARTWAY

At the request of the RAC MSA the concluding round of the Bridgestone/Kart and Superkart 100 National Championships has been changed from the 16th September to the 7th October, though the venue remains the same. The prize presentation will be held in a hospitality suite at the end of the meeting. The reason for the last minute alteration is because the event clashes with the East Anglian Championships at Beccles. In an effort to ensure that both National meetings receive the equal publicity and attendances due, the RAC MSA requested that the change be made.

Drivers might also be interested to know that there is a probability that the Kart and Superkart event will be video-taped. This being the case then copies obviously will be made available to those drivers who wish them.

MOTIV 210 VILLIERS GEAR

The very strong response to Tom Thackers 210 Villiers Club has prompted Bob Clowes of Motivation to release a new range of exhausts, the Motiv P6, for Villiers. These are designed to suit 36mm carbs and to be used with the Motiv Ignition Control Box.

When this equipment is ordered, information regarding the most suitable jettings, port timings, compression ratio etc will be supplied.

Motors already run to this spec, have proved to be more powerful, smoother, easier to start and considerably more reliable. With the uncertainty surrounding rule changes in both 125 and 250 National, Bob thinks the unchanging Villiers and possibly the TZ250 Yamaha for 250 International will make a comeback.

All Motiv 210 equipment will be available from Tom Thacker through the 210 Villiers Club, or direct from Motivation.

1985 MOTIV 125 P&R CHAMPIONSHIP

Plans are well advanced for the 1985 Motiv P&R Championships. Next year it is proposed to run 5 rounds at 5 different venues to reduce travelling expenses. The year's registration fee will be waived, in favour of an open championship with a driver contribution of £4 per event towards the overall prize fund.

This will effectively make it an open championship and possibly attract more competitors from further afield.

To prevent this class becoming a one engine benefit it will be opened up to any single cylinder air cooled motor with a piston timed and/or reed valve induction. To increase motor life the capacity limit will be increased to 128cc max to allow rebore up to plus 1.0mm over size. Motors must have been manufactured in quantities of at least 500 and must not cost more than £750 + VAT. Tuning, carburation, ignition and exhaust — free choice.

Planning further ahead in 1986 because air cooled motors are the exception rather than the rule, water cooled motors will be allowed. In fact, if newcomers wish to start in P&R in 1985, they will be allowed to run water cooled but not take prizes or points until 1st January 1986.

80cc GEARBOX

Bob Clowes sometime ago proposed a gearbox class for younger drivers but little has been heard since. However, work is still progressing on the project and so confident is he on the reliability of this machine, that he proposes to make a kart available for anyone between 12yrs and 15yrs for a trial run at Chasewater or Three Sisters, later this year.

Anyone interested please contact Motivation Design & Development 0782 503908. Proposals on regulations have been formulated to ensure an open choice on motors and equipment to ensure reliable inexpensive but competitive racing.

THE HELL DRIVER

At Zandvoort on the Saturday after practice had finished, a democratic decision was reached, after long deliberation, between Richard Wallace, Tony Taylor and Kit Gillespie to 'have a look at' Amsterdam. Yours truly, though included in the consensus, had prior arrangements to meet Tony Grondstra, Henk Hali and Hans van der Hyden of the KC250 Club and had no desire really(!) to go to Amsterdam. One major obstacle first had to be overcome — finding a set of wheels. It so transpired that parked adjacent was Norwegian, Torgier Kleppe, with his Volvo..... so, naturally, overtures were made in that direction, as regards to a lift into Zandvoort to catch a train that would carry the able-bodied souls to Amsterdam in the space of twenty minutes or so, (actually, what was really desired was a lift all the way!)

The obliging Norwegian nodded and so the poor Volvo found itself carrying seven persons out through the circuit gates. When leaving Circuit Zandvoort, to reach the town one must turn left — Torgier turned right. "Hey, where are you going? the railway station is down to the left." The reply: "You want to go to Amsterdam, we go to Amsterdam!"

Only those of you who have driven around Cadwell long circuit will appreciate the experience — overtaking on the inside and outside was the norm, (tourists are a pain anyway). Even the pavements and cycle tracks, which lacked traffic, proved greater challenges!

It seemed to take only a matter of minutes to reach the city and, after that, the object of the exercise was to locate the main railway station, so that the three intrepids might easily find their own way back to Zandvoort. Not such a simple task as the seven were total strangers to the city. After several abortive attempts, during which excursions were made the wrong way up one way streets and some rather hair-raising moments were experienced driving in the tram lanes, an American gentleman offered directions. Basically his directions were sound, though they did not take into account one way systems, rather his directions were 'as the crow flies'.

It was quite pleasant driving along a very narrow street beside one of the canals where we chanced upon a pavement cafe and stopped to ask again. After several minutes gesticulating and mouthing train sounds the enquiries were received with blank looks and occasional, fearful frowns. The antics were probably interpreted by the locals as belonging to people who would have been better employed walking the corridors of some institution! Then, at long last, a Samaritan appeared on the scene, or so he seemed. "Drive straight on," he said.

"How far?"

Nodding his head and pointing, he kept saying: "Drive straight on."

"Yes, but how far?" By this time frustrations were beginning to show. The guy in question spoke for the last time, explaining: "Straight ahead — that's what I've always been told when I asked directions!"

Who was kidding who and who should have been walking the corridors of an institution?

Eventually, after about an hour, the missing station was located and the aforementioned three vanished to see the sights, leaving the rest to relive the demonstration given by the Dino driving entrepreneur.

your
letters..

Dear Sir

On the weekend of June 16th/17th Cheshire Kart Club Ltd. organised the 1984 RAC Short Circuit Gearbox Championships at the Three Sisters circuit.

As with any meeting of this status the number of Officials and helpers required to ensure a successful meeting is quite high. Fortunately, the Club is in the envious position of having many friends who are willing to help in the running of such meetings. To thank, individually, everyone who helped on the weekend of the Championships, and before, would require a list as long as the proverbial policeman's arm. Therefore may I take a small amount of your space to say on behalf of the Club, and no doubt the competitors, a big thank you to all those friends for all their help.

While it is unfair to single out some people for special thanks, a word of congratulations to Don Briggs for his excellent commentary over the two days and a word of thanks to Jim Luby of Phoenix Karts for the use of his factory for the Saturday disco, should not be missed.

Once again thank you all very much.

Yours sincerely
Mike Barratt
Secretary
Cheshire Kart Club

Dear Sir,

May I through your magazine convey my thanks to all the people who helped me win this year's Junior International Championship at Little Rissington. Especially to the Cranmer family for their continued support and help throughout the year; to Sisley Racing and my excellent spannerman, Jim. Also the Club and all officials at Rissie and the many people who wished me luck before the final and, of course, to my Dad without whose help it would not have been possible.

Thank you all.

Yours,
Francis Stewart,
11 Ashville Park,
Greystone Road,
Antrim,
N.Ireland.

PHOTO CAPTION COMPETITION

Last month's Photo Caption Competition winner was:

R. Gold,
42 Station Road,
Welham Green,
Hatfield,
Herts.

with — "I told you the commentator had too much garlic in his sandwiches!"

A Kart and Superkart Tee-Shirt is on its way.

Mini Ads

Telephone:

Hoddesdon 44201



ANNOUNCING
THE



BRIDGESTONE KART & SUPERKART 100 NATIONAL CHAMPIONSHIP

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

The series is open to National Class drivers only. No driver who represents the United Kingdom in any 100cc International event, or enters any 100cc International Championship in 1984 will be eligible to participate in this series. The series will be held over six rounds, but this year, the best five out of the six will count. The driver who accumulates the highest total of points from these five rounds will be declared the series winner.

The series is unique in as much that the driver scores points in his or her 3 heats as well as the final. At the end of each meeting the points will be totalled and it may be that the winner of the final will not necessarily have the highest points score to carry forward to the next round. By using this system, it is hoped that every driver will have a fairer chance of becoming series champion.

Each driver will participate in 3 heats and at least one final.

Points will be awarded as follows:

HEATS:

1st	30pts	6th	25pts
2nd	29pts	7th	24pts
3rd	28pts	8th	23pts
4th	27pts	9th	22pts
5th	26pts	10th	21pts

All Other
Finishers
10pts

1st	No points goes forward to 'A' Final
2nd	As above
3rd	As above
4th	As above
5th	As above
6th	20 points
7th	19 points
8th	18 points
9th	17 points
10th	16 points

All Other
Starters
10pts

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

Points in the "A" Final as follows:

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

All Other
Starters
25pts

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

Round 1	Wombwell	8th April
Round 2	Clay Pigeon	13th May
Round 3	Tilbury	10th June
Round 4	Little Rissington	5th August
Round 5	Kimbolton	26th August
Round 6	Snetterton	7th October

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

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



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



CLUB SCENE

under the eye of starter Steve Bell. The Dart Arrow of James Young went straight into the lead and there he stayed to the chequered flag. He was followed by Dackner and Hart and these thre opened up a gap on the rest of the field. The interest after these three was how far John Bowden could get. He was seventh on the first lap and he eventually battled up to fifth. The order of the three leaders seemed fixed but on the penultimate lap Hart got close enough to Dackner to pounce and he took second place. There was not enough time for Johan to counter. Fourth place throughout was held by Missnassian and he just held on in front of the advancing Bowden. The two Boosters finished and Rod Easterling managed to keep his Dart Arrow in front of a couple of Britains.

SENIOR BRITAIN

There was a fine turnout of Britains and Mike Devine put in a rare appearance for this big meeting. In the first heat Ray Wake made the best of his pole position to lead for the first half of the race. As I was lurking about two thirds of the way down the field I missed the action at the front. But at half distance Mike Devine was in front and Ray was out. Dave Goode also started well, off the front row, and held second until Mike Devine caught him, however he was back into second with the demise of Wake. Third place went to Craig Booth. At the start of the second heat there was a big pile up while the field was still bunched up. Near the front, one kart got, or was pushed sideways and then a chain reaction set in. I was in the middle of the grid but I was hit firmly from behind and pushed into the jam in front. As my kart was already sideways, it then turned over but fortunately I landed on my head so no real damage was done! Dave Goode pulled my kart off me and there seemed to be karts and drivers everywhere. The race had been stopped so we all had time to gather our wits and karts for a restart. My kart seat had broken but there was no other damage that I could see. Strong karts these Barlottis! The second heat was restarted and Victoria Philip-Bates took the lead followed by Sue Cox. Next up was Anthony Geraty but the next two were the fastest Britains namely, Booth and Devine. On the last lap these two were right up with Victoria and then there was an incident which I did not see but which resulted in Victoria being pushed off and the Booth and Devine duo taking first and second. Third went to Sue Cox and Geraty was fourth. I managed to get a new seat fitted with alot of help from friends and made the grid for the third heat. Jamie Beasley took the lead from the front of the grid followed initially by Colin Cole. However Craig Booth was soon with them and on the fourth lap he was in front. At the same time, Gordon Payne moved into second which he hald to the end. Sue Cox had been moving up through the pack and she reached third spot at the finish. Colin Cole was fourth and Victoria Philip-Bates was fifth after her abrupt departure from the lead in the previous heat. The final was Craig Booth from start to finish. He took his Dart Arrow into the lead from the Grid and we all thought that was it, but there was a surprise in store; of which more later. For the first three laps Gordon Payne held his Barlotti Arrow in second spot. Behind him was Mike Devine followed by Sue Cox, but this order did not last for long! I missed all this excitement as I was pottering along at the back nursing my bruises. Payne, Devine and Cox all disappeared on the third lap but nobody was going to talk so I did

not find out if they all went out in one incident. So at the end of the fourth lap Booth was well in the lead but now second place was in the hands of Anthony Geraty in his Dart Arrow. He was followed by Kevan McClurg's Lynx Arrow and the Wright Arrow of Jamie Peasley. The latter was going better than he had done in the heats, perhaps his new Wright kart took some getting used to, but he was certainly making good progress from a fairly low grid position. Following Jamie at this stage was Patrick Smith Dave Goode and Victoria Philip-Bates. Around the two thirds mark Kevan McClurg began to drop back and Dave Goode got pat Patrick Smith. A couple of laps later and Victoria also overtook Smith. That then was the finishing order, however we later learned that Craig Booth had been removed from the results due to the incident at the end of the second heat.

210/250

The entry for these two classes was about average and some of them did not survive practice. Grahame Cowdry went into the lead from the front row of the grid in the first heat. He was followed by Dave Lawes and Les Saunders. By mid distance Les had retired and the 250s were moving through the field. John Coaker had reached second place in his 250 and by lap seven he was in front. Second went to Stephen Fenny's 250 followed by Cowdry who led initially. In the second heat, the 250s hit the front on the fist lap and Coaker led from start to finish followed eventually by Fenny and Gerry Wilton. The first 210 was that of Graham Wood in fourth spot. The third heat resulted in the same order of finishers as the second. In the final, John Coaker again led from start to finish in his Lynx Yamaha followed at a distance by Stephen Fenny's Barloti Yamaha and the similar outfit of Gerry Wilton. Graham Wood's Zip was the first 210.

125

The first heat of the other gearbox class saw Russell Powell lead for the first couple of laps but then he disappeared leaving Colin Bird to win the heat. In the second place was David Hopgoode and although Russell Caldwell was third for most of the heat he dropped out on the last lap and Dick Short took the third slot. Dick Short was on pole for the second heat and he made the best of it by building a good lead. David Hopgoode passed Maggie Dell into second place on the second lap but Maggie got it back when he dropped out on the seventh lap. On the same lap, Roger Northage inherited the lead when both Short and Hopgoode dropped out, and Steve Bird finished third. There were fewer changes in order in the third heat and Russell Powell led all the way followed by Roger Northage and Russell Caldwell. In the final, Simon Hagenbuch led for the initial laps after three consistent heat performances. However, Russell Powell moved ahead on the fourth lap and then held the lead until the end. Hagenbuch stayed in the number two spot and Russell Caldwell held a strong third throughout. In the early part of the race, Dick Short had his Zip Rotax in fourth but he was passed by Colin Bird's similar outfit and then he dropped out. Bird then held fourth for the middle part of the race but was then pushed back a couple of places by Steve Bird and David Hopgoode. Rotax engines cleaned up but the winning frame was a Zip followed by two Barlottis.

100 NATIONAL NOVICE

Yet again there was a good entry of Novices

so they got their own race. In the first heat, Andrew Gregory led off pole but he was caught at half distance by Martin Bond. Third place went to Ray Hersey. On pole position for the second heat was Susan Werner and she made the best of it by leading from flag to flag. Second place looked to be the property of A. Conrath but the first heat winner was moving up through the field and he reached second place on the last lap. Third place went to John Wood. The unlucky Conrath did not finish. Ray Hersey led the third heat from start to finish followed by Martin Bond and Bob Zannetti. There were no significant changes among the leaders. Several of the novices had shown that they could drive fast at the front but they got 'bogged' when they had low grid positions. In the final, the first four places did not change throughout the whole race although they closed up towards the end when lapping back markers. Ray Hersey led from Andrew Gregory and the next two up were Martin Bond and Alan Hersey.

100 NATIONAL

There was a good entry both in quantity and quality and five heats and a 'B' final were required to sort it out. The positions at the front of the first heat did not change much with Peter Giddings winning from Mark Lundie, Bob Stansbury and Mark Mills. In the second heat, Darryl Beasley scored a good win from Chris Hawes and Robin Chuter. Peter Giddings Started from a lowly grid position but fought his way up to fifth place at the finish. Andrew Colson led on the first lap then reappeared at the tail of the field but he carried on to the finish. Mark Lundie who was second in the first heat only managed one lap in the second. Barry Tickner was on the pole for the third heat and he took an early lead. In second place was Mark Burrell followed by Howard Roberts. Roger Moth started in mid-field but he was up to third on lap two, then second on lap three, and he took the lead on the next and stayed there to the end. At mid-distance, Tickner and Roberts in second and third places tangled and the unfortunate Barry Tickner was out. Roberts dropped down the field and finished well down. This incident let Darryl Beasley up to second and Andrew Colson finished third after battling his way up from the back. Steve Bicknell won the fourth heat, having led from the start. Mick Whitehouse was initially second but he was passed by Robin Chuter and then by Mark Lundie. The last heat was another win for Roger Moth and he was followed over the line by Beasley and Colson. The latter had again had to earn his place from a mediocre grid position.

The 'B' final only had six starters. Howard Roberts led from start to finish to make sure of his place in the 'A' final. Second throughout was Chris Page followed by Mike Manning. So to the big final, and the large crowd moved forward to the ropes and the other competitors moved into places of vantage to watch the battle. Roger Moth was probably the favourite with two heat wins and a lot of experience. The start was very tense and after one rolling lap the drivers had decided that they were going to do one more. However they eventually got away but there was a pile up and the race was stopped. As far as I could see they all got going again and the race was restarted. Darryl Beasley's Wright Arrow grabbed the

continued... PAGE 38

NOTABLE DATES — 1985

These will also be repeated in the '*Kalendar*' at regular intervals.

African Championships Johannesburg (Intercontinental 'A'; Formula E)	14th-16th February	Bridgestone/CIK World Championships Silverstone (Formula 'E')	9th-11th August
European Championships Valence, France (Formula 'K')	27th-28th April	European Championships Liedolsheim, Germany German Grand Prix (Formula 'K')	16th-18th August
European Championships Jesolo, Italy (Formula 'K')	16th-19th May	World Championships Laval, France (Formula 'C')	31st Aug-1st Sept
European Championships Goteborg, Sweden (Formula 'K')	15th-16th June	World Championships Laval, France (Intercontinental 'C')	31st Aug-1st Sept
European Championships Geesthacht, Germany (Intercontinental 'A'; 1st Round)	21st-23rd June	Bridgestone/CIK World Championships Le Mans (Bugatti), France (Formula 'E') including European Formula E Championship	28th-29th September
Junior Ladies Le Mans, France (Intercontinental 'A')	4th-7th July	World Championships Parma, Italy (Formula 'K')	12th-15 September
Bridgestone/CIK World Championships Hockenheim, Germany (Formula 'E')	5th-7th July	Asian Pacific Championships Hong Kong Grand Prix (Intercontinental 'A')	22nd-24th November
European Championships Vojens, Denmark (Intercontinental 'A'; 2nd Round)	20th-21st July	<i>Note:</i> The date for the CIK North American Championship will be published as soon as it is known.	
European Championships Mondercange, Luxembourg Grand Prix (Formula 'K')	3rd-4th August		

ANNUAL CHAMPIONSHIPS 1984 — Fulbeck 14/15 July

With over 300 entries NatSKA's officials had to work very hard to get through 56 races and at least 4 practices for each class.

Main interest centred around the 50cc classes where a massive 128 karts were entered, but also popular was the low powered 100 where schools saw the gearboxes of 100cc motorcycle engines produce performance which would not be disgraced in 100 Britain.

The Design Competition, which is an integral part of the weekend, had a wide variety of innovations on view and was won by Hull Grammar School's Garelli which had an ingenious floor tray which could accommodated all sizes of feet and a silencing system designed on a computer! Another entry from Greatfield was an all wooden monocoque with a novel rubber suspension. Perhaps the trade should come and look at these outfits, certainly the quality of them would give many manufacturers a run for their money.

Not a single accident, no protests and some welcome sunshine all helped to make this showpiece of schools karting a very enjoyable weekend.

