

1981 JUNIORS CUP-LOCARNO

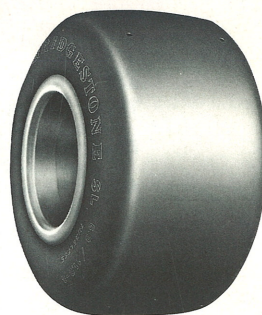


BRIDGESTONE Tops on the Kart Chart.

Bridgestone cares about karters. Karting is the only family motor sport, and we've done more than any other tire maker to promote it. That's why wherever karts race, the checkered flags usually come down for the kart on Bridgestone tires.



DRY



DRY SL



WET



BRIDGESTONE

Bridgestone Kart Tires. They bring in the champions.

KART AND SUPERKART

75p
DECEMBER 1984



The Season's Greetings to you All



THANK YOU AND ONCE AGAIN THANK YOU!

1984 has been our best year to date. We have seen our products winning more races, and in more countries than ever before.

Our thanks go to all drivers using our equipment, especially the following:-

M. Hines, B. Heerey, R. Gange, S. Styrin, R. Goff
K. Luby, S. Ziemelis, C. Stoney, K. Glendening

• And Look Out For Craig Dixon in 1985 •

W P T Racing Products include:-

Axles, Discs, Rotax Sprockets, Yamaha, Rear Sprockets, Carriers, Ally Wheel Hubs, Rotax Engine Parts, in fact any machined part you may require for your racing can be made at our workshop.

WHERE CAN I PURCHASE W P T RACING EQUIPMENT?

From: W P T Racing, Friday Bridge, Wisbech, Cambs. PE14 0HQ
Telephone: 0945 860476 or 581582

or from the following:-

UK

Zip Kart,
SRS,
Phoenix Karts,
Peak Revs,
Merlin Developments,
DMA,
Shoestring Racing,
CSK,
Stratos Leisure,
CTRP,
Simon Wright,
Motiv

OVERSEAS

M C W Wholesale — South Australia,
Dino Racing — USA,
C W Enginery — USA,
Import Racing — France,
S K S — Canada,
Picton Karting — Canada,
Autoram — Saudi Arabia

PLUG - IGNITION - TOOLS etc.

Motoplat, 100cc comp '84 model	£40.00
Motoplat, 125cc Rotax	£60.50
Motoplat, 250cc Rotax, with back plate	£93.50
Motoplat, 250cc Yamaha with back plate	£93.50
Motoplat rpm gauge to suit all above	£44.00
Motocraft plugs	£2.25
NGK plugs	£2.50
New NGK plugs - 9EG and 10EG	£1.75
Zip professional Tyre Pressure Gauge	£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

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

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

ZIP SPUN ALLOY WHEELS

The original Zip Deluxe spun alloy wheels — not to be confused with pattern types.

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

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 5/16" steel machined 4-hole sprockets, 23-36T	£3.50
1/2" x 5/16" DID 428H chain (per metre)	£7.15
1/2" x 5/16" Rotax drive sprocket 17-28T	£9.35
1/2" x 5/16" Yamaha drive sprocket 23T	£8.25
Reynold link extractor (new model)	£17.50
PJ1 chain lubricant	£3.30

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

CHRISTMAS OFFERS

FOLLOW THE RED ROUTE
from yellow & black leather gloves £7.95
and Cronus 3T stopwatches £37.50
to CPA narrow & wide window helmets £199.95



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

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



PINDAR ROAD, HODDESDON, HERTS.
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

ALL PRICES PLUS VAT AND SUBJECT TO ALTERATION WITHOUT FURTHER NOTICE

HELMETS AND ACCESSORIES

All helmets are the latest specification BS1
2438-77 amend 5 or Snell 1980.

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

Simpson carbon fibre	£220.00
Simpson type 82	£169.00
Simpson type 82 carbon fibre	£199.95
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	£119.95
Bell Star Ltd	£139.00

Bell M1. Special Offer.	
Sizes 6 1/4 - 6 3/4 - 7 only	£89.00
Bell M2, new F.1 style	£200.00
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 Balacava	£2.00

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 manufac- tured in top quality leather	£125.00
ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo.	
Manufactured in top quality leather	£138.00
Zip PVC racing boots	£15.00
Zip super leather boots	£25.00
Short leather racing gloves	£9.35
Long leather gloves	£12.00
Zip '84 suede boots	£25.00
Zip equipment bag	£6.00

BRIDGESTONE TYRES

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

4.5x10x5 YBN(SL) slick	£12.00
7.1x11x5 YBN(SL) slick	£12.00
3.5x10x5 YAK(SL) slick	£15.00
4.5x11x5 YAK(SL) slick	£15.00
4.5x10x5 YAK(SL) slick	£19.50
6.0x11x5 YAK(SL) slick	£18.50
7.1x11x5 YAK(SL) slick	£20.50
4.5x10x5 YBK slick	£20.50
4.5x11x5 YBK slick	£20.50
7.1x11x5 YBK slick	£20.50
5.5x11x5 YBK slick	£24.00
7.5x11.5x5 YBK slick	£30.00
3.5x10x5 YBF wet	£22.50
4.5x11x5 YBF wet	£22.50
6.0x11x5 YBF wet	£22.50
7.5x11.5x5 YBF wet	£33.00

BRIDGESTONES - SPECIAL OFFERS!

5.5x11x5 YBE slick	£15.00
7.5x11.5x5 YBE slick	£20.00

GOODYEAR TYRES

All tyres '81 production, not old 1980 tyres.

