

ZIP TEAM EQUIPMENT

The WORLD CHAMPION'S CHOICE

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



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



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

ZIP KART, PINDAR ROAD, HODDESDON, HERTFORDSHIRE.

KART AND SUPERKART

2-40

75p

NOVEMBER 1984



THE SWEDISH CONQUEROR!

● SNETTERTON

● CADWELL



CHAINS - SPROCKETS - etc.

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

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

ZIP HIGH QUALITY DIE-CAST COMPONENTS

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

ZIP (Bridgestone approved) DIE-CAST WHEELS

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

PLUG - IGNITION - TOOLS etc.

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

ALL PRICES PLUS VAT AND SUBJECT TO ALTERATION WITHOUT FURTHER NOTICE

or order direct from ZIP KART, where we are pleased to accept, Access, Visa, or Barclaycard.

ZIP KART, PINDAR ROAD, HODDESDON, HERTS. TEL: (0992) 463371/468503

MAIL ORDER TELEX 266343 G ZIP

ADD VAT AT 15% AND POSTAGE BASED ON THE FOLLOWING SCALE:

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

SECURICOR DELIVERY (up to 20 kilos) + £5.00

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

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

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

NEW SIMPSON Type 82	£169.00 + VAT
SIMPSON Type 82 Carbon Fibre (You will not believe how light it is!)	£220.00 + VAT
BELL M.1. Special Offer SAVE £51	£99.00 + VAT
BELL TOUR STAR	£59.00
G.P.A. F.1. HELMET	£199.95 + VAT

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

GENERAL KART COMPONENTS

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

STOPWATCHES

Cronus Dual Split	£27.50
Cronus 3T	£47.50
Splitmaster	£99.00
Timeclip 1000	£99.00
PVC case for SE, 3T, LC20D, 2D	£3.00

ZIP RACEWEAR

All PVC suits are available in Red, Green, Black or Blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.

Zip std. PVC suit	£29.75
ZIP NEW TEAM SUITS are in the latest fashion with stripes up the side of arm, leg and body and carry Zip logo on back and shoulders	£32.00
ZIP NEW CIK SUITS	£32.00

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

HELMETS AND ACCESSORIES

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

The new Simpson 82 range of helmets designed for karting use.

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

BRIDGESTONE TYRES

(National and Britain C class tyre prices include temporary currency surcharge)

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

ZIP DISCOUNT CENTRES:

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

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

Name: _____

Cardholders address: _____

Signature: _____

FOR SALE

HERMETITE ZIP TEAM EQUIPMENT

All equipment exactly as raced by the team and maintained regardless of cost. Karts and engines prepared by us took the first 4 places in the World Championships.

REG GANGE Hermetite Zip/Zip Rotax with full body and normal set-up. 1st EUROPEAN CHAMPIONSHIP 2nd WORLD & BRITISH CHAMPIONSHIP **£2,500.00**

CAROLYN GRANT-SALE Hermetite Zip/Zip Rotax with full body and normal set-up **£2,300.00**

MARTIN HINES Hermetite Zip/Zip Rotax will full body. 1st BRITISH G.P. 1st BRITISH CHAMPIONSHIPS, 3rd WORLD CHAMPIONSHIPS **£2,600.00**

MARTIN HINES Hermetite Zip/Zip Rotax with std, bodywork. 1st BRITISH CHAMPIONSHIPS. 1st TV TIMES CHALLENGE **£2,500.00**

ZIP/ROTAX '84, FULLY PREPARED **£1,400.00**. ZIP/ROTAX '83, FULLY PREPARED **£1,150.00**. 1980/81 ZIP/ROTAX, JUST REBUILT, ex-MARTIN HINES, COMPLETE **£895.00**

Second Hand 5.5 Front and 7.5 rear YBK and YBH tyres **£5.00 each**

Wheels complete with tyres, above sizes only, studded **£12.00 each**

Various second-hand glass fibre components, less 60%. Callers only.

ZIP KART, Pindar Road, Hoddesdon, Herts.

Tel: (0992) 463371/468503. Telex: 266343 G. ZIP.



WORLD - EUROPEAN - BRITISH
In fact, Champions the World over rely on the Cronus range of

STOP WATCHES

Cronus Econosplit	£24.00
Cronus Dualsplit	£27.50
Cronus B.T.	£47.50
Cronus Splitmaster	£99.00
Cronus Timeclip 1000	£99.00
Cronus Timeclip 2000	£119.00
Cronus Speedmaster	£126.00

THE RIGHT TIME AT THE RIGHT PRICE

YOU CAN'T BE WITHOUT ONE!

ZIP KART, PINDAR ROAD, HODDESDON, HERTS.

Tel: HODDESDON 463371/468503

Telex 266343 G ZIP

HELMETS FOR '85!

All snell 1980

NEW

SIMPSON 82 CARBON FIBRE

..... **£199 + VAT**

SIMPSON 33 ORIGINAL STAR WARS SHAPE **£180 + VAT**

NEW

G.P.A. NARROW/WIDE WINDOW

..... **£199 + VAT**

BELL M.2. **£199 + VAT**

HALF PRICE

BELL M.1. 6 3/4-6 7/8-7 only £89.00 + VAT

ACCESS & BARCLAYCARD WELCOME

ZIP KART, Pindar Road,

Hoddesdon, Herts.

Tel: 0992 463371/468503

ADVERTISER INDEX

Adamson	30
Colar Engineering.....	32
C.T.R.P.	25
Dartford Karting	10, 11
EuroKart Racing	32
F.R.E.D. Racing	7
Goff Racing	25
K&S Subscription Form.....	9
Merlin Developments	31
John Mills	8
Minilite	7
Motiv	24
Redhill Racing	35
Ripspeed	32
Trenchex Tractors	32
Mick Worth	8
Zip Kart	22, 23, 28, 31

EX-JACK BROWN 100 NATIONAL ZIP 935, '84 spec. TKM engine fully rebuilt (IAME Gear). Spares include wets, slicks, rims, etc. Outfit only raced 3 times since new. Tel: Waltham Cross 35957 (after 5.30pm). Unbeatable value at £550.

250 NATIONAL AERO MONTESSA lot of bodywork, very quick. Used once since rebuilt. Gone 125. Must sell at £495 ono. Tel: 0443 225765.

SURESPEED (engine developments)

ROTAX and MINARELLI MOTORS.
LANCER, PHOENIX and WRIGHT
KARTS.

PIRELLI TYRES.
Second hand karts and engines.
Also tuning and repairs.

Contact JOHN BROOKS
Coventry (0203) 611224

ZIP 250 YAMAHA amal twin carb, disc brakes, stand, resprayed £320. Nelson (0282) 692151 (Lancs).

KTM KOMET 100 NATIONAL, K88 engine recent rebuild. Includes: wets on rims, helmet, gloves, nearly new Zip F1 racing suit. £250 ono. Tel: Bedford 325491.

JOHN NEWTON HAS FOR SALE his YZ250H engine complete. Plus 2 barrel heads. Ring Home 01-660 3663, Works — 01-680 7414.

983 ZIP KART AND PCR 1 year old, never raced. Complete with helmet, suit, boots, stand and many extras. Ideal for beginner. Tel: 034 282 2818 (East Grinstead area).

SPRINT 100 NATIONAL rolling chassis, two bearing, Bridgestones, new rose joints, like new condition. £210. Fulmer 2905.

GOING SUPERKARTS!

Derek Rodgers has for Sale:

YZ250H Yamaha. Straight cut clutch, completely rebuilt. Help given to purchaser.

£550 ono

Telephone: 061-303 0405

Telephone:
Hoddesdon 44201

100 NATIONAL ZIP KOMET K80TT, very good condition CIK wets, stand, kart, tools, suit, spares. Can deliver £325 ono. Tel: S.O.S. (0702) 546550.

125 DINO/ROTAX short circuit outfit. Complete with spares, wets, sprockets, manual etc. Novice to many trophy wins. £700 ono. Ring Nick Guy (0602) 306483 (Ilkeston).

ZIP GP 125 ROLLING chassis, long circuit trim, Rotax mounts. Reasonable offers. 0908 77881.

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

ZIP WHEELSTOP 3 brake system including discs, less pads, 2 meetings only, c.1982. £40 ono. Ely 2486.

100 BRITAIN KESTREL '83. Hewland arrow engine. 1 meeting from new plus set of wets. Ready to race. Wed-ding forces sale. £330 ovno. Derby 519129.

DINO 250 INTERNATIONAL

Complete rolling chassis
plus set of leathers. OFFERS?

Contact **Bernie Roberts** on
Coventry 87521 or
Coventry 77786 after 6pm

EX-GARY ASHURST 1984 Zip G.P. with fully tuned 125 Rotax. Very competitive outfit. Has proved a winner the right hands. Ready to race £1,195. Contact Gary Ashurst for full specification on (091) 414 3799.

BARLOTTI 82B Rotax 125 Fully tuned and race prepared for 1985 season. Immaculate, competitive outfit, £850. Telephone: 0276 62086.

100 NATIONAL OUTFIT READY TO RACE A.P.S. chassis two tuned T.K.M.'s not raced since rebuilt 48.1 and 48.2. Slicks, wets, sprockets, chains, carbs, trolley, mounts, tools etc. Trophy winner £350. Tel: 0594 23098.

ZIP 981 TKM FF99TT one owner from new, very clean, spares, £320 ono. Shephed 504250.

ZIP G.P. 125 ROTAX long circuit, red fibreglass, only two practice sessions from new. Absolute mint condition £1,150. Phone: 01-527 5880, anytime (London).

ZIP GP/TVM YAMAHA 125 Aeroquipped, Kelgate axle, ventilated disc, long and short circuit trim, new tyres, good P&R outfit. Will split. Offers to Peter (0604) 881676.

ZIP 1983 G.P. SC KART 125 Rotax. Norfolk and Suffolk Club Champ. Set of slicks and wets all Bridgestone. Many spares including as new Rotax engine. Suit, gloves, helmet, boots etc. £900 No offers. Ipswich 73698.

210 NATIONAL BARLOTTI. Good condition, complete with spares. Ready to race. Front fairing £190. Crawley 21810.

HT BOLTS — ALLEN SCREWS — NYLOC NUTS — ROD ENDS

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

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

125 NATIONAL ZIP G.P. ROTAX, Kelgate brakes and axle, Bridgestone wets, engine to latest spec. £1,000. Genuine reason for sale. Can assist at first meetings, ring for details: 01-898 7226.

VILLIERS UPTON 210, spares, ready to race £180. Nottingham 232805.

125 NATIONAL OUTFIT complete, new engine one meeting old, wets, lots of spares including engines £550 ono. Phone: Rugby 77607.

END OF SEASON SALE

Tim Parrots superkart outfit is for sale. New 1984 Zip chassis, Rotax engine maintained regardless of cost, plus Mercedes 207D, 'Y' reg, purpose built.

Price comple or will split.

For details telephone:
(0733) 267504 ext 289 (day)
(0780) 782897 (eves).

Mini Ads

Telephone in your Mini-Ads using
ACCESS, VISA, or BARCLAYCARD



All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.

Rates: 10p per word (£1 minimum charge)

Mini-Display Ads (boxed) are also available at £8 per column inch.

HAVE YOU GOT ANY BITS TO SELL OR SWAP?

WHY NOT USE THE COUPON BELOW!

ONE WORD PER SPACE

Don't forget to including your TELEPHONE number in the box!

Name

Address

Access/Barclaycard No.

Advertisements to:
KART & SUPERKART, PINDAR ROAD, HODDESODN, HERTS EN11 0DE



KART AND SUPERKART

MONTHLY

No. 71



The Swedish Conqueror.

FRONT COVER:

Lennart Bohlin, after an unbeatable drive on the Bugatti Circuit at Le Mans, claimed the World Formula E title for 1984. His sponsors are known to be elated — Swedish BP and notably the latest addition to his support, Trygg Hansa, the large Swedish insurance company, with whom Lennart's Team Manager Thomas Milton has been a long time employee.

(Pic: Doug Rees)

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts.

Telephone: Hoddesdon 444201 Telex: 266343 G. ZIP.

Directors: M. A. and M. W. Hines

EDITOR: ED McCORMICK

ADVERTISING: JAYNE MIICKSCHL

Distributed by Surridge Dawson Ltd., New Kent Road, London.

Printed by The Enfield Printing Company, Enfield, Middlesex.

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

Copyright — Kart & Superkart Ltd., 1984

November 1984

2

Editorial, news and views from around the karting world.

4

THE GUERNSEY CHAMPIONSHIPS
25th ANNIVERSARY

5

MOYNIHAN'S SANTE FE TRAIL!

The concluding round of the 1984 Bridgestone/Kart and Superkart 100 National Series gave a race long battle between Grice and Moynihan, with Grice taking the flag and Moynihan adding the Series title to his British No.1 plate.

12

MAINLY MERLIN

Chris looks at serious problems of safety that threaten motor sport in general.

13

CADWELL'S AUTUMN CHAMPS

Richard Dean scored his second Superkart victory from Tim Parrott; Andy Martin took the flag for 210 National while Rob Hipkin's 250 National win was well deserved and Kurt Luby added yet another feather to his cap in 125 National.

15

THE NEW SERIES

Provisional details for the 1985 100 Series.

17

THE SWEDISH CONQUEROR

Lennart Bohlin clinched the 1984 Bridgestone/C.I.K. World Formula E Championships during a very tense weekend at Le Mans.

26

THE WRATH OF THE RAIN GOD

Richard Dean drove very impressively at an extremely wet Snetterton to take the flag from Reg Gange and Martin Hines, though Hines retained his British Champion's plate for another year. Derek Rodgers (250 National) and Kurt Luby (125 National) did likewise, while George Bett earned himself another No.1 plate.

29

HINES QUARTER

Martin returns with some interesting information on circuit costings and karting promotion.

33

CLUB SCENE

The regular news and views from around the country's club racing circuits.

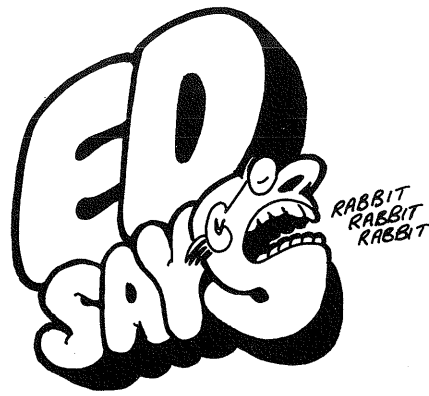
37

THE CHANNEL ISLANDS CHAMPIONSHIPS

38

WHERE AND WHEN

Where and when to see karting during the coming month.



Lennart Bohlin achieved his ambition for 1984 by taking the World Formula E title — a just dessert with which to crown his Scandanavian successes. On the UK side of the water October saw the final long circuit meeting of the year — the Central Kart Club championships at Mallory Park on a day when the weather was reminiscent of the summer rather than autumn. Now we look forward to next year and it is ironic that during the dark months of winter things tend to become slack. Animals hibernate and so too some people it seems. It should be a time of planning, rebuilding, researching and developing in preparation for another season. It is also a time, for those concerned about whether they will have another season, to put in concerted effort to ensure that they do. There are some people around who are reluctant to accept that karting is a saleable commodity that attracts sponsorship and, in that respect, no stone should be left unturned in the effort to gain sponsorship. It is an uphill grind we all know but one which must be given undivided attention, because self promotion also promotes the sport and is the only way of achieving success. Admittedly there are a few individuals upon whom the sun seems to eternally shine. That, however, is only a veneer of a kind, even they have shared the hard times, but persevered in the belief that one day they would succeed. That too must be your criterion.

On the other side of the coin the planners and co-ordinators should already be at work because there is much to be done during the relatively short interval lying ahead. The regulations, on the face of it, look to cover every avenue but in fact fall short of the mark. There are many pitfalls awaiting the unwary and many loopholes available to the unscrupulous. It is accepted that one cannot legislate for every con-

tingency, nor in certain respects would it be desirable to do so — the last thing karters want to find themselves in is a totalitarian situation. A carefully tailored portfolio is what is needed without the embellishment of contradictory items to throw the average karter into emotional turmoil and the beginner into the sport wondering whether he has unwittingly joined some obscure political group that specialises in psychological torture.

Kart and Superkart Magazine, during the prize-giving at the final round of this year's 100cc National Series, announced its intentions to continue the Series during 1985, though it will adopt a different format, which is a good thing because after a time every series grows a little stale and needs revitalising. Both the Magazine's series and the Super One have been successful and very popular with the drivers, but the general consensus indicates that two major series in a year is one too many, when taking into account RAC Championships and other regular events and the response to the questionnaires liberally distributed at Snetterton is certainly encouraging. The proposal is to hold a ten round series with seven from the ten rounds to count towards championship points and the intention is to distribute the rounds as equally as possible about the country, thus enabling competitors from the farther flung regions an opportunity to compete. Even then it is anticipated that some clubs may be asked to host more than one round. Letters will shortly be going out to invite tenders from those clubs interested in participating in the Series. Clubs are asked to bear in mind that arrangements must include adequate practice time on the Saturday which would relieve some of the problems incurred during the past year. More details on the Series can be found elsewhere in this issue.

The recent comments regarding the state of 210 National have prompted quite a stimulating response and some encouraging ideas have flowed, particularly the formation of a long circuit 210 National Drivers' Championship. It would probably have to be a self-funding affair and hopefully it would attract sponsorship from other interested parties. Anyone's thoughts on such a proposal are welcome and publicity of the project would be given adequate exposure in the magazine.

Finally a reminder about crash helmets. As from January 1985 some of the models will become obsolete and replacements will therefore be necessary. Don't forget — check and as a guide to your choice of a replacement there will be a special feature on helmets appearing in the magazine at the beginning of the year.

Ed McCormick

RAC NEWS

1985 SHORT CIRCUIT CHAMPIONSHIPS

Championships have been offered to the following Clubs. The suggested dates are still to be confirmed.

Gearbox: Bromsgrove KC, Little Rissington, 14/15 June

100 Britain/100 National: Bolton KC, Three Sisters, 13/14 July

Booster/Junior Britain/100 Int: Clay Pigeon KC, Clay Pigeon, 3/4 August

Tyres

Maximum size permitted for tyres on List B increased from 1st January 1985 to 7.10 and the Pirelli and Vega SL type CIK Homologated (60 shore minimum) tyres added to the list.

Engines

A list of new engines to be admitted to the Restricted lists will be published as soon as the necessary inspections have taken place. In view of the time re-

quired to obtain certain undertakings from the Trade, the water cooled 250 National engines will NOT be eligible for official competition until the 1st March 1985. However, Clubs may, at their own discretion, allow water cooled engines which have been published as Homologated to run experimentally at Club events.

Weights

From 1st January 1985 the minimum weight for Junior Britain is reduced to 115kg.

Trade Registration

It was agreed that in future applications for Homologation of engines, tyres, chassis would only be accepted from Manufacturers/Importers who were registered with the MSA. Further details will be announced shortly.

Optional Use of Side Panels

For 1985, all non-gearbox classes may use side panels complying with the Junior Booster regulations if they so wish.

Medical Certificates

It is confirmed that from the 1st January 1985, all Karters will require Medical Certificates. A blank form will be sent with the competitors Licence. These must be completed by the competitor's Practitioner and returned to the MSA for checking and endorsement. For all Juniors under the age of 16, the Medical Certificate will be valid for 2 years.

In the October issue of *Kart and Superkart*, it was stated that the YZ250 water-cooled Yamaha was under consideration for acceptance into 250 National in 1985. It is true that the engine has been put forward, but it was later discovered after going to press that the engine had been refused acceptance because the proposer was unable to meet the RAC MSA regulations on engine homologation. Notice is also given that the Honda has been put forward and may be accepted, allowing that the above conditions are met.

Next month's *Kart and Superkart* features — Mallory Park (Central Kart Club Championships), Wombwell and the Super One Finals and, of course, the regular club roundup of news and views. Publication date: 6th December 1984.

MERLIN EXHAUSTS

**WORLD CHAMPION LENNART BOHLIN
EUROPEAN CHAMPION REG GANGE
BRITISH CHAMPION FAST CIRCUIT**

MARTIN HINES (250)

KURT LUBY (125)

SHORT CIRCUIT 125 & 250

ROGER GOFF

WORLD CUP BRIAN HEEREY

SILVERSTONE G.P. MARTIN HINES

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

Sweden: Lennart Bohlin

Norway: Torgjer Kleppe

Canada: Super Kart Shop

U.S.A.: John Gibson

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

JUNIOR BRITAIN OUTFIT Wright kart 8 meetings only. Immaculate. 2 Arrows, very quick, just rebuilt. Many spares include wets, carbs, stand, etc. Plus black Formula One suit 2 meetings only. Will split (021) 705 8340. 100 INTERNATIONAL, Redhill main slide carb — brand new, never used. First offer over £40 secures. Phone: Richard 01-508 4207.

LEATHERS 36" CHEST Blue/Black £55 ono. Cheltenham (0242) 570677 (Glos).

SUPERKART ROTAX DINO '83 spec. motor SRS prepared. Maintained regardless of cost. Beautiful condition, load of spares inc barrels, pistons, rv. sprockets, wets and slicks etc. Must be seen £1,300 ono. Ring 0226 386742 for more details.

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

HIDE LEATHERS. Padded light blue, unmarked, suit person 5'8", 5'10" chest 36"-38". As new £68. 061-928 6333 ext 242 Jane.

210 NATIONAL STRATOS, undertray, fairing, bubble, wing, pods etc +20 motor £600. +60 motor, carb and exhaust £160, other spares and used tyres available. Tel: Royston 44764 (Hertfordshire).

250 NATIONAL ZIP GP '84 chassis, Yamaha YZ motor. Merlin exhaust, spare CDI ignition. Full long circuit trim with Silverstone front fairing. Kartpro braking system, Superb condition fully overhauled. 6th last time out at Snetterton. £850 or nearest offer. Ring Rob on (0933) 681150.

ROTAX 256 1981

'82 barrels '83 discs, new head. All rebuilt ready to race **£575** ono. Rotax 125 1984, fully tuned, maintained 100%. Complete with carb and choice of pipes. **£450** ono.
**Phone Wayne, Coventry 454308 (daytime),
Southam 7177 (evenings).**

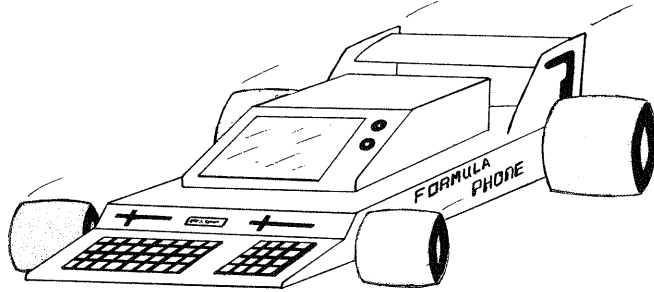
SPORTAC

Racewear

THE WORLD CHAMPIONS CHOICE

Station Road, Gillingham, Dorset
Tel: 074 76 3910

FORMULA PHONE



WHETHER YOU ARE BUYING OR SELLING A KART, CALL

US NOW on 01-464 2240

Registration fee is £15.00.

This service is free to buyers.

HERTSKART ROLLING CHASSIS, including fibreglass bucket seat, laminated steering wheel. Ideal for beginner. £150 ono. Phone Cuffley (0707) 873324.

DAP WTR104 LANE TT27 48.1 bore, Wright TKM 48.44 bore, Bridgestone slicks, wets. Many spare specialist tools. Trailer. £750 complete. Delivery arranged for this immaculate competitive outfit. Will split 0383 418160.

250 NATIONAL AERO HONDA. Excellent track record many wins, Smart quick reliable. Retirement sale £500 no offers. (0228) 38509 day, Carlisle 36701 eves.

IAN SHAW

has for sale his **COMPLETE 125 NATIONAL ZIP TEAM EQUIPMENT**. Only 4 meetings old, very quick, reliable and in excellent condition. P.O.A.

Telephone:

(Home) 061-737 4578

(Bus) 061-872 0123

100 NATIONAL ZIP/TKM L90TT new piston, 48.3 bore, not run in, tuned, new carb, slicks, Bridgestone wets as new, all cast rims, stand, tools, ideal for aspiring beginner £400 ono. Heywood 66563.

ZIP G.P. S.R.S. ROTAX 125 short or long circuit, Motor updated 1984. Merlin pipe, Bridgestone tyres, lots of spares, in the money last 2 meetings (Mallory, Snetterton), £895 ono. Gerald Philipotts, Stonehenge (0980) 32239.

K & C KART RACING

are proud to announce they will be open for business commencing 1st November.

100cc SPECIALISTS TRADE VAN AT CIRCUITS

MAIL ORDER CALLERS BY APPOINTMENT

Contact: **WEST MALLING**
(0732) 841070

PEAK REVS

HAVE FOR SALE

Derek Rodgers 250 National British Championship winning outfit.

1984 4 brake Zip GP/Yamaha in full long circuit trim.

£1,850

Contact PEAK REVS
(0706) 849084

ZIP GP CTRP ROTAX 125 Qualified front row at Grand Prix. Very fast. Full body plus standard bodywork. Brembo brakes. Stacks of spares. Wheels, tyres, wets etc. £1,000. Telephone Milton Keynes (0908) 57208.

250 NATIONAL LATE ZIP GP. Yamaha YZ, full bodywork. A very quick and well maintained outfit. £1,050. Including spares. Tel: Paul (0992) 444681.

**JOIN THE
210 VILLIERS
DRIVERS CLUB
and RACE IN THE
CHEAPEST GEARBOX
CLASS IN THE
COUNTRY**

All Villiers spares available.
Membership fees £2.00 to:

**Tom Thacker, 7 Mount Pleasant,
Cheslyn Hay, Nr. Walsall,
West Midlands.
(0922) 413300**

WHERE AND WHEN

4th November

CLAY PIGEON (Dorset)
FELTON (8 miles north of Morpeth, on A1)
KIMBOLTON (10 miles SW of Huntingdon)
RYE HOUSE (Rye Park, Hoddesdon)
THREE SISTERS (off junction 25, M6)

11th November

CHASEWATER (Pleasure Park, Brownhills, A5)
ROWRAH (nr. Frizington, Cumbria)
TILBURY (Dunlop Road)
WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

18th November

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368)
THREE SISTERS (off junction 25, M6)

22nd-25th November

HONG KONG (Asian Pacific Champs)

25th November

BLACKBUSHE (Camberley)
DUNKESWELL (5 miles from Honiton, Devon)
FULBECK
SNETTERTON (15 miles west of Norwich, on A11)

2nd December

KIMBOLTON (10 miles s.w. of Huntingdon)
RYE HOUSE (Rye Park, Hoddesdon)
THREE SISTERS (off junction 25, M6)

9th December

CHASEWATER (Pleasure Park, Brownhills, A5)
ROWRAH (nr. Frizington, Cumbria)
TILBURY (Dunlop Road)
WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

16th December

THREE SISTERS (off junction 25, M6)

23rd December

BLACKBUSHE (Camberley)

CLUB SCENE

Snetterton

SUNDAY, OCTOBER 7th

With generous support from the local press and Radio, The Norfolk & Suffolk Kart Club drew it's largest crowd of the season for their October 7th meeting which incorporated the final round of the Bridgestone K & S. 100 National Championship. Some superb racing was witnessed which was undoubtedly well appreciated by the crowd.

JUNIORS

With a heavy programme and shorter days it was decided to run a combined grid for the Juniors and no less than 21 karts formed the grid for the days opener, which provided some extremely "hairy racing".

Heat 1: was taken by Steven Webb who was never headed from the flag, although not without some harassment from Oscar Newman. Glenn Taylor and Dean Caswell who both started from lowly grid positions soon started to overhaul the field and in doing so provided possibly the best 'dice' of the whole meeting. Traffic problems undoubtedly held up these two fast men and allowed Jonathan Cleeve to pull away slightly. At the flag the order was Webb, Newman, Cleeve, Taylor, Caswell, Dale Bridges and Emily Newman heading home the Junior Nationals.

Heat 2: saw Ian Smith an early leader from Neal Gordon, Glen Taylor, Stuart Bridges, Dean Caswell, Dale Bridges and Emily Newman. By lap 4 Webb who had been running mid field was sidelined with a brake problem. By lap 5 it was Taylor who emerged as race leader followed by Smith, Caswell and Newman (O), this order remained the same until lap 6 when Oscar Newman made one of his "do or die" manoeuvres which dropped Caswell down the order. Oscar tucked in behind the 'flying' Taylor but was able to do little to catch the Cambridge driver. As they crossed the line on lap 9 it was Taylor, Oscar Newman, Smith and Caswell leading the field and as they reached the end of the startline straight Caswell outbraked Ian Smith to take 3rd spot and quickly pulled away, Emily Newman followed, again heading the Junior National squad, and that was the order for heat 2.

Heat 3: saw a slight coming together between Smith and Caswell at turn two on the first lap which left the Junior Britain Club Champion spinning into the rough, at which Taylor took the lead from Webb, Smith, Oscar Newman, and Darren Whittemore. By lap 4 Webb had barged his way to the front and held a slim lead over Taylor, Smith and Newman. The order remained the same until lap 7 when Newman finally managed to pass Smith, not an easy task, thus the final order was Webb, Taylor, Smith, Bridges, Gordon and Caswell.

The Final was a somewhat disputed affair; after two false starts the field finally got away only to see Webb literally drive over the unfortunate Glen Taylor, ripping the sidewall out of one of his rear Bridgestone's thus rendering his retirement after only 100 metres. Once again the false start flag was raised and after completion of the fourth rolling lap while Webb was allowed to rejoin the grid this time in pole position from his original spot three, pushing out the true owner of that spot Oscar Newman to grid two.