				Brian Lord			
CLASS ONE				CLASS SEVEN			
32	Team B	Hastingsbury	Ariel	58	A Ball	St Wilfrids	Yamaha KT100
ES	D Grounds	Brookvale	Passola	14	C Ramsbottom	Garth Hill	Yamaha KT100
1	Team A	Cheshunt	Ariel	2	C Batute	St Audreys	Mac 91B
CLASS TWO				CLASS EIGHT			
51	Team 'B'	John Warner	Fizz	30	I Turner	Hextable	Zip/Arrow
1	D Bland	Broxbourne	Fizz	71	J P Bundle	Winchmore	Dart/TKM
60	Team	St Wilfrids	Fizz	38	G Blick	Hastingsbury	TKM/TKM
CLASS THREE				CLASS NINE			
60	A Rayner	St Wilfrids	Fizz	3	P Bailey	Cheshunt	Yamaha RS
58	P McCooke	Gramby	Fizz	10	Team H	John Warner	Yamaha RS
6	Team D	John Warner	Fizz	21	A Cooper	Broxbourne	Yamaha DT
CLASS FOUR				STAFF			
92	C Preece	Breezehill	YZ	125	R Gimber	Cheshunt	Yamaha RS
1	Team C	Cheshunt	Fantic	50	B Lord	Bregehill	Yamaha YZ
30	Team	All Hallows	YZ	100	B Lord	Bregehill	Honda H100
CLASS FIVE				DESIGN COMMITTEE			
73	T Caine	Winchmore	Solo	26	Hull Grammar School		
51	C Gardiner	Queensbury	Solo	37	Market Weighton		
15	Team D	Swadelands	Solo	10	Greatfield		
CLASS SIX							
S	B Tunningley	Knottingley	DT Yamaha				
33	P Gorcik	Market Weighton	H100 Honda				
7	Team D	Cheshunt	Suzuki				

RAC LONG CIRCUIT BRITISH CHAMPIONSHIPS
POINTS AFTER 4 ROUNDS

250 NATIONAL		250 INTERNATIONAL	
D. Rodgers	27	M. Hines	24
T. Doble	20	B. Heerey	22
M. Doble	15	R. Gange	15
P. Glencross	9	R. Goff	12
J. Newton	6	S. Styryn	9
R. Boston	4	T. Parrott	4
I. Woodcock	3	R. Dean	4
P. Taylor	3	G. Butterfield	3
I. Bickerton	3	Carolynn	3
S. Matthews	2	R. Kerkhoven	2
J. Atherton	2	D. Collier	1
R. Hipkin	2	G. George	1
K. Routh	2		
B. Borwell	1		
C. Fletcher	1		
125 NATIONAL		210 NATIONAL	
S. Coward	18	G. Bett	27
K. Luby	18	A. Martin	19
I. Shaw	12	G. Parker	15
L. Cooper	8	G. Sykes	7
B. Barrington	8	J. Waggett	6
S. Ziemelis	8	B. Longdon	4
C. Stoney	8	P. Featherstone	4
P. Margerison	4	V. Munday	3
G. Ashurst	4	A. Ogden	3
A. Cowgill	3	N. Bolton	3
D. Price	3	T. Price	2
B. Kennedy	2	J. Brennan	2
C. Mills	2	R. Harpham	2
P. McCallum	1	B. Martin	2
A. Wilcox	1	A. Mathie	1

SILVERSTONE '84 (PART 2)



Keith Glendening (7) leads into Copse during the 125 National final. (Pic: Doug Rees)

125 NATIONAL

With 130-odd drivers competing in this class, split heats were needed, along with a repechage for those not coming up to scratch in the heats.

The first race got under way shortly after 12 noon on Saturday and contained the likes of Ian Shaw, Les Cooper, Kurt Luby, Sandy Taylor, Adrian Wilcox and Gary Ashurst. It was to be an outing fraught with maladies for several top names, notably Kurt Luby who retired to the pits on lap two and Ian Shaw with a seized motor. In the end Les Cooper took the flag from Adrian Wilcox and Steven Key. The next session spelt disaster for Keith Bisp, Peter McCallum and also Ian Beaumont, his in a more serious vein, hospitalised with a compound fracture following a shunt. Everyone, I'm sure, wishes Ian a speedy recovery. The heat win went to Stuart Ziemelis, running with the unusual number — 144.

The afternoon peak time saw the third session with, again, lots of non-finishes: Wilcox stalled on the start and was unable to get going; John Cooke and Alan Sorensen were both out at Copse, while Luby spun at Chapel though continued, albeit well down the finishing order. The race gave a good victory to Keith Glendening, with Sandy Taylor second from David Baines, Craig Dixon, Peter McCallum and Doug Hart. Ziemelis was well down the order.

Stephen Coward scored well in the next heat, taking a deserved win over Cooper, Stoney, Page, Mills and young Derek Price. The retirements again were pretty heavy — Andy Cowgill, Jon Dixon, Ian Shaw with yet another seize, Gary Ashurst and Geoff Glazebrook.

Stephen Coward was to prove the man most likely, notching up his second victory of the day, with Ashurst next along, while Steve Key continued to show good form. With so many drivers suffering disasters of varying degrees, the repechage contained a full grid of sixty. Current British Champion, Kurt Luby, was down near the back with Ian Shaw, while Peter McCallum, relegated to this race, reposited on the front row.

As they left the line, Phil Margerison was quick to take advantage and lead McCallum, Cooke, Ashurst, Ireland's Leslie Currie and Steve Cowell. It was, however, to be a short-lived honour for Margerison when both he and McCallum went out on the pits straight, McCallum with a seize. Meanwhile Ian Shaw was moving up through the field, though unfortunately for him it was to be another disastrous race. Gary Ashurst adopted the lead, chased by John Cooke and Julian Burleton, while Luby was still some way back, though climbing steadily until he lay in sixth.

Gradually Ashurst increased his lead and was able

to maintain it to the end over Cooke, Burleton, Mike Coles, Kurt Luby and Steve Cowell. Only the first ten finishers were destined for the rear of the grid of the final, the other four being: Leslie Currie, Paul Harrison, Jeff Johnson and Ray Robinson.

THE FINAL

The front row of the grid for the final saw Coward on pole after two victories, Les Cooper, Chris Stoney, Keith Glendening and David Baines. Colin Mills, Derek Price and Adrian Wilcox were on the next row. Jon Dixon was on the fifth, Mark Allen in the middle, while Kurt Luby and Stuart Ziemelis were at the back, but the man who was going to prove the greatest threat, Geoff Page, sat on row three looking at the rear bumper of Stephen Coward's outfit. Ian Shaw's misfortunes continued, he didn't make the final and was sorely disappointed.

As the lights switched to green there was a small startline incident, where two mid grid karts were almost upended. Fortunately they managed to get away with it and resume the race, though that incident was to herald an even more serious affair later on.

It was Keith Glendening who made the best of the start with Baines and Coward in close attendance. Luby, from the back, was charging through with Ziemelis tucked up his exhaust, even at that early stage in the proceedings. Round and up to Stowe Corner, Glendening had been demoted to fourth; Coward was now in the lead threatened by Stoney in second, Les Cooper then Glendening, Wilcox, Colin Mills and Malcolm Clark.

Into the second tour and Coward still had the edge, but the second place had changed in favour of Cooper over Stoney, while young Geoff Page had come through well and was slotted into fourth, having pushed Keith Glendening back a position. That was when the incident occurred — Steven Cowell went straight on into the catch fencing at Woodcote and the race was stopped to allow the doctor and ambulance onto the circuit. After what looked a quite horrific accident, Steve escaped with a couple of broken fingers, serious enough, though thankfully nothing more.

The karts reassembled on the grid in the order when the race was stopped and, about 20 minutes later, were on their way again, with Coward leading the field, though Stoney was offering some opposition to that state of affairs. There were several drivers who retired on that lap: Craig Dixon, John Cooke, Kevin Lax and, at Stowe, Chris Stoney.

Ziemelis, meanwhile, was charging through the order, along with Wilcox and Bird. Into Farm and Steve Key pulled off with motor problems. Up front

it looked very much a Stephen Coward benefit, though Colin Bird, Paul Molloy, Derek Price, Colin Mills and Adrian Wilcox had moved up well. Down to Copse and there was another incident, taking out David Baines, Derek Price, Jon Dixon, Paul Molloy, Russell Powell and Malcolm Clark.

The order at the front was beginning to alter somewhat, though Coward was comfortably established in the lead. Keith Glendening had moved up to make his presence known, chased hard by Geoff Page, Gary Ashurst, Kurt Luby and Ian Brown. Colin Mills followed with Stuart Ziemelis close on his heels. Yet another disaster, but not in the form of injury, to Terry Cunningham who had been enjoying a good weekend — he was out with a serious misfire at Club. Out of Woodcote onto the pits straight, Coward was still there, stretching out a considerable lead whilst, to his rear, a battle royal was going on between Glendening and Page. Gary Ashurst likewise had a struggle on his hands with Kurt Luby.

Into the mid stages of the race and Coward held the front spot round and through Stowe, but as he came out of Woodcote his hand went in the air and he toured into the pits with a sick motor, a very disappointed young man after a stirring performance. That left Glendening, Page and Ashurst to scrap bitterly over the lead, with Page succeeding for a lap, until Glendening and Ashurst both thrust him down to third. But that state of affairs was quickly altered back in Geoff Page's favour, whilst Ashurst followed in second with Glendening on his tail. Ziemelis was lying in fourth with Luby clinging on in his wake. The struggle at the front continued as Glendening moved ahead with Page and Ashurst following closely. Down to Abbey the lead had changed again — this time it was Page, then Glendening and Ashurst, with a short gap back to Ziemelis and Luby. Mike Coles was driving well, harrying both Colin Mills and Phoenix man Andy Cowgill.

Gary Ashurst was the next casualty — trackrod problems quickly dropped him down the order, though he did manage a fourteenth.

Out front on the last lap, Page still defended his lead with Glendening only a fraction adrift, then Ziemelis, Luby and Cowgill. Round Woodcote for the final time Page was clinging there, but Glendening just had the edge to pass him and take the flag in a near photo finish. Such was the quality of the driving that both drivers deserved to win. Ziemelis was third, ahead of Luby, Coles and Cowgill. Ian Brown, Peter Gray, Colin Mills and Jeff Johnson completed the first ten home.

1st	Keith Glendening	Zip GP/Merlin Rotax
2nd	Geoff Page	SRS Zip/SRS Rotax
3rd	Stuart Ziemelis	SRS Zip/SRS Rotax
4th	Kurt Luby	Phoenix/Rotax
5th	Mike Coles	SRS Zip/SRS Rotax
6th	Andy Cowgill	Phoenix/Rotax

Race Time: 14min 30.34sec

Fastest Lap: Keith Glendening — 1min 45.0sec — 100.35mph

250 INTERNATIONAL NON-CHAMPIONSHIP

Similar to last year there was a separate event staged for those 250 International drivers who, by regulations, did not qualify for the World Series race that also carried the 'GP' plate.

Of note among the 31 names registered were regulars such as Bernie Roberts, Philip Bristow, Graham Steer, Brian Reader, Alan Eastwood, Steve Rawson, though his outings to date have been nowhere near as frequent as last year, the reason suspected is the most common of all. Add to the list Tony Holmes who hails from Wales and devotes a great deal of time and energy, to say little of expense and there were the ingredients of some good racing.

As with the other classes the Internationals were

and Keith Trainer third.

The third heat was also a victory for Davison with Trainer following up in second. The final was a flag to flag victory for Davison, with Trainer a fine second after showing well in all heats. Terry Percival was third after justifying consistent heat results.

Mr Alistair McDougall presented a trophy for 100cc Nationals to the driver who secured pole position for the final. Nigel Davison will hold this trophy for six months. His daughter presented all the other trophies to the winners. A big thank you as usual goes out to all the officials for a smoothly run meeting.

David Park

JUNIOR BRITAIN J. Charlton

JUNIOR INTERNATIONAL A. Laws

JUNIOR BOOSTER S. Armstrong

100 NATIONAL

1st	N. Davison	Premier/Parilla
2nd	I. Williams	Dart/TKM
3rd	R. Dickson	Dart/TKM

100 INTERNATIONAL

1st	W. Turner	TKM/Parilla
2nd	D. Muse	Premier/TKM
3rd	V. Duggal	Lane/TKM

100 NATIONAL (Novices)

1st	M. Page	Premier/Komet
2nd	P. Greaves	Dart/DAP

GEARBOX

1st	D. Davison	Zip/Villiers
2nd	K. Trainer	Barlotti/Villiers
3rd	T. Percival	Zip/Villiers

Crail

SUNDAY, JULY 15th

Over forty drivers signed on at the Crail circuit on 15th July for the Traders Sponsored meeting and the bright, warm conditions were ideal for karting.

JUNIORS

David Scott in Booster had three heat wins with Desson McDonald and Graham Melville taking seconds between them. Ian Innes was quickest in the Britain with three heat wins and Richard Scott claimed two seconds. In National things were more evenly matched, with Alan Innes, Jonny McDonald and Stuart Massie each taking a heat. The final ran very much to the heat results; David Scott and Ian Innes taking class wins, although there was some good dicing for the minor places. In the National class Jonny McDonald had the edge over Stuart Massie and was the overall winner, taking home a sun lounger and a tool box as his prizes.

125/210 NATIONAL

An excellent grid of 125 Nationals a long with a fair entry of 210's provided the spectators with some excitement. Andy Whitefield stamped his authority on the 125 field with three heat wins — Ian Paton, Jacques Hendrihse and D. C. Millar claiming the other places. In 210, Gordon Donaldson was the man to beat; again with three heat wins with Brain Swankie and Robert Stewart chasng hard.

It was little surprise in the final to see Andy Whitefield romp off into the distance for a comfortable win, but all the attention was being focussed on the battle for second. Donaldson was being pressed hard for second by Swankie and it became a game of cat-and-mouse, with Donaldson opening a few lengths lead on one lap, only for Swankie to cut it

CLUB SCENE

100 NATIONAL 'B'

1st	Mike Snowling	Sprint/TKM
2nd	Graham Gannon	Dart/TKM
3rd	Steve Hawes	Zip/TKM

100 NATIONAL 'A'

1st	Phil Hart	Zip/PCR
2nd	Ken Bowes	Zip/Parilla
3rd	Curt Guy	Gillard/PCR
(Luton HGV Transport)		

CLASS 4

1st	Bill McDougall	Zip GP/Villiers
2nd	Ian McKenzie	Barlotti/Villiers
3rd	Ron Bettis	—

Blackbushe

Roy Mortara Memorial Meeting Camberley Kart Club 24th June 1984

This year makes the eleventh annual Roy Mortara meeting to be held at the Blackbushe kart circuit. The meeting stems from the Crystal Trophy meeting held in 1973 shortly after the circuit was extended to include the class one loop on the main straight. That meeting set the high standard that we have come to expect from the Camberley club's major event. Over £500 was put into trophies, awards and other goodies which was an exceptional sum in those days. The winner of the International class won by Roy Mortara, but, a short time after the meeting, he was killed tragically in a road accident. From 1974, the meeting was named after him as a mark of remembrance by his friends of Camberley Kart club. Roy had represented Britain at every level of 100cc racing as a member of the British Kart team and secured many successes at home and abroad culminating in the 1972 European Team championships. He was held in high esteem for his personality as well as his driving skills and he represented all that is good in kart racing.

This year the weather was bright and sunny but a cool breeze prevented it from feeling too hot in those leathers. Things were just about ideal with a large crowd of spectators and a good entry of karters.

JUNIOR BRITAIN

There was a better entry than we have had lately and we also had two Junior Boosters: it seemed strange to see red plates among the white ones. Nicky Hart led the first heat from start to finish followed by James Young, both on Dart Arrow equipment. In the early part of the heat, John Bowden held third but his old rival Johan Dackner got past and John finished fourth. The second Junior heat saw a change of fortune for some of the stars of the earlier heat. Both Dackner and Hart struggled round at the back and Bowden did not make the first lap. However, at the front James Young put in a flag to flag performance. Initially, Rogan Langton had his Reema Arrow in second but he was passed by Chris Missnassian and then by Michael Pallett. The third heat saw a return to form for Nicky Hart and he led from start to finish. In second spot throughout was Johan Dackner and third was James Young. There was very little passing in this heat. John Bowden made it onto the rear of the finals grid but he obviously had a lot of work to do! The Juniors often take their rolling laps too fast but on this occasion they were away first time ►

back on the next. However, Swankie could not find that extra bit of power and, at the flag, it was Whitefield, Donaldson a good second, Swankie third and Paton bringing home the rest of the field.

100 NATIONAL

Andrew Graham scored a maximum in the heats with Lyle McMorland, Douglas Cameron and Al Thomson taking seconds and thirds respectively. A good grid of Novices provided some interesting racing at the rear of the field. Graham fended off an early attack in the final by McMorland and proceeded to pull out a few lengths lead. Cameron and Jackie Ferris held third and fourth in the early laps but were taken in quick succession by Ian Cope coming from the back of the grid after problems in the heats. Craig Porter suffered a bruised lung after a nasty accident halfway through the race but is now, thankfully, on the mend. At the flag Graham ran out a comfortable winner over McMorland in second, followed by Cope, Cameron and Ferris.

Finally, a vote of thanks to all the officials and to the Traders who made donations to the prize list.

125 NATIONAL

1st	A. Whitefield	Phoenix/SRS Rotax
2nd	I. Paton	Star/Rotax

210 NATIONAL

1st	G. Donaldson	Barlotti/Villiers
2nd	B. Swankie	Barlotti/Villiers

100 NATIONAL

1st	A. Graham	Birel/R'ford Arrow
2nd	L. McMorland	Zip/TKM
3rd	I. Cope	Sprint/BTR DAP
4th	D. Cameron	Dart/R'ford Arrow

JUNIOR BOOSTER

1st	D. Scott	Wright/BTR DAP
2nd	D. McDonald	Wright/R'ford Arrow

JUNIOR BRITAIN

1st	I. Innes	Zip/R'ford Arrow
2nd	R. Scott	Jeta/Arrow

JUNIOR NATIONAL

1st	J. McDonald	Bobkart/Kwik BM
2nd	S. Massie	Zip/Arrow

Nuthampstead

SUNDAY 19th AUGUST

Results of the meeting of the Cambridge Kart Club held on Sunday 19th August at Nuthampstead.

1st	Chris Bennion	Kestrel/Sisley Arrow
2nd	Adam Snare	Kestrel/PCR
3rd	Dean Caswell	Zip 983/FE Arrow

JUNIOR NATIONAL

1st Nil

JUNIOR BRITAIN NOVICE

1st	Simon Light	Zip/Arrow (Nov)
2nd	Andrew Long	Stratos/TKM (Nov)
3rd	Jason Toovey	Stratos/TKM (Nov)

100 NATIONAL NOVICE

1st	V. Higgins	Dart/Dap (Nov)
2nd	Alan Price	Zip/TKM (Nov)
3rd	Peter Richards	Zip 982/TKM (Nov)

100 BRITAIN

1st	Allen Reeves	Clone/Arrow
2nd	Keith Tinworth	Sprint/Arrow
Best Novice	Ian Porter	Stratos/TKM /Nov)

CLUB SCENE

JUNIOR BRITAIN		
1st	Nicky Hart	Dart/Arrow
2nd	Steven Webb	Spyda/Arrow
3rd	Dean Caswell	Zip FE/Arrow
4th	Simon Reeks	Sprint/Arrow
5th	Ian Smith	Cord/Arrow
6th	Simon Light	Zip/Arrow

JUNIOR BOOSTER		
1st	Gavan Kershaw	Spyda/Arrow

JUNIOR NATIONAL		
1st	Paul Somers	Dart/TKM

SENIOR BRITAIN		
1st	C. Hogben	Kestrel/Arrow

100 NATIONAL 'B'		
1st	Mick Finnie	Zip/Parilla
2nd	Tim Bishop	Mustang FE/TKM
3rd	Chris Evans	Cobra/Parilla

125cc NATIONAL		
1st	Ron Banthorpe	Lancer/Rotax

250cc NATIONAL		
1st	Colin Breeze	Zip/TKM

250cc INTERNATIONAL		
1st	Paul Waters	Star/Yamaha

210cc NATIONAL		
1st	Geoff Hoden	Zip/Upton

100 NATIONAL 'A'		
1st	Graham Petit	Gillard/PCR
2nd	Mick Mayers	Dart/Arrow
3rd	Dave Banbury	Stratos/Parilla
4th	Bob Kett	Mustang FE/TKM
5th	Robbie Adams	Dart/Parilla
6th	Pat Reynolds	Gillard/TKM

Dunkeswell

SUNDAY, JULY 29th JUNIORS

Is Adrian Coles unstoppable at the South West club meetings? Stewart Baker and Denzil Titherly must be beginning to think so, as although tried hard they could not match his speed. Only tangling with a backmarker in the Final enabled these two to get by Coles and pip him at the post.

Others to show well were regular Mark Hutton and visitor Lee Middleton, who with a bit more track knowledge could prove competitive.

100 BRITAIN
Ultra competitive, with six different drivers on four different chassis sharing the heat and Final wins.

Consistent runners were David Lloyd, Andrew Clarke, Mike Perkin and Joanne Jacobs; in fact our girl racer scored a 2nd and 3rd in the heats and looked set for a good grid position in the Final but got spun out in her third heat and found herself relegated to the back of the 'A' Final.

The Final turned out to have three separate battles; for the lead between Lloyd and Pitocco, for third between Clark and Perkin, and for fifth between Hawes, Cleal and Wills. Down at the tail of the field Joanne, who started on grid 17, was carving through in rugged style.

Up front Lloyd and Pitocco raced elbow to elbow until a backmarker caused Pitocco to spin wildly, Lloyd breathed a sigh of relief as the pressure went off. This elevated Clarke and Perkin to 2nd and 3rd, while the flying Joanne caught the dice for 4th and ended up 7th.

100 NATIONAL
This class had four different winners on three different makes of chassis, so plenty of variety here too. In the heats the winner had it, more or less, easy, while the best action was for the places.

The two Maple brothers showed well, as did Neil Hann, Deny Jones and Andy Pallister.

The Final turned into a battle between R. Maple and Hann, and so quick were they, that they left the pack trailing. At half distance Neil got carried away with all the excitement, made an impossible move and spun himself and Maple out at Pit Bend. Maple got going and recovered to 3rd, while Neil Symes cruised through to a long awaited win.

210 NATIONAL
This class see-saws monthly between excellent and dreadful, this was one of the excellent months! Steve Plain (Zip/PPM) took the four wins, but he had to work for them, and others gave good dicing for the places.