4.5x11x5 CIK wet	£14.00
4.5x11x5 slick	£14.00
6.0x11x5 slick	£14.00

SPECIAL	
800 x 8" Burris	£16.00
STOPWATCHES	
Cronus Dual Split	£27.50
Splitmaster	£99.00
Timeclip 1000	£99.00
PVC case for SE, 3T, LC20D, 2D	£3.00
Timeclip 2000	£119.00
Speedmaster	£127.00

"SOMETHING DIFFERENT"

ZIP BACK/SIDE PROTECTOR

This protector not only guards
against those nasty bruises,
but gives extra support to the
back. A must for every karter at
just £4.95. Send £6.45 to
include VAT and P&P.

ADVERTISER INDEX

Adamson	22
Andover Norton.....	7
Bridgestone.....	OBC
Colar Engineering.....	7
C.T.R.P.	8
Dartford Karting	18 & 19
EuroKart Specialists.....	8
F.R.E.D's	28
Goff Racing	25
K&S Subscription Form.....	31
Kelgate Kart Accessories.....	7
Merlin Developments.....	16
John Mills	25
Minilite	16
Motiv	22
Red Dragon Competitions.....	14
Ripspeed	26
South African G.P.	23
S.R.S.....	14
Mick Worth Racing Engines.....	24
W.P.T. Racing.....	IFC
Zip Kart.....	8, 13, 12, 22, 26, 28, 30

100 NATIONAL BARLOTTI KOMET Completely rebuilt including stoved chassis. Unused since rebuild, excellent condition £190. Phone Stowmarket 711509 (Suffolk).

PEAK REVS

HAVE FOR SALE
Derek Rodgers 250 National
British Championship
winning outfit.

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

£1,650

Contact **PEAK REVS**
(0706) 849084

LANCER ROLLING CHASSIS very good condition little used £350 ono. Telephone (0507) 603297.

TKM FF99TT TUNED fully rebuilt, std. bore, with exhaust and ignition £180. Eastbourne 766051 after six.

ZIP GP/ROTAX 256 (1983). Many spares, including new barrel and clutch, Kelgate brakes. (9th Donnington World Cup). Good condition £1,200. Telephone Paul Dennis, Raynham (04027) 52034 (9am-6pm).

Barry Peary has for Sale

a full bodied 125 Superkart, new chassis, 1984 Engine, fibreglass moulds, many extras, everything must go. **BARGAIN!**

For information Ring:

Barnsley, S.Yorks: 386563 day
751125 evenings

ZIP SHADOW TZ 250 YAMAHA. Many spares including barrels, clutch, wets, slicks etc. Quick and reliable £795 ono. Complete with trailer and stand. Ring Simon on Nottingham (0602) 637598 after 5pm.

LYNX YAMAHA 125 'F'. Unused since first rebore. Fast reliable motor complete with Motiv pipe, wets, some bodywork, spares, trailer and stand. Offers around £500. Winsford (06065) 4818 after 6pm.

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

JOIN THE 210 VILLIERS DRIVERS CLUB

And celebrate the 25 years' of Villiers gearbox kart racing by racing in the oldest and cheapest gearbox class in the country.

All Villiers engine spares available, to members.

Membership fees £2

To: **Tom Thacker, 7 Mount Pleasant, Cheslyn Hall,**
Nr Walsall, West Midlands.
Telephone: 0922 413300

250 NATIONAL BARLOTTI BULTACO with full long circuit trim. Kart completely rebuilt with many new parts and in immaculate condition, unused since rebuild, £450. Phone Stowmarket 711509 (Suffolk).

ROGER GOFF

has for sale his Zip G.P. with 4 Kelgate brake, Long Circuit tank, side pod, Front fairing and wing. Plus his British Championship 250 Rotax. Fully tuned. Ready to Race.

£2,000

Telephone:
Bedford 66549

MERLIN EXHAUST PIPE. 3 months old £30. Medway 363793.

ZIP 984, rebuilt, re-painted. Kelgate axle, 1985 Bridgestone National tyres £250. Contact George Robinson, Rogate (0730) 80373.

210 UPTON BARLOTTI, EX-ANDY CLARKE, very fast and reliable, ready to race. Complete with spares, tools etc. £425 ovno. 1 Pr. Blue Dobbs leathers, 6 races only, size 40. Cost £150 accept £75. 021-445 2882.

PURPOSE BUILT TRAILER. Will take long circuit kart, spares, tyre rack etc, work bench, fully enclosed and lockable, spare wheel. £170. Medway 363793.

ONE RED ZIP 981 BARE FRAME. Good condition £20. Set of Britain Carlisle tyres on rims, not including bearings £40. 2 rear Bridgestone YBE's (750's), partly worn £20. 01-882 3071 after 7pm.

WANTED: 250 NATIONAL YZ250 with/without engine. Prefer gold lines. Plus stand/spares. Cash waiting. (0272) 561680.

FOR SALE BARLOTTI ROLLING CHASSIS, recon. brakes. Tel: 065671 2202 after 6pm.

LATEST BRIDGESTONE WETS ON ZIP alloys for g/box, one meeting, £70. Medway 363793.

125 ZIP G.P. AS NEW. Long circuit, tank and side pods, front fairing, floor tray, with Roger Goff tuned Rotax. Ready to race. £1,200. Phone Bedford 66549.

K & C KART RACING

100cc SPECIALISTS

TRADE VEHICLE AT
CIRCUITS

MAIL ORDER

No Part Too Large or Small
Will Always Give Help & Advice to
Newcomers

CALLERS BY APPOINTMENT

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

ZIP 984 SRS 125cc £1,500. Only done 1 race, unused YBK tyres, fairing and spares, helmet and leathers. Ring Gary 0493 740890 after 7pm. Disablement forces sale. See letters page.