At the re-start much grid jumping was apparent and it was not surprisingly Webb that headed the field into the first corner from Newman and Caswell. After three laps the order was the same with Webb, Oscar Newman and Caswell storming away from the rest of the field. By lap 4 Caswell was all over Newman but a broken conrod put paid to yet another meeting for him, promoting Emily Newman up the order. With the main opposition eliminated the race order remained the same and at the flag it was Webb, Newman, Smith, Whittemore, Gordon and a distant Cleeve.

JUNIOR NATIONAL

This class was dominated by that able young lady Emily Newman and with four wins the her credit looked a Champion all the way. Paul Sommers gave a good account of himself and finished as runner-up. Richard Waters and Jason Baker completed the Junior National runners.

JUNIOR BOOSTERS

Again just three young drivers supported this class and Mark Thomas and Gavan Kershaw shared wins in the heats despite coming together yet again. It was Gavan Kershaw that eventually emerged as winner despite ill handling machinery.

GEARBOX CLASSES (Combined)

Class fours were surprisingly thin on the ground with only seven entries covering all classes. Roger Barrington was the winner in the 125cc National Class and Colin Breeze emerged yet again as an easy winner in the 250cc National class. With only one entrant in each class, finishing was the only importance to Geoff Hoden in 210cc National and Paul Waters in 250cc International to claim a trophy and maximum points and all credit to them both. Come on gearbox drivers give Snetterton a try.

100 NATIONAL CLUB/100 SENIOR BRITAIN

A healthy entry supported the Club 100 National round and were joined by the four Senior Britain drivers who it appeared enjoyed the experience, some finishing well up the overall order.

Heat 1: it was Lee Gage from Gomeche, Raper, Kett and Sillett as they completed Lap 1, by lap 3 Raper had claimed second spot with Mick Mayers third from Gomeche, Kett and Sillett. On Lap 6 Mick Mayers took the lead from Gage, Raper, Kett, Gomeche and Sillett, and this was the finishing order for heat 1.

Heat 2: this time Gordon Chenery got a 'flyer' and led from the start to finish, the only real challenge coming from Mick Mayers, Robbie Adams and Bob Kett fought relentlessly for third and fourth spot and Dave Adams completed the first five.

Heat 3: from lap 1 it was Graham Gannon that was race leader from Kett, Chenery, Mayers and Gomeche. By lap 5 Chenery had displaced Ganon as race leader with Mick Mayers and Bob kett in very close company, Gomeche completed the first six. Mick Mayers grabbed his opportunity on lap 9 when he took the lead from Chenery with just a lap to go. Gannon finished third followed by Bob Kett, Dave Banbury and Robbie Adams.

The Final: saw the same six drivers dominate the proceedings as they had done in each of the three heats. Fast starting Mick Mayers took an immediate lead which he maintained throughout the fifteen lap race, followed also for the entire race duration by Bob Kett who was challenged periodically by Gordon Chenery, but it was obvious that he was lacking speed rather than ability. Graham Gannon finished fourth with Lee Gage and Les Gomeche completing the top six.

SENIOR BRITAIN

It was a wise decision that put the four Senior Britain drivers on the back of the 100 National Club grid. Jamie Thompson proved his superiority over the tidy entry by taking two of the three heats and the final and in fact Jamie was the only Senior Britain to finish the final.

Report by Hugh Caswell

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

PIT TALK

GRICE RACING SERVICES

100cc National campaigner Ricky Grice announced recently that he and his father are forming 'Grice Racing Services'. Ricky is no longer with Lane Racing and next year will be competing under the TKM banner. Grice Racing will provide a comprehensive racing backup encompassing spares, repairs, rebuilds and tuning.

STOP PRESS

It is understood that the Bombardier Rotax Model 256 power valve version will not be eligible for Formula E in 1985.

Lennart Bohlin continued his success prior to the Le Mans victory with another win, this time at Mantorp Park, Sweden. The results were as follows:

1st	Lennart Bohlin	(S)	BP Zip/Zip Rotax
2nd	Poul Petersen	(DK)	PVP/Rotax
3rd	Torgier Kleppe	N	Dino/Rotax
4th	Hakan Dahlman	(S)	Dino/Rotax
5th	Bobo Westman	(S)	Zip/Rotax
6th	Torbjorn Kvía	(S)	Dino/Rotax
7th	Mikael Janson	(S)	Zip/Rotax
8th	Leif Lundkvist	(S)	Star/Rotax
9th	Ake Brandin	(S)	Sprint/—
10th	Henrik Andersen	(DK)	Zip/—

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

The publishers accept no liability for any loss or damage caused by an error or inaccuracy in the printing of any advertisements.

Every precaution is taken to ensure the prompt insertion of all advertisements. The publishers, however, do not guarantee the insertion of an advertisement in any specified issue, any special position or at all, and will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatsoever.

All reasonable care is taken to exclude advertisements of fraudulent or objectionable character. *Kart and Superkart* magazine reserves the right to edit or delete any objectionable wording or reject any advertisement including pre-paid advertisements. Although every effort is made to meet the wishes of our advertisers, mistakes can and do occur. It is important that errors are reported immediately. Mistakes that arise in the course of publication must be notified to us within one month of insertion. After that time claims for credit cannot be considered. No republication will be given because of slight changes or typographical errors which do not lessen the value of the advertisement. All copy submitted is subject to approval of the advertisement manager.

Advertisements are only accepted subject to the above conditions.

HONG KONG INTERNATIONAL KART GP

The 18th International Hong Kong Grand Prix will be staged between 22nd and 25th November at Victoria Park Hong Kong. The outright winner of this annual event will receive a cash prize of HK\$30,000 plus a trophy. Prizes and trophies will be awarded down to eighth place.

This year also sees the introduction of a Formula K Grand Prix attracting HK\$5,000 and a trophy for the winner. There will also be team races to add to this very popular event. News and results will be published as soon as they are known.

SNIPPETTS FROM SNETTERTON

- The Norfolk and Suffolk Kart Club have recently announced that a new Competition Secretary in the shape of Mrs Anne Caswell will be taking over from Mark Ross in the New Year. It is hoped to improve the system of this vital Club function to aid Karters in making their entries.
- The club will also be holding winter testing days in January and February and it is not without possibility that an additional Winter meeting may be held. More details to follow.
- Circuit improvements are planned at Snetterton Kartway during the winter and a certain amount of track repair will be carried out. Discussions are currently in progress regarding the erection of a scrutineering Bay in the pit area. The Club committee are also looking into the possibility of building a small grandstand alongside the start/finish straight.
- A series of "Open Days" are planned at the Kartway in which the public will be invited to have a close look at Karting and watch Saturday afternoon practice sessions. The Eastern Evening News are to do a feature article on the Club and Karting in which a local correspondent will be trying his hand behind the wheel of a 100 National kart.

your letters..

Dear Sir,

I would be most grateful to be able to thank, through the pages of your magazine, all the people who have made my first season in 100 National racing so enjoyable. Many thanks to Mike Mulhearn and Nigel Mitchell of F.R.E.D. Racing for the reliable equipment and good advice that every novice needs. To all club and track officials who give up their time to keep us in control; to my Dad, the chief pusher and van

driver (well done) and, finally, to all the new friends we have made as a result of our entry into what must be the best way to spend weekends.

Thanks again, I can't wait until next season.

Yours in sport,
Gary Pearson

Dear Sir,

In a recent report from Shenington Kart Racing Club there was mention of their intention with regard to Senior Britain racing in 1985. The drivers have taken a vote and decided to continue racing with 1984 spec engines and Carlisle tyres.

Shenington Kart Club has never followed the RAC regulations regarding Senior Britain and have continued with the 1981 rules up to this point. Maybe the Club would care to advise their Junior Britain drivers what *they* do when they become eligible for Senior Britain racing and whether they intend to run 2 classes of Senior Britain — 1981 and 1985 rules?

As to the comments made regarding the change of engines to remain competitive, unless my interpretation of the new rules is incorrect, there are very minor changes to the rules for 1985. Basically the only real change is the banning of N-ports, which can be filled without buying new liners. The proposed tyres for 1985, as most will agree, will outlast any tyres previously used and drivers wishing to stay with the outdated types are not doing the sport any good at all. 100 National drivers changed to super tyres two years ago and you never have complaints from them now, in a very stable and increasing class. 100 National is unlike Senior Britain which seems to be declining on a countrywide basis.

Regards,
'Senior Britain driver,
South East'

THANKS FROM STEVE AND E.D.R.

Through the columns of your magazine, I would like to express sincere thanks from myself and on behalf of the E.D.R. team to Mason Minns, Robert Langford and the many drivers and team members for their offers of assistance, their genuine concern and many good wishes received, following my unfortunate accident during the final of the last round of the World Championships in Le Mans, on September 30th, which caused me to be hospitalised. A special thanks to Yves Savean, whose assistance with interpretation at Le Mans hospital was invaluable.

However, I can assure everyone that I am now recovering well from the neck injuries sustained in the accident and already looking forward to the start of the 1985 season.

Congratulations to Lennart Bohlin on his World Championship success and I can assure him I will be back next year to try and relieve him of the title.

Steve Styrrin
Leeds

BY BARRY FOLEY



GUERNSEY KART & MOTOR CLUB

25th Anniversary 2 Day Event — 22nd and 23rd September 1984

1984 was the Guernsey Kart & Motor Club's 25th year so they organised a major two day event with a Hillclimb on the Saturday, Team Racing on the Sunday morning and Individual Racing in the afternoon. There was practice all day on the Friday with a Barbecue in the evening and on the Sunday evening after the racing was finished there was a Dinner Presentation with over £600 in Prize Money being handed out. The event was a big success and The Guernsey Kart & Motor Club are hoping to do the same in 1985.

HILLCLIMB (Le Val des Terres, 22nd September 1984)

At the Hillclimb on the Saturday there were over 70 entries for karts, with 40 of these being for 100 National. Listed below are the results of the fastest times in all classes.

100 NATIONAL

E	1st	P. Hunnisett	Zip/PCR	33.53 secs	New Record
E	2nd	P. Rochford	Wright/Arrow	34.34 secs	
E	3rd	G. Waldron	Kali/—	34.61 secs	
E	4th	S. Tillett	Gillard/Parilla	34.72 secs	
E	5th	B. Taunton	Lane/Parilla	34.80 secs	
E	6th	G. Till	Zip/PCR	34.98 secs	
J	7th	R. Roberts	Zip/Parilla	35.28 secs	
E	8th	G. Prior	Zip/PCR	35.36 secs	
E	9th	C. Owen	Lane/Parilla	35.51 secs	
G	10th	C. Laine	Wright/Yamaha	35.60 secs	
G	10th	D. Bynam	Wright/Dap	35.60 secs	
E	11th	M. Sayer	Dart/TKM	35.69 secs	
E	12th	M. Parker	Zip/PCR	38.85 secs	
E	13th	T. Negal	Art/—	35.88 secs	
E	14th	S. Hunt	Dino/JM Dap	35.91 secs	
E	15th	M. Woolford	Dino/Dap	36.97 secs	

100 JUNIOR GUERNSEY

G	1st	P. Ozanne	Dart/Arrow	34.64 secs	New Record
G	2nd	C. Ayres	Zip/Komet	36.89 secs	
E	3rd	O. Newman	—/—	37.09 secs	

100 JUNIOR NATIONAL

E	1st	E. Newman	Kali/Parilla	35.38 secs	
G	2nd	P. Trebert	Kestrel/Arrow	35.72 secs	
G	3rd	S. De Carteret	TKM/Dap	36.59 secs	



First corner team fracas with Owen (42), RAF, practising aerobatics!

CHANNEL ISLAND CHAMPIONSHIPS

30th September 1984

A clear, sunny afternoon provided excellent conditions for the last karting event of the season, the Channel Island Championships. This year it was Guernsey's turn to host the event and 14 Jersey drivers came over to take part.

Although Guernsey received some tough competition, local driver Colin Laine emerged the Channel Island champion after an afternoon of gruelling racing.

At the end of the afternoon, there was a team racing event which Guernsey won hands down, taking first, second and third places.

As expected Paul Ozanne's consistent driving paid dividends, and he won the final of the 100 Junior event.

JUNIOR GUERNSEY

Only four juniors took part in the first heat of the day, after Andrew Priaulx broke down on the rolling lap. The heat was led from start to finish by Conrad Ayres, with Paul Trebert close behind in second. Stephen De Carteret and Paul Ozanne battled for third place, and this was decided with only two laps to go when Ozanne's silencer fell off his machine, leaving De Carteret to take third place. In the second heat, Paul Ozanne took the lead from the start and pulled away from the pack. Trebert, De Carteret and Ayres stayed bunched together, with Andrew Priaulx finishing a little way behind them. In the final, Ozanne led convincingly right from the start. De Carteret and Trebert raced bumper to bumper, until with only three laps to go, Trebert mounted the bank and had to pull out after damaging his kart. Towards the end of the race, De Carteret and Ayres caught up with Ozanne but he just managed to hold on to his lead.

100 NATIONAL

There were so many 100 National drivers, that each of the heats had to be split into two races. In his first heat, Dave Bynam went straight into the lead, with Colin Laine second. These two pulled far ahead of the field and spent the whole race locked in a tight battle. Bob Hainsworth showed the drivers the way home in the other race of the first heat. In their second heat Laine and Bynam were both drawn at the back of grid, but they managed to pull their way past the rest of the field, all from Jersey, and took first and second places respectively. Derek Ozanne had to fight hard for his victory in his second heat, as D. Torpy was determined that Jersey would score victory this time. These two played cat and mouse at the beginning of the race, but Ozanne passed Torpy on the fourth lap, with Hainsworth taking advantage of the situation and moving up to second. Preval and de la Mare kept close behind Torpy, but were unable to pass him. In the 'B' final, there were only two Guernsey drivers, Stephen Lancaster and Phil Ferbrache. N. Glover took the lead but this did not last long as R. Miere soon passed him. Lancaster gave third place man Vince Morgan a good run for his money but had to be content with passing the line fourth. The 'A' final was dominated by Guernsey with Laine, Hainsworth and Bynam taking the first three places. Roberts finished fourth, after taking this place from Derek Ozanne, with Preval finishing sixth. P. Irwin had an unusual finish to his race when he spun and ground to a halt just yards from the finishing line.

125 AND 250 GEARBOX

For once, the 125 National and 250 International class contained a large

amount of drivers. In the first heat Jersey's Nigel Davis pulled into the lead, but had to pull into the pits with mechanical trouble. This gave M. Coquelin a chance to lead the field for a while, but S. Davis and Richard Dix had other ideas, and pushed behind him from every angle. After both Davis and Dix had flipped up in the air due to climbing over the back of Coquelin's kart Dix managed to pass Davis, and then with only seven laps to go he took the lead. Dix's race came to an abrupt end when he lost control and flew into the straw bales at Press Box Corner with only three laps to go. Veteran Mike Ozanne managed to start in the second heat, but had to pull out, while lying in third place, with mechanical trouble. Although Gary Ozanne led the field for the rest of the race. Dix from Jersey sent marshals flying half way through the race when he had a bumping session with a few of his Jersey counterparts and ended up flying across the football pitch. He did, however, manage to continue the race and finished second. In the final Gary Ozanne spun on the first lap at Press Box Corner. With Dix already in the lead, a tight battle ensued between Coquelin and S. Davis in the early part of the race, but Davis eventually gained the edge and pulled a comfortable distance ahead. Dix and Davis, both using 125 National karts, then made the gap wider and wider between themselves and the rest of the field, so much so that they lapped all the other drivers racing.

100 NATIONAL

G	1st	Colin Laine	Wright/Yamaha
G	2nd	Bob Hainsworth	Zip/Parilla
G	3rd	Dave Bynam	Wright/Dap
J	4th	Reg Roberts	Zip/Parilla

100 JUNIOR GUERNSEY

G	1st	Paul Ozanne	Dart/Arrow
G	2nd	Conrad Ayres	Zip/Komet

100 JUNIOR NATIONAL

G	1st	Stephen De Carteret	TKM/Dap
G	2nd	Paul Trebert	Kestrel/Arrow

125 AND 250 GEARBOX

J	1st	R. Dix	Zip/Rotax
---	-----	--------	-----------

The last race of the day was a 100 National 1 hour endurance race for the D. Bynam Trophy. There were 10 starters but by the end of the race there were only 5 finishers. The winner was Colin Laine having covered 150 laps in spite of brake seals going and having to pit stop for brake fluid. The brakes lasted only another 16 laps and he had to finish the race without any brakes, 2nd place driver was Bernie Turpin having covered 148 laps but also had an extra pit stop with electrical problems and was disqualified for being underweight. So Jersey driver Dave Torpy took 2nd place with 147 laps.

1 HOUR ENDURANCE RACE

G	1st	Colin Laine	Wright/Yamaha	150 laps
J	2nd	Dave Torpy	Miere/Arrow	147 laps

125 NATIONAL

J	1st	R. Dix	Rotax	35.21 secs
J	2nd	M. Crowe	Rotax	35.22 secs
J	3rd	N. Davis	Rotax	35.65 secs

125 PISTON AND REED

	1st	C. Noel	—/—	37.26 secs
--	-----	---------	-----	------------

250 INTERNATIONAL

J	1st	A. Davis	Rotax	35.44 secs
---	-----	----------	-------	------------

250 NATIONAL PISTON AND REED

G	1st	B. Belben	Zip/Suzuki	36.17 secs
---	-----	-----------	------------	------------

SPONSORED BY BOUGOURD BROS FORD MAIN DEALER

4 Man Team Racing 100 National, 23rd September 1984

On the Sunday morning there were 15 Team Races to sort out who was going to take the Laurels for the Guernsey Team Championship. Points were awarded 0 for a win, 1 for 2nd etc so the team with the lowest points won the day. After some exciting and rough racing in wet and dry conditions due to mid morning showers the end results and prize money were as follows:

1st	Rent A Skip	52 points	£200
2nd	Eastbourne	107 points	£150
3rd	Hunters	144 points	£100
4th	Guernsey	149 points	£50
5th	Cambridge	153 points	£50
6th	Jersey	154 points	£50
7th	R.A.F.	164 points	£50

INDIVIDUAL RACING, 23rd September 1984

JUNIOR GUERNSEY AND JUNIOR NATIONAL

These two classes raced together. The first heat was led from start to finish by local driver Paul Trebert. In 2nd place was Emily Newman sporting her No.1 plate after recently winning the Junior National Title. In 3rd place was Matthew Lowe after a race long battle with another local driver Stephen De Carteret. In the Junior Guernsey battle it was with local driver Paul Ozanne in 1st place and Conrad Ayres 2nd and Graham Glass in 3rd place. In the second heat Emily Newman led from

(Continued on page 9.....)



Rent a skip team hardly needs introduction but, for the uninitiated, they are (l to r): Steve Tillett, Tony Negal, Graham Waldron and Gary Prior.

(Photos courtesy Guernsey Kart & Motor Club).

CLUB SCENE

tucky Fried Chicken of Chertsey! That should save on the cooking.

125 NATIONAL

Dave Currie took an early lead but was passed after three laps by his old rival Robin Stoner. These two had the race to themselves using Honda and Yamaha power. Could it be that the Rotax are more difficult to drive in these conditions? Next up was Simon Hagenbuch followed by Brice Carpentiere. The rest were a lap down.

100 NATIONAL

There were plenty of visitors among the Nationals with representatives from London, Hoddesdon, Shenington, Huntingdon, Cambridge and Bromsgrove, to do battle with the Camberley crowd.

On the first lap, Darrell Beasley led from Martin Hazel and Peter Giddings. In fourth place was Jamie Beasley followed by Mick Whitehouse, Howard Roberts and Steve Bicknell. On the second lap, Darrell Beasley had gone although he re-appeared in sixth place presumably after examining a scenic route. In the lead this time was Bromsgrove visitor Hazel, followed by the others in the same order. However the honour of Camberley was safe with Peter Giddings and at half distance he took the lead and held it to the end. Darrell Beasley caught and passed Mick Whitehouse also around half way having earlier disposed of Steve Bicknell.

Roger Abbey-Taylor

JUNIOR BRITAIN — 10 laps

1st John Bowden	Dino/Arrow
2nd Denzil Titherley	Jeta/DAP
3rd Chris Bennion	Kestrel/TKM

100 BRITAIN — 12 laps

1st Craig Booth	Dart/Arrow
2nd Gordon Payne	Barlotti/Arrow
3rd Devan McLurg	Wright/Arrow

100 NATIONAL NOVICE — 11 laps

1st Gerry Collard	DAP/Arrow
2nd Martin Collard	—
3rd John Gaunt	Zip/Arrow

210/250 NATIONAL — 10 laps

1st John Coaker	Lynx/Yamaha
2nd Graham Wood (210)	Zip/Motiv
3rd Les Saunders (210)	Zip/Upton

125 NATIONAL

1st Robin Stoner	Barlotti/Yamaha
2nd Dave Currie	Barlotti/Honda
3rd Simon Hagenbuch	Barlotti/Rotax

100 NATIONAL — 12 laps

1st Peter Giddings	Wright/Parilla
2nd Martin Hazel	—
3rd Jamie Beasley	Wright/Arrow

Plymouth

A near capacity crowd travelled to Riverside Raceway on Sunday to watch the Final of the Western Trust & Savings 'Kartmaster '84' series, and if they were expecting thrills and spills — they got 'em in spades'.

With Adrian Cottrell (Weyhill) having scored two straight wins from two rounds you may have thought that the other nineteen drivers in this prestigious series would be suffering a psychological disadvantage — not a bit of it. With Cottrell starting from grid four-

teen the front runners saw their chance for glory, so when the flag dropped a huge block of racers screamed down to Pit Bend, clashing wheels and rubbing elbows as they fought for every inch of track. But it was Tavistock Mike Perkin (PKC) who broke clear from the pack to lead away on lap two from Julian Pittocco (PKC), Dave Lloyd (Corfe) and Gavin Wills (PKC).

For four laps these racers ran one another very closely, until Pittocco made a mistake at Moneycentre Corner at the end of the fastest part of the course and immediately Lloyd and Wills shot through to 2nd and 3rd. While this was going on, Cottrell (who only had to finish mid field to be assured of overall victory) was carving through the field at a great rate, spurred on by the thought of the Western Trust cheque awaiting the winner! In just four laps he had climbed from 14th to 5th and was lining up to attack Pittocco for 4th.

However, it wasn't to be as disaster struck on lap six. Popular Plymouth driver Robbie Bright had the misfortune to clip a track-marking tyre and was sent cartwheeling out of the action. The yellow flags went out to slow the race and to tell the drivers to hold their positions, but it became clear in just half a lap that more serious measures needed to be taken, so out went the red flag and within one lap (approx 35 seconds) the race had been halted.

The ambulance was quickly on the spot and poor Robbie Bright was stretched off with a broken collarbone and abrasions. This was the first injury at a Plymouth Kart Club event in the club's three year history.

With the track cleared the race was restarted for its final six laps with the drivers as per their positions at the time of the red flag. Once again Perkin led away from the flag, while Wills drove neatly through the inside of Lloyd to take 2nd spot. With Cottrell restarting in 5th place it was highly likely that he would now be within easy striking distance of 1st place, but it wasn't to be. Within a couple of laps of the restart his exhaust became detached, so it was touch and go whether he'd finish at all. By driving one handed Cottrell managed to hold the pipe into its flange, and kept running albeit slowly. As he did so his arch rival Andrew Clarke (PKC) roared by and to what looked like an overall win in the series.

So the race ran to a close with a win for Mike Perkin from Gavin Wills and Dave Lloyd, with Andrew Clarke in 6th place thinking he'd done enough to clinch the title. But no — by gamely plugging on, and ignoring the pain from the hot exhaust pipe that scorched his hand, Adrian Cottrell scored his four points for a finish that gave him the title by just two points!

The trophies and cheques were presented on behalf of Western Trust by the Deputy Lord Mayor, Councillor John Finnigin, who congratulated the drivers on their skill, the club on its organisation, and Cottrell for his courage.

Earlier in the afternoon the Councillor had tried his hand at driving a kart and expressed himself 'amazed', and a 'bit different from the City's Rolls Royce!'

Western Trust & Savings Kartmaster '84 Result

1st M. Perkin	Sprint/Arrow	Tavistock
2nd G. Wills	Jeta/Arrow	Plymouth
3rd D. Lloyd	Jeta/DAP	Corfe

Overall Positions

1st A. Cottrell	Zip/Arrow	Weyhill
2nd A. Clarke	Jeta/Arrow	Plymouth
3rd G. Wills	Jeta/Arrow	Plymouth
4th M. Perkin	Sprint/Arrow	Tavistock

Supporting Races

100 NATIONAL

Plenty of action — and spins! — with visitors coming from as far away as Bromwich and Sutton Coldfield. Ron Shone (Weymouth), a national name in Kart

racing, was fast and lead a couple of races but each time spun away his advantage. Eventual winner was Russell Maple (Tiverton), from Grant Steele (Bournemouth) and Mike Bradley (Plymouth).

125/210 GEARBOX

Malcolm Williams (PKC) was the only man of the afternoon to score a maximum of four wins. Although starting at the back in each race his Austrian Rotax engine powered to four well deserved victories. Ernie Winn (East Knighton) and a steadily improving Roger Jessep (PKC) took the 2nd and 3rd places.

250 GEARBOX

Colourful, fast and spectacular. As always this class was a real crowd pleaser, with lots of late braking and sideways motoring as the Devon drivers fought off the challenge from the Cornishmen. 'Mad Max' Faulkner (Bude) was really on form, forcing through gaps where other men failed, but himself got beaten twice by the reigning Wessex champion John Gosling (Sidmouth/PKC). Also going well and leading a couple of race were Dave Sloman and Trevor Horwell.

With the Wyvern Majorettes and the Whitleigh Marching Band entertaining the spectators throughout the afternoon, plus a Formula 1 racing sidecar doing demonstration runs, the Plymouth Kart Club closed its 1984 season on a high note. Looking forward to 1985 the club would like to thank Messrs Toshiba and Bradbury-Wilkinson for allowing the huge car park to be turned into Riverside Raceway, and thus bringing fun (remember 'fun') and excitement to many hundreds of Plymouthians.

Spectator

Mini Ads

Telephone: **Hoddesdon 44201**

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



MOYNIHAN'S SANTE FE TRAIL!

THE FINAL ROUND OF THE 1984 BRIDGESTONE-KART AND SUPERKART 100cc NATIONAL SERIES — SNETTERTON KARTWAY — SUNDAY 7th OCTOBER



Gary Moynihan, the series winner.

In fine style Basildon based Ricky Grice holds off fiercely attacking British Champion Gary Moynihan during an action-packed final to take the victory flag and notch up his fourth win of the Series. Gary Moynihan though secures the title for 1984 with a grand slam points total of 658.

Report: Derek Calver
Pics: Jonsport

THE HEATS

The weekend of October 6th/7th found the diehard competitors encamped at Snetterton Kartway for the final showdown to the 1984 Bridgestone/Kart and Superkart 100 National Championship. A cool Saturday and Sunday morning gave way to a very pleasant afternoon, which, with exception of one heat made tricky by a light sprinkling of rain, provided perfect racing conditions.

Current championship leader and British Champion, Gary Moynihan led the list of entries and started as one of the favourites for honours. Third in the table, Ricky Grice, looked quick in practice without seeming to put much effort into his driving, while second placed, Neil Hann, although never to be underestimated, has yet to show his best form round the kartway, unlike Steve Brogan, who, a few weeks earlier showed he could find the quickest way around the circuit. Gary Prior was another to start at short odds along with Steve Tillett, hoping to atone for last years misfortune but with the grid littered with likely spoilers the battle for placings was going to be tough.

Nicky Kyriakides, up from Junior Britain this year led away heat 1 from Prior, Simon Sutton, Rob Owen, Steve Brogan, Jackie Brown, Pete Rochford and Moynihan with the rest streaming through in close attendance. Brogan wrested fifth place on lap 2 while the next tour found a new leader, Prior now ahead and making the running. Kyriakides held off Sutton for a further two laps allowing Prior to extend his lead which he maintained to the chequered flag. Sutton followed him comfortably in second, blissfully unaware of the battle royal for the next position between Brogan, Grice and Moynihan. Grice had slipped past Moynihan at half distance. He then wasted no time in laying seige to Brogan's rear bumper, towing Moynihan as he went. Brogan succumbed to the pressure on lap 10 but he was far from finished and a splendid ten tenths effort on the final lap saw him reinstated in third with Moynihan taking advantage of the situation to relegate Grice to fifth. Kyriakides, Hann and Rochford had a tussle for the next spot but

Kyriakides, using all his knowledge of the circuit held on to finish ahead.

Heat 2 looked like being a Darrell Beasley benefit as he pulled away from Kerry Thorpe, Scott Banks, Steve Tillett, Gary Till, Earnshaw and Stephen Day as the rest of the pack jockeyed for position, often three abreast with another two or three glued to their bumpers. It took Tillett until lap 5 to overcome Banks but once that obstacle was out of the way he quickly passed Thorpe before setting off after the leader. Thorpe spun around the same time Tillett got within striking distance of Beasley, promoting Banks and Till. Tillett outdragged Beasley on lap 10 to command the few remaining laps while Banks eased his way over the line after the demise of Till ahead of Stephen Day and David Tom who had squabbled, passed and repassed throughout the race.

Brown, Moynihan and Grice produced a three way tussle in the next heat. Brown led initially from Moynihan as Grice kept a watching brief. That was the order until lap 5 when Grice glided by Moynihan, a procedure he repeated next time round to take the lead. Behind them came Innocent, Brogan and Thorpe swapping places like it was going out of fashion. Innocent spun to restart at the back while Tillett, deftly working his way through from the back had taken advantage of those in front tripping over each other to close up and by lap 6 was snapping at the rear of Brogan's kart. The extra effort now put in by Brogan carried him past Thorpe and onto fourth behind a stylish winner in Grice, Brown and Moynihan and Tillett slipping through to complete a fine drive in fifth.