Perhaps the best race was heat 3, when Alan Timson, Ernie Winn and Fred Tarr raced very closely for the lead and Plain started down on the fourth row. As the battle for the lead swept round the track, Plain was coming up through the field at a great pace to join it. When he caught the leaders it took him just two laps to get by, and Ernie Winn craftily followed him through into 2nd spot.

125 NATIONAL
Getting better; enough this meeting to run on their own, let's hope this trend continues. The early laps of these races were exciting, but by flag-fall they had turned into high speed processions. Those doing most of the entertaining were Andy Bundy, Malcolm Williams and Alan Pearse all on Zip/Rotax outfits.

250 INTERNATIONAL
Just like 125, enough to have their own races. Malcolm Turner (Zip) had the legs over everyone, and scored a maximum of four wins with apparent ease.

Others going well were ex-125 man Andy Reeves (Zip), and the two Cornishmen Max Faulkner and Mike Wosnitzka on Aero's and Derek Bull (Zip).

Although the heats were good the Final was a disaster. They dropped like flies, until only Turner, Bull and Faulkner were left. Then Faulkner went mad at the exit to Pit Bend and savaged Bull so hard that he went two wheeling, and Bull had to retire on the spot.

JUNIORS		
1st	S. Baker	BM/MM Arrow
2nd	D. Titherly	Jeta/DAP
3rd	M. Hutton	Jeta/DAP

BRITAIN		
1st	D. Lloyd	Jeta/DAP
2nd	A. Clarke	Jeta/Arrow
3rd	M. Perkin	Sprint/Arrow

100 NATIONAL		
1st	N. Symes	Zip/Arrow
2nd	D. Jones	Jeta/DAP
3rd	R. Maple	Zip/Yamaha

210 NATIONAL		
1st	S. Plain	Zip/PPM
2nd	F. Tarr	Dale/?
3rd	E. Winn	Barlotti/?

125 NATIONAL		
1st	A. Bundy	Zip/Rotax
2nd	M. Williams	„
3rd	R. Whitman	„

250 INTERNATIONAL		
1st	M. Turner	Zip/Yamaha
2nd	M. Faulkner	Aero/Yamaha

Felton

SUNDAY, AUGUST 5th

The first Club meeting after a major championship is usually an anti-climax, but there was more incident in this one Club meeting than we had at the two days of the British 100cc Championships held three weeks previously. We were also blessed once again by good weather and a fine entry.

The Juniors were the first to race and, although there were three different classes running together, the racing was very close. John Charlton was the victor in Junior Britain; Alan Laws Junior International and Steven Armstrong in the Booster.

The next drivers out were the most orderly of all the classes and they were the 100cc National Novices. They were congratulated by the Clerk of the Course on the standards of their driving and the correct manner in which they approached the starter's flag. 'They will soon get out of that habit!' They also provided some great racing, with Peter Greaves and Martin Page the men to beat. Page led the final from start to finish and was followed home by Greaves.

Once again Felton hosted a good grid of 100 Internationals. Is Felton the last outpost for this premier class, or are we so small in body that we cannot carry the 40 or 50lbs of lead on our karts to allow us 100cc National racing?

Willy Turner, after a good showing in the British Championships, was on fine form and took the first heat win with ease followed by the hard driving Dave Muse. The second heat was won by Dave Muse with John Magnus second and Turner forced into retirement. The third outing was another walkover for Turner with Magnus again in second place. Consistent heat finishes by Gary Wolfe and Vinod Duggal gave them a chance of glory in the final. Muse sat on pole with Wolfe alongside while Turner and Magnus occupied the second row. Wolfe did not leave the dummy grid, as he push-started, his engine locked solid. At the drop of the flag Muse headed the rest for the first lap, until Turner eased into the lead and pulled away, leaving Muse to the attentions of John Magnus, until Magnus lost concentration and spun, elevating Duggal to third place and a trophy.

A full grid of 100cc Nationals lined up to do battle and that is exactly what happened. The first heat, first lap collision occurred with about 12 karts going in every direction but the correct one. Ian Williams ended up upside down but fortunately without injury. While all this carnage was going on behind, Nigel Davison cruised to an easy victory, with Roy Dickson second and Willy Grieve in third. In the second heat, first lap, the now obligatory multiple collision involved about 14 karts, with only about seven of them managing to restart. Willy Grieve took the heat by keeping Williams and Davison at bay. What would happen in the third heat, everybody wondered. What we saw was kart racing at its best between Nigel Davison, Ian Williams and Roy Dickson — a fabulous display of driving with Davison the victor. Pole position man Davison led the final from start to finish, although he could not afford one mistake, as Williams, Dickson and Grieves were lined up ready to take any advantage. George Turner battled his way up from 10th to 4th place and a trophy. John Gallagher, now fully sponsored by Barclay Life Assurance Company, took sixth.

With Andy Martin not entered for the event, the gearbox class was there for the taking. In the first heat the initial leader was Keith Trainer, until the third lap when Ashley Winter forced his way to the front, only to be demoted to second four laps later by John Brewis who went on to win the heat. The second heat was a victory for Des Davison, with John Brewis second



Stephen Coward — his motor failed before the end of the final.

(Pic: Doug Rees)

allocated three heats, each driver starting once from the front, the middle and the rear of the grid. The first heat took place shortly after two-thirty on the Saturday and the front row of the grid gave the choice position to St Neots' driver Dennis Troman; Ron Ridley was next alongside, accompanied by EDR driver Bernie Roberts, while Bryan Reader also shared the line. Steve Gill, Doncaster's hope, sat in the middle of row five and Steve Rawson at the back.

Though such a small grid tends to become somewhat lost on a circuit such as Silverstone, it certainly did not detract from the action and soon a furious scrap developed between Rawson, David Ayre not previously mentioned, Roberts and Gill. In the end though Steve Gill emerged the winner over Steve Rawson, David Ayre and Bernie Roberts. Alan King and Alan Eastwood brought up fifth and sixth.

The second outing saw Roger Lindsay on pole, while Rawson took up a middling order position and a reversal saw Gill one rank from the back ahead of Roberts. The heat was to see a distinct change of fortunes for two of the hopefuls, Roberts and Gill, when both drivers made accidental contact at the Dunlop Tower and were forced to retire, thus giving Steve Rawson a little breathing space, sufficient in fact to take him to victory. Paul Grummitt made second ahead of Alan King showing consistency and likewise Alan Eastwood. David Ayre, this time, was relegated to fifth and chased home by St Neots based Mike Pope. Philip Bristow wasn't having the best of days though he did finish both heats, albeit down the order in eleventh and twelfth, positions attributed to motor problems.

The third heat was the last and also the last one of the day. It commenced at 6.15pm and, like the others, was run over four laps. This time if a likely talent scout had passed a cursory glance over the grid format, he would have seen Gill and Rawson on the front with Roberts on the third row. Such names as Holmes, Ayre, Grummitt and Linsay were all well placed on the grid to do battle.

The race was to see more retirements than the previous excursions, with Glenn Standing out at Becketts; John Bradburn at Club; Vic Hempshall out at the Motor Bridge with a tyre deflation, though he did rejoin the proceedings but the tyre refused to offer any assistance and he was forced to draw off at Copse, while Bryan Reader retired at Club with motor problems.

The action again centred round Roberts, Gill and Rawson with none of them willing to relinquish an inch, until Rawson got the bit between his teeth to lead Roberts and Gill to the flag. Alan King continued to show his persistence by finishing fourth ahead of Ayre and this time Graham Joy.

THE FINAL

The non-championship final offered a trophy donated by Hermetite to the first-placed man, plus a purse of £125. From second to sixth there were also cash prizes up for grabs, with the addition of trophies down to

tenth presented by Silverstone Circuits. Though, on the face of it, the 'golden apples' lacked some of the lustre of those 'scrumped' by the World Series contenders, there was no lacking in endeavour to be the first man past the post.

With two heats to his credit Steve Rawson occupied pole. Young Steve Gill sat alongside after a first and third; Bernie Roberts was next up with his second and fourth, whilst Alan King's consistency was rewarded also by a front row slot. David Ayre took up the last position. The rest of the grid looked thus:

Pope	Ridley	Eastwood	Grummitt
Cryer	Standing	Bullard	Allen
Gillespie	Bristow	South	Lindsay
Joy	Pinn	Scott	Jones
Hempshall	Troman	Steer	Osborn
Mitchell	Jackson	Holmes	Bradburn

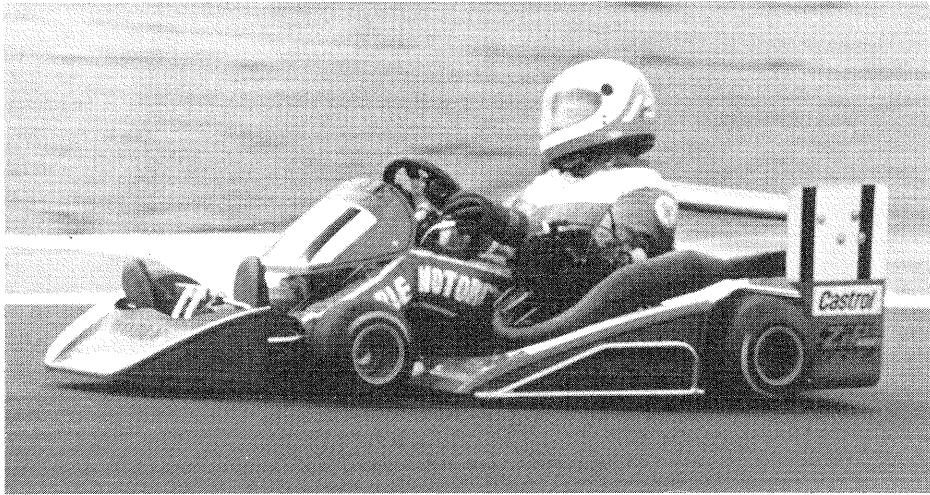
This was the first final to be run on the Sunday and as the pace car led them round on the warm-up lap the first incident occurred — Kevin Bullard and Basil Pinn collided at Stowe corner, with Pinn finishing his chances in the catch fencing. The start was delayed for ten minutes whilst the medical authorities checked the drivers. On the green it was Roberts who quickly took up the lead from Alan King. Steve Gill had made a poor start and was way down the field whilst the rest tore into Copse.

Already there was a retirement — John Bradburn into the pits. Exiting Chapel Roberts was down in second place behind Alan King and was being pressed by Graham Steer. Meanwhile Steve Gill was driving as though all the hounds in hell were after him



Roberts, pensive, awaits the start of the non-championship Superkart final.

(Pic: Doug Rees)



Mike Doble went on to victory and the 'GP' plates for 250 National. (Pic: Doug Rees)

250 NATIONAL

A good grid of 50 plus 250 Nationals promised some exciting racing from the three heats and final allocated. Current front-runners, Derek Rodgers, Tim and Mike Doble, John Newton and Richard Boston were out in strength. Last year's GP Winner, Alan Cheetham though present, wasn't racing and was there in a spanning capacity only. The decision as to who would walk away with the GP plates hung very much in the balance.

THE HEATS

The front row of the grid for the first heat gave Benholm's Stewart Richardson pole, with Ian Bickerton, Rick Boston, Alan Collard and Colin Fletcher alongside, whilst Newton, Rodgers, the Dobles, Glencross, Tomlinson and Sadotti featured right through the middling order. Paul Taylor rested at the back along with Ross Hyett.

The race quickly developed into a three-way scrap between the Dobles and Rodgers while Hipkin, Tomlinson and Newton also gave good account of themselves. The win went to Tim Doble; Derek Rodgers was second with Mike Doble third. Hipkin, Tomlinson and Newton completed the first six. Collard, Barnes, Glencross and Boston followed.

The other outings featured a front line-up of Paul Sadotti, John Davies, John Taylor and Anthony Bar, whilst Newton, Rodgers and Glencross sat close behind. As a result of the grid reversals both Dobles were further down the line whilst Boston brought up the rear. The result was to be another Doble victory, this time for Mike with, again, Rodgers in second. Glencross fared better with a third, followed by Tim Doble, Rick Boston and Alan Collard.

THE FINAL

With the regulars acquitting themselves well in the heats the final promised to be an interesting spectacle and when the grid sheet was posted the first few rows took on the following appearance:

Newton	Tomlinson	T.Doble	Rodgers	M.Doble
Boston	Hipkin	Collard	Glencross	
Hodgins	Mugglestone	Hyett	Matthews	Bickerton

Incidentally, Alan Mugglestone who won the GP in 1982 and has been absent from the Long Circuit scene for some time, has in fact been devoting his time and efforts to FFI600 and is progressing well, considering it to be his first season.

With the lights on the green Mike Doble, Derek Rodgers and Rob Hipkin made the best of the best it with Tim Doble in tow. Rick Boston managed to clear Ian Bickerton for fourth as they passed round Copse.

Into Stowe the order was the same, but out of Woodcote, though the first three positions were identical, Boston had succeeded in pushing Tim Doble back a slot where he was coming under pressure from John

Newton, after Newton had dealt convincingly with Bickerton.

As the next tour began Rodgers was forcing the issue with Mike Doble in an attempt to get past, while Tim had climbed the order, relieving both Hipkin and Boston of their positions and reallocating them as he slotted himself into third.

Those early stages saw a number of retirements, mostly at Becketts — Tony Scottorn and Alistair Graham both pulled off with dead motors, while Ian Woodcock also drew off with mechanical problems.

Out front Rodgers had succeeded and now led Mike, Tim Doble and Rick Boston, but the order was to change again by the time they entered Stowe, Mike was back in charge with Rodgers tucked in behind and chased furiously by Tim and Rick. Tony Taylor's racing chances ended when he toured into the pits with terminal motor problems.

The surprise of the race came when they exited Woodcote, Rob Hipkin had driven frantically up through the order, passed the lot and was now in the lead, albeit a somewhat tenuous one, while Mike Doble still maintained station with Rodgers benefitting from the tow. Rick Boston had managed to get clear of Tim and now sat in fourth. A considerable gap appeared before Mugglestone led Newton past the pits. Denis Barnes was the next to opt for retirement.

At the entry to Stowe Hipkin was still there but Rodgers had succumbed to pressure and now found himself with a problem on his hands because both Dobles were ahead of him and Boston was looking threatening.

A fair old scrap developed as they tore along the Hangar straight — Mike Doble was back at the front, Boston was now in second tailed by Rodgers having regained some of his earlier flourish, Hipkin had been relegated to fourth just ahead of Tim Doble. Alan Mugglestone was gone after an incident at Becketts with Jamie Vale and Steve Matthews. Mugglestone, when later interviewed, was wearing a neck support collar as a precaution against the whiplash he sustained. Apart from that he appeared unhurt. Sixth and seventh places were occupied by Ian Bickerton and John Newton with Newton having difficulty in making any impression on the front runners.

Mike Doble continued to hold the lead, but Hipkin, totally dissatisfied with fourth, had moved up into second, followed closely by Tim, Rodgers then Boston who had slipped three places. Along the pits straight the order was the same, but it was Boston who surprised most by diving through to take up the lead out of Copse Corner. Right through the remaining few laps Mike Doble continued to hold the fort whilst only marginal changes occurred in the order behind, with the exception of Derek Rodgers who, having managed to get close enough to put up a challenge for the leadership, suffered a seizure at Farm and regrettably was forced to retire.

At the finish it was a benefit day for the Doble boys with Mike earning the GP plates and Tim, countering any attempts to break up the partnership, in second. Rob Hipkin claimed third spot, ahead of Richard

Boston, Phil Glencross and Ian Bickerton. John Newton virtually maintained the same position throughout the race and finished in seventh. Alan Collard, Mike Hodgins and Ray Howarth completed the first ten home.

1st	Mike Doble	Zip GP/Yamaha
2nd	Tim Doble	Zip GP/Yamaha
3rd	Rob Hipkin	Zip T&C/Yamaha
4th	Richard Boston	Dino/TM Yamaha
5th	Phil Glencross	Zip/Peak Revs Yamaha
6th	Ian Bickerton	Motiv Phoenix/Motiv

Race Time: 13min 36.06sec — 103.31mph

Fastest Lap: T. Doble/R. Hipkin — 1min 40.39sec — 104.96mph

210 NATIONAL

A good entry of 48-plus drivers turned out for the event, probably the best attendance at any Long Circuit since last season, with the possible exception of the World Cup at Donington Park. Perhaps here, before going into the actual race report, readers will pardon if some space is taken up in reply to a few comments aimed generally at the karting press about the insufficient coverage given to 210 National. It should be made clear at this point that there is no intention, nor has there ever been an intention, of playing down the efforts of the Villiers drivers to promote the class. On the contrary, the magazine has given credence where credence is due. It is very difficult to inject interest when no basis for interest, apart from that of the drivers, seem to exist. Now, before the barbs come out an hackles rise, it might be pertinent to examine a case in point. At the last Snetterton meeting, the Martyn Merritt Memorial Trophy, the pre-race day entry listed only seven competitors, though a further seven late entrants did in fact turn up to swell the ranks. However, the number did not provide enough karts in the class to warrant a separate grid, therefore they had to combine with the 250 National and start from the rear of the grid. The 250 Nationals themselves suffered depletion on that occasion.

So, what then is the reason for the decline in numbers and the corresponding lack in interest and this applies equally to circuits other than Snetterton? Possibly it is due to the employment climate, with its attendant issues and expense, creating a prohibitive factor, as already experienced in the 250 International. The latter would appear to be the case because short circuit interest in the Villiers seems to be on the increase. There was a suggestion that the availability of spares might be a contributing factor, but that no longer seems to be the case. Reliability, however, can be measured by the numbers of non-finishers frequently witnessed at long circuit events. Does that mean that the 9E and IIE have outworked their usefulness; that the long circuits are taking too much from engines that were not designed to withstand such degrees of punishment? The answers to those questions would probably be better left to such experienced personages as Chris Merlin and John Newton. Perhaps Bill Longdon would wish to comment.

From the sidelines, so to speak, presentation may be one of the essential qualities lacking in the Villiers league. Beyond doubt the Superkarts have grabbed the limelight, but that hasn't prevented the other National classes of emulating them and presenting a more attractive image. Look at it from an outsiders point of view and forget the inherent insularity that always steps in to jaundice impressions. With the exception of a few, there is very little glamour about the class. Perhaps a bit of 'jiving up' would help, accompanied by a better response and rather than complaining about the situation, a positive approach should be adopted. However, having left you all with something to chew over, on to the racing.

Good heat performances threw out some interesting combinations for the front row of the grid for the final. Alan Ogden sat on pole position with Scotsman George Bett continuing to show form alongside. Ireland's John Brennan was making his weekend's long trek pay off because he also shared the front row with Andy Martin and long term campaigner Bill Longdon.

Snetterton

SUNDAY, JULY 29th

Dawn till dusk sunshine and temperatures in the mid eighties are not a common happening at Snetterton Kartway, but that's just what competitors at the July 29th meeting were treated to, and despite being held in the peak holiday period, most grids had a healthy entry.

JUNIOR BRITAIN

Due to heavy traffic problems at the June meeting, it was decided to run the Britains on their own instead of combining all Junior classes. With fourteen full plate drivers on hand the decision proved to be a correct one. Heat One saw Jonathan Cleave an early leader from Nicky Hart and Steven Webb, the lead changing between Hart and Webb every other lap. Starting from the back of the grid Dean Caswell made a hard charge through the field and by lap 5 had claimed 6th place, however a dramatic engine seize ended his race on the following lap. The final order was Webb, Hart, Cleave, Reeks, Smith, Whittermore, Naylor, Light and the brothers Bridges. Heat Two was a second victory for Steven Webb from Nicky Hart and Cleave, Caswell the other front runner having a day plagued with problems had to stop on lap one for attention to a faulty plug lead, and despite a good charge on his restart could only manage 7th place at the flag. Heat Three saw Gary Naylor an early leader from Dean Caswell and Ian Smith followed by Nicky Hart and Steven Webb. By lap 3 Caswell had outraked Naylor to take the lead, but for only half a lap when Boyd Barrington, COC hung out the red flag following an accident when Webb collided with Whittermore in an ambitious overtaking manoeuvre at the pit bend. The race was restarted and this time it was Cleave from the flag until lap 8 when Hart took the lead following a spin by

Cleave. The final order was Hart, Naylor, Smith, Cleave, Stuart Bridges and Simon Light. In the final it was Nicky Hart who lead from flag to flag followed by Steven Webb, Jonathan Cleave concluding the top three. Dean Caswell starting from the back of the grid for the second time in one day had driven into 4th place by lap 5 when the order was Hart, Webb, Cleave, Caswell, Reid, Smith, Naylor, Reeks, Light and S. Bridges. By lap 9 the order was the same, the front four drivers having broken away from the rest of the field. Caswell drew alongside Cleave at every corner poised to overhaul him but at the end of lap 10 out came the chequered flag, the powers that be deciding without prior warning that the finals should all be reduced to 10 laps. After weighing in, Cleave and Naylor were found to be underweight and excluded from the results.