ZIP GP 125 ROTAX 1983. Complete outfit ready to race, fully sorted, trophy winner. Engine rebuilt, new crank rod main bearings, steel inserts, engine developed after many hours dynamometer testing. £775 ono. Also kart trolley and stand £30, set of Bridgestone wets on rims £40, set of YBE's on rims £40, assorted exhausts (3) £10 each, cylinder barrels (2) £40 each, road trailer £90. To be sold separately or the lot for £995. Phone Doug Cartwright, Lancing 761054.

250 NATIONAL

Ex Alan Cheethams '84 4 brake
Grand Prix. New frame not raced.
Engine 1 season old. This is a
very quick outfit; 2nd at Donington
World Cup, 1st at First Mallory.

£1,695

Contact **Peak Revs:**
(0706) 849084.

S.R.S. RACING

has for sale

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

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

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

Both of above for 125 motor.

4 Zip SRS Rotax at unbelievable prices!

Many secondhand sets of wheels, tyres etc.

Please ring for details.

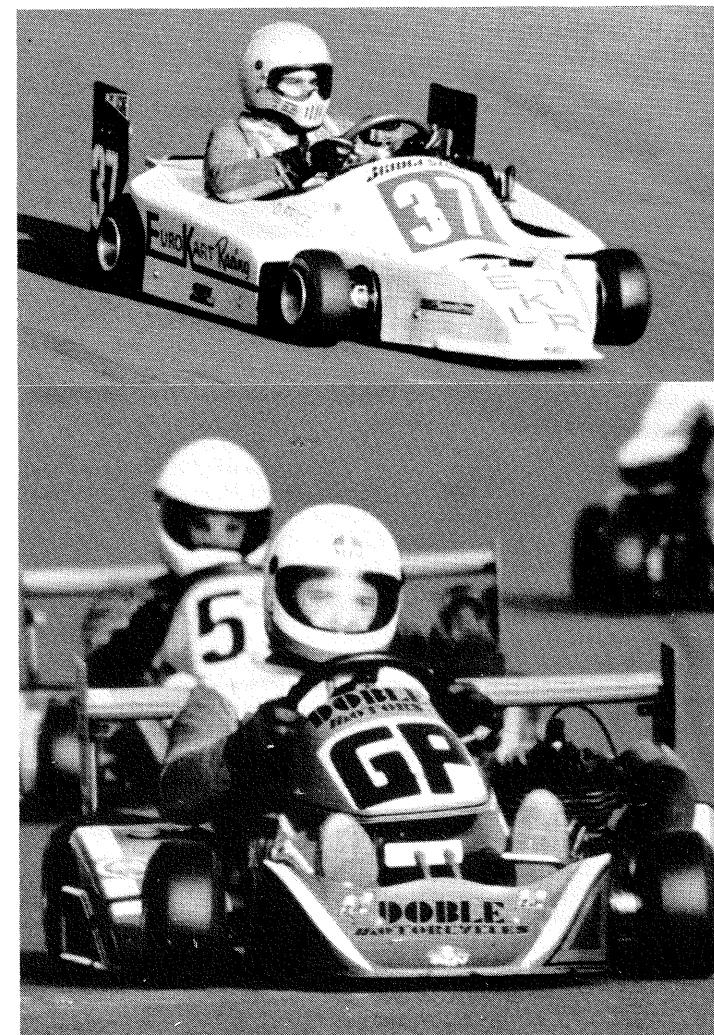
Large selection of secondhand spares available

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

KART AND SUPERKART

MONTHLY

No. 72



Top — Derek Price (125 Nat) and, Below — Mike Doble shadowed by Rob Hipkin (250 Nat) at Mallory Park.

FRONT COVER:

Brian Heerey at Le Mans, sporting the familiar black, full bodied Formula E outfit, clinched the first round of the 1984 World Series in South Africa and finished 7th overall in the Championship Table.

(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 MIICKSCHEL

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

contents

2

Editorial, news and views from around the karting world.

6

The right place at the right time — photo sequences.

9

THE RED BARON!

The final long circuit meeting of the year at Mallory Park, with victories to Martin Hines (Formula E); Mike Doble (250 Nat); Derek Price (125 Nat) and Andy Martin (210 Nat).

15

MAINLY MERLIN

Chris Merlin's regular appraisal of the world of gearbox karting.

17

QUESTIONNAIRE

We ask for your views.

20-21

THE GRAND PRIX GAME

Pit your skills in the world of racing.

23

100 SCENE

A look at the Class One field.

27

CROSSWORD CORNER

31

CLUB SCENE

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

37

THE NEW SERIES

Just a reminder of the 1985 100 Series.

38

WHERE AND WHEN

Where and when to see karting during the coming month.



Tyres have always been a contentious issue and, no doubt, will continue so. Compounds, makes and prices, controlled or otherwise, so the tale goes on, sometimes in ever-decreasing circles. Each year the lists are published, added to where thought necessary and varying according to the dictates of manufacturers and economics. The ruling body decrees what will be used in such-and-such a category, yet, in a period when cost-effectiveness is paramount in everyone's mind, another factor frequently raises its head to complicate the issue further. In fact, it would probably be true to say that it has become the norm, rather than the exception to the rule.

Without teaching anyone to suck eggs, nor to appear patronising, it is fair to say that the approved lists cover all contingencies in racing circles, choices in fact to meet anyone's needs and anyone's pocket. Let's leave the gearbox league to its own devices and look at the 100cc classes because that is where the questor probe is directed.....

It has been established that everyone's needs are catered for — but are they in fact? Not in terms of economics, in the sense that club's often provide a further imposition and, therefore, often prove to be greater culprits than the legislators by compelling additional and unwarranted restrictions on the drivers. The insistence of a 'one make only' rule throws the competitors into a quandary.