David Tom produced the first flag to flag win of the day in heat 4, always keeping a few lengths clear of the battle for second between Mike Day, brother Stephen and Darren Scott. Stephen claimed second on lap 4 and a lap later Prior made up the quartet after passing Kyriakides. This is the way it stayed for a few laps until everyone made their final push to the line. Lap 9 and Mike had taken over from Stephen, Prior moved into fourth on lap 11 before the positions changed again on the last circuit to read Tom, Stephen Day, Prior, Mike Day, Scott and Sutton.

Tillett grabbed the lead at the start of the penultimate heat and slowly edged clear of Ashley Sinclair, who had Rochford firmly affixed to his rear bumper with Hann, Sutton, Young, Thorpe and Banks right behind. Rochford took over second spot on the third circuit while Sutton passed Hann before they both relegated Sinclair two laps later. Thorpe entered into the spirit of things by moving through to fourth at mid distance as did Prior who now held seventh from a rear grid start. At the front positions remained unaltered, Tillett stretching his lead over Rochford with Sutton just behind. With just two laps to go and Tillett heading for victory his motor gave out in a big way leaving Rochford to take advantage of the situation to win from Sutton, Thorpe, Hann, Prior and Beasley.



Gary Prior (21), fifth overall.

Heat six was another humdinger as first Brogan led from Moynihan, Giddings, Grice, Scott, Stephen Day and heat 4 winner, Tom. Grice wasted no time in slipping through to second and by lap 4 Moynihan had been dealt with also. It took just one more lap before Brogan suffered the same fate as those before, however, Brogan fought back, not allowing Grice to establish any kind of buffer, keeping the leader on his toes while

famous two-stroke aroma as the charge to turn one began. Grice it was who led as they began to emerge from the next bend, but only just from Brogan, Prior, Sutton, Stephen Day, Tom, Hann and Tillett as the rest jockeyed for position. Just as everyone seemed to be going through without incident five karts at the back suddenly ended up pointing in all directions which left Owen, Rochford, Brown, Mike Day and



Steve Tillett drove to a good 4th place, after blowing his best motor in the heats.

fending off Moynihan. No further overtaking occurred among the leading trio but what a great battle of wits. Day finished a good fourth from Scott, Brown, who had found headway difficult, Michael Day and Till.

'B' FINAL

After a suitable break to enable everyone to get their breath back and make those final adjustments the 'B' Final participants were summoned to the dummy grid. Just six karts appeared on the scene and as further calls brought no more response Messrs Kyriakides, Banks, Scutchings, Till, Palmer and Greengrass were despatched onto the kartway to decide the four to join the main final.

Banks led Kyriakides, Scutchings and Till as Palmer and Greengrass struggled to keep with the leading quartet. Greengrass took fifth on lap 2, Palmer fought back but in his efforts to repass they tangled at the exit from the chicane. The race continued with Till taking third from Scutchings but, when it was clear that neither Greengrass or Palmer had any intention of rejoining the fray, quite happy instead to sit on their machines and chat, the Starter took the sensible decision by hanging out the chequered flag.

THE FINAL

A short while later the twenty four protagonists burst from the Pit Lane to begin the final chapter in this years Bridgestone/K&S Championship. Two rolling laps later the air was filled with a blue haze and that

however, ones' eyes kept returning to the leaders, especially when on lap 9 Brogan closed right up on Grice. Shadowing the leader round the infield complex Brogan would come out of Grice's slipstream on the main straight trying for the inside line only to be blocked by the front man who would then pull out a length or two before Brogan would again close for his next attempt. Moynihan sat just a safe distance behind no doubt thinking about the points third place would give him while being nicely placed to capitalise on any mistake by the leaders. A little further back Prior was still holding off Day who now had Sutton and Tillett searching for ways past. Tillett's opportunity came on lap 16 and he certainly made the most of it by nipping past both Sutton and Day who came out of it worst because Sutton slipped by as well. Hann, Tom and Banks continued to swap places while, back at the front, Brogan exerted the most tremendous pressure on Grice who still drove with remarkable coolness. The almost inevitable crunch came with six laps to go. Exiting Paddock Bend Brogan got a bit too close and rode up the back of Grice before slewing sideways onto the grass. Remarkably he held it together and a after journey of twenty odd yards with two wheels in the dirt and two on the tarmac he rejoined the circuit proper to continue a fair way behind Grice who must have been in danger of misting up his visor with the huge sigh of relief he must have felt. Moynihan used the time Brogan took to settle back into his rhythm to close right up. Tillett meanwhile was falling all over Prior while further down the order Brown, Rochford and Mike Day battled away as if they were the leaders. With two laps remaining Moynihan made his move around the top two corners, it all got a little tight as they made the exit and the resultant touch of wheels saw Brogan off the circuit again, lonely this time looking back to where he had just come from. He quickly restarted, but not before Prior, Tillett, Sutton and Day had all nipped by. Grice, choking his motor at every opportunity reeled off the last lap to take a very deserved win. Moynihan took second and the championship to round off a great year for him. Prior held off Tillett, Sutton and Day with Brogan next ahead of Till, Hann and Tom.

A splendid day's racing was rounded off with the Presentation of Prizes in a Hospitality unit on the main circuit. A host of trophies for the winners on the day and the Series, a new kart for the new Champion, tyres, vouchers, T-Shirts and a host of other goodies were liberally distributed and a very well earned Driver of the Day award for Ricky Grice.

See Page 15 for details about 1985



A literally 'flying' Ricky Grice who held Moynihan at bay and claimed his fourth K&S victory.

CLUB SCENE

The final was a procession with some twenty yard gaps between eventual winner Bundy, M. Williams and the Welsh visitor J. Williams.

250cc

Very fast and very furious. Two wins each here for Max Faulkner and Malcolm Turner, with just about everybody else getting faster each meeting but particularly good showings from Dave Sloman (Aero), John Gosling (Barlotti), Trevor Horwell, and Mike Biddlecombe (Zip).

Turner was the star of the class and entertained with his late braking manoeuvres at Pit Bend, where he seemed able to pick off who he liked, when he liked. However, in the Final he made a wildly optimistic stab up the inside of Faulkner, got by him okay but ran right over the front of Gosling rupturing that worthless fuel tank and bending a track rod. Turner himself escaped visiting the tyres by inches. While that was happening, Faulkner was dodging about a bit and found himself in a lead he was never to lose. Thanks to the bent track rod, Gosling then found himself driving into the side of Horwell at the next corner!

A newcomer to the class was Steve Hillier, who found it 'a bit different' compared to his usual 100 National mount.

Spectator

JUNIORS

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

BOOSTER

1st D. Rennison Jeta/DAP
2nd D. Wilson Kestrel/Arrow
3rd W. Colinson Jeta/DAP

100 BRITAIN

1st M. Perkin Sprint/Arrow
2nd A. Powell Sprint/Arrow
3rd J. Pitocco Jeta/DAP

100 NATIONAL

1st R. Maple Zip/Yamaha
2nd D. Maple Wright/Arrow
3rd D. Jones Jeta/DAP

125 NATIONAL

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

210 NATIONAL

1st S. Plain Zip/PPM
2nd F. Tarr Dale/Upton
3rd A. Sutcliffe Barlotti/Owntune

250cc

1st M. Faulkner Aero/Yamaha
2nd D. Sloman Aero/Yamaha
3rd M. Biddlecombe Zip/Yamaha

Blackbushe

SUNDAY, SEPTEMBER 23rd

There was a mixture of weather with the early part of practising being on a damp track and then rain falling again during the National Novice final. The beautiful Blackbushe landscape was brightened by the remains of an articulated truck which had been driven over a sand cliff the day before as part of a London Weekend TV film stunt. It was due to be blown up on the following day.

JUNIOR BRITAIN

Chris Bennion led for the first three laps but he was then passed by John Bowden who held on to the lead to the finish. Denzil Titherley was third throughout but he caught Chris Bennion and it was only blocking tactics that kept him behind. This action resulted

in these positions being reversed after the end of the race. Michael Pallett was in fourth spot for half the final but he fell back and his place was taken by Chris Minassian. Johan Dackner finished fifth which was a relatively low place for him. The sole Booster was that of James Ferryman who was eighth overall and beat several Britains.

100 BRITAIN

Once again Craig Booth dominated the Senior Britains with a flag to flag performance. Anthony Geraty followed him for most of the final but after nine laps he dropped out leaving second place to Gordon Payne. Everyone moved up a place when Geraty went and Kevan McLurg took third followed by Robin Whitaker and Patrick Smith. The heats had sorted the drivers out and there was very little passing.

100 NATIONAL NOVICE

A good entry of novices gave them a race to themselves and they were treated to a wet and slippery track. Gerry Collard led from start to finish. Collards seem to go well in such conditions and Martin took second although they were separated by two lapped drivers towards the end. Third place went to John Gaunt and Vincent Higgins was next followed by Simon Parr and Hugh Williams. They all seemed to be rather cautious but most finished.

210/250 NATIONAL

John Coaker led all the way in the first gearbox final. Initially, Paul Dredge was second but he dropped out after a couple of laps. Stephen Fenny then moved up into second having been fifth on the first lap. However he only lasted another lap and then he dropped out leaving Gerry Wilton in second. Even Gerry was having problems and he fell back into the clutches of the leading two 210s of Graham Wood and Les Saunders. Rumour has it that Les is being sponsored by the Ken-



Redhill Racing

CLASS 100 KART SPECIALISTS

Fit a Redhill 100 cc or 135 cc Slide Carburettor

Engine Tuning and preparation our Speciality. Dyno Testing Facilities while you wait, Crankshaft Splitting, Boring and Honing. REDHILL Slide Carburettors. Overalls, Boots, Gloves, Visors and Helmets. Agents for Zip, Sprint and Birel Karts and Equipment. Midland Agents for B M Karts and Engines. Spares available for Engines, DAP, KOMET, BM, P.C.R., SIRIO, PARILLA, TKM. Complete range of secondhand Karts and Engines Ex Stock. Mail order C.O.D. service. Trade enquiries welcome.

Sole UK distributors for Kali Karts
Main agents for **Bm** Karts
birel **TKM** **DAP** **ZIP**
P.C.R. **PARILLA** **KOMET** **BELL** HELMETS

Access and Barclaycard

For personal service contact: **MARK BARNARD, REDHILL RACING**, Unit 52, South Moons Moat Industrial Estate, Padgetts Lane, Redditch, Worcs B98 0RD, England. Tel: 0527 26263 - 29002. Telex: REDMAT 335693.
A subsidiary of Redhill Developments Limited.

PROVED PERFORMANCE PAYS!



Redhill - sole importers of
YAMAHA 100cc Engines and spares.

← **KT100AX** FOR NATIONAL CLASSES
KT100S FOR BRITISH CLASSES & SCHOOLS KARTING →

AGENTS FOR DUNLOP, GOODYEAR AND BRIDGESTONE TYRES

CLUB SCENE

his tail until on lap eight Webb came round on his own and went on to win with Mark Thomas promoted up to second place and Dale Bridges third.

Steven Webb had a flag to flag win in the final with no opposition. Paul Sommers and Gavin Kershaw had a good scrap for second place for the full fifteen laps with Sommers eventually running out in that place, with Kershaw third and Mark Thomas finishing in fourth place.

100 NATIONAL

Gordon Chenery had his first win of the day in the first heat, he led first time round and was still out in front by a good bit as the chequered flag fell. Robbie Adams and Lee Gage had a good scrap for second place which went to Adams and Gage finished third and next over the line came Mick Mayers in fourth.

Mike Bernie led heat two right up to the last lap when Robbie Adams found the gap he had been looking for all race long and slipped through to win, Mike Bernie took second place and Mick Mayers was not far behind in third with Bob Kett fourth.

Heat three was another flag to flag win for Gordon Chenery with an improving Mick Mayers holding a race long second place not far behind. Bob Kett held off Robbie Adams to take third place, Adams finished fourth and Lee Gage was fifth.

The final was yet another win for Gordon Chenery who led from start to finish. Robbie Adams held second place for thirteen laps when both Mick Mayers and Bob Kett got past. Mayers took second place by the narrowest of margins with Kett third, Adams fourth and local driver Stephen Sillett in fourth place.

125 NATIONAL

Boyd Barrington in his first race at Ellough for a while had a flag to flag win in the first heat, Darren Maryon held second place for six laps, then Paul Cross in his first race with green plates got past to take second place and Maryon had to settle for third.

Maryon went off the line like a rocket in heat two and held onto the lead for the full ten laps, Cross could not find a way past and also had his work cut out to hold off Barrington who finished third this time with Roy Gallant in fourth place.

Roger Barrington led heat three for three laps with Maryon in second place but some determined driving from Cross soon put him up into the lead and he went on to win. Boyd Barrington was working his way up through the field and by lap eight he was in second place but could not make any impression on Cross and settled for second place with Maryon in third.

The final was an easy win for Boyd Barrington after a couple of drivers spun away their chances in the early stages, Maryon held second place for the whole race and Cross worked his way up through the field after an early spin to take third place with Roy Gallant finishing in fourth.

210 NATIONAL

Tim Ayres and Ken Austin hotly contested the lead in heat one but it was Austin first across the line with Ayres close behind. John Sapey held off Ian Jackson to take third place with Jackson fourth.

Heat two was a flag to flag win for Austin with Jon Minns holding second place for a while. The trio of Ayres, Jackson and Sapey all got past on lap six and Ayres went on to make second place with Jackson third and Jon Minns fourth.

Ian Jackson won the third heat after getting past Ralph Howard on lap two, Howard then held off Tim Ayres until on lap nine he found a way past and went on to finish second with Howard third and Steve Potter fourth.

A wide variety of leaders in the fifteen lap final, first, Ken Austin, then Ralph Howard got past on lap three, Tim Ayres held the lead until lap seven, Ian Jackson then got past and went on to win. Ayres and Howard had a ding-dong for second place which went

to Howard in the end with Ayres in third and Jon Sapey fourth.

250 NATIONAL and INTERNATIONAL

Heat one was a good win for the now Rotax powered Mike Dzuirgalski followed closely by Kevin Ramage who shadowed Mike all the way. Bill Garner held third place for five laps but then Arthur Thompson got past, Garner retired leaving Dave Symonds to take fourth place.

Kevin Ramage led heat two for a couple of laps but his engine gave out and that left Arthur Thompson to take an easy win with Colin Breeze a close second and Dave Symonds third.

Heat three was another win for Dzuirgalski with Colin Breeze and Arthur Thompson having a good scrap for second place which went to Breeze who got past Thompson on lap four and spent the rest of the race holding him off, in fourth place was Dave Symonds.

The final was led from start to finish by National driver Colin Breeze with Dzuirgalski not able to get past. Ramage had got another motor fitted and after a bad start and the lack of a clutch was catching up fast but ran out of laps settling for third place. Arthur Thompson had a lonely race in fourth place.

Thanks to all the Marshalls, Lap Scorers etc, for all their hard work on the day and all those who work behind the scenes to make the meetings run smoothly. See you soon.

John Davies

JUNIORS

1st Steven Webb Spyda/Hewland
2nd Paul Sommers Dart/TKM
3rd Gavin Kershaw Spyda/Hewland

100 NATIONAL

1st Gordon Chenery Spyda/Arrow
2nd Mick Mayers Dart/Hewland
3rd Bob Kett Mustang/TKM
4th Robbie Adams Zip/Parilla

125 NATIONAL

1st Boyd Barrington Spyda/Rotax
2nd Darren Maryon Lancer/Rotax
3rd Roger Barrington Spyda/Rotax

210 NATIONAL

1st Ian Jackson Aero/Upton
2nd Ralph Howard Aero/Upton
3rd Tim Ayres Lancer/Upton

250 NATIONAL and INTERNATIONAL

1st Colin Breeze (Nat) Zip/KTM
2nd Mike Dzuirgalski (Int) Spyda/Rotax
3rd Kevin Ramage (Int) Dino/Yamaha

Dunkeswell

SUNDAY, SEPTEMBER 30th

A bright, sunny Autumn day greeted the 84 racers and surprisingly large number of spectators. Surprising, as the previous night the airfield was ravaged by a gale that almost swept away tents and caravans!

JUNIORS

Good to see five 'Boosters' in this class, they all ran reliably, with Lee Rennison (Jeta) and Dave Wilson (Kestrel) in particular having good scraps all afternoon.

Overall, this class was a repeat of the Adrian Coles — Stewart Baker duel, with Denzil Titherly, Mark Smith and Richard Gameson trying hard to be involved but not quite making it.

The outcome was three 1st and a 2nd to Coles (Jeta), with Baker taking a 1st, two 2nds and a 3rd.

BRITAIN

A smaller entry than usual but still with some entertaining racing. This was yet another of those meetings where 1st place went comparatively easily, while the places were fought over tooth and nail.

The wins went to Andrew Clarke (Jeta), Don Thacker (Jeta), and two to Mike Perkin to prove his Kartmaster final win was no fluke.

Thacker won heat two but the real action was for third, as Steve Beer drove his heart out to stay ahead of Perkin, Gavin Wills and Dave Watson who seemed to be taking turns to have a go at him!

Same sort of thing in the Final. Alan Powell — having a really great meeting — led for a couple of laps but had to give way to Perkin's pressure, while behind them Dave Lloyd, Julian Pitocco and Tony Cleal battled wheel to wheel in different combinations in all sorts of places. For all twelve laps these three got stuck in to one another, with Lloyd eventually being elbowed down to 5th and Andrew Clarke catching the lot but lacking time to challenge. Great Stuff.

100 NATIONAL

The Maple brothers had the legs over everyone else on this day to each score two wins, and so dominate the class. A bit like 'Britain' with more action for the places than for the lead. Heat one saw Ian Hiscock, Alan Dodd, Clive Elmore and Richard Copeland racing elbow to elbow for 2nd spot behind a rapidly disappearing Russle Maple (Zip).

Heat three had a heart stopping moment when Dodd seized to a halt on the fastest part of the Main Straight immediately in front of around eighteen other drivers! They all made phenomenal avoidances — except Copeland who clipped the rear of Dodd and severed his own rear wheel as neatly as if it were done with a hack saw, yet he still managed to bring it safely to a halt at trackside. While all this was happening Russle Maple climbed from 12th to 2nd!

The final had a terrific scrap between the two Maples — no 'brotherly love' here. While no less than five guys raced each other for 3rd — until Neil Symes and Ian Hiscock locked wheels on the Straight, and then there were three! Denys Jones, Ron Shone and Dodd continued to entertain to the flag, while up front Russle just pipped Darren Maple at the flag. More Great Stuff.

210 NATIONAL

News! Steve Plain got beaten — and by Alec Sutcliffe, who has suffered from the most abysmal luck for over a season. Nothing has gone right for him since he won the club championship, but at last maybe the tide has turned.

Some good racing and much more reliable than of late, with good showings coming from Fred Tarr (Dale), Ernie Winn (Barlotti) and Roger Jessep (Star).

Steve Plain (Zip) led away into the Final while Tarr, Winn and Davis ran closely for 2nd spot. Sutcliffe had made a poor start and had dropped to 8th place, but he soon got going and charged through the field until he was pressuring Tarr for 2nd spot and although he could get alongside going into Pit Bend he just couldn't hold the line to the exit, so had to settle for third.

125 NATIONAL

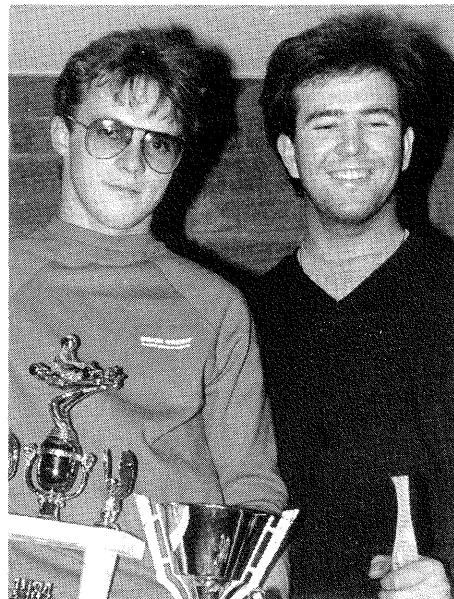
A series of high speed processions. Andy Bundy took three wins, but he sure had to work for them as Malcolm Williams (Zip) and visitor Jonathon Williams (a Welsh 'Williams' and no relation) pushed him hard in the early laps of most races.

There were moments of excitement as in heat two when M. Williams led, and Bundy and J. Williams clashed wheels at the exit of Pit Bend causing one another to get airborne and half spin.

M. Williams was chuffed with his heat two win and was really putting the pressure on Bundy in the next heat when, of all stupid things, his gear change became disconnected and left him stuck in 4th.

KART AND SUPERKART 100 NATIONAL SERIES FINAL RESULTS

Position	Driver	1	2	3	4	5	6	Total
1st	Gary Moynihan	136	100	130	135	126	131	658
2nd	Ricky Grice	97	57	134	125	137	136	629
3rd	Neil Hann	110	121	107	95	127	117	582
4th	Steve Brogan	53	112	128	113	100	128	581
5th	Gary Prior	81	131	68	117	116	131	576
6th	Scott Banks	120	121	99	96	101	77	537
7th	Simon Sutton	108	60	42	107	128	128	531
8th	Steve Tillett	68	112	30	118	128	102	528
9th	Stephen Day	112	71	53	109	113	121	526
10th	Rob Owen	101	112	80	66	112	84	489
11th	Peter Giddings	111	108	95	72	62	98	484
12th =	Michael Day	85	93	53	110	94	101	483
12th =	Darrell Beasley	53	109	96	124	—	101	483
14th	Gary Till	107	117	124	63	26	66	477
15th	Jeremy Cotterill	135	104	—	121	114	—	474
16th	Jack Brown	96	23	68	109	82	115	470
17th	David Tom	15	97	111	42	104	103	457
18th	Graham Kershaw	130	98	15	110	101	—	454
19th	Stephen Sykes	123	103	—	117	109	—	452
20th	Kerry Thorpe	119	60	98	44	49	109	435



Gary Moynihan (left) and Ricky Grice.

Congratulations Kurt on your second consecutive RAC 125 title on Minilites

Insist on

MINILITE — the Winning Wheel you'll enjoy using!

at your local Dealer or direct from

MKM Wheel Services Ltd.

12 Hunter Road, Wimbledon, London SW208NZ, England

01-946 7401

MONDIAL 84T
NATIONAL
UK MAIN AGENTS

FRED'S

BOXER
UK AGENTS

PRECISION RACING ENGINEERS

Super One Series Results: 1st Dominic Connelly-Boxer/Arrow — 2nd Rob Wilson-Boxer/TKM

CONGRATULATIONS

KARTS

1 TKM, Blue National, one season£195.00
1 DAP 104, 8 meetings, new brakes.....£220.00
1 UFO as new£225.00
1 Premier without brake£110.00
1 Redhill Rapide, good condition£125.00
1 Zip Kart, 2 seasons£95.00
1 Boxer Britain, x-Rob Wilson.....£295.00
4 Cobra'seach £150.00
1 Kartpro kart, as new£295.00
1 Premier, black, 6 months old£150.00
1 Birel, two seasons£125.00
1 Sprint, 3 bearing.....£125.00

ENGINES

2 Nicola Fletchers TT27 ...Price on application

Facilities for maintaining and tuning any make of engine.

Boring, Honing, Crank Splitting

Full Dyno facilities, run in and check over
£15.00

Over 20 new and used karts in stock.

Over 20 new and used engines in stock.

**BRIDGESTONE YAK's NOW IN.
Britain & National**

BRIDGESTONE YBN.

**The Back of The Bakery,
Claywheels Industrial Estate,
Sheffield S6**

**12 noon till 9pm Mon-Fri
12 noon til 5pm Saturdays**

FOR SERVICE RING

SHEFFIELD 0742 335918

MIKE MULHEARN or NIGEL MITCHELL

November 1959



November 1984

JOHN MILLS (Kart Specialist)

25 YEARS OF RELIABLE SERVICE TO KARTERS IN THE U.K. & AROUND THE WORLD.
21 YEARS OF DYNAMOMETER TESTING & SPECIALISED PREPARATION.
12 YEARS OF PERSONAL EXPERIENCE AS A MEMBER OF THE BRITISH NATIONAL KART TEAM.
15 YEARS AS **DAP** SOLE U.K. CONCESSIONAIRE & DISTRIBUTOR FOR U.K. A PARTNERSHIP THAT
ENABLES US TO BRING YOU THE VERY BEST KARTS, ENGINES & EQUIPMENT AVAILABLE WITH AN
EXPERIENCED BACK-UP SERVICE TO MATCH.

DAP BRITISH, EUROPEAN & WORLD 100cc CHAMPIONS, KARTS & ENGINES
FOR JUNIOR & SENIOR INTERNATIONAL + 100 NATIONAL CLASSES.



BRITISH CHAMPIONS 1983 & 1984
FOR JUNIOR BOOSTER, BRITAIN & NATIONAL CLASSES

Now for 1985. New to the U.K. market but well proven in Europe.

AVAILABLE NOW FOR IMMEDIATE DELIVERY. SLICKS & WETS.

VEGA TYRES FOR NATIONAL & INTERNATIONAL CLASSES

The Seasons Greetings & Sincere Thanks to our many customers past and present.



JOHN MILLS (Kart Specialist)

90a Valley Road, Worksop, Notts.

Telephone: 0909 474633 Cables: 'Jayem' Worksop
RETAIL — TRADE — EXPORT SUPPLIERS

South West Distributor
TEAM TABOR
Weymouth 0305-774074

Scottish Distributor
B.T.R. RACING
Glenrothes 0592-772356

North East Dealer
GEP TUNING
Stakeford 0670-813013

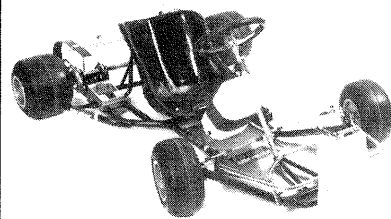
North West Dealer
TEE JAY RACING
Barnsley 0226-726188

Spares for all Class 1 motors, plus tuning, rebuilding, crankwork, boring, honing, cracktesting, machining, alloy welding etc. (Usual confidential service to the trade).

Mick Worth Racing Engines

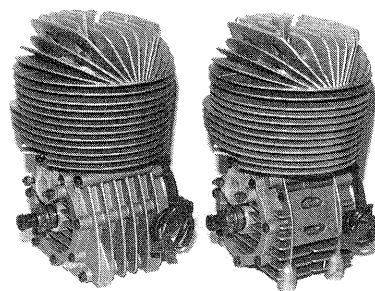
897 Uxbridge Road, Hillingdon, Middlesex, England.
Tel: 01-573 1963. Cables: DAPWORTH

DAP — HEWLAND — PARILLA — TKM — KOMET — SIRIO etc



Main Agents & Distributors in the South for all superb range of DAP Motors & spares for all classes. T70, T70TT, T72, T80, T60 (135cc).

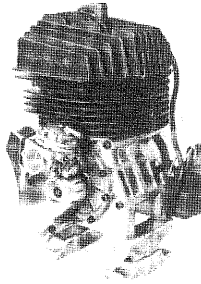
Any make of new Kart or Engine supplied, with new Zip Karts usually in stock. Part exchange welcome. We will buy good Class 1 Motors for cash.



The best bored & modified
TILLOTSONS (even other
tuners have used our Carbs!).
Individually tested and set up.
MW/52B & MW/52N — £29
MW/52BS, MW/62N & MW/
72N — £39.



HEWLAND ARROWS for
Britain & National classes
ex stock, with full spares
back up. Our ultra
successful tuned Arrows
speak for themselves —
sometimes available off the
shelf, otherwise 2-4 weeks'
delivery.



Tyres for all classes, special
handcut rain tyres, 10% more
effective than standard (pat-
tern), 35 & 42 inch, Chain,
Motocraft, Champion & NGK
plugs, Castrol, Shell &
Mirocoo Racing oils, Chain
Lube, plus all accessories,
Sags, Boots, Gloves etc.

TUNING (All Class 1
Motors) Tuning to the
highest International and
British Class standards, as
chosen by many top drivers
in both Europe & the UK.
Britain Classes — £100: Inter-
national/National — £100-
£165.

1st CLASS USED EQUIP-
MENT ALWAYS FOR SALE

TIME + ADVICE GLADLY GIVEN IF YOU ARE ABOUT TO START KARTING

Shenington

SUNDAY, SEPTEMBER 16th

JUNIOR BOOSTER

Bobby Game the newly crowned British Booster Champion took an easy flag to flag win and left Oliver Gavin and Lee Rennison to dice for second and third places respectively. Mark Cheeson, latest in the line of novices to enter this class, performed well and, once he has learnt a little more track craft, will undoubtedly be a force to be reckoned with in the future.

JUNIOR BRITAIN

A healthy grid of Junior Britain drivers lined up for battle, with Adrain Coles occupying pole position. Coles dominated the race for the first five laps, until a broken drive sprocket side-lined him. That left Martin Powell and David Jackson to dispute the lead and turn the race into a furious scrap for the front. Disaster, however, also robbed these two stalwarts of front order finishing when they contacted and spun out, though they did manage to rejoin the proceedings. Young Guy Wood thus found himself elevated to the premier role which he maintained to the flag. Jason Bird and David Jackson, after a restart, hounded each other to the post, but it was Bird who got the edge to claim second. Martin Powell managed to finish seventh.

125 NATIONAL

Long term Shenington campaigner, Mark Allen, secured a fine victory but with considerable opposition from John Russell who fought him all the way to take second place. Graham Stevens finished third.

The Minarelli took its place among the 125 Rotax motors but as it does not become legal to race in the 125 National class until 1st November, those drivers using the power unit were not eligible to claim points. However, it does look as though the motor will be a serious competitor to the Rotax during 1985.