JUNIOR NATIONAL/BOOSTERS

Paul Somers proved to be invincible, winning all 3 heats and the final in the Junior National class. Richard Waters claimed 2nd place and Jason Baker after a day of problems concluded the National placings. In the Booster class it was a straight fight between Mark Thomas and Gavan Kershaw. Heat One was stopped when Kershaw crashed heavily but fortunately without serious injury. The restart was won by Thomas with Kershaw on ill handling machinery not fully recovered from his 1st lap accident. Heat Two also went to Thomas but Heat Three proved how resilient some 11 year olds can be, and Kershaw bounced (literally) to victory over Mark Thomas. To end on an even higher note, it was Gavin Kershaw who won the final. Well done Garvin!

SENIOR BRITAIN

With only 5 entries in the Senior Britain Class it was a rather disappointing entry, but with 3 different winners of the 4 races it certainly wasn't boring. Heat One was a flag to flag victory for Jamie Thompson from



Paul Somers (Nov), Junior National winner.

(Pic: Johnsport)



100 National 'A' final — winner Graham Pettit (41) tucked in behind Graham Gannon (53) and Gavin Kilbourne (55).

(Pic: Johnsport)

CLUB SCENE

Chris Hogben and Chris Pollard. Heat Two was also a flag to flag effort, but this time from Chris Pollard, Thompson and Brockwell completing the top three. Heat Three was Hogben's turn to claim victory from Thompson and Pollard. The final looked all set to be a close fought race, but Thompson certainly in considerable contention was forced into retirement when the chain on his new Gillard broke into small pieces before completing lap 1 which was lead by Chris Pollard. The remaining 9 laps were all accredited to Chris Hogben as was final victory. Chris Pollard was 2nd and G. Brockwell was 3rd.

COMBINED GEARBOX CLASSES

As has now become regular practice at Snetterton, the Gearbox classes were run as a combined event. Overall winner of all the races was Colin Breeze (250 National). Despite a troubled meeting with 2 'no finishes', Ron Banthorpe claimed victory in the 125cc class. 125cc Novice Kevin Bridge had an excellent day's racing finishing only once outside of the overall top three places. With only one entry in each class, Paul Waters took the 250cc International class and G. Hoden the 210 National class.

100 NATIONAL 'B' & NOVICES

This grid has been well supported since the start of the season and the July meeting was no exception. Early leader in Heat One was D. Adams from M. Olymbias, Mick Finnie and Tim Bishop. At lap 6 the order was the same. Lap 7 saw Tim Bishop relegated to 4th with Olymbias firmly in the lead from Sargent and D. Adams, and that's the way heat one finished. Heat Two saw Tim Bishop in the lead at the end of lap 1 from Marion Rump, G. Howard and M. Finnie. The positions remained the same until lap 7 when Howard took the lead demoting Bishop and Rump by one place, with Finnie still 4th from C. Evans and Simon Whiting. On lap 9 Marion Rump seized thus promoting Finnie to 3rd spot. The order then for heat 2 was Howard, Bishop, Finnie, Evans, Whiting and Jordan. Heat Three was another benefit for Howard and this time from flag to flag followed by Mulhearn, Night, Peck, Bishop and Finnie completing the top 6. The final was yet another flag to flag victory, but this time to Mick Finnie, Mulhearn was a strong challenge until he vanished from the lap circuit on lap 8 leaving Olymbias to briefly enjoy 2nd place for 1 lap until his efforts expired on lap 9 promoting Bishop to 2nd spot. 3rd was Evans followed by Tolliday, Whiting and Howard.

100 NATIONAL 'A'

With a noticeably depleted entry, quality made up for quantity. Heat One and lap 1 saw Gannon from Kilborne, Nicholas and Gage. The order stayed the same until lap 8 when the order was Gannon from Petit and Kilborne. With a lap to go Petit took the lead from Gannon while Kilborne observed from a distance and that's how heat 1 finished. Heat Two — Mick Mayers made this heat his own and was never headed to the flag. Banbury put in an early effort, but by lap 5 Petit had established himself in 2nd spot where he stayed. The final order was Mayers, Petit, Banbury, Kilborne, Adams and Gomeche. Heat Three — from the flag it was Bob Kett followed by Calver and Adams with Mayers 4th. By lap 4 it was Kett still holding the yellow jersey, but closely pursued by Mayers, Calver and Reynolds. Reynolds took Calver on lap 5. At the flag it was Kett, Mayers, Reynolds, Petit and Calver. In the final our lap scorers had a relaxing finish to the day with the first three places being held for the entire race. It was Petit to win for the second time in two months from Mayers, Banbury and after overhauling Adams on lap 8, Bob Kett took 4th spot, Adams 5th; Reynolds 6th.

continued...

CLUB SCENE

a loose rear bumper and was eventually forced to retire on lap 10. Brown was clear in front but could not relax with Wheldon a few lengths back, by lap 6 Glencross had taken Hunt for third. Gary Parker was pushing forward and took fifth with the demise of Cox but could make no further progress. At the flag it was Brown Wheldon, Glencross and Hunt who took the trophies.

Duncan Taylor

JUNIOR BOOSTER

1st	Bobby Game	Lane/Saunders DAP
2nd	Tony Hardy	Zip/Parker TKM
3rd	Oliver Gavin	Zip/TKM

JUNIOR BRITAIN

1st	Mark Hawkes	Zip/Goff Arrow
2nd	Martin Powell	Premier/Arrow
3rd	Richard Walton	Zip/Arrow
4th	Martin Watkins	Mustang/Goff Arrow

100 NATIONAL 'C'

1st	Jim Shea	—
2nd	Andrew LeFabre	Dino/Parilla
3rd	Gary Sargent	Dart/Parilla

125 NATIONAL

1st	Roger Goff	Zip/Goff Rotax
2nd	Colin Poole	Zip/Goff Rotax
3rd	Geof Hodge	Zip/Rotax

210 NATIONAL

1st	John Howard	Aero/Villiers
2nd	Paul Umney	Zip/Villiers
3rd	Graham Marshall	Barlotti/Villiers

100 NATIONAL 'B'

1st	Mike Olymbois	Sprint/Parilla
2nd	Steven Edmonds	Zip/PCR
3rd	Anita Sampson	Sprint/PCR
4th	Trevor Pusey	Dart/Parilla

100 BRITAIN

1st	Victoria Phillip-Bates	Reema/Arrow
2nd	Lawrence Ribbons	TKM/TKM

250 NATIONAL

1st	Ian Woodcock	Zip/Yamaha
2nd	John Ottrey	Zip/Yamaha

250 INTERNATIONAL

1st	Tony Maxwell	Zip/Yamaha
2nd	Mark Crowson	Zip/Yamaha

100 NATIONAL 'A'

1st	Jack Brown	Zip/PCR
2nd	Clive Wheldon	Sprint/Parilla
3rd	Phil Glencross	Sprint/Sirio
4th	Ian Hunt	Lane/Parilla

JUNIOR NOVICE

1st	Leon Glencross	Sprint/Arrow
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SENIOR NOVICE

1st	Ian Wilks	Zip/Arrow
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Chasewater

SUNDAY 12th AUGUST

For the fourth meeting in a row brilliant weather greeted those who turned out for the August meeting, especially welcome were those members of the Dosthill Venture Scouts who had offered their services to the club, and were helping out with marshalling and other necessary duties.

JUNIORS

The three junior classes were mixed this week, with

only one representative of the Booster Class and the same amount in Britain being entered. Nevertheless Junior Britain driver Jason Bird showed in the heats that he was quite able to mix it with the Nationals, and at the end of the first lap of the final he was in second place and pushing hard for the lead. Leading National Simon Leason managed to hold on until the fourth lap when Bird passed him coming out of the top bend. By lap 6 Bird had pulled away from Leason who had Everndon and Kierle stuck to his tail like limpets. They continued to track each other in this fashion for the next ten laps quite often coming into contact with each other in their efforts to take the class trophy. With four laps left Leason still held a tenuous second place from Everndon and Kierle purely on straight line speed whilst doing enough in the corners to hold back his pursuers. This had the inevitable result of a nudge in the back for the leader as they exited the corner leading on to the straight, which was enough to slow his momentum and allow his pursuers through. They immediately pulled away from a very unhappy Leason. At the flag it was Bird from Everndon and Kierle.

100 NATIONAL NOVICES

Again a healthy entry of 100s enabled the club to run a novices race and this resulted in a win for Colin Stevens aboard a Christo prepared Zip/Arrow, 2nd was R. G. Dixon which was just reward for a long journey from Swansea.

210 NATIONAL

A good start by Ed Mellor enabled him to build up an early lead over the rest who were initially led by James Fletcher still on novice plates from Tom Thacker Jnr who, as seems usual these days hardly looked to be able to summon up enough effort to press the accelerator pedal down.

Tom woke up eventually and immediately reeled in and passed Fletcher and then set off in pursuit of Mellor, also going well after getting to grips with a braking imbalance was Carl Atkinson. At the end of the twenty laps it was Mellor from Thacker and in a well deserved 3rd place was Carl Atkinson.

100 NATIONAL

Mick Pritchard looked to be the man to beat this week, but also quick albeit less reliable was Grahame Mcarthy. At the end of the first lap it was Pritchard from Richard House, Chris Hipkins and Steve Pearce, with Mcarthy well back in the pack. By lap 3 the leading pair had pulled away from the rest while Pearce gave himself a fright when he got airborne after running wide coming onto the start/finish straight but continued after getting his feet back in the stirrups. By lap 11 Mcarthy had managed to work his way through to lead the pack, but was half a lap down on the leading pair. Showing genuine flair mixed with the right amount of aggression he started to haul them in. With barely three laps to go he had managed to get on terms with them. As he tried to pass House at the T-Bar bend they were unfortunate to come across a very slow moving Cooper, in the ensuing tangle House was eliminated and Mcarthy scrambled through into 2nd place, but by now too far behind Pritchard to challenge him for the lead, a slightly unfortunate ending to what had been a marvellous drive.

100 BRITAIN

The Britain race although keenly contested didn't provide much entertainment for the spectators, with Karl Hudson running out an easy winner from Paul Branfield and Jim Everndon.

250 INTERNATIONAL and NATIONAL

An excellent field of 250s started the final with regulars Bob Kennings and Alan Mills being joined on the front row by John Bradburn sporting a very flash pair of leathers (I wonder where they came from). Bob Kennings very ordinary leathers managed to put him into an immediate lead from the start (didn't I write this last month and the month before that and the month before that, oh well!) and although Bradburns very quiet kart sic; chased him hard Bob won yet another Chasewater Trophy.

A good days racing in marvellous weather. Thanks to all those who helped organise the meeting, and especially to my boss for the use of his typewriter.

Les Latham



Mick Pritchard (3) winning the 100 National.

(Pic: M. Topp)

As Robert Langford drove the pace car into the pit lane, the full 210 complement rolled up to the lights. The lights switched to green and it was Bill Longdon who made the best break with Andy Martin a nose cone behind, leading up Bett and Brennan. Pole man Ogden didn't have the best of starts and was struggling to free himself from the rest of the pack. Misfortune struck John Waggett on the initial lap when he retired with a dead motor. Into Stowe for the first time and it was Andy Martin who had the lead from a charging Bett, now in second ahead of Longdon, Ashwell and Graham Sykes. Out of Woodcote the lead five remained unchanged, whilst behind, Mark Woodrow was closing on Sykes' bumper looking to push him down a notch. Next up was Wolverhampton's Tim Price leading John Brennan who had lost a lot of ground. Another casualty, this time in the form of the leader Andy Martin who failed to come round. Thus George Bett was elevated to first but hounded relentlessly by Bill Longdon, with Igor Ashwell breathing Longdon's fumes. Fourth position was now filled by Brennan who had made a concerted effort and managed to get by Woodrow and Price. It was also the turn of poor old Graham Sykes to fall foul of mechanical problems as he coasted away to retirement.

By the time they existed Woodcote another time Longdon was seriously pressing the issue of the lead with Bett, but Bett still clung on there in a very determined manner. Alan Ogden, meanwhile, who on the previous tour had been lying in tenth, had made a flying dash to slot himself in behind Ashwell and Brennan respectively. Behind Ogden sat Woodrow, while seventh place saw a new face — Mark Lockley, followed by Tim Price. Andy Worton was the next retirement as he drew into the pits.

Bill Longdon's battle for the lead was terminated abruptly at Club when he too succumbed to engine maladies, leaving Bett out on his own. Second place was now occupied by Ogden who cleared both Ashwell and Brennan before the end of the lap. Tim Price sat

just to the rear of Brennan, followed by Woodrow, whilst Vincent Munday had appeared on the scene after pushing Lockley down a spot.

Into Stowe and it was still George Bett a clear ten kart lengths ahead of Alan Ogden, while Ashwell continued to head up the rest of the bunch with John Brennan hanging on grimly in his wake. Munday had succeeded in demoting Tim Price, Woodrow retired at Copse and Mark Lockley now found himself in seventh.

There was very little change in the first ten places over the ensuing laps and none, in fact at the front; the race was turning into a bit of a processional affair.

At the line it was George Bett who took the flag and earned himself the 'GP' plates to take back to

Scotland. Alan Ogden held onto his second place, Ashwell third whilst behind, Vincent Munday managed to relegate John Brennan to fifth. Tim Price claimed sixth and the order from there to tenth was, Phil Featherstone, Mark Lockley, Neil Boston, and John Burns.

1st	George Bett	Zip/APV
2nd	Alan Ogden	Zip/APV
3rd	Igor Ashwell	Aero/Longtune Villiers
4th	Vincent Munday	Zip/APV
5th	John Brennan	Zip/Brennan Villiers
6th	Tim Price	JHB Zip/Villiers

Race Time: 14min 46.63sec — 95.18mph



It was 210 driver George Bett who took the 'GP' plates home to Scotland.

(Pic: Doug Rees)

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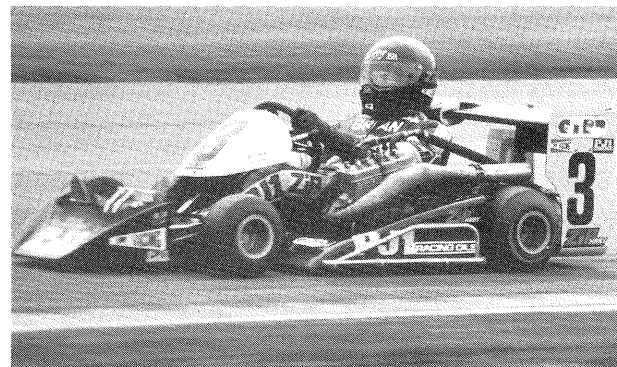


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CLUB SCENE

Kimbolton

SUNDAY 12th AUGUST

Another hot day greeted a large entry at Kim, again weight, or the lack of it, was a problem with a second place being forfeited in a final due to a missing 2lbs. The scales are available all day for drivers to check their weights.

JUNIOR BOOSTER

The first British Champion in this new junior class, Bobby Game, was out showing off his new hard earned No.1 plates and sporting a wrist covered in plaster — he fell off his bike! Bobby dominated the heats with three wins and led the final from start to finish. With Russell Whitehead out early the chase was led by Tony Hardy who came second and Oliver Gavin who took third, but they could make no impression on the champion.

JUNIOR BRITAIN

The three heat winners were Richard Walton, Mark Hawkes and Martin Powell. Mark Hawkes was taken into the ambulance in the third heat but after treatment to a leg injury was able to race in the final. The three heat winners dominated the final with Walton the early leader followed by Powell and Hawkes, they were followed by Martin Watkins, Piers Johnson, Adrain Cullen (Nat Nov) and Jamie Rhodes, surprisingly struggling. By lap 5 Powell and Hawkes were snapping at Waltons bumper. On lap 6 they sorted themselves out at Stowe corner with Hawkes first out followed by Powell and Walton, relegated to third, they were followed by Watkins, Cullen, Rhodes and Johnson. On lap 8 Powell overtook Hawkes but on lap 9 Hawkes, not to be denied, was back in front. On the line it was Hawkes from Powell and Walton with Watkins fourth.

NATIONAL 'C'

Jim Shea won two heats and Stuart Baker had a win and two seconds. Shea took the lead in the final and had Baker tracking him until the race was half over. Baker seized on the straight leaving Shea 100m clear of the field. Sergeant, Le Febre, Morrison and Wilks were contesting the next spot and on lap 8 Le Febre took second from Sergeant at Kim corner. With no further changes Shea ran home a clear winner from Le Febre and Sergeant, with Wilks fourth but underweight.

125 NATIONAL

British Champion Roger Goff won all three heats, Geoff Hodge had two seconds while Colin Poole had a second and lots of problems. With the front runners sleeping at the start Maggie Dell led the final followed by Tom Sweeney, Goff and Hodge. By lap 3 Goff was second and pursuing Maggie, followed by Sweeney, Hodge, Sale and Poole. Maggie held Goff at bay for lap after lap while Hodge and Poole closed right up to the leaders. Goff managed to clear Maggie on lap 9 and gremlins struck on lap 10 when Maggie missed a gear at Stowe letting Hodge and Poole through. Sweeney was next followed by Sale and Evans. With Goff the winner Poole took second from Hodge on the last lap and Maggie could only manage fourth after leading most of the race.

210 NATIONAL

Another good turnout of Villiers gave them their own grid once again and, with Paul Umney winning all three heats, we had another clear favourite. Umney set the pace in the final and soon had a comfortable lead from Marshall, Fitzgerald, Howard, Hoden, Riley, Smith, James and Fox. By lap 5 Marshall, Fitzgerald and Howard were fiercely contesting second; James pulled up on the same lap. On lap 9 Howard had got third and overhauled Marshall for second. Umney had a big lead but on lap 10 Howard was reduc-

ing it rapidly; Umney had obviously lost power and in the end had to be content with second from Howard with Marshall third.

100 NATIONAL 'B'

Paul Scutchins, Mike Olymbois and Andrew Cook won the heats but Olymbois looked good with second and third to take pole. Cook led on the first lap followed by Hersey, Olymbois, Edmonds, McIntyre and the rest. By lap 2 Olymbois was first followed by Hersey with Cook relegated to third. Cook spun out on lap 3 leaving Edmonds third followed by Sampson, Pusey and Roberts. Casualties were heavy and the leaders were well clear of the field. On the line Olymbois won from Hersey, who was underweight, Edmonds, Sampson and Pusey.

100 BRITAIN

With three different heat winners and Victoria Phillip-Bates having problems, the final was wide open. Lawrence Ribbons set off at a pace followed by Paul Murphy but Victoria reeled them in and by lap 3 was the clear leader from Ribbons, Murphy, Gibb, Geraty and Woodley. Vicky piled on the pressure and looked comfortable throughout the race with second placed Ribbons well clear of the rest. At the line Vicky won from Ribbons with Gibb and Geraty third and fourth.



Bobby Game, Britain's No 1 Booster pilot.

(Pic: Johnsport)



Jim Shea (4) holding off Stuart Barker (26) in 100 National 'C'.

(Pic: Johnsport)

250 NATIONAL and INTERNATIONAL

Some good heats gave us the promise of a good 250 final. Tony Maxwell took the lead followed by Mark Crowson and Shaun Stone all Inters, with John Ottrey and Ian Woodcock in close attendance.

By lap 3 Woodcock and Ottrey with their Nationals had passed the twins. On lap 4 Stone tried to pass Maxwell up the inside coming into the straight but as Maxwell shot the down Stone hit the tyres, coming to rest facing the wrong way but unhurt.

By lap 6 Woodcock and Ottrey were still contesting the lead followed by Maxwell, Thompson, Crowson, Scott and Gardiner with the rest sidelined. For once Ottrey was beaten to the line, being continually foiled by the slower Woodcock, these two took the National trophies with Maxwell and Crowson next through winning the Inters battle.

100 NATIONAL 'A'

The three heat winners were Nigel Goff, Jack Brown and Ron Cox but a second from Brown put him on pole. Brown led at the start from Wheldon but Hunt briefly relegated Wheldon to third at Kim corner. By lap 2 it was Brown, Wheldon, Hunt, Cox, Banbury, Goff, Glencross and the field line astern on their heels. Glencross was forcing his way through the field and by lap 5 was in fourth spot. Cox was in trouble with

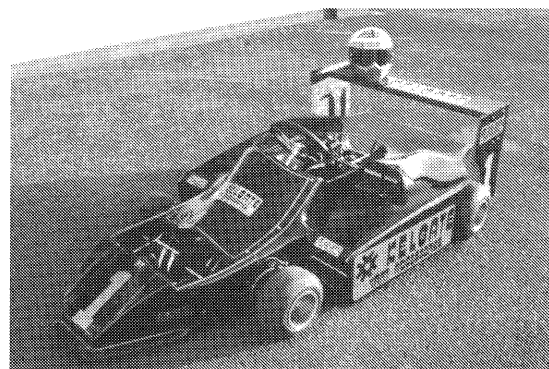


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CLAY'S SUPER ONE

Nigel Edwards scoops a victory for 100 National; David Cuff clinches the Junior International from Ireland's Francis Stewart; Mark Beddall and Charlie Brown score well for 100 Britain and 100 International, while Dominic Connelly adds another string to his bow with a Junior Britain first.