Why should a club take it upon itself to pressure drivers into following, if the expression may be used, its particular antedated attitudes, when a freedom of choice, within tolerable limits, has already been established by the governing body? It leads to the suggestion that ulterior motives may exist behind the application of such puritanical restrictions. Why should a driver, operating on a very limited budget, be coerced into buying several makes of tyre permitted for a specific class just to placate the eccentricities of some member clubs if he is ambitious enough to want to race elsewhere than his local circuit?

Small wonder drivers complain and clubs bemoan the drop in attendances. What a truly ludicrous situation and little wonder that 'skid row' could well be the final resting place for those selfish few.

The obvious solution seems to elude such factions of the community. If the tyres are on the list permitted for the class then let the drivers run them. It may well be that one person's choice turns out to be not as competitive as another's, but perhaps his or her choice is cheaper and all that can be afforded. After all is said and done, the average karter races for the pure enjoyment of racing and is often unconcerned about 'pot collecting', though it is self-esteeming if a 'pot' happens his or her way.

Its poses the question — is there a political or marketing motive behind such restrictions? If the answer to either point is yes, then those who seek to reap unfair benefit from others could, one day, find the shoe on the other foot. Very poignant implications perhaps, but the unscrupulous do not regard even the Festive Season a time to consider others.....

Ed McCormick

Next month's Kart and Superkart features — Crash helmets for the '85 season, driver profiles, the regular club roundup of news and views and much more. Publication date: 3rd January. (These items correct at time of going to press).

WOMBWELL WINTER SERIES

The Wombwell Kart Club will be organising their popular 'Winter Series' again this coming season. The Series will be run over three rounds — 13th January, 10th February and 10th March. There will be cash prizes to the winners in each class that attracts a minimum of 15 entrants and there is the prospect of further sponsorship to enhance the finalists' trophies. Don't forget the Wombwell 'Turkey Trot' meeting on 9th December at which *everyone* gets a trophy. Can't be bad — what?

ANOTHER P & R CHAMPIONSHIP

Andy Whitefield of A&C Karts, 107 Campbell Street, Wisham, Lanarkshire, Scotland, intends to run a P&R Class Championship, along the same lines as the successful Motiv P&R Series, in an effort to attract drivers north of the border back into the sport. Already Andy has established a collection of drivers with, or buying P&R equipment who are all ready and keen to promote the class which should go a long way to help the sport in general. Anyone interested should contact Andy at the address quoted, or telephone Wishaw 375651 (evenings).

NORTHUMBRIAN KART CLUB

The NKC recently sent notification to the RAC informing them that they wished to change *all* of their 1985 race fixtures, even though the 'Blue Book' had already gone for printing. The new race dates are as follows:

January	—	no racing
February	—	no racing
March	—	17th
April	—	21st
May	—	19th
June	—	16th
July	—	21st
August	—	18th
September	—	15th
October	—	20th
November	—	17th
December	—	15th

JOINT PROMOTION

Lincolnshire Kart Club and Wombwell Sport Association Kart Club are running a joint promotion meeting at Fulbeck on Sunday 30th December. Entry fee is £6.00 to everyone and should be submitted to the Competition Secretary of either club. So come along, it should be a great way to round off 1984!

FRED Racing will once again be sponsoring the Wombwell Winter Series for '84/'85 and it is hoped there will be up to £700 prize money!

Please note that there has been a change of Club Secretary for the Northumbrian Kart Club. Bob Archbold has adopted the role and all enquiries should be made to Bob, care of:

**20 East Boldon Road,
Cleadon,
Nr. Sunderland,
Tyne and Wear,
SR6 7TA.**

ANOTHER BLAIR!

We heard recently of an addition to the family of Iain Blair, ace reporter and Rowrah's regular starter. The incident occurred at 7.15am on Monday, November 19th. Skilled medical staff, using a sink plunger and a pair of mole grips successfully presented Iain and his wife Michelle with a 6lb 14oz daughter, Lisa Maria. Although a reliable interpreter is yet to be found, it is understood from the infant's first squawks that she has no desire to follow her father into karting as one idiot in the family is quite sufficient. Best wishes to both Iain and Michelle from *Kart and Superkart*.

OBITUARY

Alistair D. Mathie

It is with great regret that we inform you of the death of Alistair Mathie. Alistair died on the 18th October as a result of a heart condition.

One of karting 'evergreens', he was a keen '210' competitor and was well known within the long circuit fraternity. Alistair was not your average 'karter', he worked as a lawyer and had a practice in Kilsyth, also holding many Civic positions.

There can be only one description of Alistairs' racing, he was a total enthusiast. Whether it was a 1200 mile round trip to Snetterton or a local meeting at Crail, he would be there trying his best.

Many '250' competitors will know him, he took his vintage Rolls-Royce over to the 'Nurburgring' this year, it was quite prominent in the paddock. Of course, his enthusiasm dictated that he did a lap of the old circuit. He was certainly one of 'karters' more colourful characters.

Alistair also finished a fine 4th in the recent Scottish Championships.

He leaves a wife and children, along with many friends, to whom we must extend our deepest sympathy.

1984 YAMAHA CHALLENGE

The final round of the Yamaha Challenge took place at Little Rissington in September. Once again we were blessed with good weather and a large grid of 250 Internationals was on display. The organisers of the Championship, Alan Paxton and myself, would like to thank the following people for their sponsorship and support of the Series: Ed Duckett (EDR); Stuart Ziemelis (SRS Racing); Dave Atkinson (DMA); Geoff Maddox Racing and special thanks to Chris Taylor (CTRP), who not only gave financial support to the Challenge but also gave up his spare time to present the awards.

Thanks must also go to the clubs that hosted the meetings, to the girls who assisted by sorting out the points and, last but not least, to all the competitors who made this Championship a success and proved that 250 International is still alive on short circuits. The Challenge will be held again in 1985, provided enough interest is shown. Details will shortly follow.