210 NATIONAL

There seems to be a lot of very quick Villiers around the scene and in the very able hands of Colin Hoare and Co we saw the value of those words. Hoare led the race for three laps until he suffered an engine malfunction and was forced into retirement. Steve Hurst and Andrew Worton were left to scrap for the lead whilst Colin Poole, the ever impressive 125 Long Circuit exponent hung on in the tow. On the eleventh lap Poole surged forward to demote Worton and left

him to the clutches of Paul Woodward whilst Poole himself finished the race second to Hurst.

100 NATIONAL

A good entry of Nationals turned out for the event and provided some very close racing right through the field. Jeremy Cotterill fought his way from seventh spot to eventually lead the rest to the flag after a good scrap with Andy Pallister and Chris Owen.

100 BRITAIN

A very tense start to the race saw Adrian Chapman and Paul Rixon on the front row. Chapman got the jump as the starter waved them away and defended the front well for three laps until Rixon outflanked him and set himself up at the head of the queue to hold steady to the flag. Paul Branfield and David Hawes enjoyed a terrific battle throughout, with third spot eventually being decided in Branfield's favour.

Report & Pics: Carol and Doug Rees

JUNIOR BOOSTER

1st Bobby Game
2nd Oliver Gavin
3rd Lee Rennison

JUNIOR BRITAIN

1st Guy Wood
2nd Jason Bird
3rd David Jackson

100 NATIONAL

1st Jeremy Cotterill
2nd Andy Pallister
3rd Chris Owen

125 NATIONAL

1st Mark Allen
2nd John Russell
3rd Graham Stevens

210 NATIONAL

1st Steve Hurst
2nd Colin Poole
3rd Paul Woodward

100 BRITAIN

1st Paul Rixon
2nd Adrian Chapman
3rd Paul Branfield

250 INTERNATIONAL

1st Stuart May
2nd A. Blueton



Guy Wood, in the Premier role, led home the Junior Britain field.

CLUB SCENE

Cambridge

SUNDAY, SEPTEMBER 16th

The results of the meeting of the Cambridge Kart Club held at Nuthampstead on Sunday 16th September are as follows:

JUNIOR BRITAIN Esmond Flack Trophy

1st Chris Bennion Kestrel/TKM
2nd Simon Harrison Wright/Wright TKM
3rd Adam Snare

JUNIOR NATIONAL

1st Toby Cane Sprint/TKM

JUNIOR BRITAIN

1st Simon Light Zip/Arrow

JUNIOR BRITAIN (Nov.)

1st Trevor Foskett Stratos/TKM
2nd Ian Morris Dart/TKM

100 NATIONAL NOVICE

1st Gery Lynch Sprint/Parilla
2nd Michael Bourn Sprint/TKM

100 NATIONAL 'B'

1st Dickie Dyer Nimrod/TKM
2nd Craig Percy Lane/Parilla

100 NATIONAL 'A'

1st Curt Guy Gillard/PCR
(Luton HGV Transport)
2nd P. Giddings Wright/PCR

100 BRITAIN

1st Allen Reeves Clone/RRE/Arrow
(Walthamstow Building Society)
2nd Anthony Geraty Dart/Arrow

CLASS 4s

1st Bill McDougall Zip GP/Villiers
2nd Ian McKenzie Barlotti/Villiers

Beccles

SUNDAY, SEPTEMBER 16th

On Sunday 16th September the club held the "East Anglian Championships" at Ellough near Beccles. The weather was kind to us and although it was overcast it remained dry all day. The entry was good with drivers from as far apart as Bedford and Kent. In all the classes the racing was close and sometimes unpredictable.

JUNIORS

Steven Webb took the lead early in the first heat but soon came under pressure from Shaun Nicholson who got past on lap five and although Webb tried all the tricks in the book he could not regain the lead and settled for second place; third place went to John Lowther with Gavin Kershaw fourth.

It was Nicholson who took an early lead in heat two with Webb in close attendance, and by lap six he managed to get past and go on to win by the narrowest of margins over Nicholson, the dice for third place went to Dale Bridges with Gavin Kershaw again fourth.

Mark Thomas led heat three for a couple of laps but could not hold off the battling duo of Webb and Nicholson and by lap three found himself down to third place. Nicholson took the lead with Webb right on

RIPSPEED NOW IN STOCK
INTERNATIONAL 01-803 4355

ZIP PROTECTIVE CLOTHING

THIS PRODUCT CARRIAGE FREE! IN U.K. MAILING

CIK APPROVED F1 STYLE QUILTED SUIT ALL SIZES IN STOCK INCLUDING CHILDRENS **£47**

AVAILABLE IN RED/BLUE/BLACK

MECHANICS OVERALLS ALL SIZES IN STOCK RED/BLUE **£20**

STARWARS WHITE ONLY **£126**

RAC APPROVED FOR OFF ROAD RACING ONLY

BELL LTD WHITE/GREY **£129**

RAC APPROVED 1984

PULSART2 WHITE ONLY **£49-50**

RAC APPROVED 1984

THE BEST ANYWHERE

54 FOREST ST. EDMONTON LONDON N18

LEATHER BOOTS BLACK SIZES 4-11 **£28.75**

SUEDE BOOTS RED/BLUE/BLACK SIZES 4-11 **£28.75**

ALL PRICES INCLUDE 15% VAT WHERE APPLICABLE

COLAR ENGINEERING CHASSIS BUILDERS

Offering the following services in the construction of Karts:-

- ★ CHASSIS BUILDING
- ★ EXHAUST SYSTEMS
- ★ PEDALS, BUMPERS ETC
- ★ STUB AXLES
- ★ ALSO KART CRASH REPAIR SERVICE.

Production runs and one-offs undertaken.

All enquiries welcome

Unit 6,
Marshgate Drive,
Hertford.
HERTFORD 552809

GUERNSEY 25th ANNIVERSARY

start to finish with her brother, Oscar Newman, in 2nd place and Graham Glass in 3rd. In the third heat once again it was Emily Newman showing her class and leading from flag to flag with Stephen De Carteret in 2nd. In the Junior Guernsey class after an exciting battle with Oscar Newman, Conrad Ayres and Paul Ozanne, Newman came in first. In the final it was the two Newmans who lined up on the front of the grid, this again was the way the race went with Emily Newman 1st and Oscar Newman 1st Junior Guernsey. In 2nd place was Paul Ozanne and in 3rd Graham Glass. Both Junior Guernsey.

JUNIOR NATIONAL

E 1st E. Newman Kali/Parilla

JUNIOR GUERNSEY

E 1st O. Newman Kali/Arrow

100 NATIONAL

With over 40 drivers in this class, this meant that we had to have 9 heats. In the first heat Steve Tillett led the whole race with Gary Waldron in 2nd and Sammy Hunt in 3rd. But on lap 8 Hunt edged past Waldron to take 2nd place with local driver Colin Laine in 4th until Bachnaker seized in front of him causing him to take avoiding action and ended up on the bank. This left Jeffrey De La Mare the chance to take 4th place. In heat 2 R.A.F. driver C. Owen came in 1st with Till and Peacock passing each other but Till came in 2nd and Peacock 3rd. Heat 3 and Gary Prior led for 12 laps until Piers Hunnisett passed him and that is how it stayed, in 3rd was R.A.F. driver Mark Burns. In heat 4 N. Parrington led from start to finish but there was an almighty tussle going on behind between Laine, Tillett and Waldron. But after some wheel banging and bumping Tillett took 2nd place. Heat 5 was a bit of high speed procession with S. Hunt 1st, M. Sayer 2nd and Jersey driver Robert Miere 3rd. Heat 6 and Prior showed his superiority by getting from grid 6 to 1st in only 4 laps and that is where he stayed. Hunnisett inches from Prior's bumper came in 2nd with Till looking for gaps that were not there finishing 3rd. Heat 7, this one went well for the Hunters Team with Hunt 1st, Woolford 2nd, Parrington 3rd all from the Hunters Team. Heat 8 was a good one for local driver Dave Bynam, he led for 14 laps but Tony Negal outraked him to take 1st on the last lap with Gary Till in 3rd. The last heat and Prior won this one again guaranteeing him front grid on the 'A' Final with Piers Hunnisett 2nd.

100 NATIONAL 'C' FINAL

Mark Sayer started on pole for this one and he led the whole race without a mistake, R. Gold on grid 2 lost his place to Dave Owen on lap 2 and Owen stayed there with Gold 3rd. Local driver Colin Laine after some bad luck in the heats started on grid 9 and by lap 3 had got down to third place but one lap after as he passed 3rd place driver his noise box got jammed against the throttle finishing his race, in 4th place was Peacock from the R.A.F.

100 NATIONAL 'B' FINAL

This one was won by Pete Rochford who started on grid 10 and got up to 4th place after a good start by lap 2 and on lap 5 he passed Hart to take 3rd. Two more laps and Rochford got through to take 1st, in 2nd place was Tony Negal who started 3rd on the grid and 3rd came Hart from the R.A.F.

100 NATIONAL 'A' FINAL

This was the race of the day which everyone had been waiting for with Hunt on pole, Hunnisett on grid 2 and Prior and Tillett on grids 3 and 4 and Till on grid 5. At the back of the grid were Rochford and Negal after taking 1st and 2nd in the 'B' Final. Lap one and into the lead went Prior with Hunt, Hunnisett and Tillett following, lap two and Hunt squeezed through to take the lead. This is how it stayed with the four leaders pulling out a lead on the rest. But on lap 13 Prior saw his chance and slipped through on the inside of Marais Bend to take the lead and this is where he stayed in spite of Hunt trying everything in the book to pass him and they went over the finishing line bumper to bumper with Hunnisett 3rd and Tillett 4th. Prior then took a well deserved victory lap with the chequered flag.

'A' FINAL

E 1st Gary Prior Zip/Parilla
E 2nd Sammy Hunt Dino/JM Dap
E 3rd Piers Hunnisett Zip/PCR
E 4th Steve Tillett Gillard/Parilla

Best visiting driver over the 2 day event went to Piers Hunnisett with a 1st at the Hillclimb and a 3rd at the Track to take the Bougourd Bros Trophy. Best local driver at the Track went to Dave Bynam and the Eastbourne Trophy for the best local driver at the Hillclimb was shared between Colin Laine and Dave Bynam, having equal times. Fastest timed lap of the day was done by S. Hunt with a time of 22.18 secs.

125 AND 250 GEARBOX

After some exciting racing in the heats the final was led from start to finish by Jersey driver Malcolm Crowe. In 2nd place in the 125 National class was Nigel Davis. In 1st place in the 250 class was Guernsey driver Malcolm Pike and in 1st place in the 125 Piston and Reed class was Jersey driver M. Gegeulin. Fastest lap was done by Richard Dix on a Zip/Rotax.

125 NATIONAL

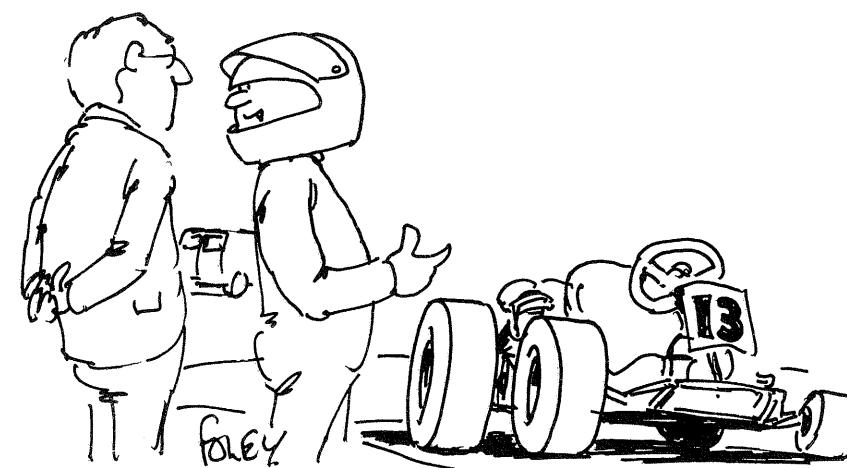
J 1st M. Crowe Stratos/Rotax

250 INTERNATIONAL

G 1st M. Pike Star/Yamaha

125 PISTON AND REED

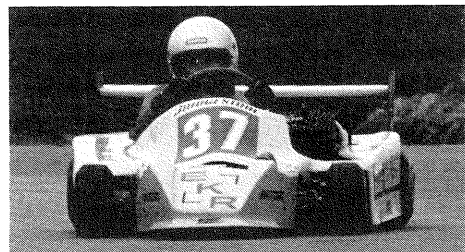
J 1st M. Gegeulin —/—



I FIND IT MUCH BETTER HERE - IT'S ALL LEFT HAND BENDS, YOU KNOW.

SOMEBODY ELSE GOING OFF TO LE MANS?

EURO KART Racing RACE TUNED ENGINE SPECIALISTS



Engine Tuning as used by Derek Price

Full machine shop facilities for preparation and tuning; of:

ROTAX 125
ROTAX 256
YAMAHA & HONDA

Helecoiling, Crankshaft servicing, Cylinder honing & boring, Gearchange conversions.

FULL SPARES BACK-UP

Ring John Stephens or Derek Price on WIGAN (0942) 34567 or call at 20 CHAPEL STREET, PEMBERTON, WIGAN, LANCS.

ACE FUN MANCO FUN KARTS

SEVEN MODEL RANGE
Single & two seater & all terrain (illustrated)
Two pedal control - suitable for 5 yr. old to adult.
Send for colour brochure & stockist details:

TRENCH TRACTORS LTD
Dovefields, Uttoxeter, Staffs.
Tel: 08893 5155. Telex: 36552

CAN'T GET IT?

HAVING TROUBLE GETTING 'KART & SUPERKART' AT YOUR LOCAL NEWSAGENT?

LET US HELP — SEND US THEIR NAME AND ADDRESS AND WE'LL DO OUR BEST.

Newsagent:

Address:

Kart & Superkart Ltd, Pindar Road, Hoddesdon, Herts.

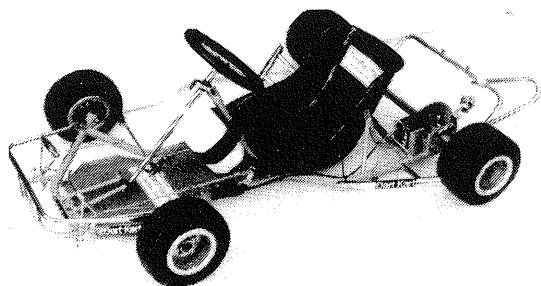


(0322)

22645 MAIL ORDER ONLY

24700 ALL ENQUIRIES

OR TELEX 8954766 PROSPEG



**MANUFACTURERS OF THE DART KART —
THE WINNERS' CHOICE**

THE DART 089. '84 BRITISH CHAMPION

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

Dart 089 Booster/Britain.....£235

Dart 089 National (Alloy).....£235

Dart 089 (Mag).....£265

All plus VAT but less tyres & assembly

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

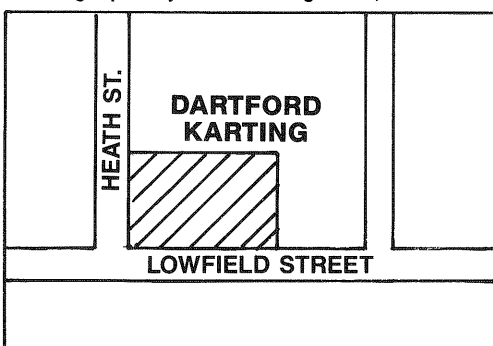
New Junior Booster class from 10 years old. We can offer all new Dart 089 karts, Bridgestone YBN tyres, Arrow engines complete assembled ready to race from stock **£657.80** including 15% VAT.

If buying second-hand for this class the DART 81, DART 82, DART 83, DART 089, are all homologated.

*All prices subject to alteration without
prior notice*

IN STOCK

large quantity National Bridgestone, front & rear



**PARILLA ENGINE PARTS TG14,
SS20 and TT22**

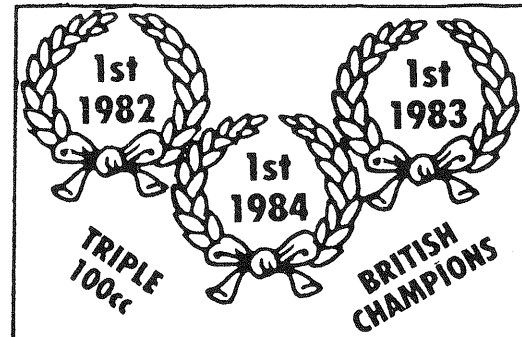
Cylinder comp., 3-port	£55.27
SS20	£77.13
Cylinder comp., TT22	£23.59
Iron liner, 3-port SS20	£32.17
Iron liner, TT22	£29.94
Head	£6.00
Piston, 3-port SS20	£7.00
Piston, TT22	£6.00
Ring set, Super	£2.47
Gudgeon pin, lightened	£2.47
Exhaust bend	£4.95
Vevey end pipe	£59.89
Crankcase (set), SS20	£69.87
Crankcase (set), TT22	£79.86
Valve cover, Tilotson	£12.65
Valve cover, Tilotson, TT23	£12.65
Crank comp., SS20	£68.97
Crank comp., TT23, TT22	£72.80
Crank stuffers	£1.65
Crank pin	£2.75
Big end cage & rollers	£4.12
(Super)	£4.12
Big end washer, TT22	£5.50
Connecting rod	£25.00
Small end spacers	£6.50
Small end shims	£2.70
Crank shim	£2.70
Valve locator	£4.40
Locator circlip	£2.20
Rotary valve	£4.00
Rotary valve TT23	£4.18

**KOMET ENGINE PARTS
K77, K88TT and K78TT**

Iron liner (3-port)	£23.60
Iron liner K80	£32.17
Iron liner TT	£30.85
Cylinder comp. (3-port)	£49.00
Cylinder comp. TT	£70.78
Cylinder comp. K80	£77.13
Cylinder head, K88, K88TT, K78TT	£29.94
Piston, bare, K77, K88	£6.00
Piston, bare TT	£7.00
Double ring set, Super	£6.00
Gudgeon pin (lightened)	£2.75
Crankcase comp., K88	£59.89
Crankcase comp., K88TT, K78TT	£69.87
Crankcase set comp., K80	£79.86
Valve cover, Tilotson	£12.65
sloping	£5.50
Oil seal	£63.50
Crank with rod assy.	£68.95
Crank comp., K88TT	£72.60
Crank comp., K80	£21.12
Half crank (mag. slide)	£23.59
K80	£2.50
Crank big end pin	£22.00
Connecting rod (bare), std.	£4.12
Big end cage & rollers	£4.95
(Super)	£4.23
Rotary valve locator	£6.60
Rotary valve	
Exhaust bend	

TKM ENGINE SPARE PARTS

Cylinder comp.	£56.25
Iron liner	£32.00



Head	£27.50
Piston, complete	£11.00
Piston, bare	£6.80
Ring set (Super)	£4.50
Gudgeon pin (lightened)	£1.50
Cylinder stud	£1.25
Head nut (brass)	50p
Exhaust stud	35p
Exhaust bend	£7.06
Exhaust flex	£7.06
Silencer	£9.50
Crankcase complete	£47.25
Oil Seal (ROLF high RPM)	55p
Valve cover (sloping)	£9.50
Crank complete	£65.60
Crank pin	£2.75
Cage & rollers (steel/silver plated)	£3.75
Connecting rod, bare	£18.00
Big end spacer washer	60p
Small end rollers	2mm x 13.8mm
Small end washer (aluminium)	65p
Small end washer (steel)	1mm thick
Crankcase main bearing	30p
shims	£4.50
Valve locator	20p
Valve locator circlip	£1.20
Crank nylon stuffers	POA
Aluminium stuffers	30p
Copper rivets	

IGNITIONS

Motoplat, Class 1 comp. with coil	£32.50
Motoplat coil	£12.00
Dial gauge	£10.00
Extension	£1.50

ARROW ENGINES/SPARES

Mounting plate finger guard & Allen screws	£15.75
Cylinder head	£28.25
Cylinder barrel to head	£1.00
'O' ring	£7.35
Exhaust pipe	£29.90
Cylinder barrel	£29.45
Cylinder liner, TT	£28.50
Cylinder liner, 3-port	£6.45
Chain guard	£3.50
10T sprocket, fine pitch	£3.50
11T sprocket, fine pitch	£3.50
12T sprocket, fine pitch	£3.50
9T sprocket, std. pitch	£3.50
Output shaft oil seal	£12.00
Rotary valve cover	60p
Oil seal 25357	£4.25
Hub r/v drive hub	40p
'O' ring crank valve hub	85p
Crankshaft nut	£30.00
Crankcase L.H.	£30.00
Crankcase R.H.	£30.00
Crankcase oil seal	60p
Big end roller bearing	£3.75
Cylinder head nut	50p
Piston assy. all sizes incl. piston rings, and circlips	£10.00
S/E Thrust washer	75p
Crankpin	£3.50
Connecting rod TKM	£18.00
Crank assy. inc. rod	£74.00
Crank half R.H.	£30.00
Crank half L.H.	£30.00
Engine mount clamps	£2.75

Rotary valve, tuned, 45-72°	£5.25
Rotary valve, 45-65°	£4.75
10 & 11 tooth sprockets to fit Arrows	£3.25

CARBS AND ACCESSORIES

CARBURETTORS are now in stock. Large quantities. Standard	£15.50
Bored & tuned, 25mm, £20.50 Bored & tuned, 27mm, £22.50	
Diaphragm bottom	£1.20
Diaphragm cover	£1.16
Pump diaphragm (Teflon) Fawn	49p
Pump diaphragm	28p
Idle mixture screw	49p
High speed mixture screw	£1.16
Nozzle check valve	£1.95
Throttle shaft & lever (HL317A)	£3.00
Throttle shaft return spring	17p
Gasket & packing set (GS-1HL)	94p
Repair kit (parts) (RK-45HL)	£5.00
Diaphragm & gasket set (DG-1HL)	£3.06
HL304A/317A	

ALUMINIUM COMPONENTS

Front wheel boss 15mm, 17mm	£4.50
Front wheel boss, 3/4"	£5.50
Rear hub 25mm or 1" die-cast	£3.50
Rear hub 30mm die-cast	£3.50
Engine mount 15° (new type)	£8.00
Engine mount, sliding	£9.00
Engine mount bottom clamps	90p
Carb. spacer	£1.50
Disc carrier, 25mm or 1"	£2.50
Disc carrier, 30mm	£2.50
Sprocket carrier, 25mm or 1" die-cast	£2.75
Sprocket carrier, 30mm	£2.75
Alum. finger guard, universal	£2.75
30mm bearing housing 1pc.	£1.85
Alum. coil brackets, universal	£1.75

EXHAUSTS

Vevey exhaust	£9.50
Flex per length	£1.65
Reynold Link Extractor	£11.50

PLASTIC KART ACCESSORIES

No. Plate (all colours) 8" x 8"	25p
No. Plates (all colours) 12" x 12"	85p
Air filters Tilotson & TKM	£1.25
Finger guards; Komet, Parilla	£1.00
Chainguards	40p
Finger chainguards	£1.65
Half steering bush	40p
Steering bush (one piece)	90p

KART COVER AND TOOLS

Kart cover, 100cc	£9.00
Seat cover, universal	£6.50
Kart stand, unsprayed	£9.50
3mm, 4mm, 6mm, 8mm, Tbar Allen-key	£1.40
10mm T-bar socket	£3.50
13mm T-bar socket	£5.25

P.C.R. ENGINES

**1st WORLD JUNIOR CHAMPIONSHIP
1st BRITISH INTERNATIONAL CHAMPIONSHIP**

**THEY ALSO TOOK 2nd, 3rd AND 5th IN THE
WORLD CHAMPIONSHIPS**

**IF YOU WANT THE FASTEST AND ONE OF THE
MOST RELIABLE ENGINES ON TODAY'S MARKET
AT A PRICE YOU CAN AFFORD
THEN THE P.C.R. IS MADE FOR YOU.**

**P.C.R. ENGINES COME COMPLETE WITH TILLOTSON
CARBURETTOR — '84 MODEL LIGHTWEIGHT
MOTO PLAT AND EXHAUST.**

JUNIOR-SENIOR BRITAIN	50/3 LP.	£245.00 + VAT
100 NATIONAL	50/3	£274.00 + VAT
	54/3	£318.00 + VAT

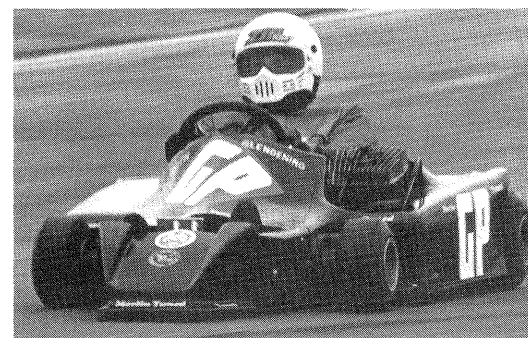
ZIP KART, PINDAR ROAD, HODDESDON, HERTFORDSHIRE.

Telephone: HODDESDON 463371/468503 Telex: 266343 G ZIP

MERLIN DEVELOPMENTS

**r/o The Inn on The Square, Lower Square,
Isleworth, Middx.**

01-560 0694



**CONGRATULATIONS TO KEITH GLENDENING
ON WINNING THE BRITISH KART G.P. ON
HIS MERLIN TUNED 125 ROTAX**

**We undertake all your engine work and carry a
full range of Rotax spares at competitive prices.**

Special for 125

**Non-braking fibre clutch plate£2.75 ea
36mm Mikuni carburetors, ignition systems, etc.**

**125 Barlotti Rotax, complete with fairing, wet tyres, etc.
£650**

**FOR SALE 1 Bedford Coach — ex Reg Gange. Sleeps 5,
2 cookers, fridge, sink, plus room for 2 karts.....£850**

**Many used wheels and tyres
Very cheap — ring for details.**

FAST SPARES SERVICE



".....Mallory Park has excellent toilet, catering and washing facilities, not to mention good parking for competitors and spectators alike....." (Pic: Doug Rees)

and higher prize money.

.. "those who would begrudge paying £5.00"

However, I'll bet that right now, out there among you, are those who would begrudge paying £5.00 to promote the sport and in my opinion should really not be in it! Don't presume I am aiming my comments purely at long circuits because that is not the case. I have been to short circuit 100cc events where there have been up to 5000 spectators, admittedly not in the U.K., but in Europe, so it can be done!

Many years ago my father ran an international event at Rye House Stadium which attracted approximately 2500 spectators and that was when karting was hardly known. Think about it, if you could pull in an extra 200 people to a Tilbury or Blackbushe meeting

at around £1.50 entrance fee, that extra £300 for the club would hopefully benefit you all.

BIKES AND CARS ARE FALLING FLAT ON THEIR FACES

Why? For exactly the same reasons in our sport — lack of spectators, but the difference is that their spectators have been driven away by the ever increasing gate charges, up to £10 plus at some meetings. In fact the Editor was telling me about a visit he made some months ago to Brands Hatch for what was basically a club meeting and he was put off by the £7 entrance fee, £2 stand charge, £2 paddock transfer and £1.50 for the pit walkabout. Motorsports fans still want somewhere to go that their pockets can afford and that's where we come in. Karting at Snetterton and Mallory for a full day's programme of some 15 to 18

aces costs only £2.00, similar in fact to all long circuit events. At the last Donington T.V. meeting where the karts ran off after the bikes and let's face it most of the top names in the 500cc class were there, e.g., Sheene, Haslam, Parish, Marshall, etc, the circuit did not even supply gate staff because it would have cost more to pay the gate staff than they would have taken on the gate! That's just one case in example. The consequences are that, as the circuits cannot expect to earn perhaps £5000 or £10,000 from gate receipts, they increase circuit charges to make ends meet. The result is a snow-balling effect — the clubs have to increase entry fees to meet the rising circuit hire, so here we are back at the start again. It isn't just karting but motorsport in general, the only difference is that we have really got a good product to offer the public at a realistic entrance fee and for 1985 that is what we should be looking to promote.

Well, through the cold wintry months that will give you all something to think about and you will also see on this page the dates to hand at the moment to look forward to next year.

Martini

SOME DATES FOR 1985

FEBRUARY		June Continued	
24th	CADWELL	23rd	
		30th	
MARCH		JULY	
3rd		5/7th	CADWELL
10th		11/12/13th	HOCKENHEIM
17th	MALLORY PARK	21st	MALLORY PARK
	Testing 16th		Testing 20th
24th		28th	
31st			
APRIL		AUGUST	
7th	CADWELL	4th	
14th		9/11th	SILVERSTONE
25/27th	LE-MANS	18th	
28th	SNETTERTON	24th (Sat)	SNETTERTON
	Testing 27th		Testing 23rd
MAY		SEPTEMBER	
5th		1st	
12th		8th	
19th		15th	MALLORY PARK
26th			Testing 14th
		22nd	
JUNE		OCTOBER	
1st/2nd	Donington World Cup	29th	CADWELL
2nd	CADWELL	6th	
9th		13th	MALLORY PARK
15th			Testing 12th

FORMULA 'E' WORLD CHAMPIONSHIPS

Round 1	26/27 April	Le-Mans	European Championship
Round 2	11/12/13 July	Hockenheim	
Round 3	9/10/11 August	Silverstone	

GREATER MANCHESTER'S PREMIER MOTORCYCLE PERFORMANCE CENTRE

now offers you — **THE KARTING ENTHUSIAST**
A FULL RANGE OF ROTAX SPARES



Crank Rebuilds on Premises
Engine Preparation to the Highest Standard
TUNING TO ANY ENGINE
plus a full range of **ACCESSORIES** —
Including: Competition Oils, Boots, Helmets,
Gloves, Visors, 'V' plugs, Chains.

ALL THIS PLUS Helpful, Friendly Advice
So give us a ring — or better still, call in
for a chat!