Report: Norman Box

The main talking point on the Saturday was the state of the track surface. Although still smooth the track had lost nearly all its grip, an effect that had accelerated recently. Even a new set of tyres only provided grip for about 10 laps. The club are fully aware of the problem and are busily trying to remedy it, since it is likely to reduce their entries and put off any of the prestige meetings. A great pity for such a fine circuit.

100 JUNIOR BRITAIN

From pole Dominic Connelly took the lead from Robert Wilson, Shaun Nicholson, Nicky Hart, Jeremy Griffiths, Robert Husband and David Coulthard. By the second lap Connelly had pulled out a small lead whilst behind there was a shunt into Billies Blind involving Husband, Coulthard, Simon Harrison and Martin O'Connell. On lap 3 Nicholson drove around the outside of Wilson and outraked him into Billies. The struggle between Nicholson, Wilson and Hart now became the focus of the race, whilst Connelly increased his lead. Behind them came Griffiths out on his own, then Steve Hazlett and Ivan Turner. Whilst the fight continued for second place, there was no overtaking for a number of laps. Coming down the main straight on lap 14 disaster struck Hazlett as his track rod broke and he ploughed straight on into the infield.

By lap 17 the leaders were catching the backmarkers. Connelly was held up for a while whilst Wilson and Hart were obstructed for nearly a lap and enabled Nicholson to pull away. On lap 21 Hart finally passed Wilson into Billies, and then started off after Nicholson. He caught him as they started the last lap, but Nicholson was just able to fend him off to finish second. Connelly in the mean time had eased off and cruised home to win.

1st	Dominic Connelly	Boxer/Arrow
2nd	Shaun Nicholson	Wright/TKM
3rd	Nicky Hart	Dart/Arrow
4th	Robert Wilson	Boxer/TKM
5th	Jeremy Griffiths	Jeta/DAP

100 JUNIOR INTERNATIONAL

After 4 rolling laps they were started and it was Kavanagh from the outside who stole the lead from David Cuff and Francis Stewart. By the end of the second lap Kavanagh still had the lead from Cuff and Stewart together with David Price and Allan McNish. Then came Mark Parker followed a short distance behind by Andy Routledge and Stuart Sampson. By lap 4 the leading three had broken away from the rest of the field. On lap 5 Cuff outraked Kavanagh into Billies and Stewart nipped through whilst Kavanagh drifted wide. Cuff now began to leave the other pair, and by lap 9 had a comfortable lead. Price was not struggling to keep McNish back, and on lap 17 McNish lost ground as he mounted the rear of Price at the lefthander opposite the startline. Meanwhile at the front Stewart was pulling away from Kavanagh but making no ground on Cuff. By lap 22 McNish was back with Price, only to spin at Billies on the next lap. So with the field well spread out, Cuff won his second round of the series on the trot.

1st	David Cuff	Sprint/Parilla
2nd	Francis Stewart	Cobra/Parilla
3rd	Jamie Kavanagh	Ferrari/Parilla
4th	David Price	DAP/DAP
5th	Allan McNish	Wright/Yamaha

100 BRITAIN

From the line Adrian Cottrell took the lead followed by Mark Beddall, Andrew Clark and David Germain. By the end of the first lap Cottrell had pulled out a small lead, whilst the others in the leading bunch had been joined by Jamie Thomson and Mark Salter. Jamie Beasley and Darron Gibbs in the meantime were making rapid progress through

the field (the latter having made a terrible start) and were up to 7th and 8th by lap 4. On lap 5 Clark pulled up with a puncture. By lap 7 Beasley had caught the group in front of him and as Thompson went wide in the hairpin both Beasley and Salter slipped through on the inside.

Beddall was now gaining on Cottrell, and on lap 8 Salter overtook Germain past the paddock. On lap 10 Beasley passed Germain into the midfield lefthander. On lap 12 Beddall had the inside line into Billies, and Cottrell drifted wide on the way out. Next lap and Cottrell seized at Billies. Beasley passed Salter out of the hairpin on lap 15, whilst Gibbs did the same to Thomson on lap 18. The three leaders now started to extend their lead slightly to the end of the race.

1st	Mark Beddall	Zip/Arrow
2nd	Jamie Beasley	Wright/Arrow
3rd	Mark Salter	Wright/Arrow
4th	David Germain	Dart/Arrow
5th	Darron Gibbs	Zip/Arrow

100 INTERNATIONAL

With 2 heat wins and a second to his credit, Charlie Brown appeared to have got everything right that day. The grid had no less than 6 rolling laps whilst Mark Woodford tightened his loose carburettor. Sure enough at the start Brown took the lead followed by Sammy Hunt, Piers Hunnisett and Mark Woodford. By the third lap the leading trio had pulled away from Woodford, and by lap 4 Brown was starting to build a lead. Woodford was caught by Kerry Thorpe and Steve Dart on lap 5, whilst Hunnisett was now trying to pass Hunt. On lap 7 Thorpe slid inside Woodford in the hairpin, but went wide and Woodford retook him. Thorpe made his way past Woodford again at Billies, but spun at the chicane and Woodford had to drive over the grass to avoid him. In the meantime Dart had slipped through into 4th place.

The fight was still going on for second place, and eventually on lap 11 Hunnisett outraked Hunt into Billies, Hunt then tried to retake Hunnisett on the inside into the chicane and they collided. Hunt managed to keep going, but with a bent track rod. Hunnisett had to restart, his kart obviously twisted. By lap 13 Brown had half a lap lead and was choking his engines. On lap 15 Woodford expired, and by the end of the race the superquick Brown would probably have lapped everybody had he not slowed.

1st	Charlie Brown	Kali/Yamaha
2nd	Steve Dart	Wright/Parilla
3rd	Ian Smith	Wright/Yamaha
4th	Mike Little	Wright/Parilla
5th	Steven Filkin	ART/Sirio

100 NATIONAL

After an appalling start to the season, Nigel Edwards was now back to his old form and on pole position. Alongside him was Jeremy Cotterill with his demon Rotaxes. Into the first bend as the race started and there was an almighty pile-up, the race was immediately stopped. At the restart again Edwards took the lead followed by Gary Moynihan. Then came Cotterill, Paul Fletcher and Jason Plato. On the third lap Moynihan outraked Edwards into Billies and pulled out a small lead. Paul Fletcher succeeded in pulling his plug cap off again into the chicane on lap 5. Moynihan struck carburettor problems on lap 8 and Edwards retook him on lap 10. On lap 13 Moynihan made a mistake slipped back to fifth place. Cotterill's race was over on lap 20 as the engine ground to a halt. Plato was now stuck in the rear of Edwards' bumper, but he was unable to pass and had to await a mistake to take the lead. But Edwards made no mistake and drove on to win the race.

1st	Nigel Edwards	Zip/DAP
2nd	Jason Plato	Wright/Yamaha
3rd	Gary Moynihan	Wright/Yamaha
4th	Tony Negal	Cobra/PCR

An unusual combination of the Junior British Championships plus a round of the Bridgestone Kart & Superkart was the order of the day at Rissington on Sunday 5th August. The circuit was open for practice on Saturday, (unusual for Rissy but something which, as mentioned in a previous article, is likely to continue at further major meetings) and many competitors took advantage of this facility. Camping facilities were also available and the event proved to be very popular (80+ K&S entrants). With the help of Ron Shone and the "Sunblest" sponsored team Tabor a large marquee had been erected as a hospitality area for Sunblest employees — a great idea and certainly a good way to encourage outside interest in our sport — well done and thanks "Sunblest" for supporting karting.

Three Junior titles were for up for grabs, Britain, National and International. With its newly covered surface Rissy gave ample grip even for the SL shod karts, and gave some Juniors problems, not least of all in the physical exertion department, necks and arms taking the most strain. Numerically the JB class was the best and several hopefuls were looking for a good result. With a series of good heat results, Nicky Hart (Dart/Arrow) claimed pole, and drove off into the distance, the only problem being when the ambulance was out on the circuit and he misunderstood the use of the white flag, slowing down as if expecting a race stoppage — this did not happen and this 50 metre lead dwindled to 10, however such was his superiority that he reestablished a safe lead and became the British Champion.

Hot favourite Dominic Connelly was not as quick as Hart (nor was any one else, and a lot of talk centred on tyres) but, in fairness, Dominic made two errors (very unusual) which cost him dearly, however second was some consolation. Rob Wilson was another driver who had high hopes but had some problems in the heats and had to work up the final field, at times he looked very rapid and undoubtedly would have done better with a little luck.

The Junior National and International grids were very modest but produced some good racing, with the titles going to young lady Emily Newman, and the ever improving Francis Stewart, respectively.

As mentioned earlier the meeting also included Round 4 of the K&S Championship and provided a superb entry, including the new No.1 plate recipient, Gary Moynihan. As usual he was ultra competitive, however, his young adversary Jeremy Cotterill was in dazzling form and netted three superb heat wins. Jeremy had shelved his Yamaha for his meeting and used Rotax power, courtesy of Mr Heizmanns and the contacts he made whilst abroad at the European Championships, (where he was said to very rapid but luckless). Unfortunately his bad luck followed him to Rissy — whilst leading the final the motor expired in a big way leaving an opening for Ricky Grice to claim his second K&S win. Graham Roscoe looked purposeful during the day but spoilt his and Nigel Edwards' chances in the final by diving up the inside on one of the left handers and spinning, taking both out of contention. Gary Prior drove doggedly to earn third after starting well down the grid.

Whilst talking of Rissy one of the stalwarts of the club — ex-100 National competitor Nor-



could get much grip out of the abrasive track surface, thus chassis set up became critical. Peter Rochford was another name who was not having much luck, and he had to qualify via the 'B' Final — interestingly Peter was using a very heavily modified Tillotson (looking like a slide carb body but with a butterfly) which seemed to work well but was nonetheless removed for the 'A' Final!!

As has been the norm this season, front runners Gary Moynihan, Jeremy Cotterill and Nigel Edwards filled the first three places on the final grid; Edwards claiming pole after three steady heat results. The first attempt to start the final was aborted after a multiple accident at the hairpin took out half the grid. Nigel Edwards had taken the lead, followed by a fast starting Tony Negal, but their efforts were in vain. After a delay the grid reformed and off they went again. Edwards' Zip/DAP JM equipment again took the initiative, followed by Moynihan, and Rotax powered Cotterill (not as quick as at Rissy). Fletcher and Jason Plato were also well up in the opening laps. Moynihan slipped past Edwards early in the race but did not break away; Edwards re-took the lead as Moynihan's carb hesitated and he dropped down the field. Meanwhile, Cotterill went out with a seized main bearing while Plato and Fletcher were progressing well. It was Plato though who offered the strongest challenge to Edwards' advantage; several times he got inside at the hairpin but was held back. Finally Edwards opened a slight lead which he held to the chequered flag — a long overdue win. Jason Plato provided stern opposition and deserved his second place. Gary Moynihan recovered to finish third (another good points score), with Tony Negal fourth. Paul Fletcher was rapid with DAP power but blew his chances in the final by pulling off his plug cap. Local hero Neil Hann drove well after qualifying via the 'B' Final; Darrell Beasley also had a respectable day.

So, another round over and two to go — Snetterton and Wombwell.

One last piece of gossip is that the word is around that the 100 Nationals will be using 7.10 rears in 1985 — and why not, particularly when they are allowed in Junior Booster!!



Ricky Grice dives inside Karl Murphy at the dogleg during the K&S round.

(Pic: David Collier)

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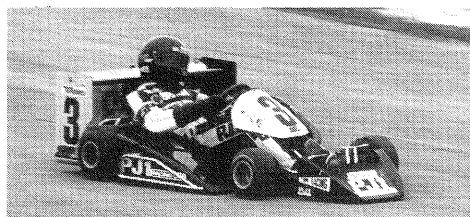


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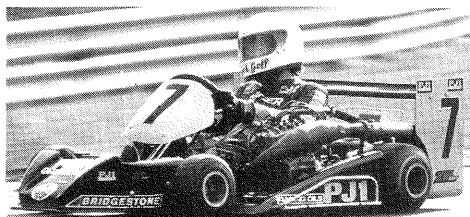
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1984 SUPER ONE SERIES POINTS AFTER 4 ROUNDS

100 NATIONAL

POSN	NAME	1	2	3	4	TOTAL
1	G. Moynihan	125	123	122	111	561
2	J. Plato	85	114	88	112	479
3	J. Cotterill	95	122	85	87	469
4	P. Fletcher	77	108	85	96	446
5	N. Edwards	40	83	120	120	443
6	L. Cramner	84	105	85	88	442
7	Andy O'Hara	95	82	104	78	439
8	R. Chuter	82	89	87	95	433
9	P. Elliott	105	108	24	101	418
10	N. Hann	83	82	93	77	415
11	L. De Resta	70	0	109	101	378
12	G. Prior	108	0	109	101	378
13	M. Hall	86	77	37	82	362
14	C. Owen	84	42	91	57	354
15	T. Negal	92	0	91	110	353
16	S. Sykes	94	96	90	0	340
17	G. Wainwright	58	62	41	86	327
18	N. Cunningham	59	69	82	35	325
19	S. Banks	91	92	73	0	316
20	D. Beasley	69	51	22	85	307
21	K. Summerhill	97	0	56	83	296
22	J. Earnshaw	48	58	31	44	261
23	G. Wilson	50	86	57	0	253
24	B. Wilson	29	99	56	0	244
25	R. Knox	56	60	65	0	241
26	I. Williams	0	112	58	0	210
27	A. Vance	40	47	0	48	195
28	G. Clarkson	41	48	45	0	194
29	T. Lilley	83	51	0	0	174
30	J. Elliott	79	54	0	0	173
31	J. Knell	0	58	28	0	126
32	S. Sutton	102	0	0	0	122
33	R. Ross	58	12	0	0	110
34	D. Colley	26	0	41	0	107
35	R. Hooker	84	0	0	0	104
36	D. Rowlands	0	50	0	0	70
37	D. Allen	0	21	0	0	41
38	N. Crawford	17	0	0	0	37
39	I. Rae	0	0	0	0	0

JUNIOR INTERNATIONAL

POSN	NAME	1	2	3	4	TOTAL
1	D. Cuff	124	120	129	127	580
2	J. Kavanagh	100	127	98	121	526
3	D. Price	113	104	85	114	496
4	F. Stewart	94	114	87	118	493
5	A. Routledge	96	91	105	105	477
6	A. McNish	110	112	63	111	476
7	M. Parker	86	107	86	90	449
8=	E. Newman	96	95	82	17	370
8=	S. Sampson	43	64	99	84	370
10	N. Charnell	113	99	88	0	360
11	J-Pierre Bundle	83	85	83	0	311
12	I. McLeish	100	113	0	0	253
13	G. Duncan	0	89	0	0	109
14	N. Kyriakides	0	0	0	0	0

100 INTERNATIONAL

POSN	NAME	1	2	3	4	TOTAL
1	C. Brown	87	113	99	129	508
2	P. Hunnisett	129	87	94	117	507
3	K. Thorpe	98	118	90	101	487
4	M. Woolford	116	108	71	110	485
5	S. Dart	96	115	91	94	476
6	F. Crankshaw	78	39	107	83	387
7	I. Smith	0	86	77	106	329
8	J. Magnus	62	101	67	0	290
9	C. Shutler	79	88	0	42	269
10	S. Mayo	64	75	19	0	218
11	M. Little	0	67	0	90	197
12	S. Hunt	0	64	0	110	194
13	K. Young	86	0	0	57	183
14	N. Mitchel	92	0	0	0	112
15	B. Benham	84	0	0	0	104
16	M. Healey	0	0	0	0	0
17	I. Deans	0	0	0	0	0

JUNIOR BRITAIN

POSN	NAME	1	2	3	4	TOTAL
1	D. Connelly	117	127	115	121	560
2	S. Nicholson	100	93	104	117	494
3	R. Wilson	108	66	103	115	472
4	N. Hart	82	90	98	113	463
5	R. Husband	61	85	125	97	448
6	I. Turner	96	107	85	78	446
7	S. Webb	76	118	79	78	431
8=	D. Coulthard	76	88	91	91	426
8=	L. Wilson	55	98	100	93	426
8=	J. Griffiths	122	88	30	106	426
11	S. Hazlett	78	90	98	61	407
12	M O'Connell	56	84	90	88	398
13	C. Jones	65	74	95	83	397
14	S. Wallace	94	79	82	47	382
15	O. Newman	60	66	73	88	367
16=	D. Jackson	50	61	101	57	349
16=	M. Payne	51	78	56	84	349
18	G. Taylor	69	73	89	0	291
19	D. Spruce	59	83	63	0	265
20	S. Donely	47	43	52	0	202
21	M. Powell	0	0	0	0	0
22	D. Franchitti	0	0	0	0	0

100 BRITAIN

POSN	NAME	1	2	3	4	TOTAL
1	J. Beasley	85	112	117	101	495
2	D. Germain	65	116	114	108	483
3	M. Faulder	104	99	108	77	468
4	A. Cottrell	94	103	94	95	466
5	D. Gibbs	76	109	88	108	461
6	M. Salter	75	95	93	111	454
7	M. Beddall	93	90	67	118	448
8	P. Walsh	90	99	89	87	445
9=	A. Clarke	85	93	90	85	433
9=	P. Hogg	117	76	100	43	433
11	M. Powell	103	79	58	96	416
12	S. Richardson	97	85	85	59	406
13	J. Thompson	54	80	84	102	400
14	P. R. Cook	83	71	103	59	396
15	D. Harridge	74	85	99	0	318
16	C. Antrobus	37	46	72	0	215
17	R. Poole	34	0	0	94	168
18	G. Leason	0	76	0	0	96
19	C. Pollard	0	0	0	0	0



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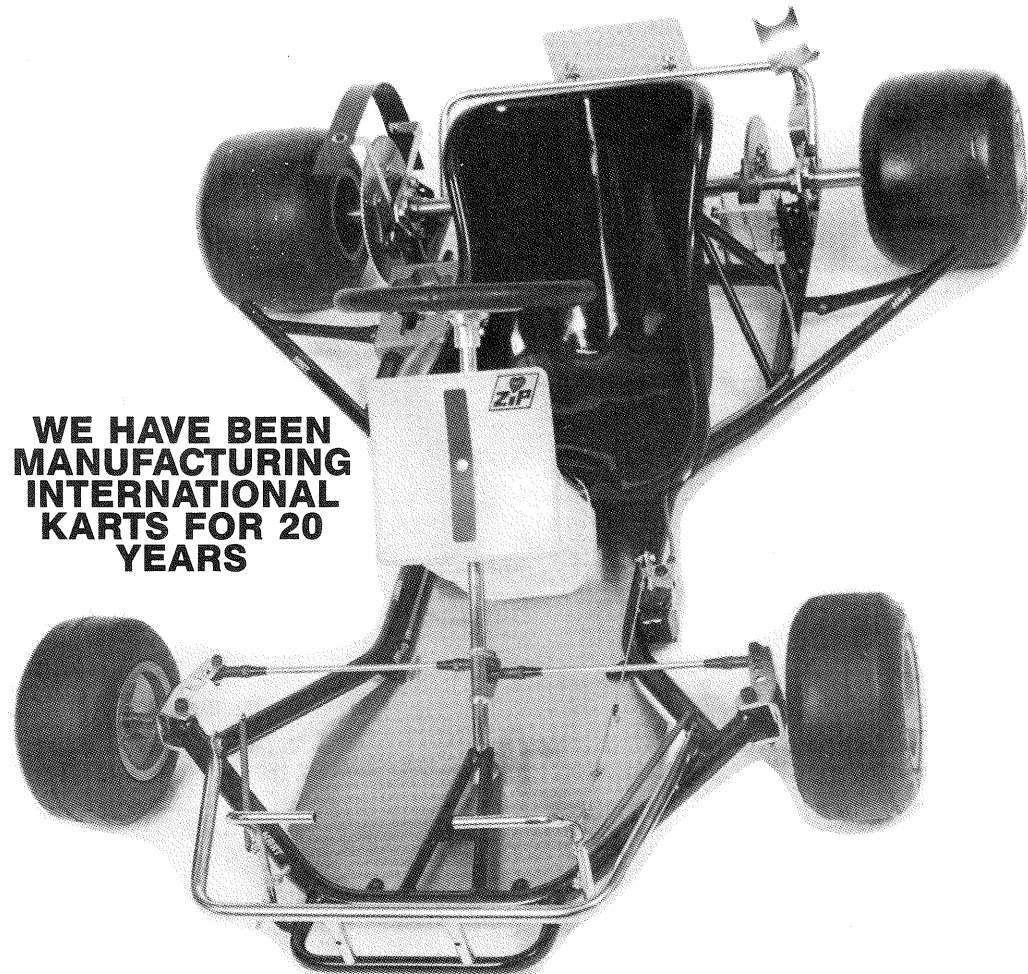
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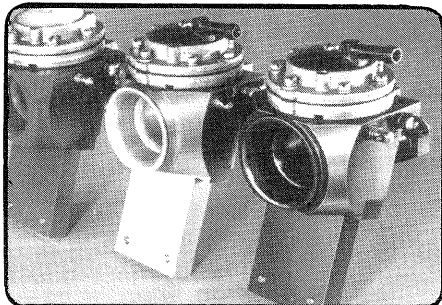
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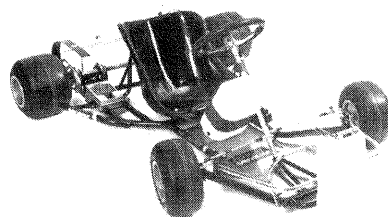
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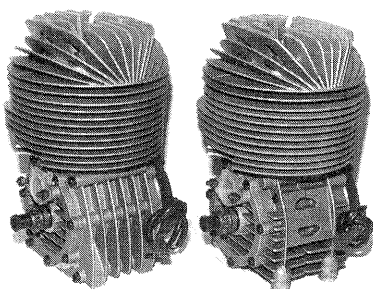
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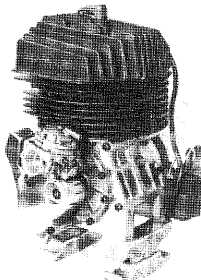
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That was the order at the finish while the other places went to Ian Pearson and Adri Bijwaard.