Best wishes to you all, have a happy Christmas and a safe and prosperous 1985. The results to tenth place at the end of the 1984 Challenge are:

1st	Bob Kennings	1075
2nd	John Collins	740
3rd	Paul Pedelty	560
4th	David Miles	545
5th	Paul Taylor	440
6th	John Ashe	435
7th	Alan Paxton	370
8th	Pete Heeney	245
9th	Geoff Maddox	140
10th	Alan Mills	120

Best prepared kart of the year — Paul Pedelty.

Information: courtesy Paul Pedelty.

SNIPPETS

Word is about that Senior Britain driver, David Germain, had his last race in karts at Tilbury on Sunday 11th November. It seems that next season David will be starting in Pre '74 FFI600 but 'going it alone' because of lack of sponsorship. What will be karting's loss will be FFI600's gain. All the best.

The BBC TV 'Blue Peter' team was at Tilbury on Sunday 11th November. The reason — Blue Peter presenter, Michael Sundine was trying his hand at karting. He was placed among the 100 National Novice grid of drivers and was aboard a Kali/Parilla outfit backed by Evans Racing, with Dave Evans on hand to offer kindly advice and support. Michael acquitted himself well against his more experienced contemporaries. All in all it was a successful exercise that broadcast karting on a national level in a programme that attracts a very large young audience.

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**

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**

JETA BRITAIN ROLLING CHASSIS. Little used. £165. 077785 529 (Lincoln).

ZIP GP YAMAHA TD3, Goff tuned, all bodywork perfect condition. Must be seen. A steal at £450. Tel. Bedford 711644.

REEMA 841 100 NAT. ROLLING CHASSIS on Bridgestones. Eight months old, competitive £250 ono. (can be supplied with Parilla — ready to race). Tel: 054 36 2836.

210 ZIP/UPTON rebuilt, resprayed, immaculate condition, many spares and tools, suit beginner. £250 ono. Tel: 01-508 1488.

100 NATIONAL DEAVINSON SPRINT with 2 very quick Parillas. Both on standard bore. Very clean and competitive outfits. Complete with helmet, gloves and suit. £535 ono. (0278) 760631 (Somerset).

Ivor Greenwood has for sale 1984 Zip GP full body, only 3 races from new. Immaculate condition. **£2,500.** Also spare Zip full body, **£120.** Lots of spares including new wets on rims.

**Ring for details:
(0232) 721638 Eves. (0266) 41621 Day
Going Formula Ford 2000**

BOYD BARRINGTONS two Spyda chassis less engine, wheels and tyres £350. Can supply/fit engine if necessary. (0603) 746218.

DALE FUN KART FOR SALE. Good condition £150 ono. 021-474 4635.

ZIP GP ROTAX 250 Superkart complete with bodywork, wets, spares slicks etc. Must be seen at £1,500 ono. Nantgaredig 584. S.Wales.

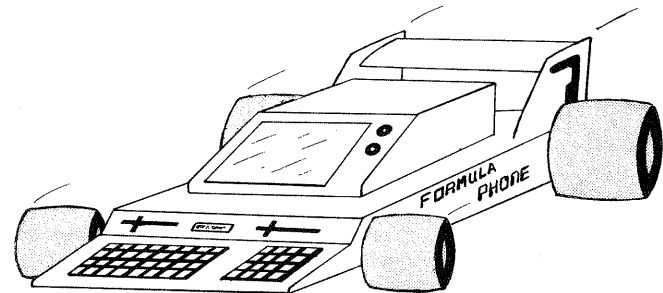
SPORTAC

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.

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

RICHARD DEAN HAS FOR SALE. 1983 Rotax 256 engine complete with carbs. Exhausts, 675 ono. Spare rear crank for same, used twice £55 ono. 1983 Zip frame as used this year £55 ono. Renault 20 TS 1978 T reg. £1,195 ono. Ripley Derbyshire (0772) 46425, 42191.

ZIP ROLLING CHASSIS unused since respray, smart condition £75 ono. Maidstone 843650.

FOR SALE KTM 250 NATIONAL purchased from Peak Revs Racing Team. Only used twice. Good reason for sale. Must be seen. £700 ono. Tel. (0477) 37571 after 7pm.

ZIP 210 READY TO RACE £325. Also 210 engine £150. Both unused since rebuild. 01-207 4433/01-779 3831.

ROTAX 250 '82 MOTOR, just had rebuild, included: Dellorto and Mikuni carbs and motoplat ignition and rev counter. Phone (0226) 288673 after 6.30.

HONDA CR125 ENGINE new Feb '84. New Mugen top end, latest pipe, 35mm carb. Beat Rotax's at half the price. Alsager 3764.

ZIP 210cc VILLIERS, nickel chassis, good condition, disc brakes, Bridgestones, wets, fast, ready to race, trophy winner. £400. Telephone (0293) 543719 after 5pm, anytime weekends.

WORKSHOP CLEAROUT. Approx. three 9E Villiers engines in pieces, plus gear boxes, carbs, and other spares. Also set of Lewis leathers fit 6ft and over. Reasonable offers. Chesham 784616.

100 NATIONAL ANDREW COLSON must sell race winning equipment Arrow 50.8, Arrow 51.0 special DK tune best offer over £200 each. Dart rolling chassis six months old £150. Many spares. Fleet 4251.

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.

ZIP GP ROTAX 125, maintained to high standard. Very fast. Many spares including spare barrel. £900. Tel: Fishguard 872325.

250 SUPERKART EX-CHRIS TAYLORS outfit or C.T.R.P. 1982 chassis and engine. Very fast. Brembo brakes, spare tyres and wheels. Offers over £1,00. 01-464 2240.