A DAMSON'S
Stockport

ACCESS &
BARCLAYCARD
WELCOME
C.O.D. SERVICE



240 STOCKPORT ROAD
CHEADLE HEATH
STOCKPORT
CHESHIRE
Tel: 061-428 9599

The 1984 British Championship for Junior Britains was won by: ★ NICKY HART ★ using Dart Kart 089 Arrow Engine DK Tuned with Dartways, Power Jet Car; and the new Advance & Retard Motoplat Ignition. All this equipment supplied by DARTFORD KARTING to win his No.1 plates and our £1,000 in cash. C.P. Hart/Dart Kart Team — All serious enquiries considered to join this ultra successful team in 1985.

DARTWAYS.
Our super modification used to win 1982/83/84 British Championship. Let us modify your own motor to this spec by filling genuine Dartways for only £25.00.

SPECIAL OFFERS

DIAL GAUGE + EXTENSION£10.00
2 off 11 x 600 x 5 Slick only in sets
2 off 11 x 450 x 5 Slick 4 tyres.....£48.00 set

Hewland Arrow

3 Port Britain/Booster Comp with ex-Bend 10t sprocket **£225.00**

RYE HOUSE

100 Super National (A)

Any driver winning this class on Dart A. Kart — will be entitled to £500.00 cash.
Offer open until further notice.

DART FUN KART COMPLETE

Kart.....£300.00
Assy.....£15.00

15% VAT£315.00
.....£47.25
£362.25

A £50.00 deposit will secure a kart. Which we will keep in stock ready for your collection with only £312.25 left to pay.

Don't be disappointed, beat the rush!

numerous to list. Give us a ring for availability of that hard-to-get part and the rock bottom DK price. We have double lipped oil seals for just 50p.

TUNING

We tune any Class 1 engine to Works specification. All engine work undertaken is done in DK's workshop. DK Special Tuning, £50.00; Liners renewed from £30.

Let us tune and prepare your Class 1 motor to top International standards.

WHY PAY THE REST WHEN YOU CAN HAVE THE BEST FOR £50? T.K.M.'s AND HEWLAND ARROWS in stock. Fully tuned off the shelf. Tuned T.K.M.'s.

Labour prices:-

Strip, hone and rebuild..... £10.00
Big end replacement..... £3.00
Reboring & honing..... £2.00
Resleeve & machine..... £8.00
Carb test & rebuild..... £2.50
D.K. special tuning..... £50.00
Honing, crankshaft splitting and rod replacement while you wait (Except Wednesday afternoon).

We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec.

NOTE: Crank splitting and Big End replacement, honing and crank turning if required during rebuild will be done at no extra charge. Unable to bring your engine rebuilt or tune to us then we will collect and return to you — £8.00.



BRITAIN'S LARGEST TKM STOCKIST

TKM FF99 3 PORT ROTARY VALVE 100cc — Bore 48.0mm x 53.8mm. Engine complete with exhaust system, sprocket and Motoplat ignition plus carb..... £230.00
TKM FF99 TT ROTARY VALVE 100cc — Bore 48.0mm x 53.8mm. Engine complete with sprocket. No ignition or carburettor..... £221.00
TKM L90TT ROTARY VALVE 100cc — Bore 48.0mm x 53.8mm. Engine complete with sprocket. No ignition or carburettor..... £246.00
TKM S89 3 PORT ROTARY VALVE 100cc — Bore 50.6mm x 48.5mm. Engine complete with exhaust system, sprocket and Motoplat ignition..... £235.00
TKM S89 TT ROTARY VALVE 100cc — Bore 50.6mm x Stroke 48.5mm. Engine complete with sprocket. No ignition or carburettor..... £220.00

Where engines are listed above without ignition or carburettor the following prices will apply when they are supplied with the engine: D. K. special tuning, £55.00; Motoplat Ignition, £35.00.

LATEST PRODUCTS

Kart suit various colours, from..... £27.00
Inner tube valve key..... 65p
Engine tuning degree wheel..... £17.50
NGK spark plug resistor cover..... 65p
Kartpro brake pads..... £4.50
Petrol filters..... £1.00
Stub axle spacers..... 20p
Bottle tank straps..... £1.50

BEARINGS

6204, C3 (metal cage)..... £1.50
6204, C4 (metal cage)..... £3.00
6204, C4 (fibre cage)..... £3.25
6204, T. B. P63 (fibre cage)..... £5.75
6204, V.N.S.K..... £2.00
Super roller cage..... £3.75
Ally. roller cage..... £3.00
Standard track rod ends (female)..... £1.95
Super track rod ends (male)..... £2.50
Track rod ends (male)..... £1.95
Axle bearings 30mm (Super)..... £3.50
Axle bearings 25mm..... £2.50
Axle bearings, 1"..... £2.50
Stub axle bearings, 15mm..... £1.00

GOODYEAR TYRES

(CIK) 11-450 x 5 moulded wets..... £14.00
11-600 x 5 (German)..... £12.00
11-450 x 5 (German)..... £14.00
11-340 x 5 large 10A..... £7.50

BRIDGESTONE TYRES

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

3.5 x 10 x 5 YAK (SL) slick..... £15.00
4.5 x 11 x 5 YAK (SL) slick..... £15.00
4.5 x 10 x 5 YAK (SL) slick..... £18.50
6.0 x 11 x 5 YAK (SL) slick..... £18.50
7.1 x 11 x 5 YAK (SL) slick..... £18.50
4.5 x 10 x 5 YBK slick..... £20.50
4.5 x 11 x 5 YBK slick..... £20.50
7.1 x 11 x 5 YBK slick..... £20.50
5.5 x 11 x 5 YBK slick..... £22.00
7.5 x 11.5 x 5 YBK slick..... £28.00
3.6 x 10 x 5 YBF wet..... £22.50
4.5 x 11 x 5 YBF wet..... £22.50
6.0 x 11 x 5 YBF wet..... £20.50
7.5 x 11 x 5 YBF wet..... £30.00
4.5 x 10 x 5 YBN..... £12.00
7.1 x 11 x 5 YBN..... £12.00

CARLISLE TYRES

Slick 11.350..... £12.00
Slick 11.450..... £12.00
Cut wet 350. FINE..... £14.50
Cut wet 450. CUT..... £14.50
600 tubes..... £4.50
450 tubes..... £3.50
350 tubes..... £3.00
Carlisle tyre prices include temporary surcharge.

WHEELS AND ACCESSORIES

Spun ally front half 5" x 2"..... £1.85
Spun ally front half 5" x 2 1/2"..... £1.95
Spun ally wide front half 5" x 3"..... £2.00
Spun ally rear half 5" x 2"..... £1.85
Spun ally rear half 5" x 2 1/2"..... £1.95
Spun ally rear half 5" x 3"..... £2.00
Spun ally rear half 5" x 4"..... £2.40
Nova nylon rim 4" x 2" front half..... £1.75
Nova nylon rim 5" x 2" front half..... £1.85
Nova nylon rim 5" x 3 1/2" rear half..... £2.00

RACING PLUGS

Motocraft AG 603..... £1.25
Motocraft AG 403..... £1.25
NGK 8EV9EV-10EV..... £1.95
Special rubber plugs caps..... 60p
Plastic plug holders 6 plug..... 20p
NGK, 88EN, 89EN, B10EN..... £1.75
NGK 8EGV-9EGV-10EGV..... £2.65
NGK 8EG-9EG-10EG..... £1.25
NGK Plug Caps..... 85p

HELMETS AND ACCESSORIES

Bell Tourstar..... £55.00
Star Wars..... £85.00



Turbo Whirly Visors.
Quality Version £9.50

Bell M. 1 replacement visor..... £10.50
Bell Star helmet..... £85.00

Bell Star replacement visor..... £7.50
Bell Star II helmet..... £70.00
Bell Star II replacement visor..... £3.75
Rotor visor (a must for the wet)..... £9.50
I.C.L. Vari-clear..... £1.95

DART RACEWEAR

All PVC suits are available in red, green, black or blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.
DART std PVC suit (no post)..... £27.00

New team suits are in the latest fashion with stripes up the side of arm, leg & body and carry DART logo on back and shoulders..... £33.00
New F1 style CIK suit. A new standard in style and comfort..... £42.00
Leather suits are available in colours and sizes as per PVC overalls. But manufactured in top quality leather..... £90.00

DART new team leathers. New style, in various colour combinations in 7 sizes, also carrying DART logo. Manufactured in top quality leather..... £120.00

PVC racing boots..... £10.50
Super leather boots..... £16.50
Short leather racing gloves..... £8.50
Long leather gloves..... £10.95
Equipment bag..... £6.50

C P HART

of Newham Terrace,
Hercules Road,
London SE1

for the ultimate in kitchens and bathrooms, are sponsors for the ultra-successful DART Kart Racing Team.

GENERAL PRODUCTS

Castrol EP90..... 70p
Castrol T.Q.F..... 70p
Triflon (small)..... £1.00
Triflon (large)..... £3.00
P.H. chain lubricant..... £2.50
DAG heat dispersant..... £2.50
Shell R oil..... £3.40
Girling brake fluid..... £1.00
PH grease..... 60p
Castrol R 20..... £2.50
Castrol R 40..... £2.50
I.L.C. Vari-clear demister..... £2.00
Hermette Instant Gasket..... £1.75
In-line petrol fillers large or small..... £1.00
Mazda tyre gauges..... £11.50
Chrome exhaust ends..... £4.50
NGK plug caps..... 75p
PVC tank tape (large)..... £4.00
Steel sprocket Class IV 1" or 25mm or 30mm..... £2.75
Steering wheels..... £7.50
Class IV rear sprocket carrier..... £5.00
210 pistons c/w rings..... £12.00
210 Motoplates c/w coil..... £37.00



Mon-Sat 8.30am-5.30pm. Extended opening hours Wednesday 8.30pm-5.30pm. LATE NIGHT — FRIDAY — open until 8pm.

No hidden extras, simply add 15% VAT and postage or Securicor. C.O.D. is 75p extra. Ring your BARCLAYCARD or ACCESS number to us and we will post your order to you the same day.

Telephone your order on Dartford (0322) 22645 to the Mail Order Specialist between 8.30am & 8pm. Sam Day Despatch by post with Visa, Access & Eurocard.

Postage rates orders up to £10 = £1, £20 = £1.50, over £20 = £2. C.O.D. min £2.00 postage. Securicor Rapid delivery in the UK instead of post = £4.00 EXPORT WELCOME with no VAT





After Silverstone last year Lennart Bohlin returned home saying he had run out of money and probably wouldn't be able to find the funds to do the final round at Le Mans. He found further sponsorship, raced in France and won the last round. He won the last round this year and so clinched the World title in one of the most popular and thoroughly deserved victories in karting. A couple of weeks after the win he was still feeling tired after the effort though he felt the actual final race wasn't too difficult — all the others were changing their fibreglass I knew my kart was working well. Congratulations to Lennart, his faithful mechanic Egon Elf, all his sponsors and last but not least Russell Anderson for buttoning the engine together. Will he race next year to defend the title? Bohlin is now 41 years old, he is going to New Zealand in February, after that he will see how he does with sponsorship, he is looking for what seems a large, but knowing him realistic budget, if he gets it, which knowing him fairly well by now, he will, we shall be graced by the charismatic Super Swede again. He is very business like, and seems to attach as much importance to giving sponsors value for money as winning races. I have never heard a sour word from him or against him, that in itself is unique. He has the admiration of virtually all his fellow competitors, long may he reign as the new King of Superkarting.

About a year ago, I mentioned the matter of the widow of American racing driver Mark Donohue suing Goodyear and Bell Helmets, (who settled out of court) and March Cars, against whom the case was not pursued. It concerned the accident some 9 years ago in Austria which subsequently proved fatal. The result of this case, as some of you may know, went against Goodyear Tyres to the tune of \$9.6 million, (possibly with interest added approx. \$20 million). Goodyear are appealing against the decision. The decision was greeted in the motoring press on this side of the Atlantic very much on the basis that it could never happen in this country.

The reason I bring up the subject is that it can and has happened in this country on a lesser scale, and very few people are aware of their liability, whether as a race organiser, component manufacturer or driver for that matter. People should be made aware of the fact that when they enter a place of motor racing of whatever kind they usually pass a black and white "Motor Racing is Dangerous" sign, on top of that drivers, entrants and race marshalls sign an indemnity form. Neither notice nor document is worth the paper it is written on. I feel, and feel very strongly that the RAC and ACU for that matter are sufficiently influential bodies to make representations to the Minister of Sport to amend the law so that anyone who

takes part in a potentially hazardous activity must accept the consequences. Failure to do so puts in jeopardy the future of many spheres of sport.

When the outcome of the Donohue case was known, there was an excellent and interesting editorial in *Motoring News* by David Tremayne, with further comment elsewhere one part of which; presumably influenced by a legal opinion; said that in British law there is a long established principle, "VOLANTI NO FIT INJURIA". Which for fellow non latin scholars loosely translated means:- WRONG CANNOT BE INFLICTED ON A CONSENTING PARTY. David Tremayne, excellent fellow though he may be is totally wrong. If negligence can be proved, that maxim is forgotten. I know of some cases to corroborate that fact. The first concerns a hill climb event where a competitor approaching a corner too fast made use of the escape road, the escape road was blocked by an official's car which he hit, sustaining substantial injuries. The organisers of the event landed up in court, and were found liable, due to negligence being proven. The other case concerns a lady marshall on an off road section of a rally, who was hit and very seriously injured by a marshall's vehicle. The event was taking place on Ministry of Defence land as it happens, the organising club was regarded as deficient in its marshalling and after 6 years and 3 months the plaintiff was substantially compensated out of court for her injuries. (If the gentleman who told me about this happens to read the column could he contact me again as I am afraid I have lost his name and address). None of these incidents received any publicity to speak of, but due to a strange coincidence, I happened to hear of another forthcoming claim which is about to be made which will undoubtedly receive tremendous publicity if it actually goes to court. The serious injuries Barry Sheene received at Silverstone in practice a couple of years ago are going to be the subject of a forthcoming claim. The relevance of this case is that it will set other people thinking and now in an age where solicitors are having some of their "Bread and Butter" taken away by other institutions getting involved in "house conveyancing" they will leap at just such highly rewarding legal cases.

We are approaching an age in which some people consider they know better as to how others should live their lives, resulting in the loss of freedom of choice and expression. Seat belts in cars, helmets on motor-cycles are possibly justifiable legislation. But hazardous forms of sport are rapidly coming into the spot light of public attention. Head protectors at the Olympics in boxing at amateur level, together with much criticism of professional boxing, the case against which will be greatly magnified by the sad news from America relating to Cassius Clay — Mohammed Ali — the worlds best known sporting personality. His condition is considered not to be unrelated to his long — 61 professional fights — career.

Do the governing bodies of motor sport look after their own? The interests of the participants of the sport they govern? It would appear not. I spoke recently to Peter Cooper, RAC chairman, about the potential problems highlighted by the Donohue case. He said that the RAC had doubled their insurance cover for the British Grand Prix which had cost them an extra £3,000 in premium. He seemed to miss the point I was making regarding liabilities possibly affecting manufacturers and competitors.

The ACU chief Vernon Cooper on October 14th in the BBC television programme "Checkpoint" found himself in a very uncomfortable "hot seat" concerning the role of motorcycles' governing body in various fatal accidents in the past, all which will be very unwelcome publicity for motor sport generally.

I do not wish my concern over this matter to be misunderstood, sport in the true sense of the word should have an element of danger for the participant, otherwise it is only a game. There would be no glory in being the fastest person around a certain corner or track if the limiting factor was not the threshold of

fear of injury, balanced against the skill of rider or driver. My criticism is of the total lack of foresight of people to cover themselves against the consequences of their chosen activities in a rapidly changing age of social attitudes. Motor Sport in general must prepare itself for a new age and cannot allow itself to be brought to a standstill by prohibitive involvements in law suits, which may deter others from competing. The ostrich like attitude of all concerned is short sighted and very irresponsible.

The most significant feature of the new 250 Rotax for 1985 is the incorporation of a power valve exhaust. It is understood, and you will see also from the 'stop press' item, that this version of the motor will not be permitted to be raced in Superkarts until, presumably, 1986. One always gets conflicting reports as to who first did what, but as I understand it, the principle of its operation is not mechanically worked i.e. directly relative to crankshaft speed, but is actuated by exhaust gas pressure. Dr Joe Ehrlich's EMC has two barrels thus equipped and Zip have two for evaluation. How significant this new feature is to the obvious improvement of Rotax performances in the very highest level of motor cycle racing remains to be seen. The "Doc's" EMC bikes have notched up their third TT win in a row, another Manx GP win and an excellent 2nd in the 250 category of the British GP. The latter performance was achieved with one power valve cylinder and one '84 specification pot, as one of the power valve barrels seized and cracked in practice, and Hines was nowhere to be found to borrow one of his! Whatever the source of improvement stems from, the gap has now been narrowed to almost par between the Yamaha and Rotax, and due to the price difference in engines and particularly spares, bike racers are now moving from the Japanese engine which has served them for over a decade. Two or three years ago the margin between the Yamaha and Rotax on two wheels at the Grands Prix was 2 to 3 seconds. This year they were amongst the fastest practice times for the class. The fact that the EMC people could run an engine with an old and new barrel should indicate that the new top ends will be usable on the '84 bottom halves, which should reduce the number of "groans" from the hard pressed budgets amongst our ranks.

Do you remember Kim Campbell the Yank, who came to the first Silverstone GP? And do you remember the fast talking "one owner", "never been raced or rallied", "genuine low mileage" bespoke car dealer from Norfolk whose son used to race — karts and later cars — Roy Fish by name?!! Last heard of heading West, at speed. Roy, Mrs Fish and Calvin are now settled in, where else — Dallas, managing a race car shop for Kim Campbell called "One Race Place". I got to know through the fellow who supplies him with Hewland gearboxes and spares, they are now Hewland agents. It is a small world. Obviously one of the objects of the exercise is to (American phraseology) "Jack Up" a drive in one of the categories for Calvin. It's nice to know they are all alive and kicking.

Chris Merlin



Bohlin — The new king.



It seems like only yesterday everyone was frantically trying to prepare for the Cadwell 'Opener' and yet now another season has ended, with the last Mallory a couple of weeks ago. During the period March to October we have seen many ups and downs, but then isn't that always the case in karting?

..... "the serious decline in entries"

However, one of the most alarming factors has been the serious decline in entries which has tended to be highlighted more towards the latter part of the year. If we look closely we can see that several key factors have played a role in bringing about the situation — unemployment, the recession, high running costs and entry fees — even the staging of the Grand Prix in June or July. It is not all bad news though because the last Long Circuit meeting of the year produced more novices in 125 National and 250 Formula E than we have seen for a long time and I, for one, know of many new faces that will be appearing in these classes next year and also many returning.

.. "I am convinced 1985 will be a milestone year"

With this knowledge at hand, backed up by the overwhelming success of both the European Grands Prix — Nurburgring and Le Mans, I am convinced 1985 will be a milestone year for the sport in general.

Television in France gives virtually no coverage to karting at all, so when the Bugatti Circuit at Le Mans managed to get twenty minutes it seemed like a miracle had happened. However, that was not all. After the heats the television director was so impressed by the action that a meeting took place with the television company and the screen time allocation was trebled! The result of that one incident has meant that Le Mans has changed the date for the 1985 French GP — instead of the circuit hosting the last round of the World Championships in September, it will now host the first round in April and the karts will run off immediately before the start of the 24 Hour motor-cycle race. This goes to show the effect that long circuit karting has on the general public outside the sport and on the other branches of motor sport. Again live television coverage will be given at Le Mans and added to that will be a very high spectator turnout, all of which will help to broadcast the sport to Europe. Hopefully this time the weather will be kinder. In some respects it is a pity that the Le Mans event wasn't run two weeks later on the 14th October at Mallory as indeed it was like a summer's day.

the German GP at Hockenheim will hopefully next year see the actual final running on the same day as the commencement of the 1000 Kilometre Race instead of the Saturday practice day. Television coverage once again will also be given and indeed other good news is that the British Kart Grand Prix slips back to August and will be run between the 9th and 11th. What more could be want — we have a good influx

of drivers coming into the sport, the Circuit and the public are enthusiastic, but most of all the T.V. loves it!

Remember what T.V. did for Darts and Snooker and for Pool.....

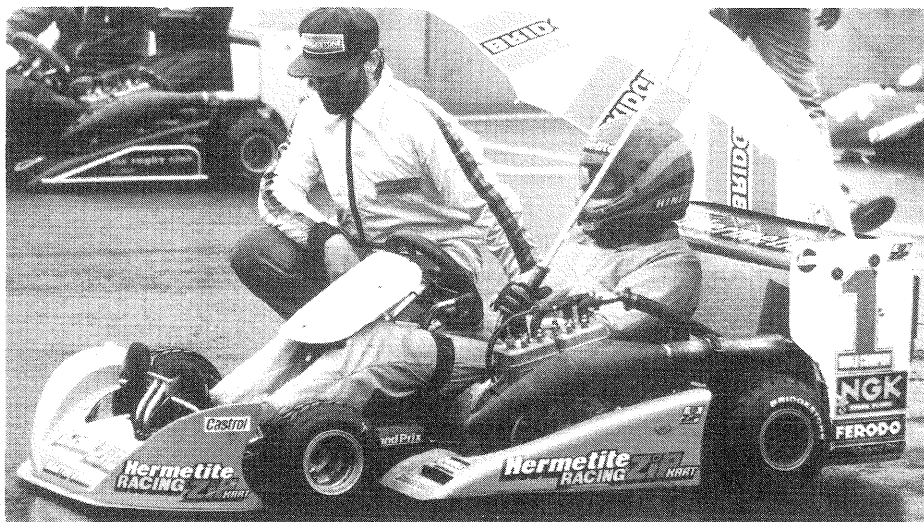
That brings me onto another point — promotion. Essentially it needs some of you out there to try and promote the sport. It is a painstaking job that has to be approached carefully and done properly but once you get the following it is a lot easier to keep than imagined, especially with the type of racing karting has to offer. The important thing is to get the job done because it would really open up the entire sport.

.. "2000 spectators to Mallory .."

If we could get another 2000 spectators to Mallory Park the result could see a £500 profit, plus a £1000 prize fund for the meeting, instead of the meeting inflicting a £500 loss on the Club. This would also result in entry fees being maintained at present levels or even reduced. It really does not take a mathematician to calculate that given something like 110 entries at £22.50 (Club members) you arrive at an income of £2475.00, plus say £200 from gate receipts = £2675.00. Now, to run a meeting at Mallory Park costs £3850.00, therefore the result is a loss of almost £1200! The Central Kart Club has only survived this year by support from the drivers who became members. Hopefully in 1985 the Club will again enjoy a fully subscribed membership.

... "over 50% of the costs go to pay for the circuit,"

Where then does all the money go? Simple, well over 50% of the costs go to pay for the circuit. The rest is made up of Medical Fees, Marshalls, Scrutineers, Commentators, Trophies, Postage, R.A.C. Permits, Officials, Printing, Advertising, etc. Yes, the circuits



Promotion of the sport through television has greatly enhanced its image and purchasing power in terms of sponsorship and advertising potential. (Pic: Doug Rees)

are expensive but the circuits used offer facilities that drivers appreciate. Both Snetterton and Mallory have excellent toilet, catering and washing (hot and cold water and showers) facilities, not to mention licensed bars and good parking for competitors and spectators alike and that is why the Club has to pay more. If you hire a Mercedes you expect to pay more than if you hire a Mini! Therefore, before complaining that entry fees at some circuits are higher than at others, compare the facilities on offer. Another important factor is that the circuit arranges an open practice day the day before an event, a facility that no other Club apart from Silverstone ever offers.

THE ANSWER?

Earlier I was talking about promotion and above I have just discussed circuit costings because basically they are all part and parcel of the same problem, the promotional aspect. To reiterate, it only takes a few people within the sport to approach the public and set the promotional wheels in motion. The attitude that someone else will do it is a negative one and those who complain about entry fees and the like fall within that category. So, get out there and do something constructive! All it takes is a few telephone calls to the T.V. and Radio networks 'What's on at the Weekends' programmes and, Hey Presto, you've made it!

..... "when trying for sponsorship"

The numbers of drivers who, when trying for sponsorship, have approached local newspapers and suddenly found themselves leading the sports pages is truly amazing — they have found it hard to believe that it was so easy. Very often it is and you will find that your own T.V. regional sports programmes are desperate for the excellent type of material you have to offer. Obviously all the the publicity needs to be centred around meeting dates and really concentrated on that area.

.. "a first class P.R. service for the sport is essential"

If you really want to help put the sport on the map, thereby lower racing costs and at the same time bring within reach the possibility of attractive prize money for all classes, drop me a line because I feel that a first class P.R. service for the sport is essential and is something we all should be aiming for.

Of course there is another answer, why doesn't the R.A.C. add £500 to the price of a licence and then employ a P.R. man solely to promote the sport of karting.

I am sure that if all the press data issued from 31 Belgrave Square bore an official R.A.C. stamp of approval it would attract more attention. In a few short months the right person could really work wonders for the sport. Competitors would save that additional £5.00 many times over through increased spectator gates, which in turn would result in cheaper meetings

Gange battled on, the rain master, with Dean in second and forced to drop back a little to avoid the curtain of spray from Gange's outfit. Running a solitary third was Hines, who openly admitted later that several times he spun out on the treacherous surface after aqua-planing, on one occasion taking an enforced wallow in a mud bath, but managed to regain the circuit still in third, such was the first three drivers' advantage over the rest of the field. Heerey pulled into the pits drenched and suffering maladies. Meanwhile the others soldiered on — Collier leading Goff, Arnold, Holmes and Carolynn. Next up was Tim Parrott driving well and holding up under the conditions.

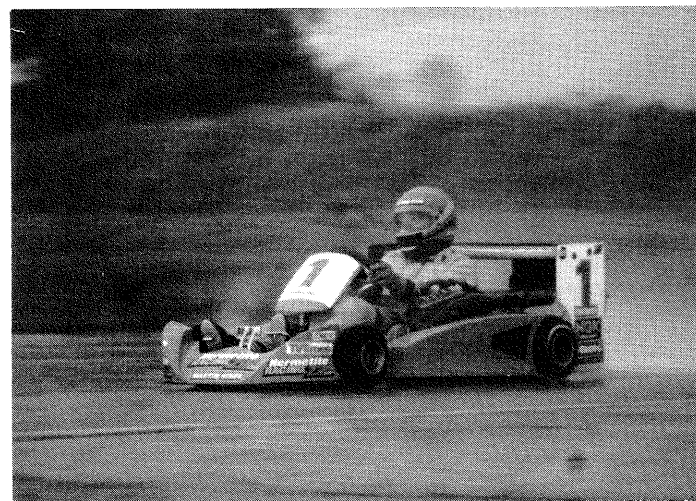
Coram Curve was becoming deadly, but more deadly was the exit from Russell where, if the right foot was floored a fraction too early, the result was at the

least a breath-stopping snake-like movement out of the Chicane and at the worst a heart chilling three-sixty degree spin, with the possibility of a brush with the armco for dessert.

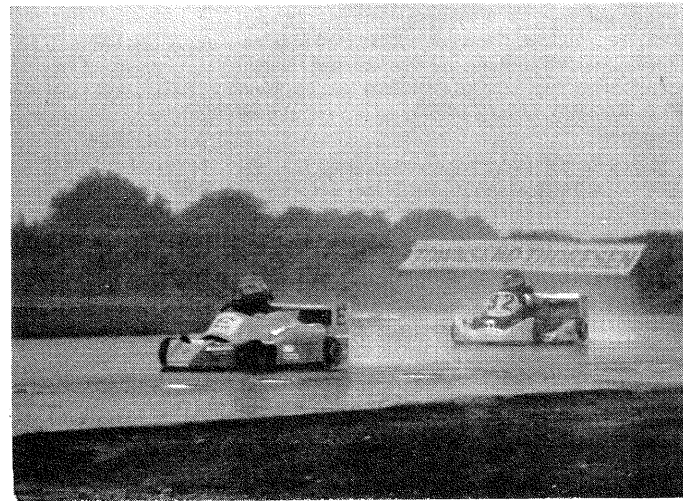
At the front Gange held onto the lead with Dean following the Surbiton man's driving manoeuvres; Hines ran a lonely third. Collier still held steady in fourth with Richard Arnold trying to get to grips with his back bumper. As the last lap neared its close Coram proved the common denominator that reduces all men to equals. Gange entered the curve, hit the depression, powered it too early when he probably thought he was on the driving line, spun and threw up a great cloud of spray. The result — Dean held it and swept through into the lead while Gange squared himself up and tore off in pursuit. However, it was too late

to make up the lost ground and Dean took the flag after a fine controlled drive. Gange finished second and Hines third; Hines retaining the British Championship for another year with Gange as runner-up.

1st Richard Dean	Zip/Zip Rotax
2nd Reg Gange	Hermetite Zip/Zip Rotax
3rd Martin Hines	Hermetite Zip/Zip Rotax
4th Donovan Collier	Zip/Rotax
5th Tony Holmes	Zip/Rotax
6th Richard Arnold	Zip/Rotax
7th Carolynn G.S.	Hermetite Zip/Zip Rotax
8th Alan King	Zip/CTRP Rotax



Hines finished third to retain the championship. The E plate of Gange leading Dean. As the conditions worsened Gange spun at Coram which was enough to give Dean the advantage to race up to the flag. Gange recovered sufficiently to take second.



CADWELL'S AUTUMN CHAMPS



Richard Dean Superkart star.

(Pic: Doug Rees)

Richard Dean (Superkarts) scores his second win in succession...leading Tim Parrott home in fine style; Andy Martin (210) at last proves a better bet than George; Rob Hipkin (250 Nats) takes the honours after a race long scrap with Cheetham, Doble and Bickerton; Kurt Luby successfully experiments with the soon to be legal Minarelli in the 125 class. A good showing of 125 P & R entrants ends in a win for local lad Graeme Barker.