THE FINAL

The grid positions for the final were dictated by the order of finishing in the pre-final, thus when the karts assembled just before five o'clock, Hines occupied pole position for the Superkarts, with Grondstra, Petersen and Carolynn alongside. Kleppe, Kiefer and George filled the next line. 250 National gave the choice slot to Mike Doble with John Atherton and Jaap Wieringa sharing the front row. The second rank was filled by Glencross, Rodgers, Cheetham and Jan Sonneveld. The red full body of Ziemelis' kart sat on pole with Coles, Coward and Cook filling the row. Ruud v.d. Hoek, Ian Shaw and Ian Pearson followed up on the next line.

The kart Grand Prix was the last but one race of the day before the Toyota Corolla event and the grandstands were pretty well packed. With only a short space between the individual class grids, when the lights changed to green, the total grid hurtled down and into the sweeping right hander of Tarzan in a solid pack. Out and up to Gerlach, with the Superkarts leading, they dived down through Hugenholtz, the 125's and 250 Nationals pretty well mixed. Grondstra, Hines and Petersen were well matched and Grondstra was running on fresh rubber!

The field began to spread out somewhat as the faster karts got away. Round the right hander of Scheivlak and down to the Marlboro chicane, Hines and Grondstra were still battling it out, then came Petersen, Hartog van der Heyden and the Austrian Franz Binder. The 250 Nationals presented a personal dispute for supremacy between current British Champion Derek Rodgers and the Silverstone GP winner Mike Doble, though the forceful Dutchman Jaap Wieringa, who drove so convincingly last year at the same circuit, was by no means about to let the two British drivers have it all their own way and put up some very stiff opposition, though he did have to contend with Slush Puppie driver John Atherton. It was those four who set the pace for the others and a furious pace it was too. The second Leaside driver Philip Glencross hung steadfastly on in the wake.

The 125 National field totalled nineteen with such names as Ziemelis, Coward, Shaw, McCallum and Coles dictating the pace. Mike Coles was having better fortunes than earlier in the season. His excellent fourth finish at Silverstone and some concerted effort on the motor was paying dividends, both in terms of reliability and confidence that he had the ability to stay at the front.

Back to the Superkarts, Torgjer Kleppe who drove well to claim fifth in the pre-final, was not having such a good time of it in the final, in fact he retired after a few laps with a holed piston. Carolynn also was to suffer a disastrous fate when she locked up charging down to the Hugenholtz hairpin and shot backwards into the barrier, smashing her wing. Her race was over and fortunately she escaped with nothing more than a shake up. Another incident, this time in the 125's, involved front runner Ziemelis and 250 National driver Tony Taylor and took them both out of contention, though Ziemelis did manage to rejoin the proceedings and finish in eleventh. Ziemelis and McCallum were side by side approaching the Marlboro chicane, Tony Taylor was just ahead. Ziemelis tried for the inside, locked wheels with Taylor's outfit and tumbled. Taylor finished up in the sandbanks while Ziemelis resumed racing, albeit with an aching shoulder. It later transpired that the incident has severely wrenched a shoulder ligament and the SRS man had to travel back to the UK trussed up like a chicken. He is now well on the road to recovery. Peter McCallum, likewise, had more than his share of misfortune. The Heyton Coulthard driver's motor nipped up in the pre-final, earning him a lowly grid position and after driving well and keeping at the front, the same thing happened in the final.

As the race progressed Perry Grondstra established himself comfortably at the front with quite a commanding lead over second placed man Poul Petersen. Hines was running some distance behind in third and



Team Leaside was out in force, all but dominating the paddock!

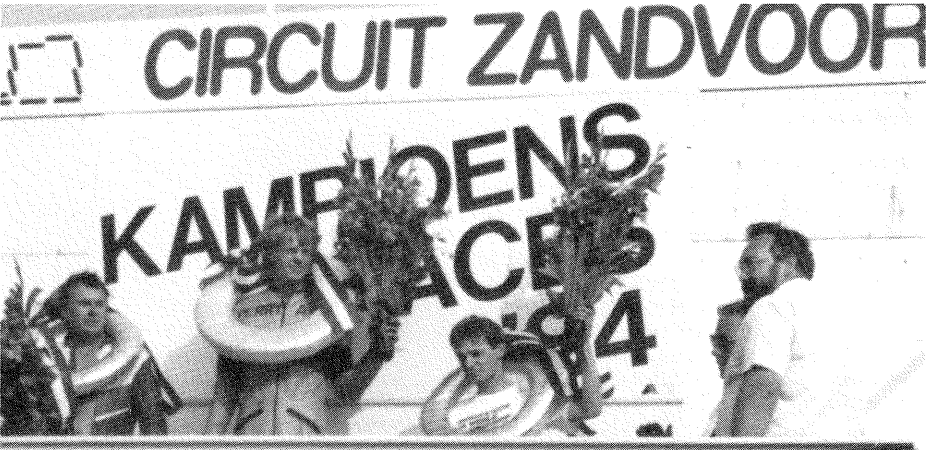
looked to be a little off the pace. The 250 Nationals saw Mike Doble gain the advantage over Derek Rodgers after a long struggle while Wieringa still held station in third, ever threatened by John Atherton. With Ziemelis out of contention the battle on the 125 front was left to Stephen Coward, Mike Coles and Ian Shaw to sort out as they saw fit.

Out of the final corner for the last time the karts were not visible at first because the straight is so long. All that could be heard from the grandstands was the sound of the motors, slowly building in intensity until the yellow fullbodied outfit of Perry Grondstra appeared and dashed across the line to take the chequered flag and applause from the spectators. Poul Petersen was next to take second for Denmark, then Martin Hines charging up to the line and that's when it happened.....his nearside rear tyre blew out and spun him into the armco. Fortunately he escaped shaken but unhurt to be awarded third. Fourth spot went to Piet Hartog, while Hans van der Heyden and Franz Binder completed the first six.

1st	Perry Grondstra	Zip/Rotax
2nd	Poul Petersen	PVP/Rotax
3rd	Martin Hines	Hermetite Zip/Zip Rotax
4th	Piet Hartog	Zip/Rotax
5th	Hans van der Heyden	Zip/Rotax
6th	Franz Binder	KART/Rotax
Race Time: 11min 32.9sec — 154.64Km/hr		
Fastest Lap: Perry Grondstra — 1min 37.8sec — 156.515Km/hr		

250 National was a close scrap all the way between the lead three — Rodgers, Doble and Wieringa, but at the line it was Mike Doble who found a clear way and romped home to take the flag with Derek Rodgers looking good in second. Jaap Wieringa claimed third while John Atherton, Phil Glencross and Leon van der Slik completed the top six.

1st	Mike Doble	Zip/Yamaha
2nd	Derek Rodgers	Leaside Zip/PRP Yamaha
3rd	Jaap Wieringa	BZ Kart/Honda



The victorious three — Perry Grondstra (centre), with Mike Doble (left) and Stephen Coward.

4th	John Atherton	Zip GP/Yamaha
5th	Phil Glencross	Leaside Zip/PRP Yamaha
6th	Leon v.d. Slik	BZ Kart/Yamaha
Race Time: 12min 49.1sec — 139.319Km/hr		
Fastest Lap: Mike Doble — 1min 46.9sec — 141.865Km/hr		

In 125 National Stephen Coward had managed to stretch out a respectable lead, one that ensured no interference from the battling duo of Mike Coles and Ian Shaw. Coward drove home to a fine win, a credit on his first foreign trip. Mike Coles held off Ian Shaw for second, while SRS man Paul Cook claimed fourth. Dutchmen Ruud v.d. Hoek and John v. Agtmael made up the six.

1st	Stephen Coward	Zip/Rotax
2nd	Mike Coles	SRS Zip/SRS Rotax
3rd	Ian Shaw	Zip/Zip Rotax
4th	Paul Cook	SRS Zip/SRS Rotax
5th	Ruud v.d. Hoek	All/Yamaha
6th	John v. Agtmael	All/Yamaha
Race Time: 11min 34.95sec — 132.158Km/hr		
Fastest Lap: Stephen Coward — 1min 53sec — 135.342Km/hr		



HEEREY FIGHTS BACK

The Lincolnshire circuit played host to the gearbox legion, the first outing for most since the GP and attracted an entry of close to 200 drivers though some names did not in fact manage the trek: Rob Kerkhoven, Sandy Dalgarno, Tim Parrott, though he did turn up for the finals in a non-racing capacity and Richard Dean whose absence was justified — his wife was in the process of presenting him with a daughter. Of the 125 clan, the new GP holder Keith Glendening was missing from the ranks, as was Phoenix driver Jon Dixon. The weekend saw the final rounds of the Cadwell Championships, the Cadwell Superkart Series, the Mansfield Wilkinson 210 Series, the 125 P&R, the SRS 125 Series but, most importantly, the fourth round of the RAC Long Circuit Championships. The weather was 'usual' Cadwell, rain on Saturday and Sunday morning sufficiently heavy to delay the start of the heats for almost an hour, but the weather took a turn for the better to give way to dry conditions for the finals.

THE HEATS

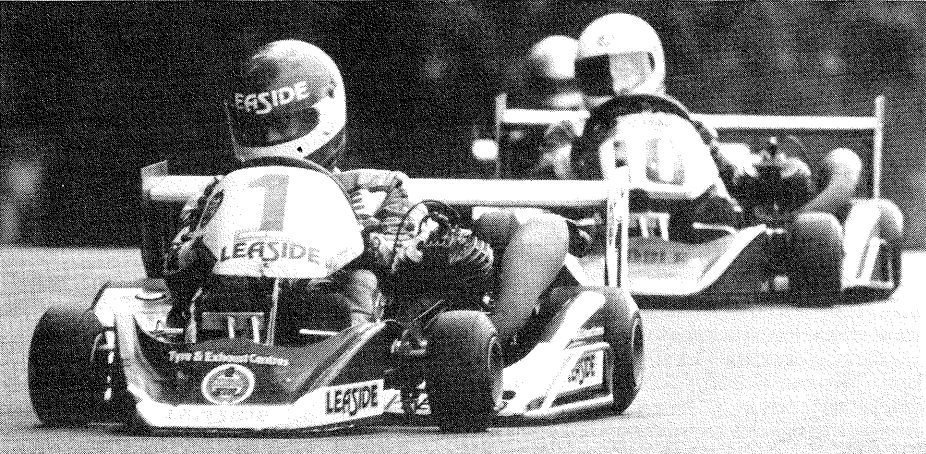
It was just past noon when the first of the heats got under way, the 210 National and both their heats produced fine performances from Bill Longdon, George Bett and Alan Ogden, though the failure rate was pretty high from a grid total of 29. The 125's again were the highest subscribed class, with 92 listed in the programme. Split heats and a Qualifier were then the order of the day, with only the top six from the Qualifier earning positions on the back of the grid for the Final. It was encouraging to see a good spread of novice plates scattered throughout the various grids, proving once again that the 125 National is the most popular gearbox fraternity. Plenty of action as usual with regular front runners, Luby, Ziemelis and Coward taking the honours. Credit due also to Peter McCallum, Derek Price and Gary Ashurst each with a second. On the other hand Ian Shaw seemed to be struggling a bit but did earn himself a sixth in one heat, behind Barrington and Wilcox. Chris Stoney, normally out there tackling the front of the pack, lost out in one heat near Park Corner with mechanical problems and was forced to join the ranks of the Qualifier. Another face not usually seen in that race was Mark Allen's. Still, that's racing.....

250 National had Leaside's Derek Rodgers back on form, whilst such likely contenders as Tim Doble, his relation Mike, the GP winner and Richard Boston all producing good performances. John Newton seemed to be consistently around the sixth mark but his determination is there and he never stops trying.

The first of the Formula E heats gave a win to EDR man Steve Stylin over Martin Hines with third place going to Carolynn. The 'E' plate of Reg Gange went missing after an enforced excursion beyond the track perimeter but he did no more than collect grass. The second outing turned into a runaway for Gange this time with some strenuous opposition from Donovan Collier, Martin Hines and Steve Stylin while Giles Butterfield hung on behind. World Cup man Brian Heerey began the heat reasonably well up the field but gradually slipped down the order out of contention. It was to be a disappointing outing for Hines. He eventually succeeded over Collier but was forced to relinquish the hard earned second after succumbing to maladies and resigned himself to watching the proceedings from the grassy bank just before Park Corner. Steve Gill who won the Non-Championship race at Silverstone failed to finish after losing a dispute with the bank on the exit from Charlies. Fortunately he didn't sustain any serious injury. The order at the finish was Gange, Collier, Stylin, Butterfield, George and Carolynn.

125 QUALIFIER

The Qualifier contained such names as Chris Stoney,



Leaside's Rodgers (1) took the 250 National honours, seen here holding off Tim Doble (10). (Pic: Doug Rees)

In a valiant struggle Brian Heerey sought to emulate his World Cup victory but was relegated to second on the last lap by Martin Hines. Steve Stylin maintained station for third ahead of Carolynn, Reg Gange and Glenn George. George Bett claimed the 210 National honours from Gary Parker and Phil Featherstone during a race with a high casualty rate. Derek Rodgers continues to hold the Championships in sway from the Dobles, Mike and Tim. 125 National saw the 'race of the day' with a running battle between Stephen Coward and Kurt Luby, resulting in a win for Luby, but accolades must also go to Chris Stoney with a stunning drive from the back of the grid to third, likewise to Derek Price aboard the Euro Kart setup.

Report: Ed. McCormick

210 NATIONAL FINAL

Mark Allen, Craig Dixon, Mark Webster and Russell Powell, most of whom are not normally seen in such circumstances. As the starter ushered them away, it was Stoney who quickly took up the advantage and raced away to an early lead, with Mark Allen and Mark Webster in close attendance. Down Park Straight it was still Stoney in the new green and red bodywork enhancing the Barlotti that held the lead as he was visibly beginning to pull away from the rest. Mark Allen sat comfortably in second, but Webster was coming under pressure from Gary Hill as they approached Park Corner and soon slotted himself into third place to begin an assault on Allen's position, one in fact that was to endure to the finish of the race, with both drivers constantly exchanging the advantage. Meanwhile Stoney streaked away, establishing some six or seven kart lengths over the rest of the field. Craig Dixon, who had been maintaining a steady fifth, suddenly found himself elevated up a place following the demise near Park Corner of Mark Webster. Back a little further the battle for fifth and sixth soon got under way between Ian Westwood and Barry Sherriff, with the coin, at one stage, falling in favour of Sherriff until Westwood outflanked him and set off in pursuit of Craig Dixon. It was to change again with the disappearance of Dixon a lap later. At that stage Paul Cook and Russell Powell lodged themselves in fifth and sixth and there they remained until the flag.

At the finish it was Stoney with a clear margin over Mark Allen, Gary Hill, Ian Westwood, Paul Cook and Russell Powell. With only six drivers destined for the rear of the grid for the final, those were the names. Chris Stoney's fastest lap was recorded as 1min 37.1sec — 83.41mph. Most people were speculating as to how Stoney would fare in the final from the back of the grid.

This was the first final of the day and almost all of the original entry made it to the grid. Heading the ranks was Bill Longdon on pole, with George Bett, Alan Ogden and Gary Parker all well up. Parker made the best of the start leading Longdon, Ogden and Bett up through Coppice and into Charlies, but the distance between parker and Longdon was minimal and, as they completed the first tour, Longdon had grabbed the lead leaving Parker to the attentions of Bett who had managed to relegate Ogden a place. Dudley Martin was out at that stage with mechanical problems. The rest of the order down to eight read — Graham Sykes, Mark Lockley, Fulbeck's Brian Finn and John Waggett. Round into Park and Parker still clung onto the lead, harrassed a little by the trio of Longdon, Bett and Ogden, these four beginning to ease out a lead over the next quartet with the action concentrated around Lockley and Finn after the disappearance of Sykes. What of John Waggett? He was having his own share of troubles from a determined Phil Featherstone. As Finn succeeded over Lockley so did Featherstone over Waggett. Waggett managed to hang onto Featherstone's tail as they both went through, leaving a somewhat ailing Lockley to the clutches of the remainder of the field.

Down along the start/finish straight Longdon seemed to be striding out from the rest where a furious battle was going on between Parker and Ogden while Bett sat in the slipstream and watched. Parker was forced to surrender before Charlies as Ogden tore past and charged off after Longdon. Bett was still clinging on to fourth ahead of Finn, Featherstone, Waggett and Lockley who appeared to be holding his own against any opposition. As they came along Park Straight

Ogden swept out of the tow and was through into the lead, just, over Longdon with the order behind remaining the same.

Out of Park and down to the Gooseneck Longdon made his move and was back in the lead. Bett emulated him and soon had Parker back to fourth. A considerable gap followed before Featherstone appeared leading the next three karts occupied by Brian Finn, Stockport's Neil Bolton who had moved steadily through the order and Mark Lockley — John Waggett unfortunately had vanished from the proceedings.

The battle at the front was raging in earnest between Longdon and Ogden with Ogden regaining the lead along the start/finish line and heading the closely bunched quartet into Park. It was then that things began to spread out a little with roughly equal gaps of a couple of kart lengths down to the fourth man. Longdon though was the man to outbrake Ogden into Barn Corner and establish himself again at the front. It was to be a short-lived affair when Ogden outgunned him into Park and held him at bay for the next few laps. There was no change to the order towards the end, but there was a high percentage of retirements, eventually leaving only seven karts running on the last lap. The fates had it in for both Longdon and Ogden. First Bill Longdon who rolled to a standstill at the end of Park Straight and next Alan Ogden on the start straight. It seemed such wasted effort because had they not encountered problems it would have undoubtedly been a scrap to the finish. As it was George Bett found himself elevated to the winning spot and cruised home with part of his exhaust adrift to lead the British Championships. Second man up was Gary Parker, followed by Phil Featherstone, Neil Bolton, Rod Harpham, Alistair Mathie and Chris Calderbank, the only karts running at the finish.

1st	George Bett	Zip/APV
2nd	Gary Parker	Aero/APV
3rd	Phil Featherstone	FP Cobra/FPV
4th	Neil Bolton	Zip GP/Adamson Vill
5th	Rod Harpham	Zip GP/Patterson Vill
6th	Alistair Mathie	Zip GP/APV

Race Time: 17min 3.3sec — 79.15mph
Fastest Lap: Alan Ogden — 1min 39.2sec — 81.65mph

250 NATIONAL FINAL

The 250 Nationals rolled out to contest the second final of the afternoon with Rodgers, Boston, and the Dobles heading the field of 28 karts, the numbers down somewhat on prior occasions but, nevertheless, offering the prospect of some fine racing. Boston was quick to grab the advantage and led the pack up Charlies with Rodgers tucked in close while Tim Doble, Mike Doble, Mike Hodgins, Kevin Routh and Rob Hipkin followed line astern. Boston's lead was tenuous and he soon fell prey to Rodgers as they came out of Park Corner and charged down to the Gooseneck. The order behind to seventh was still the same, though York's Colin Fletcher was beginning to pose a threat to Hipkin. Through Hall bends Rodgers was still in front with Boston hanging pretty close, but the start straight saw a change to that situation when Tim Doble broke away and swung out to push Richard back to third and made him the subject of Mike Doble's attentions. Down Park Straight fifth place was finally settled in favour of Colin Fletcher when he cleared the trio of Hodgins, Routh and Hipkin. Not for long though because John Atherton had appeared on the scene, weaving and darting his way through until he sorted out fifth place for himself. Hipkin was back in the battle and soon pushed Fletcher back a slot, just ahead of Hodgins and Routh.