125 NATIONAL '84 LANCER ROTAX

Very fast (ask Steve Coward)! Many heat wins etc. Complete with new body, nose fairing, 3 sets of slicks, 1 set of wets, spare nose, barrel, carb, sprockets, stand, wheel balancer.

£1,290 ono.

Phone Les Cooper on Kings Lynn 810780.

MOTIV ROTAX PHOENIX. Ten months old, maintained to highest standard. Many major wins and places. Phone Wishaw 375651 evenings (Scotland).

ZIP 984 ROLLING CHASSIS, Bridgestones, Kelgate L/W axle, '84 Zip brake, 8 meetings only, excellent beginner, £250 ono. Ware 821647.

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

WHERE AND WHEN

9th November

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

16th November

THREE SISTERS (off junction 25, M6)

23rd December

BLACKBUSHE (Camberley)

JANUARY 1985

6th January

RYE HOUSE (Rye Road, Hoddesdon)

13th January

CHASEWATER (Pleasure Park, Brownhills, A5)

14th-16th February

Johannesburg (Intercontinental 'A' Formula 'E')

Would Clubs please note that dates for 1985 meetings are required as soon as possible. Please send details to:

Where and When, Kart and Superkart Pindar Road, Hoddesdon, Herts.

ZIP 983 AS USED FOR SUPER ONE series with Bridgestones only £230 ono. Also Lane chassis perfect condition, fitted with tyres only £200 ono. Finally, a set of six Pirelli tyres only used for RAC champs. £80 ono. Tel (0582) 881553. Stuart.

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 include your TELEPHONE number in the box!

Name

Address

Access/Barclaycard No.

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



BARLOTTI YAMAHA 250cc TWIN aircooled. Good condition. £280. 02602 5842.

100 NATIONAL ZIP TKM, REDHILL vgc. Plus spare back axle, suit novice £240 ono. Black leathers never used, suit 5'10" medium build, £100 ono. Tel. Walsall 614976 after 6pm.

ZIP 925, KELGATE BRAKES, Zip Rotax 125 engine, chassis 2 meetings old, immaculate condition, spare but incomplete Rotax engine, wets. All new in 1983 and always very competitive including 2 championship wins. Not raced at all in 1984 due to business commitments. Genuine sale. £1,295 ono or will split. (0734) 67753 anytime.

ZIP GP ROTAX 125 ENGINE, only 2 meetings from new. Full long and short circuit trim. Ventilated discs, rev counter, wets, spare set of fibreglass etc. All in very good condition £850 ono. 01-942 6789.

AERODYNAMIC Special Project for sale

Sale includes:

bodywork and mould 250 Zip Rotax fitted with project bodywork — many spares.

Pictures available to serious enquiries.

TEL: 0336 2058

MECHANIC 22 YEARS OLD, experience in Formula Ford and Kart racing seeks employment for 1985 with kart team, home or abroad. Telephone (0783) 670196 anytime.

1983 ZIP ROTAX 125. Zip 925 short circuit chassis, Kelgate brakes and rear axle. Fantastic handling. Rotax engine very competitive and reliable. Tacho, Merlin pipe £850. 1981 Barlotti gearbox chassis £175. Trailer, spares. Guildford (0483) 271400.

125 ZIP GP ROTAX. Engine Zip tuned and approx. 1 year old, chassis in full long circuit trim, vdiscs, kart component wheels, etc. Spares inc: 1 set of slicks, wets, PMP pipe, etc. £850. Zip leathers size Large, £40. Phone Ingrebourne 49983 (Romford).

PMP EXHAUSTS STRATOS KARTS

Specialist machining and welding
Rotax & 210 spares
Kart accessories etc.

Mail order service by COD
Access or Barclaycard

STRATOS LEISURE LTD,
R/O 4 Kneesworth Street,
Royston, Herts. SG8 5AA.
Tel: 0763 47004

ZIP GP ROTAX 125, 1982. Fully tuned, rebuilt. Swap for Zip 925 Rotax or sell £825. Kendal (0539) 29660.

BARLOTTI ROTAX 125. Very fast and reliable. Recently recoated chassis. £850 ono. Will sell rolling chassis only if required. Telephone Camberley (0276) 25634.

H.R.O. Phoenix/Rotax 125, 10 meetings old L/C body work, immaculate condition, very competitive 4th Mallory 9/9/84, £1,250 ono. May split. Also spare 125 Rotax engine also capable of winning. 0484 711720 day or 0422 201141 eve.

TKM L90, DARTFORD TUNED, standard bore, all new internals. Reliable and quick. Reason for sale: going Britain 1985. £250 ono or exchange for standard bore FF99TT. Telephone: 061-442 6312.

100 BRITAIN PREMIER. 2 fully tuned 'D' ported Arrow engines complete outfit. Six meetings from new, in superb condition. Suits, wets, etc. Everything to start racing. Bargain at £650 (0535) 69939.

RICKY GRICE

has for sale his 2 Parillas which have won 4 out of 6 K&S Rounds. 3rd in British Championships. Includes Carb & Motoplat.

£475 each ono

£875 both ono

BASILDON 551394

JUST HEARD

UNDER TEST AT ZIP — NEW 100cc and 250cc CHASSIS

Everyone else may have packed their equipment in moth balls for the winter, but Martin Hines has been out once, even twice some weeks, testing a new long circuit chassis. The chassis differs considerably from the current G.P. model which has not really seen any major changes during the past five or six years. So far testing has been carried out in both dry and wet conditions. It is reported the Hoddesdon based firm are to say the least excited about the results so far and we also understand that you can change from fullbody set-up to normal long circuit trim in just 10 minutes.