Report: Mike Smith

The final meeting of the season for John Shaw and the Cadwell Club took place on Saturday September 29th, the same weekend as the last round of the World Series in Le Mans. Apart from the obvious Superkart 'names' missing — Hines, Gange, Heerey, Goff, Stylin, Butterfield, the entry overall was reasonable and well up to recent levels at other venues. About 125 names were finally signed on but before practice could start the familiar Cadwell problem of inclement weather had its say. This time the problem was fog, especially around the Club circuit where the event was scheduled to take place. After waiting some time in the hope that the dreaded stuff would go away the officials decided to transfer the meeting to the Woodlands circuit and practice finally got under way.

PIT PATTERN

The most obvious interest around the paddock centred on the engines being run by Kurt Luby in the 125 class and Alan Cheetham in the 250 National. Kurt Luby had been allowed by the Cadwell Club to use the Italian Minarelli, which, after all the controversy recently, perhaps needs no introduction. It does become legal as from the 1st November and Kurt was keen to get some racing miles under his belt with the new motor. Keith Bisp was also running one and a number of well known 125 drivers are said to be keenly interested.

When the 250 National class goes water cooled as from next March it looks odds on that one of the motors used will be the KTM as used by Alan Cheetham at this meeting. Alan seemed reasonably happy with his day's work but until it is known what other water cooled alternatives are used Alan was not prepared to commit himself too much.

The 125 P & R class had a decent entry and they

ran their heats and final at the back of the 210 grids. The Superkarts, despite those 'names being absent' mustered just over twenty entries as did the 250 Nationals. The 210 brigade seems to have settled around the 18 to 20 mark, whilst the 125's had the biggest entry as usual with around 50 names in the programme.

Each class had just a couple of seven lap heats and a ten lap final, with the exception of the Superkart class which enjoyed a couple more laps in its final.

210 NATIONAL

The Villiers lads started the day's racing and it was no surprise at all to see George Bett nicely wrap up the first heat ahead of Andy Martin, Alan Ogden, Gary Parker, John Waggett and Igor Ashwell.

Grand Prix winner and Double British Champion Bett didn't have the same sort of fortune second time out though as he was relegated to spectating from the end of the pit road. Andy Martin took the honours in that one with Bill Longden taking second spot ahead of Sykes, Waggett, Ashwell and Parker.

Andy Martin therefore had pole position for the final with Waggett and Parker sharing the front row. Ashwell, Tom Thacker and Sykes filled the second row whilst George Bett shared the fourth row with Bill Longden and Alan Ogden.

In sunny and dry conditions the flag was dropped and Martin and Waggett got the best of it to lead into the hairpin for the first time. Ashwell, Tom Thacker, Sykes and Longden were next up after one lap had been completed. Bett was only just managing to break into the top ten and obviously had a lot to do to get on terms with the leaders.

With Andy Martin quickly securing a comfortable lead it was left to Bill Longden to provide some interest as he first got the better of Sykes and then set his sights on Waggett.

By half distance the order was Martin...Waggett....Longden..Sykes....OgdenAshwell and then Bett. Longden was beginning to line himself up for an assault on second placed Waggett and after seven laps he had succeeded in pushing Waggett back to third. Immediately Waggett came under threat from Sykes and after just one more tour Waggett found himself in fourth spot. He was however far enough ahead of Ogden and Bett to feel reasonably secure.

The only other change to the order came on lap nine when Bett found enough to get ahead of Ogden and take fifth spot.

1st Andy Martin	Aero/CKC Villiers
2nd Bill Longden	Zip/Longtune
3rd Graham Sykes	Zip/Longtune

Winners Time: 8min 2.1sec, 74.67mph

Fastest Lap: Graham Sykes 46.9sec, 76.75mph

125 P & R

The 'alternative' 125 class ran with the Villiers and after a couple of heats Louth lad Graeme Barker had pole position with two wins to his credit. Another Louth resident, Tony Martin and Coventry based Alan Naul shared the front row for the ten lap final.

Starting just behind the 210 brigade it was indeed poleman Barker who made the best of it and led the field into the first lap. Naul and Martin soon took up the next two positions in front of Dave Ferrand.

Barker slowly but surely extended his lead and after four or five laps 210's and 125's were well mixed. As the race entered its second half Martin had got the better of Naul to take second spot and that was where he stayed to the flag.

Dave Ferrand still had fourth at the finish with Ian Spencer fifth and Alan Broadhead sixth.

1st Grahame Barker	Barlotti/Honda
2nd Tony Martin	Barlotti/Honda
3rd Alan Naul	Fortwill/THR Honda

Winners time: 8min 25.3sec 71.24mph

Fastest Lap: Tony Martin 49.3sec 73.02mph

250 NATIONAL

Just two seven lap heats were needed to sort out the final grid order for the single cylinder lads and when the sheet was posted up it was Alan Cheetham and the KTM firmly on pole.

Mike Doble held the upper hand in the first heat with Cheetham second and Ian Bickerton third. Rob Hipkin, Brian Borwell and Colin Fletcher completed the top half dozen.

The second heat was not such a happy one for Doble, the Grand Prix winner finishing a lowly eleventh. Bickerton, Hipkin and Fletcher managed another top six placings with Leaside Tyres Phil Glen-cross claiming third spot and Paul Sadotti fifth.

The ten lap final proved to be an enthralling four way battle up front between Cheetham, Hipkin, Doble and Bickerton.

Cheetham just got the best of it at the 'off' but the other three were quickly up there with him and trying everything to get the advantage. As three laps were complete Mike Doble briefly held the lead but during the course of the next tour Cheetham had edged in front again.

Hipkin and Bickerton were still there putting the pressure on the two leaders and after another couple of laps it was so close that all four crossed the line side by side to start lap seven.

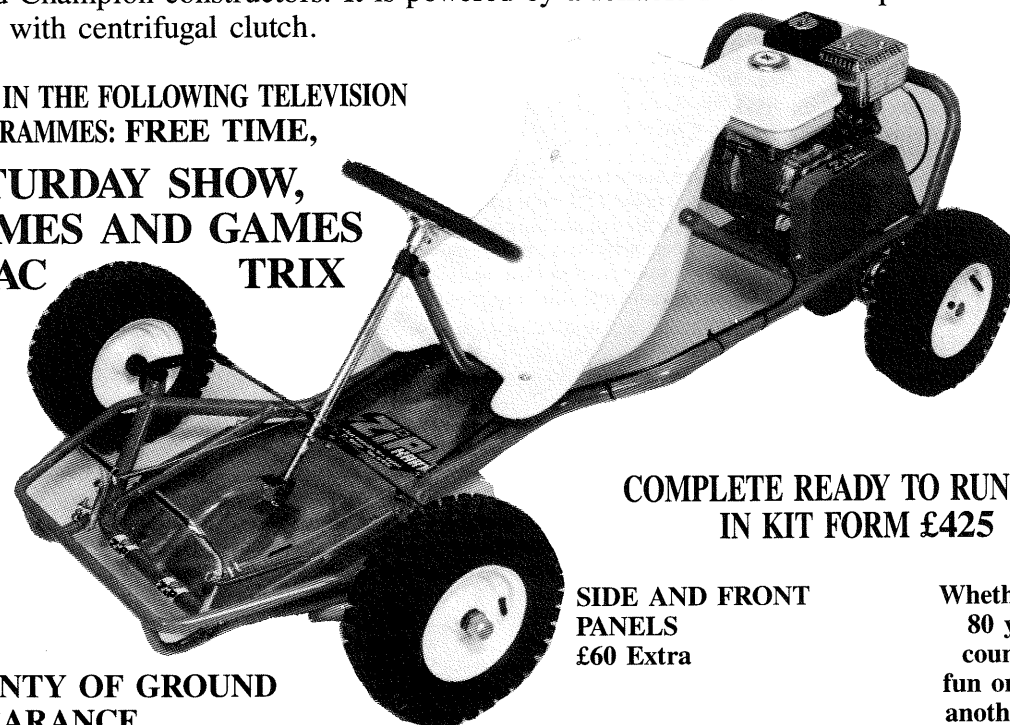
Derek Rodgers had not enjoyed the best of days but having started from the back he got up to fifth place at this stage....although he was in no position to

ZIP FUN KART A STAR IN ITS OWN RIGHT

This is a robust Fun Kart which incorporates the high standard of engineering expected from the World Champion constructors. It is powered by a reliable Honda 3.5 bhp four-stroke engine and fitted with centrifugal clutch.

USED IN THE FOLLOWING TELEVISION PROGRAMMES: FREE TIME, SATURDAY SHOW, NAMES AND GAMES TRAC, TRIX

CAN BE SEEN AT OUR HODDESDON SHOW ROOMS



COMPLETE READY TO RUN £475 + VAT
IN KIT FORM £425 + VAT

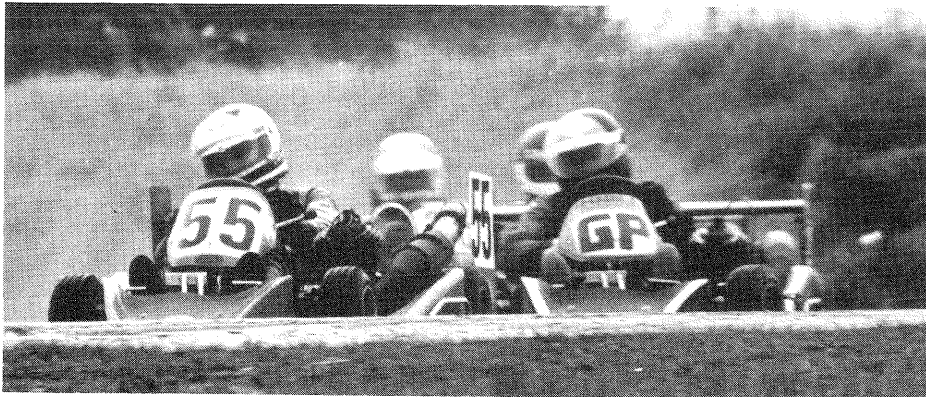
SIDE AND FRONT PANELS
£60 Extra

Whether you are 8 or 80 you will enjoy countless hours of fun on what is surely another winner from Zip Kart.

PLENTY OF GROUND CLEARANCE

SUITABLE FOR GRASS OR HARD SURFACES. IMMEDIATE DELIVERY.

ZIP KART, Pindar Road, Hoddesdon, Herts. Telephone: 463371/468503
Telex 266343 G.ZIP.



The 250 National with Rob Hipkin (55) and Mike Doble (GP).

(Pic: Doug Rees)

seriously threaten the leading quartet.

Some distance behind the British Champion was Barnsley based Roy Howarth but he was to disappear from the order before lap nine was completed. Phil Glencross, Paul Sadotti and John Newton came next but they were also some way behind Rodgers and posing no immediate threat.

Back up front though, the battle for supremacy still raged with some tremendous racing going on between, Hipkin, Doble and Cheetham with Bickerton hanging in there for all he was worth. Hipkin had taken the lead on lap seven leaving Doble and Cheetham to battle it out for second spot with Bickerton watching....and waiting.

However, the last couple of laps produced no changes to that order and Rob Hipkin crossed the line to notch up his second long circuit victory of '84. Mike Doble managed to hold off Alan Cheetham for second spot. As Cheetham was running the KTM he did not qualify for official placings nor trophies so it was Ian Bickerton who claimed that piece of silverware. Derek Rodgers was next, followed by Leaside Teamate Phil Glencross whilst Paul Sadotti claimed the official sixth spot.

1st Rob Hipkin	Zip/T & C Yamaha
2nd Mike Doble	Zip/Yamaha
3rd Alan Cheetham	Zip/KTM
4th Ian Bickerton	Phoenix/Yamaha
5th Derek Rodgers	Zip/PR Yamaha
6th Phil Glencross	Zip/PR Yamaha
7th Paul Sadotti	Zip/PR Yamaha

Winners Time: 7min 43.6sec 77.65mph

Fastest Lap: Ian Bickerton 44.6sec 80.70mph

125 NATIONAL

One word just about sums up the day's events in the 125 class.....Luby.. But that is not being totally fair to the other fifty or so entrants who provided the usual, excellent 125 racing.

It is a fact that British Champion Kurt Luby dominated the two heats and wrapped up pole for the final in convincing fashion. He had a relatively easy run in the first heat from his fifth row start but the second seven lapper clearly demonstrated his ability as he carved his way through the field from the eleventh row to claim that pole position.

With the Woodlands circuit to his liking, short circuit specialist Mark Webster had a couple of good heats and he lined up in the middle of the front row for the final. Stephen Coward, as competitive as ever, took the third spot on the front row.

Mark Allen, Ian Shaw and Colin Poole made up the second row and it was good to see Ian Shaw enjoying better fortunes after a very up and down season. Derek Price was on the third row whilst Keith Bisp, like Luby, Minarelli powered, was enjoying his best outing for some time and lined up for the final on the fourth row.

Ten laps of the tight Woodlands circuit were on the cards then as the starter dropped the flag and sent them on their way.

Peter McCallum had moved into fourth spot ahead of Ian Shaw whilst Simon Howarth was performing well in sixth spot.

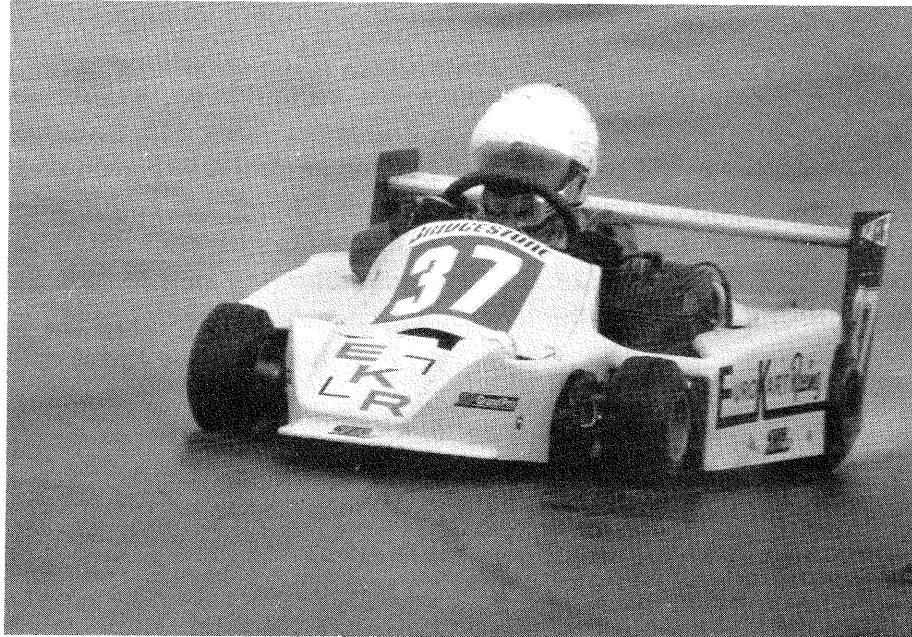
With Luby away in the distance the battle was taking place for second spot and it was Poole just holding the advantage over Allen as the race reached its half way mark.

Shaw had the better of McCallum and Coward had edged in front of Howarth, the latter also being taken by both Webster and Barrington on the next lap.

The leader, Luby, whilst not looking exceptionally quick was without doubt lapping very neatly and consistently and began to eat up back markers as the race entered its second half.

Stephen Coward began to close on Allen and by the end of lap nine had taken over third spot behind Poole. Shaw still had fifth; McCallum was sixth and then a good gap appeared before Barrington and Howarth came through. Phil Margerison was motoring reasonably well in ninth spot.

The last two laps posed no problems for Luby and he crossed the line a comfortable winner with backmarkers between himself and second place Poole. As Luby was not eligible for official placings Colin Poole took first place trophy with Coward, Allen, Shaw, McCallum and Barrington completing the top six. Simon Howarth just missed out in eighth spot on the road.



E.K.R.'s Derek Price, (125 National).....



.....and Phoenix winner Kurt Luby.

(Pics: Doug Rees)

dramatic change when Hipkin hit the front and led Rodgers, then Sadotti who had made good ground from a poor grid position. Mike Doble had slipped back to fourth.

Conditions were beginning to worsen when they came round off the next tour. It was still Hipkin from Rodgers but Doble and regained some of his earlier form and was back up to third, with Newton, Glencross and Mike Hodgins breathing down his neck.

Rob Hipkin was driving a fine race, fending off any attempts made by Derek Rodgers to slip through. Doble was still hanging on in third and steadily closing on the lead pair while the immediate order behind remained unchanged. Gradually Rodgers and Doble eased up to within strike distance of leader Hipkin and it began to look as though it would become a three way battle at the front. John Newton was holding a tight rein over the rest of the order. Into the halfway stages and Mike Doble made his move, taking both Hipkin and Rodgers as the latter was pre-occupied overcoming Hipkin. The result was that Hipkin quickly found himself in third. Newton was still there in fourth, a fraction clear of Glencross and Hodgins. Jamie Vale, Ron Bicknell and Tim Doble made up the next group.

Slowly the GP holder began to ease away from the company of Rodgers and Hipkin as they swept out of Coram Curve down to the Russell Chicane. But Mike's domination of the race was quickly dispelled when fate and the conditions dealt an unfair blow and removed him from frontline contention. Derek Rodgers took up the leadership and had only to contend with the pressure from Hipkin.

The action to their rear was beginning to hot up as Newton could feel Glencross closing for the attack whilst Hodgins looked on. Next up in sixth place was the ill-fated Mike Doble sporting a severely damaged nose cone, a relic of his spin on the treacherous surface.

Rob Hipkin was the next driver to fall foul of the conditions when he spun out on the exit from Russell on the last lap. Glencross succeeded in his attempt to unseat Newton and ran home second after Hipkin's demise. Derek Rodgers drove on to take the flag and the retention of the British Championship No.1 plate for yet another year. It was a very forlorn looking Mike Doble who walked up the pit entry road.

1st Derek Rodgers	Leaside Zip/PR Yamaha
2nd Phil Glencross	Leaside Zip/PR Yamaha
3rd John Newton	Zip/Yamaha
4th Mike Hodgins	Zip/TKM
5th Mike Doble	Zip/Yamaha

125 NATIONAL FINAL

It was nice to see another name on pole position in this highly contentious class when the grid sheet for the final appeared — it was that of EuroKart Racing's Derek Price driving the yellow fullbodied outfit. Phoenix driver Kurt Luby sat next on the line while Les Cooper and Colin Poole completed the front row. Ian Shaw, Boyd Barrington and Colin Mills formed the next rank. Adrian Wilcox featured on the third row, Peter McCallum on the fifth with Phil Margerison, while Stuart Ziemelis and Stephen Coward sat four ranks from the back.

In an orderly fashion they rolled up to the startline and at the 'off' Luby made no mistake and quickly set himself up at the head of the field; Price, Shaw, Cooper and Margerison chased hard after him. As the first lap ended there were one or two damaged outfits parading around — notably that of Stephen Coward — his nose cone had gone missing, the result of a contretemps with Boyd Barrington, the latter being reduced to the ranks of a spectator for the duration of the race.

Gradually Luby began to stretch out a considerable lead over the rest of the order while Shaw and Price battled it out over second place, the coin eventually falling in Shaw's favour. Before very long Peter McCallum put in an appearance and followed up in fourth and managed to hold station for the next cou-



Mike Doble (GP) looked set to win the day in 250 N, but fate was to deal an unfair blow. Here he leads Rob Hipkin (55) and Derek Rodgers (1).

ple of laps before he too succumbed to the conditions, but reappeared later, albeit well down the order.

Meanwhile Luby zoomed along at the front, well clear of the close formation driving of Shaw and price. The field had become pretty much spread out around the circuit and many had fallen by the wayside. Behind Price a long gap appeared before Stuart Ziemelis headed up the next group led by Wootton's Colin Poole and Julian Burleton.

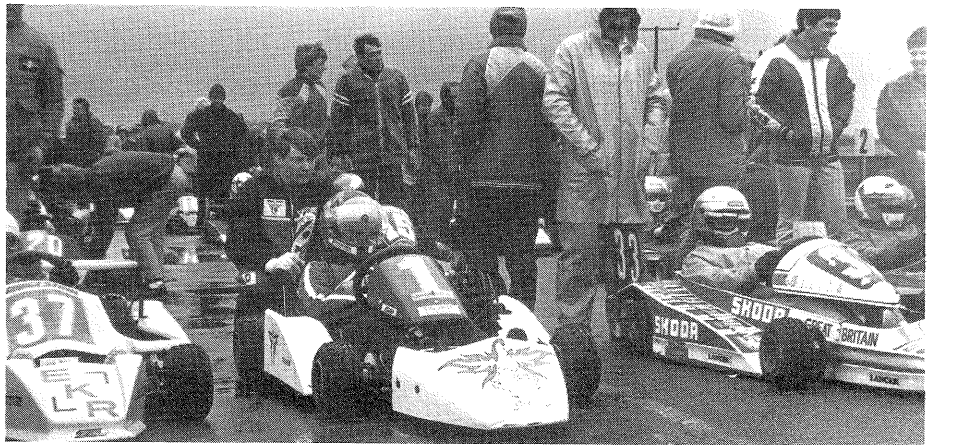
There seemed to be no touching Luby, he was out on his own and, by the two thirds stage, was picking off backmarkers. Stephen Coward was still running and putting up a valiant struggle with his ill-handling machinery. Ian Shaw and Derek Price maintained their personal dispute but there seemed no way the Bolton lad could overcome Salford's hero and there was no intention on Ian Shaw's part to let him, but it was good clean driving, each driver acutely aware of the other's capabilities.

There was a turnaround in fortunes for Ziemelis when he suddenly found himself the subject of a concerted effort on the part of Colin Poole to relieve him of fourth and use him to put a block on the encroachment offered by Burleton.

Kurt Luby, a happy man, took the Phoenix to another victory and the retention of the No.1 plate for another year. Perhaps now father Jim will find that the pressure is off to a degree sufficient to let him cut down on his smoking!

1st Kurt Luby	Phoenix/LD Rotax
2nd Ian Shaw	Zip/Zip Rotax
3rd Derek Price	EuroKart Zip/Rotax
4th Stuart Ziemelis	SRS Zip/SRS Rotax
5th Colin Poole	Zip/Rotax
6th Julian Burleton	Zip/Rotax

It should be noted here that, though Chris Stoney did in fact finish in fourth position, an earlier foray during the day resulted in a damaged outfit which forced Chris to go out in the final on a borrowed one. He drove well as usual but was later excluded from the results for contravening RAC regulations.



The 125's line up on the dummy grid with Derek Price (37) just in picture on pole. Kurt Luby (1), Les Cooper (33) and Colin Poole complete the front row.

FORMULA E FINAL

Reg Gange's heat performances earned him pole position, whilst colleague Martin Hines sat alongside. Richard Arnold and Alan King joined the Hermetite duo on the front row. PJI's Brian Heerey was next up with Donovan Collier, while Richard Dean and Roger Goff joined Rob Kerkhoven on the third rank. The last two rows of the depleted grid of only seventeen held Carolyn, Tony Holmes and Tim Parrott, back after a few meetings' adjournment from the racing scene. European Champion Gange is renowned for his finesse in the wet and likewise Richard Dean, though what lay in prospect later during the race was pretty much beyond even *their* wildest dreams!

As the starter sent them on their way there was every reason for Gange to hit the front first and stay there — he and Hines were so close in the championship running that the No.1 plate looked a very real possibility for Reg to add to his European laurels.

Gange led the field then into Riches with Dean sweeping through from the third row to take up second spot, followed by Collier and Hines. Heerey and the other third row man, Roger Goff, were next along leading the rest of the field. Into the second lap and Gange was sweeping away from the others with Dean running quite a lonely second but drawing away from Hines. The order behind was bunching up — Collier, Heerey, Goff, Arnold, Holmes and Carolyn..... and then the rains increased, from a steady drizzle into a tropical tempest that fell from a sky as black as night. Even the spectators were drenched within moments and a river formed in the pits lane. Conditions on the track became atrocious, with miniature lakes forming at the Esses, the depression at Coram and the dip out of Russell before the climb up along the start-finish straight.

THE WRATH OF THE RAIN GOD



These conditions were relatively pleasant, compared to what lay in store later!

The final round of the Long Circuit Championships and three out of the four titles are retained for yet another year — Martin Hines (Formula E), Derek Rodgers (250 National), Kurt Luby (125 National); George Bett (210 National) adds the Long Circuit No.1 plate to his GP and Short Circuit accolades during a Sunday when Ark building seemed the order of the day!

Report: Ed McCormick
Pics: Doug Rees

The Norfolk circuit of Snetterton played host to the final round of the Long Circuit Championships on Sunday 23rd September and was to provide a situation unrivalled for some time — three of the long circuit titles were literally wide open — Formula E, 250 and 125 National with a number of drivers in each category in with a chance of becoming the 1984 No.1 plate holder. Only the 210 National class was pretty well stitched up, George Bett had seen to that during the fifth round at Mallory Park on 9th September. Another unrivalled situation was the conditions the competitors found themselves racing in — rain, the like of which one would only expect to find in tropical regions.

A welcome visitor on Sunday was Mary Wilson, a columnist from The Times who pens the 'Out and About' scene that appears in the Saturday edition. Mary was certainly thrown in the deep end (ugh!) when she tried her hand at kart water polo on the Snetterton kartway before the finals. The object of the exercise was for Mary to get the feel of a kart before actually writing about the sport. Apart from a sodden pair of jeans the young lady seemed quite elated by her experience, sufficient to pen a first class piece in The Times edition which appeared on Saturday 6th October.

The weekend also saw the culmination of the Zip Bridgestone 125cc £5,000 Series, with top liners Shaw, Ziemelis and Coward looking covetingly at the purse holding the prize fund. The entry was down compared with other long circuit meetings of the season, nevertheless there was no lacking in quality once the racing got under way. As usual young Ian Shaw seemed to be suffering more than his fair share of problems, this time it was brakes and most of Sunday morning before the heats commenced was spent in sorting out to enable him to

have sufficient stopping power when it was required.

THE HEATS

Ten heats were in prospect with four of those allocated to the 125's on a split basis because of the size of the entry. There was also the addition of a Qualifier for the 125 drivers who failed to come up scratch during the heats and the first five from that race would earn themselves positions on the back rows of the grid for the final.

Conditions earlier in the day were a bit mixed, at times it rained and at others it was dry or nearly so, making the decision on tyres a difficult one. A mixed bag of hopefuls contested the heats but it wasn't surprising when names like Luby and Ziemelis each claimed a heat, though Ziemelis was to strike trouble in his second outing and find himself at the back of the grid for the main final. Luby added a third to his first and would probably have scored better but for the fact that he opted for wet tyres on what was later to prove a drying track. Nevertheless, he held on well for that third spot behind a fast driving Derek Price aboard the yellow Eurokart outfit and the white fullbodied affair of Stephen Coward. Price also claimed a fine second place to go with his win and earned himself pole for the final. Coward shared the misfortunes of Ziemelis and found himself at the back of the grid with the Huntingdon man. Others to show well were Colin Poole, Boyd Barrington, Les Cooper, Ian Shaw and Keith Glendening and the final looked set to be something of a scorcher.

210 National provided a few surprises, not least for George Bett when Graham Sykes and Gary Parker dominated the heats. Still, perhaps Bett was not all that perturbed as his points total assured him of the championship, even if he did not manage to finish.

In 250 National GP title holder Mike Doble continued his season's form by winning a heat, while current British Champion Derek Rodgers held up the Leaside end of things with a fine performance. Others to show well were Tim Doble, Rob Hipkin, Paul Sadotti, Phil Glencross, Mike Hodgins and John Newton. In the Superkarts it was European Champion Reg Gange who dominated both heats while reigning British Champion Martin Hines managed a third and a fourth. Roger Goff was well on form and so was Richard Dean. Arnold, Collier, Carolyn and Holmes featured consistently, though Carolyn's first excursion resulted in engine problems and frantic rebuilding. Rob Kerkhoven was a welcome driver to the racing scene as he had not been around for several meetings and acquitted himself admirably in the first heat with a good second to Gange. His next outing wasn't quite as successful which resulted in a middle grid order for the final.

210 NATIONAL FINAL

As the grid for the 210 National final lined up it was a very impressive Graham Sykes who sat on pole position; Gary Parker, George Bett and Igor Ashwell also shared the front row. The other rows were shared by Dudley Martin, Phil Featherstone, Ireland's John Brennan, Alan Ogden, Andy Martin and Tim Price.

When the lights changed to green it was Sykes, Parker and Bett off the line together as they tore up to Riches. There George Bett began to gain the advantage and eased ahead of Parker and Sykes as they moved onto the long back straight. Behind Featherstone and Dudley Martin were battling in out as Brennan, Price and Andy Martin closed up to a more comfortable position to apply pressure.

Bett steadily began to increase his lead though not without a lot of serious contention from Gary Parker who had managed to forge ahead of Graham Sykes. George Bett was so far ahead in the Championship points running that it hardly mattered at all whether or not he won. Even with that thought in mind it didn't prevent the Scot from driving his usual competent race and he did not appear to be bothered about the pressure being exerted by Gary Parker. An interesting scrap then developed between the two with Parker running close to Bett's tail as they lapped the circuit. On a couple of occasions Parker managed to outflank the Scot and looked to be in a commanding position but it wasn't long before Bett was safely back in control. Graham Sykes meanwhile had stretched out a comfortable gap from the rest of the field leaving Phil Featherstone to lead up the others.

For the last couple of laps Parker kept the pressure on Bett, harrying him all the way, darting and weaving, trying to get through, but Bett was having none of it and skillfully closed the door each time a threat was posed. At the flag George Bett flashed over the line in the lead with Gary Parker close in tow. Graham Sykes was next home, followed by John Brennan and Dudley Martin.