Into the next tour and Tim Doble began to challenge Derek Rodgers, eventually going through to take up station at the head of the field while Rodgers seemed to be content to sit in second. Richard Boston, who had been driving well up to that point, stuck a hand in the air and retired just before Park Corner, leaving GP man Mike Doble to occupy third spot. Atherton still held on ahead of, this time, Fletcher, then Phil Glencross who appeared to have come from nowhere to fill the sixth position. Ross Hyett was another retire-



Barrington fought a valiant battle in 125 National but eventually had to settle for 6th. (Pic: Doug Rees)

ment on Park Straight which seemed to have been unofficially designated as a casualty reception centre!

John Atherton brought up Phil Glencross and John Newton. Newton had proved to be the spoke in the works for Fletcher. He had climbed the order steadily and was driving in a determined style with Fletcher just to his rear. Reckoning without any other opposition these two pressed the attack on Glencross. Ian Bickerton was the man who had been sitting in the shadows and, whilst attentions were concentrated elsewhere, soon took up station behind Glencross, taking Fletcher with him as he swept past Newton. Unfortunately it was John Atherton's turn to join the ranks of the non-finishers on the grassy bank near the end of Park Straight, an event which elevated everyone from fourth downwards.

With seven out of the ten laps now under their belts Tim Doble headed the traffic through Charlies and onto Park Straight. Rodgers still sat in second and not very far adrift while Mike Doble and Phil Glencross were considerably spaced to his rear. The main action seemed to be centred around Bickerton and Fletcher as they fought all the way along the straight, Fletcher seeking a way past the Stoke driver though to no avail as Newton watched from seventh position ahead of Kevin Routh.

Incredible as it may seem, Tim Doble's dominance over the proceedings vanished through an error on his part. The relentless pressure exerted by Rodgers paid dividends when Doble missed his line at the Gooseneck and Rodgers seized the opportunity, the only one he was likely to get and dived through to take up the lead. Rodgers then began to extend that lead until he had established a clear five second advantage over the next man while the GP plates continued to hold station in third. Glencross looked to be the next to fall under the hammer as Bickerton pressed the issue. Then Bickerton was through and



Coward's struggle to maintain the 125 National lead produced a fine display of driving skill but fatigue defeated him in the end.....

Glencross began to fall back considerably, more from a malfunction than anything else.

As Rodgers romped along with a clear track ahead, the Doble family ties were put to the test when they commenced a furious struggle over second spot. A fine display of dare-devil tactics to encourage the spectators, with lots of very late braking, especially at Mansfield where grass manoeuvres were frequently called upon to get round the corner! Eventually the duel was decided in favour of Mike Doble and Tim had to be content with third. Rodgers cleared the line almost half a minute ahead of the rest of the field. Ian Bickerton finished fourth after a creditable drive and a lot of opposition from Routh, Fletcher and Newton, though Newton dropped back on the last lap and was out of contention for a place in the first six.

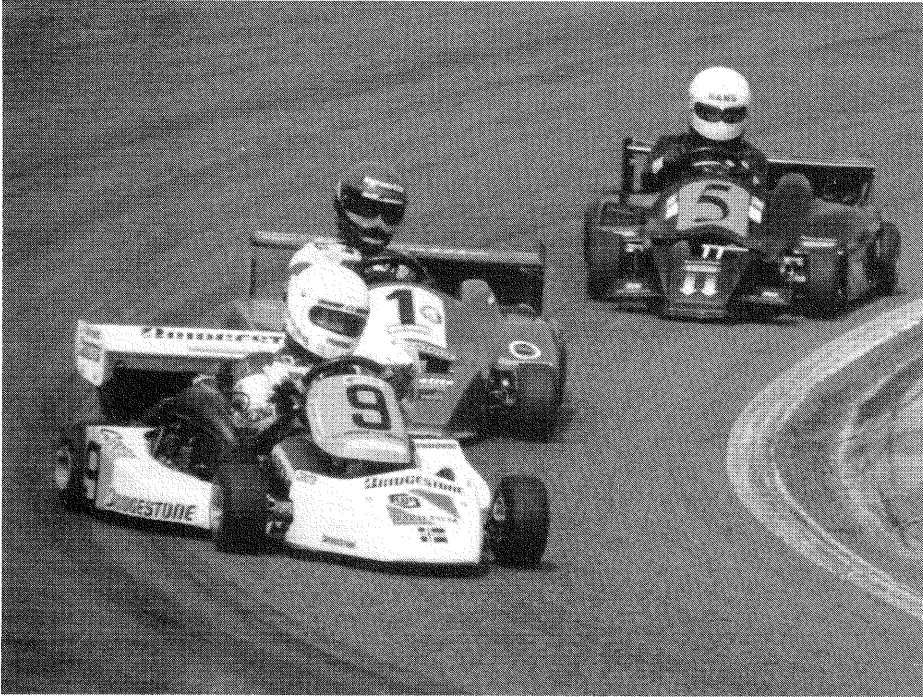
1st	Derek Rodgers	Leaside Zip/PR Yamaha
2nd	Mike Doble	Zip/Yamaha
3rd	Tim Doble	Zip/Yamaha
4th	Ian Bickerton	Phoenix/Motiv Yamaha
5th	Kevin Routh	Phoenix/Zip Yamaha
6th	Colin Fletcher	Zip/CJF Yamaha

Race Time: 15min 51.16sec — 85.16mph
Fastest Lap: Tim Doble — 1min 33sec — 87.09mph

125 NATIONAL FINAL

Stuart Ziemelis, Peter McCallum, Stephen Coward and Boyd Barrington had all been heat victors, with McCallum taking pole position. Derek Price was also well up among the front runners while Chris Stoney, from the Qualifier, could see a full grid of karts from his rear grid position. As the starter ushered them away it was Coward from his second row slot who got the jump and led up Coppice with Price sniffing his exhausts. Pole man McCallum hadn't quite got it right

THE DUTCH TREAT!



The pre-final, with Kleppe leading Hines and Hans van der Heyden.

Young Dutchman Perry Grondstra won the Dutch Superkart Grand Prix at Zandvoort on Sunday 19th August from Denmark's Poul Petersen, while current World Champion Martin Hines finished third after a dramatic tyre incident tossed him into the armco at the line. Fortunately he escaped unhurt. The supporting National classes were well subscribed by Britain's top drivers — Mike Doble took the 250 National from Leaside sponsored Derek Rodgers and Holland's Jaap Wieringa, while the 125 National victory went to Stephen Coward with Talasan Insurance and SRS Racing driver Mike Coles taking second; Salford's Ian Shaw claimed a well-deserved third.

Under sunny skies and soaring temperatures the karts formed the supporting group to a large Dutch bike and car meeting with three sessions of free practice commencing on Friday 17th. Saturday also saw practice periods allocated, two of which were designated timed practice. The pre-final and final were held on the Sunday. The total number of karts reached 65, that being the maximum number permitted on the grid at any one time and because of the priority extended to the cars and bikes it was deemed necessary that the karts race as one group, regardless of class! Hardly the most favourable of situations, as the Dutch kart authorities stated, there was little they could do but be thankful for small mercies.

Saturday's timed practice produced some interesting results: Perry Grondstra clocked the fastest time (1min 37.7sec), ahead of Martin Hines (1min 37.9sec) and Poul Petersen (1min 38.6sec). 125 National driver Stephen Coward was accredited with 1min 46sec; Ian Shaw 1min 49.8sec, while Les Cooper and Stuart Ziemelis both put in times of 1min 50.8sec. 250 National times for the first three were — John Atherton 1min 48.2sec; Jaap Wieringa 1min 48.3sec and Mike Doble with a 1min 48.4sec, shared jointly with Derek Rodgers.

The karts assembled for the pre-final shortly after 2pm and rolled round to the start. Heading the Superkart

grid were Grondstra(pole), Hines, Petersen and Glenn George, while the second row saw Austrian Franz Binder, Dutchman Piet Hartog and Carolynn. A short



The result of mixing the classes! Identifiable: Oosting (69) 125; Ziemelis (76) 125; van der Hoek (98) 125; Sonneveld (73) 250 Nat; Blok (8) International; Buus (91) 125; Cooper (92) 125; Atherton (74) 250 Nat and Coward (79) 125.

way behind the two National classes were formed up under separate grids, the 250's leading — Atherton(pole), Wieringa, Doble and Rodgers on the front line; Glencross, Boston and Chetham on the next row. The 125's had Shaw on pole with Coward alongside. It transpired that there was some confusion as to Coward's timed practice result. Les Cooper and Stuart Ziemelis completed the leading rank. The second row was also occupied by British drivers: Scotsman Peter McCallum, Mike Coles and Paul Cook.

As the lights changed to green it was Grondstra and Hines who made the break first to lead into Tarzan with Petersen, Binder, Carolynn and George in hot pursuit. The race was over five laps and soon developed into a furious dispute between Hines and Grondstra, the Dutchman managing to fend off the Hermetite driver for half the race, until Hines gained the advantage on the third tour and grimly hung onto it to the end. He took the chequered flag just about one kart's length ahead of Grondstra. Carolynn and Franz Binder enaged themselves in a race long battle with Poul Petersen, until Binder was forced to retire from the affray and, in the end Petersen got the better of Carolynn to finish in third. Norwegian Torgjer Kleppe claimed fifth after relegating German Hans Peter Kiefer and Glenn George to the next two places. The rest of the order to tenth was Hans van der Heyden, Thorbjorn Ljungloef and Jurgen Bergmann. The fastest lap was recorded by Martin Hines — 1min 38secs.

The 250 Nationals produced just as much close racing as their contemporaries in the Superkarts, with Atherton and Doble playing the main parts, while Rodgers had his hands full battling with the determination of Glencross and Wieringa, eventually having to cede and follow in their wake. Doble succeeded over Atherton and crossed the line in first, while Wieringa beat Glencross back into fourth a fraction clear of Rodgers. Sixth home was another Leaside driver, Alan Cheetham and the rest of the order down to tenth was filled by Jan Sonneveld, Leon v.d. Slik, Dale Couzens and Barry Tomlinson.

The 125's saw Coward gain an early advantage from Shaw as they went off the line, though that was soon to be whittled away as Ziemelis worked his way through the traffic to take up station at the head of the field, leading team mate Mike Coles. Coward had to content himself to running in third and managed to fend off the attentions of Paul Cook while Shaw was not quite so fortunate and lost ground, finding himself in sixth behind Dutchman Ruud v.d. Hoek. ▶

FINAL

Unfortunately a protest held up the ‘A’ final for nearly an hour. Stephens and Brogan had apparently been waved through the weighing-in area after the ‘B’ final without being weighed. The organisers, realising their mistake, recalled the drivers on the tannoy — unfortunately Stephens didn’t hear this announcement and was somewhat miffed to turn up for the ‘A’ final and find he’d been excluded for not being weighed. A protest duly lodged and witnesses called, the interested parties disappeared into the race control caravan with the stewards to hammer out a decision. Meanwhile drivers chatted and sat around, Gary Prior fell of a kart trolley (his face going “as red as his helmet” as everyone cheered). Spectators waited impatiently and the sun sank in the West. Eventually about an hour later the field rolled off the dummy grid, Stephens reinstated, as follows:-

Cotterill (pole)	Moynihan
C. Brown	J. Brown
Sutton	Tillett
Edwards	Benham
Beasley	Roscoe
Grice	S. Day
Colson	Sykes
Kershaw	M. Day
Harridge	Prior
Hall	Moon
Brogan	Stephens
Hann	Banks
Murphy	

Jeremy Cotterill made full use of his pole position by launching himself into the lead ahead of Gary Moynihan and a tussling pack behind. Moynihan was trying everything he knew and at the end of lap three dived inside Cotterill to take the front — but Cotterill wasn’t having that, and half a lap later he was back in front again. These two now began to pull away slightly from Charlie Brown, Simon Sutton, Ricky Grice (going well from 11th on the grid), Nigel Edwards and Graham Roscoe, the latter two having quite a scrap. Indeed the dice became somewhat physical on lap six as Edwards and the exuberant Roscoe had a disagreement over who had right of way. Net result was Roscoe falling well down the order and Edwards trying to straighten his chassis out by the trackside — he did eventually restart but with all hope of a top placing out the window.

Meanwhile Cotterill and Moynihan continued their struggle for dominance, Moynihan briefly getting by again but unable to hold the front running slot for long. All this allowed Charlie Brown and Ricky Grice to close right up with them (Sutton went missing on lap 6). Then on lap thirteen disaster for Cotterill and disappointment for the spectators as that super-quick Rotax apparently seized. At the same time Charlie Brown disappeared leaving the battle for supremacy to Moynihan and Grice, and what a battle it was!

No one could touch these two as they pounded round the circuit, glued to each other like mating flies (sorry, but it’s a good analogy). Even Gary Prior, who had simply flown through the field from 18th on the grid to third by lap 14, could do little other than watch the show-down before him. For two laps Moynihan held on but then Grice got inside at the dog-leg only to be re-overtaken before the end of the lap. But he wasn’t finished. Another attempt on the next lap and Grice’s Jeta/DAP again found the front, and this time he held onto it. Moynihan went this way and that but had to concede defeat as Ricky Grice hung on in there to score his second K&S victory of the year.

Moynihan, sensibly, hadn’t forced the issue — he knew he’d built up a considerable points advantage in the heats from Grice and, although he took second in the final, he was still ten points to the good overall and extends his lead at the head of the championship table. Gary Prior bounded in third, looking much quicker in the final than in the heats, while ‘B’ final winner, Steve Brogan, fairly motored up from the back of the grid to annex fourth at the flag. Darrell Beasley took a well-deserved fifth with Barry Benham putting up a fine performance on his local track to take

sixth. The top ten were completed by Stephen Sykes, Andy Colson (a mistake on the penultimate lap having cost him two places), Scott Banks (another excellent drive from the back) and finally, the irascible Graham “Rocket” Roscoe.

So, can Ricky Grice be defeated? Will Cotterill get it all together? Will Roscoe get a turbocharger or will Nigel Edwards catch him first? How many more kart-trolleys will Gary Prior fall off? Don’t miss next month’s exciting instalment of “Game for Bridgestone/Kart & Superkart round”!

JUNIOR BOOSTER

1st	Bobby Game	Lane/DAP
2nd	Oscar Newman	Kestrel/Arrow
3rd	Jason Worden	Zip/Arrow
4th	Paul Ozanne	Dart/Arrow
5th	Guy Linton	Boxer/TKM

JUNIOR NATIONAL

1st	Emily Newman	Cobra/Parilla
2nd	Alan Innes	Zip/Arrow
3rd	Paul Somers	Dart/Arrow

JUNIOR INTERNATIONAL

1st	Francis Stewart	Cobra/Parilla
2nd	Allan McNish	Wright/Yamaha
3rd	David Cuff	Sprint/Parilla
4th	Emily Newman	Cobra/Parilla

JUNIOR BRITAIN

1st	Nicky Hart	Dart/Arrow
2nd	Dominic Connelly	Boxer/Arrow
3rd	Steve Sparkes	Barlotti/Arrow
4th	Shaun Nicholson	Wright/TKM
5th	Adrian Coles	Jeta/DAP
6th	Martin O’Connell	Sprint/Arrow
7th	Jeremy Griffiths	Jeta/DAP

100 NATIONAL

1st	Ricky Grice	Lane/Parilla
2nd	Gary Moynihan	Wright/Yamaha
3rd	Gary Prior	Zip/PCR
4th	Steve Brogan	Sprint/Parilla
5th	Darrell Beasley	Wright/Yamaha
6th	Barry Benham	Kali/Yamaha
7th	Stephen Sykes	Mystery/Parilla
8th	Andrew Colson	Dart/Arrow
9th	Scott Banks	Zip/PCR
10th	Graham Roscoe	Sprint/Parilla

KART AND SUPERKART 100 NATIONAL SERIES

RESULTS

AFTER ROUND 4

Position	Driver	1	2	3	4	Total
1st	Gary Moynihan	136	100	130	135	501
2nd	Scott Banks	120	121	99	96	436
3rd	Neil Hann	110	121	107	95	433
4th	Ricky Grice	97	57	134	125	413
5th	Gary Till	107	117	124	63	411
6th	Steve Brogan	53	112	128	113	406
7th	Gary Prior	81	131	68	117	397
8th	Peter Giddings	111	108	95	72	386
9th	Darrell Beasley	53	109	96	124	382
10th	Jeremy Cotterill	135	104	—	121	360
11th	Rob Owen	101	112	80	65	358
12th	Graham Kershaw	130	98	15	110	353
13th	Stephen Day	112	71	53	109	345
14th	Stephen Sykes	123	103	—	117	343
15th	Michael Day	85	93	53	110	341
16th	Steve Tillett	68	112	30	118	328
17th	Kerry Thorpe	119	60	98	44	321
18th	Andrew Colson	127	73	—	117	317
19th	Simon Sutton	108	60	42	107	317
20th	Darren Scott	67	109	61	69	306
21st	Jack Brown	96	23	68	109	296
22nd	Miles Hall	128	51	—	105	284
23rd	David Tom	15	97	111	42	265
24th	Peter Stephens	70	106	—	79	255
25th	Nigel Edwards	—	26	112	115	253
26th	Paul Fletcher	113	55	—	73	241
27th	Ian Murphy	105	77	56	—	238
28th	Graham Roscoe	—	—	118	118	236
29th	David Harridge	—	51	83	96	230
30th	Paul Wilkes	102	60	—	64	226
31st	Vincent Young	45	71	75	30	221
32nd	Peter Rochford	78	103	24	15	220
33rd	Martin Homewood	104	—	115	—	219
34th	Bob Moon	—	64	57	93	216
35th	Ashley Sinclair	53	45	80	30	208
36th=	Russell Maple	41	113	46	—	200
36th=	Alan Hughes	45	75	38	40	200
38th	Clive Wheldon	52	84	—	61	197
39th	Derek Higgins	108	83	—	—	191
40th	Jon Earnshaw	52	72	—	59	183

but was lying third with Barrington, Ziemelis and Luby all there with him. Down Park Straight and McCallum slipped by Price and set his sights on Coward. It was to develop into a fierce battle for the front between those six drivers.

Into the second tour and Coward was still heading the bunch, but McCallum had fallen prey to first Price and then Barrington; Ziemelis and Luby brought up the six. As the lead three charged out of Charlies the reason why McCallum had slipped back became evident when he retired onto the grass bank with motor problems to leave it a five-way battle.

As they exited Barn Corner Coward sat comfortably in the lead but the order behind had adopted a different aspect — Barrington and Ziemelis had both ousted Price and left him a fraction ahead of Luby whilst they carried on their own personal dispute over second place. Ziemelis emerged the victor and began to draw away while Luby, who had found a route past Price, quickly sorted out, who was going to occupy third and left Barrington in his wake. Chris Stoney, meanwhile, from the rear of the grid had climbed to fourteenth spot and was literally flying through the field.

Coward still hung onto the lead as Ziemelis and Luby fought a rearguard action with Luby winning the struggle along Park. Barrington had fallen prey yet again, this time to the Euro Kart outfit of Derek Price. A short gap appeared before Gary Ashurst led the rest of the immediate order, consisting of Steven Key, Adrian Wilcox, Kenny Tibbs and Mark Allen. Stoney was up to eleventh and hanging onto Allen’s bumper.

Out front a terrific scrap was in progress between Coward, Luby and Ziemelis with Luby forcing the issue on Coward on the long Park Straight. Hardly space between them and then Luby was through, fiercely defending his hard earned first. Ziemelis was trying but couldn’t seem to get past Coward, at the same time conscious of the threat both Price and Barrington could pose if they got too close. Gary Ashurst still held onto sixth while the splendid efforts of Chris Stoney had taken him through to seventh after defeating Key, Wilcox and Allen, all riding along hot on his tail; Kenny Tibbs had retired.

Through Hall Bends the lead trio clung to each other like limpets with Coward maintaining the pressure on Luby. Then out of Barn Corner and onto the start straight Coward was back in charge and Ziemelis was doing his utmost to relegate the Phoenix driver yet another place, but it was not to be.....

Up through Charlies they hurtled with Coward still holding off Luby while Barrington had ousted Ziemelis and left him to the ravages of Derek Price. Ashurst continued to fend off Stoney’s advances while Key and Wilcox brought up the rear.

Down through the Gooseneck and into Mansfield Luby slipped by and held Coward at bay enough to gain a small advantage. Barrington hung on in third with Price now in fourth ahead of Ziemelis. Ashurst

lost the struggle with Stoney as the latter went through to pose a threat to Ziemelis. Steven Key and Adrian Wilcox held station in eighth and ninth respectively but Mark Allen had fallen foul of Colin Poole and now lay in eleventh.

While Coward and Luby fought it out at the front, Ziemelis made a small comeback and retook fourth from Price and made Barrington’s third look a little precarious as he poked his nose alongside a couple of times to assess the situation. Eventually he made his move and Barrington was down to fourth.