The 100cc karts have not been forgotten either. Gary Prior has been testing a new chassis which, once again, incorporates major design changes over previous models. The first prototype was raced the other week at Rye House where many notable drivers and constructors remarked favourably on its performance, as it took pole for the final. One rival manufacturer is already reported to have copied it!

Zip Kart will also be offering a new range of one-piece wheels in 1985, in both magnesium and alloy, but will still continue to offer the excellent two-piece diecast wheels as a less expensive alternative.

Bob Taunton, 100 National driver, Royal Air Force Motor Sports Association, has managed to attract a sponsor for the coming season. Mr M. J. Berry, General Haulage Contractor based at 80 Eglos Road, Short Lanes End, Truro, Cornwall. Mr Berry undertakes national and international removals, aggregate, express carrying — local and long distance at very competitive rates. Bob hopes to compete in most of the rounds of the 1985 100 Series, service duties permitting.

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.

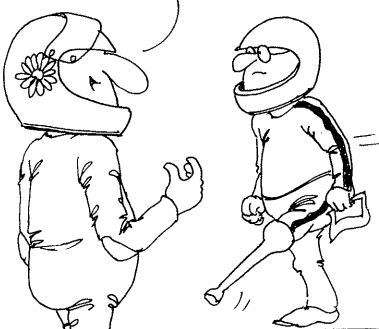
Every precaution is taken to ensure the prompt insertion of all advertisements. The publishers, however, do not guarantee the insertion of an advertisement in any specified issue, any special position or at all, and will not be liable for any loss occasioned by the failure of any advertisement to appear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

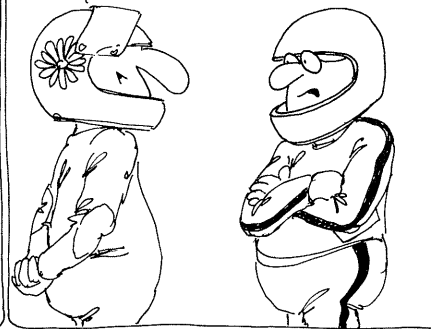
Advertisements are only accepted subject to the above conditions.

FRIGGIT

YOU LOOK A BIT UPSET HOPPY - SURELY YOU HAVEN'T FAILED THE NEW MEDICAL? - OH DEAR, WAS IT YOUR EYESIGHT?



NO! WAS IT YOUR DEAFNESS THEN? NO! NOT YOUR WOODEN LEG SURELY?



YES DAMN IT! - THEY SAY IT'S GOT WOODWORM!



DMA Racing

210 CHALLENGE [1983]

At the Three Sisters circuit on November 4th, the 12th and final round of the 210 Challenge took place resulting in the top twenty point scorers as follows:-

		Pts			Pts
1st	PAUL WOODWARD	136	11th	G. WRIGHT	50
2nd	TOM THACKER	125	12th	JOHN TUNSTALL	29
3rd	STEVE HURST	112	12th	CARL ATKINSON	29
4th	IAN HUNTER	108	14th	CLIVE BISP	24
5th	LIONEL SIFLEET	89	15th	MIKE EDWARDS	22
6th	ED MELLOR	77	16th	D. DAVISON	20
7th	SIMON BATEMAN	57	17th	D. C. MORRIS	18
8th	COLIN HOAR	56	17th	STEVE JONES	18
9th	JOHN HAIGH	54	17th	COLIN POOLE	18
9th	S. THORNELL	54	20th	P. WILKINSON	17

Plus another 31 drivers who have all scored points.

Congratulations are due to Paul Woodward on winning the 1984 210 Challenge. Paul's speed and reliability have been quite remarkable this year and in the twelve rounds held at five different circuits Paul has scored points in eleven rounds. Who says 210 engines are not reliable. Well Paul we think you are a worthy winner, and we hope you will be back next year to defend your title when the 210 Challenge will be run for the third year along similar lines to this year's Challenge. Paul has been racing for three and a half years and has been using a Dino Kart with a self tuned engine this year. His preparation is always of the highest standard and I believe he won an award at a recent Sherington meeting for the best prepared kart.

Runner up to Paul was taken by Tom Thacker after a season-long battle with Steve Hurst, both drivers have been very quick all season and with a bit of luck next year both must be in with a chance of being the 1985 Challenge winner.

Finally a big THANK YOU to this years sponsors. As you can see from the list below we had a superb response and at the prize giving at the last round we gave away over £735 worth of prizes. So many thanks once again to the following:-

STRATOS KARTS — E.D.R. KARTS — TOM THACKER RACING — D.M.W. MOTOR-CYCLES — D.M.A. RACING — GELLATLY HAULAGE Contr — DALE KARTS — BROWN BROTHERS — STARTLINE RACING MOTORS — LINCS K.R.C. — SHENINGTON K.R.C. — CHASEWATER K.R.C. — 210 DRIVERS CLUB — KARTING MAGAZINE — KART & SUPERKART MAGAZINE — MAKITA POWER TOOLS.

Special thanks are due to STRATOS KARTS, E.D.R. Paul Woodward



BY BARRY FOLEY

your letters..

Dear Mr Hines,

Just a few lines to add to your feedback for your proposed Series for '85.

Qualifications: I'm 'daddy' of a regular competitor in the Kart and Superkart Series, (best Dart prize of £100 this year) and Super One Series, (International class this year) and have already bought a new kart and engine for next year's Series, so I *do* intend to run it.

Point 1: 10 rounds is too many. Two series of 6 rounds this year was too many. One good big series of 6 rounds would be ideal for 1985. That's the maximum I'm doing.

Point 2: Your proposed regs for 100 International are ludicrous, making it just 100 National Light. Regs should be as this year, i.e., one set of YBK tyres per round, carburation free. This way anyone who wants to compete internationally, e.g., European Championships, British Team, gets to know setting-up for top class equipment at a reasonable cost. *Nobody* I know wants a 100 National Light class.