- 1st George Bett Zip/APV
2nd Gary Parker Aero/APV
3rd Graham Sykes Zip/Longtune Villiers
4th Phil Featherstone FP Cobra/FPV
5th John Brennan -/-
6th Dudley Martin Zip/Longtune Villiers

250 NATIONAL FINAL

When the grid for the 250 National final was posted it took on the following aspect — reigning British Champion Derek Rodgers occupied pole position, with Mike Doble, Rob Hipkin and John Newton sharing the rest of the front row. As the starter sent them on their way it was Rodgers and Doble off the line first to gain the advantage and lead the field into the first corner. Down the long straight a pattern was beginning to emerge after the leadership underwent a

- 1st Kurt Luby Phoenix/Minarelli
2nd Colin Poole Zip/Goff Rotax
3rd Stephen Coward Zip/Rotax
4th Mark Allen Dino/KMP Rotax
5th Ian Shaw Zip/Rotax
6th Peter McCallum Zip/Rotax
7th Boyd Barrington Spyda/Rotax
Winners Time: 7m 45.9sec 77.25mph
Fastest Lap: Kurt Luby 45.3sec 79.47mph
Colin Poole's Race time: 7min 49.9sec

SUPERKARTS

At the very wet Snetterton just a week earlier privateer Richard Dean amply demonstrated that he is no mean performer in such bad conditions and here at Cadwell he showed his dry weather capabilities with a couple of fine heat wins. That wrapped up pole for the twelve lap final and despite the reduced entry due to the Le Mans World Series Round the Superkarts produced some good racing....and they still looked very quick.

Trevor Causer proved to be the most consistent after Dean and he lined up in the centre of the front row for the final. Colin Olden completed the front row with Tony Holmes, Ron Ridley and David Ayre making up the second.

Phil Ansell and Tim Parrott had mixed fortunes each having a second placing in one heat but their luck deserted the second time round and they both started from the fifth row.

The weather was sunny and dry as the finalists inched forward awaiting the signal for the start of twelve laps high speed racing.

Richard Dean and Colin Olden got the jump as the flag dropped and after one lap it was Olden who held a slight advantage.

Dean was quickly into his stride though and during the second tour he took over at the front and soon opened up a gap. Tim Parrott had made rapid progress over the first couple of laps and was up to second spot at the end of the third. Olden had third place ahead of Causer, Holmes, Ayre, Reader and Julian Parry.

Richard Dean gradually increased his lead over Parrott and it was not until the seventh lap that Parrott was able to make up any ground. Dean was then in amongst the backmarkers and round the twists and turns of the Woodlands circuit Parrott was able to close up and at the end of lap eight was within feet of Dean. Holmes had third from Causer, Ayre, Olden, Reader and Gill.

During lap nine Richard Dean was able to turn up the 'boost' a little and once again pull out a reasonable lead over Parrott who in turn had put backmarkers between himself and third placed Holmes.

Over the next three laps the two leaders considerably increased their advantage over the rest of the runners and comfortably completed the race in that order.

Tony Holmes held on to third at the finish; Trevor Causer had fourth; Colin Olden fifth; Bryan Reader sixth and Steve Gill seventh.

David Ayre, Ron Ridley and Alan King completed the top ten whilst local lad Vic Hempshall was full of smiles after claiming eleventh spot.

- 1st Richard Dean Zip/Rotax
2nd Tim Parrott Zip/Rotax
3rd Tony Holmes Zip/Goff Rotax
4th Trevor Causer Probe Data Zip/Rotax
5th Colin Olden Zip/Rotax
6th Bryan Reader -/-

Winners Time: 8min 44.9sec 82.30mph
Fastest Lap: Richard Dean 42.5sec 84.70mph

Mini Ads
Telephone: Hoddesdon 44201

PROVISIONAL DETAILS FOR THE 1985 100 SERIES

The KART AND SUPERKART MAGAZINE in association with BRIDGESTONE TYRE COMPANY, ZIP KART and others, intend to promote a series of events in 1985.

The series would consist of 10 Rounds, the best 7 to count, and would be open to the following classes (providing a minimum of 20 drivers register for the class).

Table with 5 columns: CLASS, TYRES, WEIGHT, RESTRICTIONS. Rows include Junior Booster, Junior Britain, Junior International, Senior Britain, 100cc National, and 100cc International.

All class will be restricted to the tyres as listed above and each driver will be permitted one complete set of tyres per meeting plus one rear tyre and one front tyre.

There would be a registration fee of £10.00 for the series and on registration the drivers would be issued with race numbers for the series and also a complete list of entry forms and A.S.R.'s for the 10 meetings.

The organisers will appoint a series administrator who would be in attendance at all meetings, and would be responsible for all correspondence, advertising of meetings and results.

Extra sponsorship has already been promised for Junior International and 100cc International. It is hoped that further sponsors will come forward.

If you are interested in the series, will you please complete the attached questionnaire.

NAME:

ADDRESS

TELEPHONE NUMBER:

I WILL BE INTERESTED IN REGISTERTING AND PARTICIPATING IN THE CLASS 100 SERIES 1985. IN CLASS

I AM AT PRESENT A MEMBER OF CLUB.

This is not a registration form. Do not enclose any money.

RETURN TO: Kart and Superkart at the address above.



Goff Racing

In these days of rising costs, competitive prices and value for money are essential.

At Goff Racing that is exactly what you will get — value for money and a race preparation service second to none. Roger Goff, the 1984 British 125cc and 250cc Short Circuit International Champion, is renowned for his tuning finesse. He will apply to your engine the same high standards of perfection and reliability he applies to his own. From 100cc to Superkarts, Goff Tuning will make you a winner — *at a price you cannot afford to ignore!*



ROGER GOFF TUNING

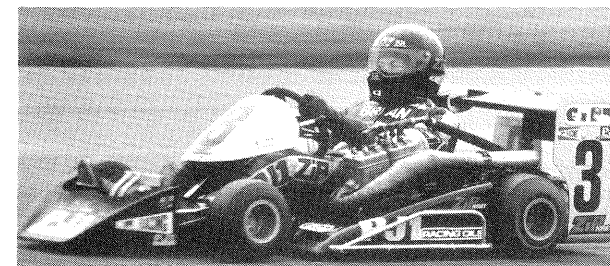
Discount prices for **BRIDGESTONE**
ZIP KARTS
Spares and Accessories **KELGATE**


GOODYEAR Secondhand Karts
and
CARLISLE **PJ1 OILS** Engines Supplied

Call in or ring for our professional and friendly service
5 Pear Tree View, Elstow, Bedford
Telephone Bedford 66549



CTRP PREPARED ZIP TEAM EQUIPMENT



We deal direct, we supply,
we prepare.  Road
Agents for and Race wheels.

CONGRATULATIONS BOBBY GAME — Junior Booster Champion 1984

New dyno facility now available for winter development on your motor —
find that bit extra for 1985.

END OF SEASON CLEARANCE ON KARTS — ROTAX SPARES — SECOND HAND WHEELS & TYRES ETC.

ZIP GP, 1984 Works Rotax, 250 Kelgates, (4 meetings only).....POA
ZIP GP, 250 CTRP Rotax, Std. bodywork£1,500 ono
ZIP GP, 125 CTRP Rotax, long circuit trim.....£950 ono

Ring us on: 0327 857458
or call into: Unit 6D, Silverstone Circuit,
Silverstone, Nr. Towcester, Northants.

It was to prove another victory for Ziemelis over his French counterpart Lambert but was not earned easily. Ziemelis, from several laps in third position behind Lambert and Tessier, eventually demoted Tessier to claw his way up to second spot but had his work cut out to dent Lambert's lead. Very slowly he began to draw him in until he was close enough to consider posing a serious threat to the leadership. Lambert, however, was not about to let the advantage slip without a fight and did his utmost to hold the SRS driver at bay. Round through the complex of hairpins Lambert dragged the other man along in the tow as the latter sought a way through up the inside but Lambert's experienced tactics effectively shut the door to any such attempts and Ziemelis was forced to wait and consider the possibility of an overtaking dash to the flag. Fates though had other things in store for Lambert as they entered the Esses. He succumbed to a puncture and slowed and Ziemelis flashed by the stricken kart to take the win. Lambert's lead over the rest of the field enabled him to limp home and claim second. The other places went to Key, Guidod, Tessier, Batmalle, Pavee, Royer, Coles and Penault.

THE FINAL

When the grid positions for the Final were posted they took on an interesting but not unexpected format:

	Lambert	Ziemelis
Guidod	Key	
	Batmalle	Tessier
Royer	Pavee	
	Penault	Coles

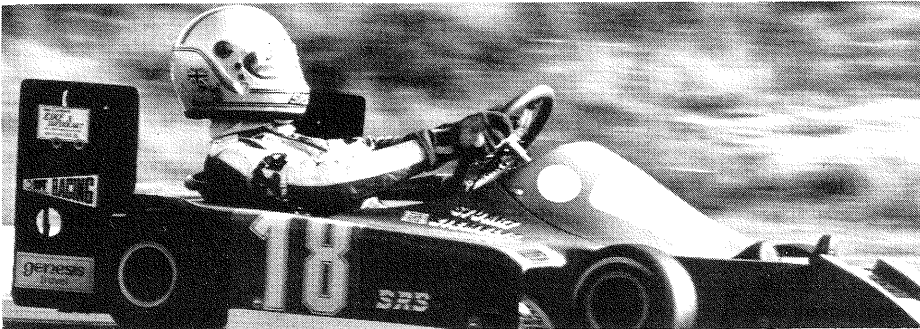
The conditions were foul, heavy rain falling with a strong wind carrying it up the straight. Under starters orders the lights changed to green and they took off up the cambered right-hander leading to the Dunlop Bridge. Down the hill it was Lambert with the edge over Ziemelis as they approached the first hairpin. Steven Key was right behind, tucked up Ziemelis' exhaust. Meanwhile the rest of the French drivers were

doing their utmost to try to pose a threat to the lead trio and proving that they were no novices when it came to rainy conditions.

Mike Coles the Talasan man experienced problems which prevented him from exerting any real force on the middling order, a broken rotor visor hardly helped his progress up through the order under such conditions. Adrian Wilcox too was having a recurrence of his earlier mechanical troubles. Gerard Lambert was running Vega tyres which adhered in the atrocious conditions like the proverbial whatsit to a blanket and created quite a lot of interest in the paddock later on.

It certainly looked that Lambert would be the man to win. He drove exceedingly well and very impress- ionably and held the front slot for the first few laps, until the fates took another unfair hand when he went a little too wide through the hairpin complex and ran off, unable to regain the circuit.

Ziemelis, now in the lead, looked to have it virtually sewn up though he still had to reckon with a very forceful Steven Key, the latter pressing the issue each time the opportunity arose. Out of the Esses and on- to the pits straight Key hung on in the tow behind Ziemelis until he whipped out to overtake up the hill to the Dunlop Bridge — all good clean stuff that had Steve Key's dedicated mechanic Paul almost wetting himself with suspense in the pits lane!



Stuart Ziemelis the eventual victor.

Round they toured, lap after lap, each in turn tak- ing the lead — Steve out-braking Stuart into one cor- ner, only to lose it at the next when Stuart dived through under him.

The race ended with spellbound and drenched wat- chers in the pits lane and stand craning their necks to see which driver would exit the corner up to the flag first. It was Ziemelis with Key glued to his bumper after a very entertaining race between the two and a nice comradely handshake after the line had been crossed. Stephane Tessier took third spot, followed by William Batmalle, Pierre Poudeyroux, Marc Pavee, Malcolm Crowe, Daniel Royer, Eric Boizet and Jean Vinatier completed the first ten home.

1st	Stuart Ziemelis	SRS Zip/SRS Rotax
2nd	Steven Key	Zip/Rotax
3rd	Stephane Tessier	—/—
4th	William Batmalle	Mach 1/KZH
		Hetschel
5th	Pierre Poudeyroux	Kali/Pavesi
6th	Marc Pavee	Mach 1/KZH
7th	Malcolm Crowe	Stratos/Rotax
8th	Daniel Royer	Dino/Rotax
9th	Eric Boizet	Kali/Minarelli
10th	Jean Vinatier	—/—

THE SWEDISH CONQUEROR!

Final Round of the Bridgestone-C.I.K. 1984 Formula E World Championship



1984 Formula E World Champion, Lennart Bohlin, displaying the magnificent trophy. Hermetite driver Reg Gange finished third and Frenchman Eric Gassin at the far right was runner up to Lennart.

Sweden's Lennart Bohlin ran away with the 1984 World Formula E Championship, leaving Frenchman Eric Gassin second and Reg Gange third. The supporting grid of 125's saw Gerard Lambert quickly stride into the lead, only to disappear from the action with a spin off in the treacherous conditions that left Stuart Ziemelis and Steven Key to scrap furiously to the flag, where Ziemelis claimed the honours.

Report: Ed McCormick
Pics: Doug Rees

The final round of the Bridgestone-C.I.K. Formula E Championships of 1984 took place, as last year, on the Bugatti Circuit at Le Mans during the weekend of 29th and 30th September. Most con- testants began arriving late Wednesday evening and early Thursday morning to try and set themselves up for the two days of practice time that lay ahead. A total of 40 Formula E drivers were to make it to the grid for the final, twelve of whom were from the British Isles. An equal number of French drivers competed, whilst the remainder had origins in Sweden, Denmark, Holland, Germany, Norway, Austria and Switzerland. Of the total entry there were only four men who stood a chance of becom- ing the World Champion of 1984 — defending ti- tle holder Martin Hines, Sweden's Lennart Bohlin, heading the points table, E.D.R.'s Steve Stylin and Rugby Club man Giles Butterfield. The suppor- ting class of 125's was predominantly French, while a total of eight of the thirty-seven consisted of British lads taking on their water-cooled contemporaries.

The meeting was to be a landmark for French gearbox karting, in that the whole event on Sun- day received one hour of live television coverage. Marc Haezenberghe, erstwhile SRS 125 National driver and now working for a French motorsports

paper, provided the driver profiles and race com- mentary. As a prelude to the actual event one of the television crews sought the assistance of Reg Gange and Martin Hines to provide a two-man race to demonstrate the manoeuvreability and handl- ing qualities of Formula E karts, while Eric Gassin followed behind, a camera fixed to his helmet, filming.

Practice on Thursday was allocated between 2 and 5pm and most of the drivers in each of the categories took the opportunity of setting up and experimenting with different combinations which, for some proved cost- ly, apart from the fact that the session had to be paid for. Once gearing, jetting and which pipes to use had been decided upon and whether full or standard bodywork would best suit the circuit, the task of get- ting the lap times down to figures equable with last year was the next priority.

"I think we're trying to base everything on times of last year, which is probably the wrong thing to do. Weather conditions are different and circuits deteriorate over a period, therefore using last year's figures as a comparison is a bit like chasing after a rainbow — far better to start afresh."

However, times did come down — fractionally, with most drivers in Formula E settling for figures in the 1min 40-1min 41 region. Some were quicker than others and managed to break the 1min 40 barrier and of that few were those who recorded a false reading because they had picked up a tow from another kart, which effectively annulled the reading. Timed prac- tice on Saturday was to be the decider and threw out a few surprises, with Roger Goff heading the table. The first ten are listed here for reference:

R. Goff	1min 39.43sec
M. Hines	1min 40.22sec
R. Gange	1min 40.30sec
S. Stylin	1min 40.33sec
P. Petersen	1min 40.68sec
B. Heerey	1min 40.81sec
P. Guedel	1min 41.35sec
L. Bohlin	1min 41.93sec
P. Grondstra	1min 42.18sec
E. Gassin	1min 43.32sec

The other man expected to be quick was Giles Butter- field but he found himself well down the table and, in fairness, had his fair share of problems to cope with. The forty drivers were then allocated to three different groups, A, B and C, on the basis — fastest in Group A, second fastest in Group C, third fastest in Group C, fourth fastest in Group A and so on, until every driver had been catered for:

GROUP A	GROUP B	GROUP C
Goff	Hines	Gange
Stylin	Petersen	Heerey
Guedel	Bohlin	Grondstra
Gassin	Gates	Kleppe
Westman	Roberts	Bushell
Janson	Perschel	Seibold
Petersen, I.	Petersen, K.	Dahlman
Eddie	Servol	Willie
Rauscher	Butterfield	Wiederkehr
Visonneau	Carsten	Brunetta
Goullancourt	Lozza	Eastwood
Epineau	Ammann	Crochepeyre
Granier	Mathieu	Vincent
Serfaty		

Each group then had to race against another, in the order of — A versus B, B versus C and A versus C, with points being awarded as follows: the winner in each race — 0 points, second man 2, third man 3 and so on in ascending order. The driver awarded the least number of points earned himself pole position for the pre-final, scheduled to commence at 1.40pm on Sunday.

GROUP A v B

Two o'clock on Saturday afternoon saw the first heat leave the start grid with Stylin leading Goff and Hines, but it proved to be a false start and time was wasted whilst the karts reassembled. On the green it was again Stylin, Goff and Hines who hit the front first but Bohlin was closely, almost flanked by Poul Petersen. On the commencement of the second lap Stylin was still in the lead but the order behind had taken on a different appearance, Bohlin led Goff, Hines and Petersen and was closing on Stylin as these five began to edge away from the rest. Butterfield made a quick pit stop with an ignition problem but managed to re-join the proceedings. Meanwhile Bohlin had wrested the lead from Stylin and was endeavouring to stretch the advantage, while both Hines and Petersen had pushed Goff down to fifth place. As they came out of the complex Esses Bohlin held on at the front as Hines and Stylin exited the corner onto the pits straight side by side, Hines taking the inside while Stylin had no option but to take the wider line which gave Hines the edge. Petersen was close on their heels and being chased hard by Goff. Slowly Hines began to haul in Bohlin and took him through the hairpins while Petersen seized the opportunity of doing likewise and left the Swede to sort it out with Goff and Stylin.

Bohlin though wasn't about to let the grass grow under his feet and was soon back at the front. They came out of the complex three abreast — Bohlin, Hines and Petersen, with Goff and Stylin fighting a rearguard action just behind. Such are the fortunes of racing that the order was quickly to change again

Motivation DESIGN & DEVELOPMENT

Bagnall, Stoke-on-Trent ST9 9JW (0782) 542621 (503908 Evenings)

MOTIV Superflex Chassis © 125. 210. 250.

5 Years of engineering development has produced what is un- doubtedly the most technically advanced kart of all time. A thoroughbred racing machine with a long life that is equally at home on long or short circuits. This chassis can be adjusted for all driver sizes and all track conditions. Features include:-

- ★ Adjustable caster
- ★ Adjustable seat
- ★ Adjustable Chassis trim to equalize wheel ground loading
- ★ Adjustable pedals for long legs
- ★ Centre fuel tank for safety and balance
- ★ Special brak- ing system — progressive, sensitive yet very powerful
- ★ Special steering geometry for faster response
- ★ Long life high tensile tubing for all components
- ★ Top quality fittings — correctly stressed
- ★ Exceptional aerodynamics. Available for 125, 210 and 250.

Please telephone for details, prices and specification.

MOTIV Two Stroke Engine Tuning Power with Reliability

In the last four years we have developed a formula for the im- provement of power, torque and reliability of all two-stroke rac- ing engines.

The design modifications we make go beyond normal tun- ing and involve everything between carburettor bellmouth and exhaust silencer; including: ignition design, fuel system, port timings and compression ratio. Plus of course exhausts, reeds, discs and carburettor settings. The resulting motors are to be believe the fastest available in ANY class, yet are so reliable that they can run by the most inexperienced novice.

125 National

ROTAX. Engine tuning from £150. Strengthened Head Studs and special nuts £12. Crankcase stuffer rings £25 pr. RH gear- change kits £30. Modified 36 ZS Dellorto carbs £58. MOTIV D636© Exhaust £79. Special lightweight clutches P.O.A. ROTAX pistons and rings £28.

MAC MINARELLI Engine Tuning from £95. Strong Head stud and special nuts £12. Piston kits £24.80 MOTIV D636© Ex- haust £79.

125 P&R Tuning on HONDA CR 125 MUGEN HONDA, YAMAHA YZ125 and MINARELLI from £85. Exhausts P535©, P636©, R535©, and R636© from £73.50. MOTIV is the originator of 125 P&R. Come to the experts.

VILLIERS 210. Tuning from £105. MOTIV Mk1 210© Exhaust £75. MOTIV P636© Exhaust £84. MOTIV ignition controller £38.50. AMAL 36mm carbs. MOTIV support and supply 210 Villiers Club and will continue to develop equipment for the class.

250 NATIONAL. Having examined the CR250 Honda, the Maico 250 and the KTM 534 250 water-cooled, we are con- fident that we can immediately improve on the performance of what is generally accepted as the fastest YZ250H Yamaha of Ian Bickerton.

MAICO. Tuning from £180. Bing carb Bellmouth £12. MOTIV ignition controller £38.50. MOTIV R640© Exhaust £89. Boysen Reeds £18.

HONDA CR250RC. Tuning P.O.A. MOTIV R640© Exhaust £89. Boysen Reeds £18.

KTM 543. Tuning P.O.A. MOTIV ignition controller £38.50 MOTIV R640© Exhaust £89. Boysen Reeds £18. Exhaust Bar- rel Stub £12.60. We shall continue to modify YZ250 Yamahas to the same spec. as Ian Bickertons from £150. We also modify CR250 Red Rocket Motors. Header tanks with temp probe top- ping £26. Temp Gauge £14.80.

250 INTERNATIONAL TZ250 Yamaha MOTIV P636© Exhausts £156 pr. Modified 36ZS Dellorto carbs £115 pr. MOTIV ignition controller £68. MOTIV Cylinder Head kits £88 exchange, Header tanks £25. Temp Guages £14.80. Tuning P.O.A. TD3 P634© Exhausts £140 pr. Yamaha racing is making a strong come-back, we have the experience to make your YAM faster.

5% discount for payment with order.

KARTS EXHAUSTS CARBURATION ENGINES

MOTIV

New MOTIV Products for 1985

MOTIV ignition controller for 250 Maico 250 KTM 210 Villiers £38.50
MOTIV R640© Exhausts for 250 Maico 250 KTM CR250 RC HONDA.
MOTIV water header tanks for 250s including pressure cap and temp probe topping £26. Temp Guages £14.80.
MOTIV D636© Exhausts for MAC Minarelli R.V.
MOTIV 100cc Braking System©. Gives a totally new meaning to smooth and powerful braking. Will outlast any chassis and can be transferred to your next kart. P.O.A.
MOTIV 100cc Induction Silencer© £15.50.
MOTIV Induction Silencer 125, 210 250© £16.50.

GENERAL SPARES

We stock or can supply within 24hrs most of the following: Dellorto carburettors and spares — Axle retainers — Duplex Sprockets and chain — Kart component Wheels — Pirelli Tyres — ROTAX, Yamaha Honda and Maico Engine spares — Boysen Reeds — Malpassi Fuel Regulators. AC Fuel Pumps and fittings — Pump Mounting plates — Pump cams — NGK and Nippondenso Spark Plugs — Castrol A545 Racing Oil — AMS Oil — Motoplat ignitions.

GENERAL MAINTENANCE

Cranks tuned, rod kits replaced, cylinders bored. Do you recognise these names? Marek Platkowski 125 P&R. Neil McGovern 125 P&R. Andy Whitefield 125 ROTAX. Mark J. Allen 125 ROTAX. George Bett 210. Graham Wood 210. Ian Bickerton 250 NAT. Mike McDowell 250 Nat. (Yamaha and Maico). John Ashe TZ250G. Robert Elliot TZ250G. They are all fast and reliable on MOTIV equipment.

ACCESS AND BARCLAYCARD VISA.

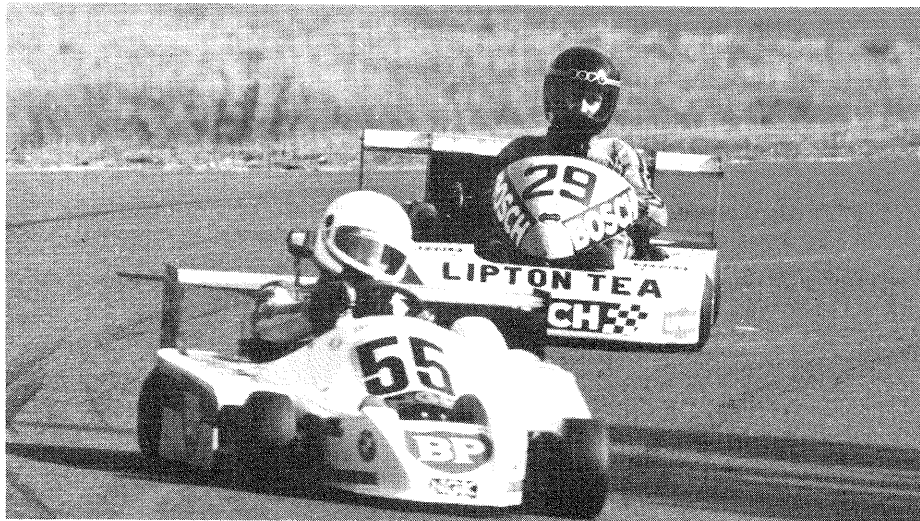
Finance arranged.

Securicor Delivery £5

All prices and charges subject to VAT.

Advice on Choosing classes, engine problems or handl- ing problems given free.

©Copyright reserved on all MOTIV designs.



Bohlin (55) leading Poul Petersen (29) during the heats.

when Poul Petersen outflanked Bohlin to assume the lead and tried to pull away from the battling foursome.

Bohlin determinedly held onto second spot while Stylin, Hines and Goff struggled over the other places. Eventually it was Goff who forced his way through, chased by Stylin as the Hermetite man slipped to fifth.

At the flag it was Poul Petersen followed by Lennart Bohlin, Roger Goff, Steve Stylin, Martin Hines and Paul Guedel. Mikael Janson, Bernie Roberts, Eddie Gates and Eric Gassin completed the order down to tenth.

GROUP B v C

A quick turnaround was the order of the day for those drivers allotted to group B, the likes of Hines, Petersen and Bohlin, who had just completed one heat. This time they came up against drivers of the quality of Gange, Heerey, Grondstra and Kleppe. The grids in each case took on a two staggered two format and, as Hines was quickest in his group, he occupied pole position, with Gange quickest in group C alongside. Poul Petersen and Brian Heerey stared up the aisles from the row behind while Bohlin and Grondstra rested on the next.

As they formed up and took off after the pace car problems developed for two drivers, necessitating pit stops for each as they exited the corner before the straight — Hines with a water temperature gauge leak and Grondstra with a plug failure. Whilst these problems were rectified the rest of the grid rolled up towards the lights which forced the two to join the grid from the rear and dash up to occupy their rightful positions.

On the green it was Bohlin who showed his mettle and took up the initial lead with Petersen sniffing his exhausts. Out of the first hairpin beyond the Dunlop Bridge, Hines had stormed through and began applying pressure on Bohlin, first clearing Petersen and then seeking a way past the Swede as they entered the double hairpin complex down through the woods. Bohlin fell beneath the hammer along the back straight as the Esses loomed up. The Swede, now relegated to second, was fighting a determined Petersen, but it was a battle lost before the lap ended as Petersen entered the straight in second place with only the red No.1 plate ahead of him.

Bohlin furiously held onto the pace while Brian Heerey and Reg Gange, a fraction to the rear, scrap- ped over the next couple of places. As yet another tour commenced Hines began to establish a comfortable lead over the rest of the field. Meanwhile Bohlin and Petersen were locked in a desperate struggle over second place as they negotiated the intricacies of the circuit yet again, with the result that the coin fell in Bohlin's favour. Like the previous heat, it was a closely knit bunch that led the field — Gange had overcome the aspirations of Heerey and was dragging him along in fifth. To the rear, Torgjer Kleppe was pitting the qualities of his Dino against the E.D.R. mounted Bernie Roberts in a tremendous struggle, one that was soon to be joined by Butterfield and Bushell. Dutch-

exited the Esses onto the straight, Gange had slipped back after a scrap with Heerey. Up to the flag it was Lennart Bohlin a fraction in front of Poul Petersen. Brian Heerey had beaten Reg Gange for third, while Kleppe and Hines came home fifth and sixth. Butterfield, Roberts, Grondstra and Bushell made up the top ten finishers.

GROUP A v C

The last heat of the day brought together such adversaries as Goff and Gange (front row); Stylin and Heerey; Guedel and Grondstra; Gassin and Kleppe, with Westman and Bushell on row four.

At the lights Roger Goff used his pole position to best advantage, leading Stylin, Gange and Heerey up the hill to Dunlop Bridge. The scrap down amid the woods where the hairpins lay was furious. Goff's PJ1 colleague, Heerey, succeeded in ousting him from the lead. Gange too, fell a little by the wayside when Stylin adopted third spot and left Reg to the attentions of Dutchman Perry Grondstra. It wasn't long, though, before the 'last of the late brak- ers' was back in control of the situation and heading the throng out of the Esses onto the pits straight. Goff was now in second fending off Heerey whilst, just to the rear, it was another E.D.R. versus Dino situation between Stylin and Kleppe. Grondstra looked on — waiting.