At that stage backmarkers were the order of the day and Coward encountered one to find himself baulked sufficiently to let Luby gain the advantage and sweep ahead and put some distance between himself and the Coward threat. Ziemelis was losing ground and eventually ceded third to Price. Even his fourth position came under the hammer when Barrington succeeded in ousting him. None of the three though were safe from further incursion. Stoney had edged up into a good striking position and managed third before the last lap commenced.

As the chequered flag came out, held poised, Luby exited Barn Corner in the lead with Coward in tow and went on to take a fine win after an excellent display of close racing. Chris Stoney was happy with third and a splendid performance from the back. Derek Price claimed fourth ahead of Ziemelis and Barrington. Gary Ashurst, Steven Key, Adrian Wilcox and Colin Poole completed the first ten home.

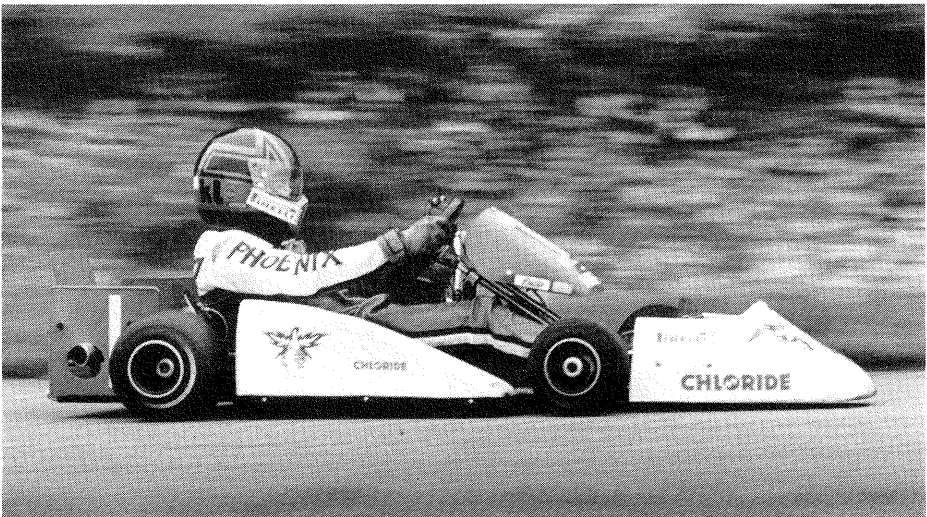
1st	Kurt Luby	Phoenix/LD Rotax
2nd	Stephen Coward	Zip/Rotax
3rd	Chris Stoney	Barlotti/Rotax
4th	Derek Price	Zip/Eurokart Rotax
5th	Stuart Ziemelis	SRS Zip/SRS Rotax
6th	Boyd Barrington	Spyda/Hood Rotax

Race Time: 16min 19.4sec — 82.70mph

Fastest Lap: Luby/Ziemelis/Stoney — 1min 36.8sec — 83.67mph

250 INTERNATIONAL

Styrin, Collier and Carolynn headed the front of the grid with Hines and Gange close behind. As the starter got them under way it was Carolynn who took advantage of her front row position to quickly take up the lead as they headed for Charlies. Reg Gange held steady in second with Styrin, Heerey and Butterfield. Hines was running around the middling order. Carolynn wasn’t destined to be in the lead for long as Gange outraked her and swept through to take up the front. Styrin was next to clear her exhausts and leave her to the attentions of Heerey. Out of Barn Corner the order was Gange, Styrin, Heerey, Carolynn, Butterfield, Collier and Hines. Out along Park Straight and Carolynn fell foul of Butterfield as he took off in pursuit of Heerey. Hines was going well and picked off Collier before the end of the lap, leaving him to feel Phil Answell breathing down his neck. Out front the dispute for the lead was played out in a very serious manner as Heerey forced the issue with Styrin and



.....and the Phoenix of Kurt Luby went on to take a well deserved victory.

(Pics: Doug Rees)



eventually wrested second spot from him as they exited Charlies and clung on grimly in Gange’s slipstream. Butterfield looked comfortable in fourth with Carolynn, Hines, Collier and Ansell next along. Into Park Corner and Heerey made his move to secure first from Gange. Styrin hung on but there didn’t seem any way he could get past the ‘E’ plate on the orange out-fit. Meanwhile Hines was pressuring Carolynn, eventually outraking her into Mansfield where he slotted himself in behind Butterfield and prepared for his assault on the Rugby Club driver.

As they passed through Barn Corner he had succeeded but was still some way adrift of third man Styrin, too far in fact to consider any overtures in that direction. Carolynn had lost more ground and was now tucked in behind Collier in seventh and Ansell was looking to demote her further. After some distance appeared Welshman Tony Holmes leading Glenn George and Eddie Gates.

They swung onto Park with Heerey still in the lead but Gange was only a whisker away and by the time they reached the corner the European Champion was back in front. The EDR of Styrin was close by but Hines was approaching fast having sorted out Butterfield, then Collier, Carolynn and Ansell. That was the order they maintained through Mansfield along to the Mountain approaches where Butterfield was to be the casualty from the group — he retired with a sheared engine mounting bolt. Down the start straight Heerey was out front once again and Styrin had slipped behind Hines. Gange had tumbled from the lead with a suspected tyre problem and now lay in fourth, while Carolynn was holding on well in fifth.

Slowly the lead pair of Heerey and Hines began to pull away from the rest. Styrin was running a somewhat lonely third and Reg seemed to be falling prey to Carolynn eventually relinquishing his position at Park near the closing stages of the race. It looked all set to be a PJI victory as Heerey was driving well and thwarting any attempt made by Hines to wrest his lead, but all was not to be.....

Backmarkers were beginning to pose a threat. As they started the last lap Hines made his move and succeeded in ousting Heerey from the front, but Heerey fought back well only to find himself slowed by a backmarker. Hines had the edge and went on to take a good win after a fine battle with Heerey. Styrin finished third ahead of Carolynn, Gange overcame his problem sufficiently to claim fifth while Glenn George completed the first six.

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Brian Heerey	Zip/Rotax
3rd	Steve Styrin	EDR/DRE Rotax
4th	Carolynn G.S.	Hermetite Zip/Zip Rotax
5th	Reg Gange	Hermetite Zip/Zip Rotax
6th	Glenn George	Zip/Rotax

The fastest lap went to Martin Hines with a time of 1min 27.6sec, reckoned to be a new quick time.

ANOTHER ONE FOR GRICE

Ricky Grice notched up his 2nd K& S victory at the Little Rissington event which also hosted the RAC British Junior Championships and gave an excellent day's racing to all.

Report & Pics: David Collier

The wide open spaces of Little Rissington welcomed over 150 drivers for the Sunblest — sponsored RAC British Junior Championships and the fourth round of the Bridgestone/Kart & Superkart 100 National Championship.

Home of the Bromsgrove Kart Club, "Rissi" has recently been resurfaced and was looking in fine fettle, with the sponsor's banners and hospitality marquee adding colour to the scene. The track proved to be extra-grippy and its series of quick and slow corners with few "resting" places meant some hard work ahead for the drivers and a real test of stamina in the twenty lap finals.

So, once the massive task of scrutineering had been completed and the drivers had been given a comprehensive no-nonsense briefing, we got under way with the racing.....

JUNIOR BOOSTER

The first ever RAC British Junior Booster Championship was set to be decided today and it was encouraging to see sixteen drivers from afar afield as Guernsey and Aberdeen turn-up to contest this new class. However, even this class, for 10-13 year olds, was not without a patch on controversy. A protest arose over whether a thirteen year old could start contesting 100 Junior Britain and then "move-back" to Booster (Junior Britain being for 13-16 year olds). After some discussion it was decided that, thanks to the loosely worded "Blue Book", it was indeed possible to do this. So that out of the way the heats began.

No one person proved to be dominant, although it became clear that the final was set to be contested by four or five drivers. There were the three different heat winners — Rod Easterling, Oscar Newman and Jason Worden — the latter slightly luckily as Bobby Game and Oscar Newman took themselves off on the penultimate lap of the second heat. Indeed so delighted was Worden with his heat win that he crossed the finish line throwing punches at the sky like Sugar Ray Leonard — an emotion that was generally reserved for the finals' winners. Local lad Bobby Game and David Franchitti from the Borders were also ones to watch, the former netting two seconds and the latter showing steadily improving form to score a second in the last heat.

And the final turned into a real cracker! At the start Jason Worden pounded off the line while Newman, Game and Franchitti slotted in behind. Already we'd had a bit of argy-bargy and Rod Easterling went missing. Second lap and Game's Lane/DAP, complete with bright red sidepods scrambled into the lead and began to pull away as Jason Worden held up a no-doubt fuming Oscar Newman and David Franchitti. Fair enough though! By the time Newman had found his way past Worden he was left with a lot of work on his hands to catch the fleeting Game but inch by inch catch him he did. And then backmarkers. Again Newman fell back slightly. Suddenly Game's motor sounded flat — the exhaust was detaching itself! Newman saw his chance and started catching Game hand-over-fist. With two laps to go there was a kart length between them, with one lap to go it was bumper-to-bumper. Hearts were in mouths as the two young lions hurtled as one around the last lap. Newman had a look here and a

look there but Bobby Game knew the circuit and stuck to his line. A last desperate dash through the last corner but Newman was beaten and it was an overjoyed Bobby Game who took the chequers to loud cheering from the crowd.

JUNIOR NATIONAL

The smallest field of the day saw only nine entrants and made one wonder whether it was worth continuing this class in the Juniors, especially now that all the Junior classes are on wide tyres. Even the Junior Internationals fielded more competitors.

Despite the small field there were some exciting dices, particularly between the three leading lights — Emily Newman, Alan Innes and Paul Somers. In general, however, it was Emily's swift Cobra/Parilla outfit that nosed to the fore and she succeeded in taking two heat wins. The other heat win went to Paul Somers after first Alan Innes found his tyres sticking rather too well and overturned and then Scott Bevis succumbed to mechanical problems.

With Emily Newman on pole and Paul Somers alongside it looked like there might be a good duel at the front. This was unfortunately not to be. The grid having been red flagged once on the rolling lap for trying to outwit each other the starter eventually let them go, the London lass leaping straight into the lead with no one able to challenge her. Indeed, from lap one to lap twenty there was very little change in a rather processional race with Emily Newman pulling away from Alan Innes who was equally well clear of Paul Somers, Richard Smith and Brendan Keirle. The only excitement came when Richard Smith, obviously bored with proceedings, decided to ram the starter's position causing the latter to leap ten feet in the air (well maybe that's an exaggeration but he certainly leapt about a bit!). So Emily Newman crossed the line triumphantly with Scotland's Alan Innes second (little consolation for the six hundred mile journey down, not to mention going home) and Paul Somers third.



Francis Stewart — Junior International winner.

JUNIOR INTERNATIONAL

The twelve-strong field of Junior Internationals produced a two-man battle between Jamie Kavanagh and, all the way from Antrim in Northern Ireland, Francis Stewart. What a cracking pace they set!

The only person able to get between these two in the heats was David Cuff who snatched second from Stewart on the last lap of the first heat. In the other two heats it was Kavanagh and Stewart all the way, making full use of those sticky wide tyres on the equally grippy track, but at the flag it was the man from across the water who gained the upper hand and it was thus no surprise to see Francis Stewart on pole for the final with Kavanagh right alongside.

All looked set for a terrific dice between these two tigers, especially when Kavanagh stormed into the lead at the off, his Laudaesque helmet bobbing and weaving at the head of the pack. Sadly the best laid schemes o'mice an'men gang aft agley ("often go wrong" tae a'ye Sassenachs whae dinnae ken their Rabbie Burns!) and at the beginning of the second lap Kavanagh's piston rings decided to stick to the barrel. Although he managed to get going again briefly his race was run. So Francis Stewart took over the lead and there was really nothing anyone could do about him as he stretched the gap to a comfortable five seconds. David Price briefly headed the rest until his engine too cried enough allowing a dicing duo of David Cuff and Scotsman Allan McNish into second and third and pulling away from the equally tense struggle between Nicky Kyriakides and Emily Newman.

So for Francis Stewart the long journey reaped its just rewards as the flag came out, giving Northern Ireland the title. Scotland took the runners-up position as Allan McNish got the better of Cuff, and Emily Newman grabbed fourth from Kyriakides. Excellent racing — just a pity they weren't a few more of them.

JUNIOR BRITAIN

By far the largest class of juniors, with thirty-seven entrants, also saw by far the most competitive racing.

It was just as well that most of the juniors were now well acquainted with the behaviour of those big rear slicks because the circuit made for quite a bit of wheel-cocking, especially through the tight dog-leg.

The winners of the four heats also seemed the four most likely to in the final, being namely, Robert Wilson and Dominic Connelly from "oop north, lud", Nicky Hart representing the South and Shaun Nicholson from East Anglia. Not surprisingly the two Yorkshire lads came equipped with Boxer chassis, although engine choice was a TKM and an Arrow respectively. With Hart on a Dart/Arrow and Nicholson on a Wright/TKM the final looked set to become a fair old championship of makes.

Also showing well were, Sunblest driver Adrian Coles, Tilbury regulars Tom Radford and Ivan Turner, Steve Sparkes, Mike Mills and Martin O'Connell. Unsurprisingly there were a fair number of retirements in the heats which affected even top runners. Radford spun out of third in one of his heats. Doncaster's Steve Hazlett seemed to encounter more than his fair share of trouble and only managed one respectable placing — fifth. O'Connell, too, was unlucky to get involved in a pile-up at the dog-leg in the last heat and that dropped him down the grid for the 'A' final.

The rigours of the heats reduced the 'B' final grid to some half dozen karts and with four going through to the 'A' final there was no real need to do-or-die tactics. In fact Steve Hazlett led with such superiority that no one could get close enough to attempt any kamikaze attacks and the next three were well clear of the other runners so it became quite a boring procession all-in-all. So Hazlett, Jackson, Jebb and Redman tagged onto the back of the 'A' final grid. At the other end of same were Nicky Hart on pole with Ivan Turner right alongside. Behind them sat Connelly and Nicholson with Sparkes and Coles on row three. O'Connell and Mills sat on the fourth row while Jones, Robert Wilson, Radford and Spruce made up the top end of the grid.

Due to a protest over the K&S final the Junior Britains were waved away one race early to decide the penultimate battle of the day. Round they came on the rolling lap, dancing around the track, weaving and swerving to heat up their tyres — and then up went the Union Jack and, in a cloud of Castrol R30 smoke, they were off! Nicky Hart, leathers gleaming, zoomed straight into command and fairly flew round that all-important opening lap. At the end of lap one he had already opened up a sizeable gap as Turner and Connelly fell back towards a really charging Robert Wilson and Tom Radford (who you will remember had been 10th and 11th on the grid respectively). Shaun Nicholson had already fallen into their clutches and was down to sixth at the end of lap three. By lap seven the two chargers were up into second and third and furiously dicing with each other as they set off after Nicky Hart.

Unfortunately the tussling got the better of Robert Wilson and he disappeared from the fray. In the confusion Dominic Connelly grabbed second leaving Radford and Turner to fight it out for third. Meanwhile Michael Mills was progressing well through the field, now in fifth, ahead of O'Connell, Nicholson and Coles. Dominic now began to set off after Hart as hard as he knew how but, try as he might, there as just no stopping the Beckenham Express. From lap ten to the end the gap remained constant. Behind, a different story unfolded as Steve Sparkes pushed up through the field, eventually making third place and setting off after Connelly. He was too late — out came the chequers to give Nicky Hart the 1984 RAC British Junior Britain Championship. Dominic Connelly must have been disappointed with second, especially considering all the promising races he's had recently, but really there was very little between any of the top runners — it was more down to luck of the draw. Sparkes, in third, and the following Nicholson and Coles could equally have been champions. Better luck next time!

100 NATIONAL

The fourth round of the Bridgestone/Kart & Superkart series saw a return to the eighty or so competitors we are used to, although there was still no sign of Derek



Emily Newman clinched the Junior National title.

Higgins. Newly-crowned British 100 National Champion, Gary Moynihan, proudly sported those coveted No.1 plates on his familiar Wright chassis while the deposed champion, Gary Prior, had to make do with No.21 on an unfamiliar Zip chassis — Gary now racing with Zip support after his split with Dartford Karting. As usual both drivers had their karts immaculately prepared. Jeremy Cotterill was there and setting a demon pace in morning practice with low 43 second laps. Closer inspection of the Brumny driver's Kali chassis revealed the distinctive shape of a Rotax engine — apparently where all that extra push was coming from. The story goes that this was a "special" picked-up while the Cotterills were in Europe for the Individual Championships. Suffice to say the other drivers were suitably impressed! Peter Rochford had a new Wright chassis after his Tilbury cartwheel and was hoping he wouldn't write-off (or should I saw Wright-off?) any more, as it was getting expensive! Practically all the regulars were there as well as quite a few locals determined to prove their point — certainly being a "local" was quite an advantage on this track with its multitude of possible "lines".

The heats as ever were terrifying competitive and struck fear into the heart of any sane mortal, although I am sure that the drivers were enjoying themselves. Morning practice proved to be a fair guide to form, but it still came as quite an eye-opener to see Jeremy Cotterill win all three of his heats starting from 8th, 11th and 17th on the grid. What hope anyone catching him in the final? Likely challengers included Ricky Grice who scored two heat wins; Gary Moynihan who scored one win, a second and a third; Jack Brown with a heat win, a second and a sixth and his namesake, Charlie Brown with two seconds and a fourth. Gary Prior had fairly average heats, not helped by running short of petrol in one, thanks to an excessive number of rolling laps, but despite his lowly grid position for the final certainly could not be discounted. Others going well included Simon Sutton, Steve Tillet, Nigel Edwards (in confident frame of mind now that his motors are running reliably and after a recent win at Fulbeck), local lad Barry Benham, Darrell Beasley and Graham Roscoe — and most of the other top K&S drivers qualified for the 'A' final. Those whom the Gods weren't smiling on included Kerry Thorpe, down in the 'D' final after mechanical problems, Peter Rochford who had another miserable meeting and yet again didn't make the finals and Dave Tom who didn't seem as quite "on the pace" as in previous rounds and found himself in the 'C' final.

Scenes from the heats. Cotterill giving "Rocket" Roscoe a helpful boost up the rear, the latter's rear numberplate subsequently flying into the air at the exact same moment as he crossed the line to take second place — beats throwing your cap in the air anyway. Heat 9 poleman, Mark Lundie, with a dazzling white and dayglo helmet, leading the rolling lap round only to go roaring off down the wrong piece of track, spinning trying to rejoin the pack, restarting and catching the pack on its second rolling lap,

going down the wrong piece of track *again* (talk about brain fade!), rejoining on the third rolling lap and eventually starting the race (at the end of the fourth rolling lap!) — subsequently hanging onto a creditable fourth place. If he gets his brain in gear he could be quite a good driver! And in the last K&S heat, another poleman in trouble — Ray Hersey failed to get his machine running properly and the rolling lap had to be red-flagged as the order behind changed somewhat from what was intended. Restarting, again Hersey's engine oiled-up and he fell away down the order. Not his day really — he was last seen limping away from the 'D' final with his arm in a sling!

The 'D' and 'C' finals were run without too much problems, although the 'C' final became a slightly messy affair with half-a-dozen spinners, one person losing a wheel (without help from anyone else!) and our friend Lundie disappearing across the grass at great speed. Kerry Thorpe managed to avoid such agro and took dominant wins in both finals with Alan Hughes following along in second in each instance, therefore qualifying for the dreaded 'B' final along with 'C' final runners-up, Pete Anderson and Iann Rae (the latter from Thurso would you believe — which is about as far north as you can walk without falling in the sea).

Front row man, Steve Brogan, simply ran away from the rest on his Sprint/Parilla outfit in the 'B' final. Neil Hann and Peter Stephens had a wee tussle for second before Hann decided that there was no point in colliding and missing the 'A' final, so let Stephens through. Scott Banks drove steadily into fourth to take the last slot on the final proper's grid. Unlucky were Paul Fletcher, who lost his chain, and Clive Wheldon and Paul Wilkes who had contretemps with other drivers. Darron Innocence, Kerry Thorpe and Robert Owen also missed the cut after stirring drives into seventh, eighth and ninth places respectively after starting at the back of the grid. And so to the 'A' final.....

BRIDGESTONE/ KART AND SUPERKART 100 NATIONAL SERIES Final Round — Snetterton Kartway — 7th October

The final round of the 1984 Bridgestone/Kart and Superkart 100 National Series will take place at Snetterton Kartway during the weekend of 6th and 7th October.

Entry forms will shortly be available from the Kart and Superkart offices. Those drivers with any queries are invited to contact the Competition Secretary.

Mr R. Kett at:
103 Park Road,
Spixworth,
Norwich,
Norfolk.
Tel: Norwich 897612

Please note that camping facilities are available.