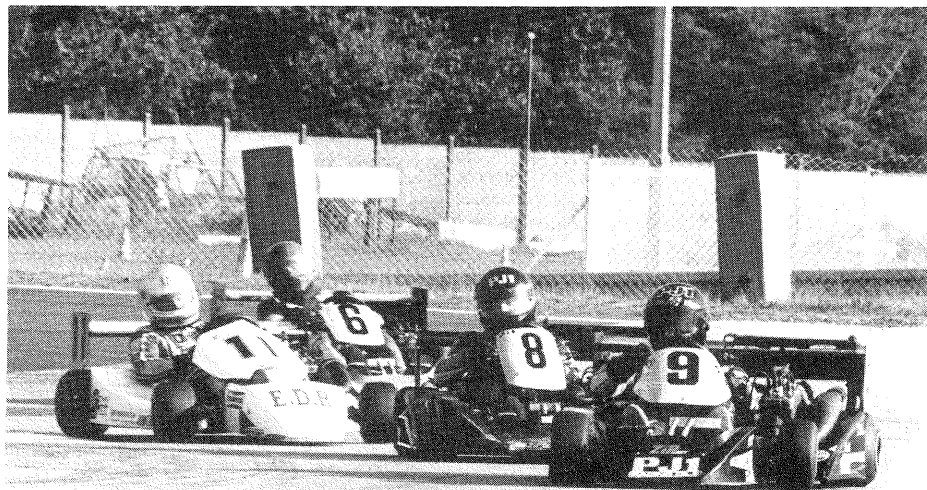
The next tour and Goff was at the front, though the margin between him and second man Gange could have been measured in terms of millimetres. Stylin had gone, in an endeavour to outflank Kleppe which left the latter, Heerey and Grondstra to squabble over the places from third to fifth. The outcome was in Grondstra's favour as he led Heerey and Kleppe onto the straight close behind Goff and Gange.

The battle out front was down to five drivers — Goff, Gange, Grondstra, Heerey and Kleppe and was so close that any one of the five was likely to gain the advantage. This time it was Brian Heerey who excelled and led the penultimate lap as they tore down through the woods with Kleppe hanging onto the rear bumper of the PJ1 outfit. Goff was back to third, fighting off Gange and Grondstra, but it was Gange who managed to extricate himself from the pressure applied by Grondstra and set out to prove to Goff that, if the Bedford man wanted the victory, he would pay dearly for it. Heerey's struggle at the front with the Norwegian resulted in both of them slipping down the order a couple of places, leaving sufficient berth for Goff and Gange to lead the running.

Up to the flag for the last time it was Roger Goff a clear margin ahead of Reg Gange, while Brian Heerey was forced to cede his hard fought third to Torgjer Kleppe. Grondstra homed in next and led up Robert Bushell in sixth. Eric Gassin, Ib Petersen, Berthold Seibold and Sweden's Mikael Janson completed the top ten home.

PRE-FINAL

The pre-final grid was destined to look interesting — both Petersen and Bohlin had each won a heat and



Groups A versus C out of the last hairpin — Heerey (9), leads Goff (8), Stylin (11) and Gange (6).

ZIP BREAK THE PRICE BARRIER

INTRODUCING

THE NEW WINIT

KART FOR NATIONAL
JUNIOR AND BOOSTER
100cc CLASSES

Manufactured throughout by craftsmen from the Company that has produced Internationally proclaimed karts for over 20 years.

The "WINIT" has the following *Special Features:*

The only International kart to be offered in standard and short versions

C.I.K. Approved.

30mm H.T. Ground finish axle.

New improved seat mounting.

Special low drag rear axle bearing.

Top quality die cast alloy components.

Special Zip engine mount for rigid vibration-free running.

New 1984 model Zip brake now manufactured with the latest computerised machinery for perfection.

Standard Zip components fit thus spares are always readily available.

Offered in the short model for the not-so-tall karter.

Extra chrome seat support bracket available.

Now Available Ex-Stock.

YOU MUST BE ON A WINIT TO WIN IN EVERY SENSE OF THE WORD.

**WE HAVE BEEN
MANUFACTURING
INTERNATIONAL
KARTS FOR 20
YEARS**

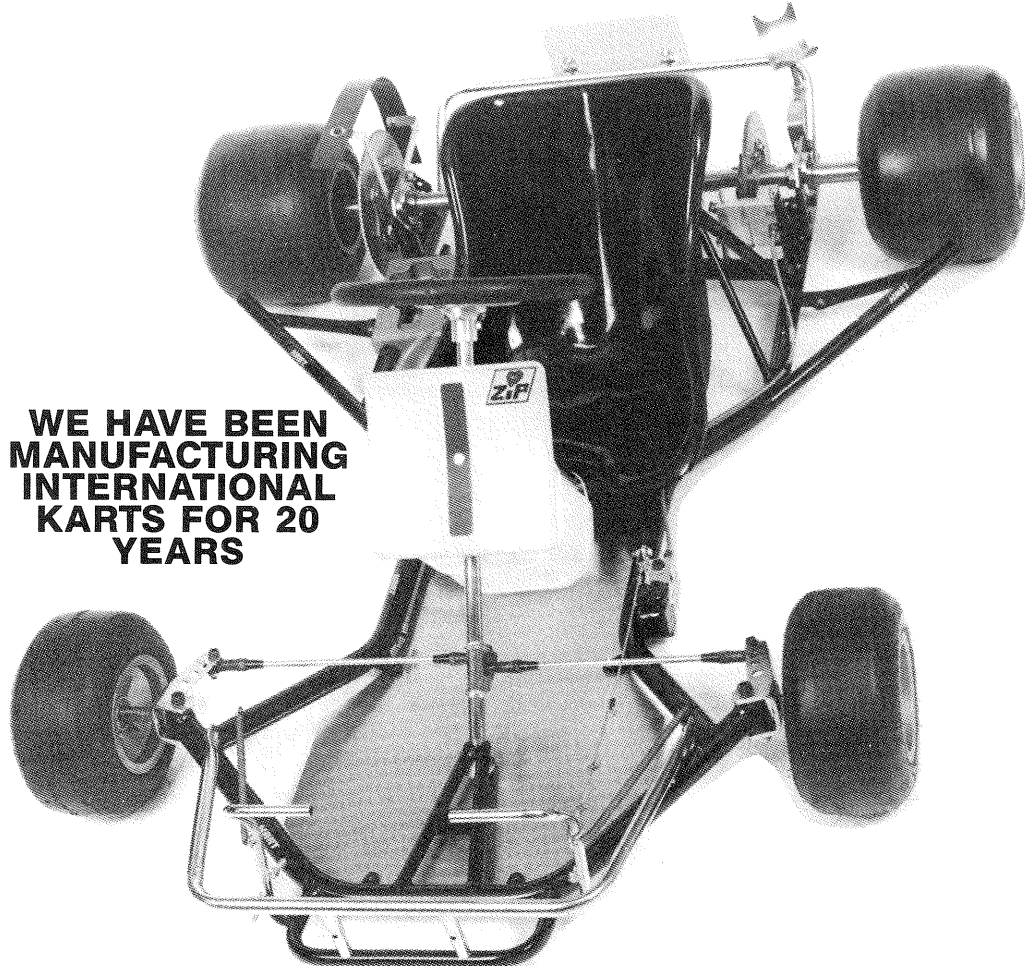
**INTRODUCING THE NEW
ZIP WINIT
AT**

£249.00 + VAT

Less Tyres

**100cc MODEL
FOR NATIONAL
JUNIOR
BOOSTER CLASSES**

**COME AND INSPECT THIS
EXCITING NEW MODEL AT
OUR HODDESDON SHOW
ROOMS. TWO MODELS,
AVAILABLE EX-STOCK —
STANDARD OR SHORT
MODEL FOR THE SMALLER
KARTER.**



WINIT
WINIT
WINIT



taken a second. Pole position was thus decided on the fastest of the two in timed practice, which gave Petersen the choice spot. The points earned by the first ten drivers in ascending order from the heats were:

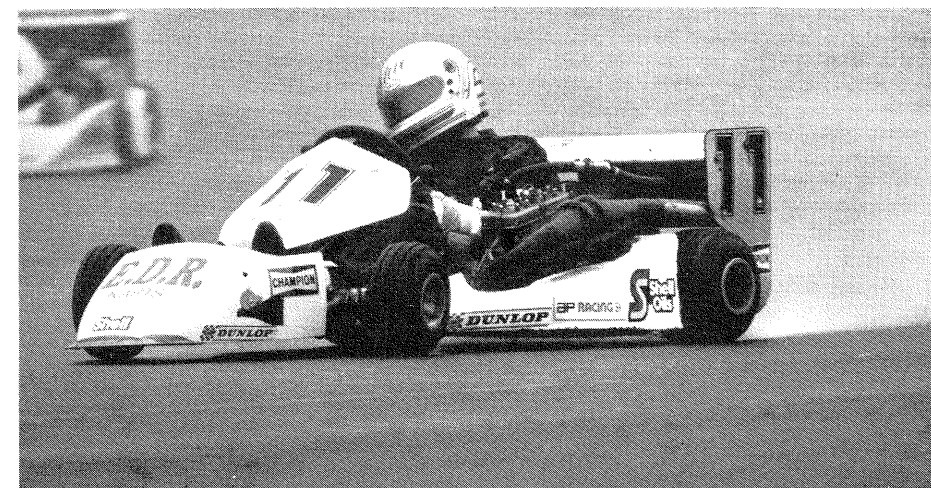
Poul Petersen	2
Lennart Bohlin	2
Roger Goff	3
Reg Gange	6
Brian Heerey	7
Torgjer Kleppe	8
Martin Hines	11
Perry Grondstra	14
Bernie Roberts	16
Robert Bushell	16

.....and the two staggered two grid for the pre-final took on the following aspect:

L. Bohlin	P. Petersen (pole)
R. Gange	R. Goff
T. Kleppe	B. Heerey
P. Grondstra	M. Hines
R. Bushell	B. Roberts
M. Janson	E. Gassin
B. Seibold	I. Petersen
P. Guedel	J. Perschl
C. Willie	S. Stylin
C. Rohl	A. Wiederkehr
C. Rauscher	E. Gates
G. Butterfield	B. Westman
H. Dahlman	B. Visonneau
C. Eddie	G. Goullancourt
C. Mathieu	J. Brunetta
D. Servol	T. Serfary
P. Lozza	J. Epineau
A. Eastwood	K. Pedersen
U. Ammann	J. Vincent
T. Granier	G. Crocherpeyre

The pre-final was to be run over six laps around the 4.24km (2.63mile) circuit, a circuit that incorporated a long, climbing start-finish straight, leading downhill to a tight right hand hairpin; along another straight through the trees and into a left hand loop, then down to another tight right hander that led onto the back straight and up to a forty-five degree left curve, before diving into the right, left, right of the Esses complex and back onto the pits straight.

The pace car took them out and through the warm-up lap, the grid formation holding steady as they came slowly up to the lights. It was raining again, a heavy drizzle that did little to improve conditions. Dark, bulbous clouds scudded grey and low in the direction of the town of Le Mans. French television coverage was to be the dictating factor, as far as time was concerned and, after being held for some minutes, at 1.40pm the lights changed to green and the horde swept up the hill to the bridge. Poul Petersen and Lennart Bohlin had gained the edge over Reg Gange and Roger Goff as they tore down to the first hairpin, each seeking the choice line. Through the wooded complex hair-



Pre-Final winner Steve Stylin.

pin section Bohlin hit the front with Goff a fraction to his rear. Petersen had slipped marginally and, with Gange, was close in the tow looking for a way through. Onto the pits straight at the end of the first lap, Petersen and Gange had made a severe dent in the leadership order by taking Bohlin; Goff had spun and was prevented by a marshall from rejoining the race until all the traffic had cleared, which meant that he restarted well down the order. Meanwhile, E.D.R.'s Stylin had forged through to take up third and demote Swede Bohlin even further, which left Bohlin to the attentions of Grondstra and Hines. Heerey also looked to be a threat after a successful scrap with Kleppe that left the Norwegian little option but to hang on in the wake of the PJI outfit. Once more Butterfield was to seek refuge in the pits, briefly though it was it meant he rejoined the race almost one full lap down.

The second tour had Petersen in the lead and desperately fighting off the ravages of Gange as the two snaked out of the corner and headed up the pits straight. Bohlin had managed to push Stylin back into fourth and was heading after the lead pair. A short way behind, Grondstra must have felt a lonely man — there was at least thirty yards before Heerey led the next crew, comprising of Kleppe, Janson and Austrian Johann Perschl. Defending champion Hines had gone missing after he spun out, but he did manage to rejoin the proceedings.

Into the third tour and the yellow PVP was holding off the relentless Bohlin. Gange had dropped a couple of places following a scrap with Stylin and Grondstra and now lay in fifth. Heerey also had suffered a similar fate to that of Hines and was no longer seen amid the runners, which left Kleppe to look after the secondary group — Perschl, Gassin who had worked his way through the traffic, Seibold and Roberts. Again Butterfield toured into the pits fraught with problems.

The following lap saw a change of order at the front — Bohlin had ousted Petersen from the lead and it was probably a slight misjudgement on Petersen's part that allowed the EDR of Stylin to slip through into second place. Next along was Grondstra with Gange still clinging on in fifth. Kleppe held the lead of the next group though the order in that group had altered slightly — Gassin was now ahead of Perschl with Roberts, Seibold and Guedel following. By the time the pack entered the hairpins Hines had rejoined the action but again was slipping as Bohlin, Stylin, Petersen and Grondstra swept through and left him sitting ahead of Gange. After a considerable gap the next 'race within a race' was continuing with a furious dice out in the country, during which Kleppe was wrested from the head of the pack by Frenchman Gassin. Bernie Roberts, meanwhile, sorted out Johann Perschl and led him a merry dance as the nose-to-tail pair outflanked the Norwegian. Behind, Seibold held station and thwarted any attempts by Janson, Bushell or Keld Pedersen of getting through. Roger Goff was driving furiously to try to make up lost ground, but it was an exercise doomed to failure because the leaders were approaching the Esses for the final time.

Bohlin and Stylin were close, Stylin desperately trying to find a way through the Swede's defenses but Bohlin kept the door tightly shut all the way through the Esses. Petersen, however, lost his security of tenure in third when Grondstra out-maneuvred him and slipped past to try to link up with the lead pair but they were too far away and there was too little time left to close the distance.

Out of the corner Bohlin and Stylin came, side by side and it seemed that Bohlin was content to let the EDR man take the flag as he made no final dash to the line. Grondstra in third, led home Petersen, Gange and Gassin. Roberts, Perschl, Kleppe and Seibold followed up next and looked good for high positions on the grid for the final.



Hines lost out in the Pre-Final and was forced to share a low grid order for the Final with Switzerland's Paul Guedel.

THE FINAL

Expressions were grim and the atmosphere tense in many camps when the grid for the 1984 World Championship final was posted. To say that Hines had had a disastrous day would be something of an understatement. Yet, it was not beyond the realms of possibility that he could pull something out of the bag and surprise everyone. Roger Goff likewise was far from happy, he had finished well down the pre-final order and was destined to occupy a lowly spot on the grid. To compound his frustrations was the suggestion that he might be excluded altogether from the final because he had changed a barrel for one that did not bear a scrutineering mark. After lengthy deliberation and frequent references to the 'Annuaire du Karting' no regulation could be found which precluded changing of barrels — crankcases yes, but not barrels. It was with a sigh of relief that he was reinstated when nothing could be found to doubt the legality of his actions. Had the authorities persisted there would undoubtedly have been an official protest lodged, one

which would have suspended racing and probably resulted in the cancellation of the final until such time that a decision either way had been made. Brian Heerey also was not a happy man — his weekend could hardly have been classified a success after what had looked, on the face of it, to be rosy. Giles Butterfield as well seemed to have spent most of the weekend stripping and rebuilding his outfit, to no avail.

Time, however and the fates were the only things that would tell.....

The Formula E final was the last race of the day and, because it was to receive live television coverage, times were strictly adhered to — they formed up on the grid ready to depart at 4.05pm and the order they took was as follows:

L. Bohlin	S. Styrim (Pole)
P. Petersen	P. Grondstra
E. Gassin	R. Gange
J. Perschl	B. Roberts
B. Seibold	T. Kleppe
R. Bushell	M. Janson
T. Serfaty	K. Pedersen
A. Wiederkehr	D. Servol
B. Westman	R. Goff
B. Visonneau	E. Gates
C. Rohl	T. Granier
J. Epineau	I. Petersen
M. Hines	P. Guedel
B. Heerey	G. Butterfield
C. Mathieu	H. Dahlman
C. Rauscher	C. Willie
J. Brunetta	G. Goullancourt
U. Ammann	P. Lozza
A. Eastwood	C. Eddie
G. Crochepeyre	J. Vincent

Very heavy rain was falling, driven by quite a strong wind northwards along the pits straight when the grid rolled up to the lights. As the lights turned to green a massive cloud of spray hid the field from view, making it nigh impossible to discern who had gained the advantage at the start, though it looked to be Bohlin and Styrim almost side by side up to the Dunlop Bridge. Hines, true to form, had made a good break from his lowly order and was sweeping through the field at a fair pace. Down through the hairpins they went in conditions that were atrocious.

“I just couldn’t see — I couldn’t see a damned thing!” “There were karts all around — you knew that, but they might as well have been invisible.” “I pulled out, trying to find the race line and hit something — it could have been a kart — I don’t know.”

As they began to exit the Esses it was Bohlin, Styrim and Grondstra, three abreast! Styrim had the outside line, Grondstra the inside and Bohlin the centre. The outside line looked to be very treacherous where the rainwater had puddled. Styrim seemed to drift, aquaplane straight into the side of Bohlin’s kart and pushed the Swede dangerously close to Grondstra. There was contact and Bohlin was boxed, the front of his kart clearing the ground by a good six inches. It was a miracle that all three came through unscathed. The cannoning effect sent Styrim and Grondstra wide of Bohlin and gave him an avenue to get out of trouble and take up the lead. Next through came Gange, Gassin and Perschl. Many looked to have fallen by the wayside as they entered the second lap.

The most surprising of the retirements was that of defending champion Martin Hines when he drew in to the pits lane at the end of the first lap — a sad end to the weekend. He reckoned on sense and sensibility prevailing in such conditions against such odds. The weekend of the British Championships at Snetterton, when the deluge took all but a handful of the finalists off and gave Hines himself several anxious moments, may well have offered him a glimpse of what fate holds in store if one defies it without care of the consequences. Had he continued, who knows what the result

might have been — a place perhaps, a few more points, but one thing is certain, the retention of the world championship was beyond reach. It would have meant the other leading contenders recording non-finishes within the points scale and even the Gods are not that gratuitous.

Down through the complex region they stormed with Bohlin still dominating the order, driving with the will to win. Out of the Esses he came, trailing a torrent of spray that all but cloaked Styrim and kept the E.D.R. man at a safe distance and forced him to seek an alternative driving line to try to avoid the screen of water. Likewise Grondstra and then Gange lying in fourth. Round they toured with only the intrepid attempting to overtake.....

“It was almost impossible to overtake — if you got too close you couldn’t see the guy in front. If you backed off you were too far adrift to try anyway.”

Such is the character of Perry Grondstra that he challenged Eric Gassin and went carrering off in penance for his sins but managed to regain control without the loss of too much ground. Similarly, Styrim had broached the unknown, spun out and was lucky to get back in the action.

At the front Bohlin looked the master. No spray for him to contend with though the rain was driving in sheets. Next came Styrim, determination forcing him onwards — there was only Bohlin between him and the World Championships title. He was in second, albeit a good way adrift from Bohlin. Then came Gassin who was driving well and showing consistency in the conditions, followed by Austrian Perschl, Grondstra and Gange.

One thing about Grondstra is that he has guts and is very quick, willing to take on anybody. It wasn’t long before he tackled and outraked both Gassin and Perschl and tucked himself in behind Styrim. Gange was still holding firm in sixth, probably unaware of the flying Goff and Petersen who were steadily gaining ground.

“At one point I seriously thought about retiring — the wife and kids and all that. Then I thought — you’re here, you might as well try for a finish and grab some of the prize money.”

Bohlin continued at the front, his lead about the same, there was no reason to extend it, his pit crew signalled. Styrim, on the other hand, was driving to the limits as the yellow KCG kart of Grondstra appeared for an assault. It left Steve no alternative but to fight it out with the Dutchman. Gassin, Perschl and Gange looked



Bohlin approaches the line, the flag is poised and.....

on from the rear and perhaps anticipated the consequences.

“Some of them, they just come up on you all of a sudden and won’t give an inch. You daren’t leave your braking as late as you would in dry conditions because there is no telling what will happen. Nobody wants to decorate the armco.....”

The first time round Grondstra succeeded, braking as late as he dared and Styrim, not a man to back off, felt quite happy to stick close in third — for a while and let Bohlin deal with the onslaught. Meanwhile Gassin and Perschl held steady in fourth and fifth; Gange was sixth with the fast closing pair of Goff and Petersen just to his rear. Then Petersen outflanked Goff and was through, while, up ahead, Gange managed to find a niche big enough to permit him to clear Perschl. Seizing the opportunity as the Austrian went wide through the Essex complex, Petersen and Goff did likewise.

At the front Bohlin continued to hold sway over the proceedings, bucketing out of the bumpy right-hander onto the pits straight, defying the avenging rain, the white full bodied outfit handling well. Next out came Grondstra and Styrim locked in fearful combat. Up the hill and under the bridge they tore, attacking the first hairpin as though all the devils in hell were behind them. Down into the woods, slipping and sliding through the sweeping left-hand hairpin. Side by side they dived down to the next, unforgiving left, frantically trying to outrake one another, both aiming for the same apex. The result — the silver E.D.R. and the yellow KCG outfits shot straight off. Grondstra managed to regain it and continued, but Styrim was less fortunate. He careered off backwards and finished up under the barrier with the armco forcing his head against the steering wheel.

“As I went past I glanced across and saw Polly — it gave me a creepy feeling — he didn’t look good.”

Thankfully Steve’s injuries proved to be relatively minor once he was rescued from the incident. Though he was hospitalised and given a neck support he is well on the way to full recovery.

Out of the Essex for the last time and through the right-hander Bohlin was on his own. He took the chequered flag to rapturous applause from those spectators at the pit rail — a very deserving winner to wear the 1984 World Formula E laurels. After a first lap incident which could quite easily have resulted in disaster for himself, Styrim and Grondstra, Lennart Bohlin led the rest of the nine lap final from start to finish. A very

able Frenchman, Eric Gassin, came home second while Hermetite’s only other team member at the meeting, Reg Gange finished third. Roger Goff, after a tremendous drive, achieved fourth. Johann Perschl and Robert Bushell claimed the next two places. Perry Grondstra with all his tenacity took seventh and a happy note was added to Giles Butterfield’s weekend with an eighth. Mikael Janson, Torgjer Kleppe, Berthold Seibold and Switzerland’s Paul Guedel completed the first twelve to the flag.

“You know, I always knew I was going to beat them.” He tapped his forehead and gave the inimitable grin that creases his face and reminds people of his mountainous country of origin. “Something up here told me.....”

ZIEMELIS TAKES KEY TO SUCCESS

Eight entrants made the trip from the U.K. to contend the supporting 125cc event to the World Formula E Championship. Amongst the names well known around the British long circuits were those of Stuart Ziemelis, Adrian Wilcox, Mike Coles of Talasan fame and Steven Key, a very capable young driver, straight out of Class 1 this year into 125 National. His first taste of the long circuit scene came earlier in the year at Mallory Park when he blasted into the headlines with an impressive performance in this the most contentious class in gearbox karting.

The 125 entry totalled 37 and after the British names had been deducted it was found that the other 29 drivers were all racing on home territory and sporting a variety of power units, ranging from Rotax water-cooled through Pavesi and Morbidelli to the Minarelli. The chassis ranged from Zip, Dino and Birel to Mach 1, Stratos, Nissag and KALI. There was also the Phoenix of Dennis Mairs to complement the long list of chassis manufactureres present. The programme for the 125’s followed the same format as their contemporaries in formula E, with timed practice, two heats, a Pre-Final and Final. All in all it looked to be a contest between air and water-cooled motors and body-work karts against standard. It should be

1984 BRIDGESTONE-C.I.K. FORMULA E WORLD CHAMPIONSHIPS
FINAL ROUND — BUGATTI CIRCUIT LE MANS 30th SEPTEMBER

Finishing order and points:-

1st	Lennart Bohlin	(S)	Zip/Zip Rotax	15
2nd	Eric Gassin	(F)	Nissag/Rotax	12
3rd	Reg Gange	(GB)	Hermetite/Zip/Zip Rotax	10
4th	Roger Goff	(GB)	PJ1 Zip/Goff Rotax	9
5th	Johann Perschl	(A)	KART 1/Rotax	8
6th	Robert Bushell	(GB)	Zip GP/CTRP Rotax	7
7th	Perry Grondstra	(NL)	KCG Zip/KCG Rotax	6
8th	Giles Butterfield	(GB)	Zip GP/Zip Rotax	5
9th	Mikael Janson	(S)	Zip/Rotax	4
10th	Torgjer Kleppe	(N)	DINO/Rotax	3
11th	Berthold Seibold	(A)	KART/Rotax	2
12th	Paul Guedel	(CH)	KART/Rotax	1

1984 BRIDGESTONE-C.I.K. FORMULA E WORLD CHAMPIONSHIPS

Finishing positions and points on completion of the 1984 Series after allowing the worst round to be dropped:-

1st	Lennart Bohlin	(S)	37	14th=	Robert Bushell	(GB)	7
2nd	Reg Gange	(GB)	25	19th=	Jasper Blom	(NL)	6
3rd	Martin Hines	(GB)	24	19th=	Perry Grondstra	(NL)	6
4th=	Giles Butterfield	(GB)	23	21st=	Stuart Ziemelis	(GB)	5
4th=	Roger Goff	(GB)	23	21st=	Richard Arnold	(GB)	5
6th	Steve Styrim	(GB)	22	21st=	Paul Guedel	(CH)	5
7th	Brian Heerey	(F)	15	24th=	Lars Johansson	(S)	4
8th=	Eric Gassin	(F)	12	24th=	Peter Theron	(SA)	4
8th=	Derick Irving	(SA)	12	26th=	John Brady	(SA)	3
10th	Mikael Janson	(S)	10	26th=	Bernie Roberts	(GB)	3
11th=	Danny Mulder	(SA)	9	26th=	Donovan Collier	(GB)	3
11th=	Johann Perschl	(A)	9	26th=	Torgjer Kleppe	(N)	3
13th	Ivor Greenwood	(IRE)	8	30th=	Hakan Dahlman	(S)	2
14th=	Poul v. Petersen	(DK)	7	30th=	Chris Swartz	(SA)	2
14th=	Phil Ansell	(GB)	7	30th=	Richard Dean	(GB)	2
14th=	Paul O’Shea	(GB)	7	33rd=	Malcolm Belbin	(GB)	1
14th=	Berthold Seibold	(D)	7	33rd=	Adrian Pollock	(GB)	1



Gerard Lambert who drove so convincingly in the 125’s during the weekend.

noted here, before going any further that a problem arose common to both classes — result sheets. They were late being produced and, apart from timed practice figures, no fastest lap or race times were available. The annoying point was that the organisers had promised to provide such information for team comparisons and press usage. Still, such is life and situations like that must be endured.

By far the most impressive and quickest French driver was Gerard Lambert who, though second to Ziemelis in timed practice, put up quite a stunning performance during the weekend. The quickest ten drivers in timed practice were:

1st	Stuart Ziemelis	(GB)	1min 55.15sec
2nd	Gerard Lambert	(F)	1min 56.49sec
3rd	Steven Key	(GB)	1min 57.06sec
4th	Mike Coles	(GB)	1min 57.13sec
5th	Adrian Wilcox	(GB)	1min 57.34sec
6th	Robin Gillam	(GB)	1min 57.62sec
7th	Malcolm Crowe	(GB)	1min 58.27sec
8th	William Batmalle	(F)	1min 58.70sec
9th	Stephane Tessier	(F)	2min 02.36sec
10th	Jean-Marie Hamelin	(F)	2min 02.63sec

The grid formation for both heats took the same format and the first eight rows looked thus:

	Lambert	Ziemelis
Coles	Key	
	Gillam	Wilcox
Batmalle	Crowe	
	Hamelin	Tessier
Vinatier	Bourreau	
	Mairs	Guiod
Tacussel	Chevallier	

After the first heat it looked as though there might have been the prospect of a protest in store for those officiating, as there was a difference of opinion regarding the actions of a start-line marshall who seemed to baulk Ziemelis’ pole position and allow Lambert to gain advantage off the grid at the lights. Notwithstanding any disagreements Lambert and Ziemelis both drove well, Lambert earning himself the flag while Ziemelis hung in well for second place. Steven Key was on the pace and kept up with Ziemelis to claim a fine third. Guiod was fourth, Wilcox fifth and Gillam sixth. Bourreau, Tessier, Hamelin and Crowe completed the first ten home.

In the second heat outing Ziemelis made no mistake about the start and quickly got away with Lambert in tow. Key didn’t appear as fast off the line as in the previous heat and found himself in a furious scrap with a number of French drivers, a scrap that was to endure race long. Mike Coles, likewise, looked to have his hands full and also Adrian Wilcox, though he seemed to be suffering mechanical problems rather than ability to deal with the continental opposition. For nine tenths of the race it was a touch and go situation between Lambert and Ziemelis, each maintaining heavy pressure on the other as they stretched a considerable lead over the rest of the field. It was all down to a last corner dice between French and English as they negotiated the Esses complex for the final time, but it was Ziemelis who emerged ahead of Lambert to take the flag. Guiod followed up in third, with Poudeyroux fourth. Stephane Tessier and Eric Boizet finished fifth and sixth. Mairs, Crowe, Batmalle and Coles completed the number up to tenth place.

The Pre-Final was scheduled for Sunday afternoon — again to be the subject of live French television coverage. Ziemelis and Lambert each had taken a heat win and a second, so with two points apiece to their credit, pole position was decided in favour of the quickest in timed practice. The grid for the Pre-Final was duly posted and looked thus for the first six rows:

	Lambert	Ziemelis
Tessier	Guiod	
	Key	Crowe
Wilcox	Royer	
	Hamelin	Chevallier
Batmalle	Cauvin	

Concluded on Page 24.....