Point 3: Involvement by Bridgestone should be greater if you *specify* their tyres. 5 sets of tyres as prizes for this year's series was an insult to drivers' intelligence.

Point 4: Last round of the series should be at a venue which can arrange a good prize-giving and social function afterwards. This has a very small field of runners.

Hope you can take note of my views which are shared by *most* competitors, I believe.

Cheers,
Jim Thorpe,
31 Eastfield Crescent,
Woodlesford,
Leeds,
LS26 8SG

Dear Mr Thorpe,

Many thanks for your letter regarding the new 100 Series we are proposing to promote. As your letter raises many points other drivers are raising, I have requested *Kart and Superkart* to publish your letter and my reply, so that the object of the Series and the reason for certain restrictions will be better understood by all concerned.

You seem to miss the whole point of the Series! You say 10 rounds is too many. That, in essence, I agree with but, the reason for running 10 rounds with only 7 to count, means that drivers up and down the country can chose the 7 rounds that suit them best, so that drivers who only want, or can afford to do, 7 rounds may do so. As travelling is very expensive these days it is expected that drivers will pick out the meetings most convenient for them, remembering the Series is intended to cover the whole of the country. Therefore, a driver based right down in the south of England or right up in the north of the country may chose his meetings without being forced to travel unnecessarily far. If he scores badly during his selected 7 rounds he then has the option of being able to better his chances by competing in the remaining rounds.

As a dealer I would like to sell £100 Slide Carburetors to every driver in the International class, also sell him tyres that are not price controlled and that do not last as long as the SL tyres. However, during the last few months, I have spoken to scores of drivers, by far the majority interested in 100 International who have studied the financial involvement and I gain the impression that the few drivers who go aboard to race would soon get used to the YAK type tyres. As next year's National classes can use 7.10 tyres, it is only a compound difference and, as they say, they would

most probably use YAK tyres for their initial practice at a circuit. I also got the impression that the average driver in 100 International wasn't particularly keen to purchase a Slide Carburettor. The whole idea of promoting or trying to put 100 International back on the map is aimed at drivers in this country, not necessarily those going abroad to race.

Your third point, regarding the involvement of the Bridgestone Tyre Company, to quote: 'the 5 sets of tyres as prizes for this year's Series was an insult to drivers' intelligence', makes an unjustifiably harsh and unfair statement, nor in terms of quantities is it true. You say you went to most of the Kart and Superkart rounds in 1984. That being the case I fail to see how you did not notice the 5 sets of tyres that were given away at each round. You also say you were at Snetterton. Well, at Snetterton I personally handed out 8 sets of tyres as prizes, *plus* one set as an extra bonus on the day, making a total of 9 sets in all. Add to that the 25 sets given away at the other rounds and you arrive at a total of 34 sets valued at £74 plus per set. Along with 125 £5.00 vouchers I would hardly call that an insult to drivers' intelligence — in fact I'd call it an insult to the Bridgestone Tyre Company. I don't know about you but I was always taught never to look a gift horse in the mouth.

Additionally I feel your comments are an insult to people like myself who spend a lot of time trying to obtain sponsorship for meetings. I suggest you have a go yourself and see if you get the same type of backing from other tyre manufacturers, or any manufacturer for that matter, rather than criticise a Company that put £3,000 into your class alone last year!

With regard to the last point, it is hoped, for the sponsors' sake as well as the drivers, that the club promoting the Series' final round can arrange good prize giving facilities.

In summary I have taken note of your remarks, but again cannot accept that your views and remarks are necessarily those of most of the drivers — I have found that most National drivers appreciate what has been done for them.

Yours sincerely,
M. W. Hines

Dear Sir,

Re: Hines Quarter

I read with interest your column in the November issue of *Kart and Superkart* and would here be grateful to be allowed to comment on some of the points raised.

It is my opinion, humble though it is, that there are two over-riding factors which contribute to the recent drop in entries at kart meetings throughout the country. The first and most obvious is the inevitable affect of recession upon the working classes. It is this part of society which makes up the majority and backbone of our sport, the more affluent members being buffered by their wealth and therefore able to continue their expensive pursuits, oblivious of such difficulties as unemployment and financial hardship.

The second reason, in my opinion, is the total inept attitude of our governing body, who in their wisdom appear to do everything absolutely and unashamedly wrong. If they are attempting to force people out of the sport then I take that statement back and congratulate them on a job well done. A few things which bring me to my current cynical state of mind could be, the introduction of medical certificates for all classes, something which we have done without in the past without problem, but of course we are told it is necessary in the interest of safety; the rape of 100 International by introducing 135cc at a time when even the 100cc class was proving expensive; Dunlops being introduced to 100 National a few years ago, a condition the class has yet to fully recover from; similar irresponsible tyre regulations for 100 Britain. The introduction of water-cooling into 125 National is probably only a matter of time, this I believe would be nothing short of being totally destructive — this being the only class showing growth of any kind. These are a few issues which brings me to the conclusion that those who adorn the Halls of Power are either influenced by vested interest, or are simply out

of touch with the needs of the average competitor.

I agree largely with the opinions of Mr Hines when he suggests that the competitors (I personally compete in 125 National on long and short circuit, having served a seven year apprenticeship in 100 National) could and should, do a lot for the sport by publicising ourselves and therefore 'it', but I consider that cost is the inhibiting factor now. Karting has progressed in terms of respectability and appeal with its professional image, but it is this same image which has pushed up the cost, i.e., the cost of public awareness has been too high.

In closing, I would like to comment on Mr Hines' suggestion — "There are those among you who would begrudge £5.00 to promote the sport and in my opinion should really not be in it." If I may say so the object of the article was to encourage an upswing in entries and not to decide who "should not be in it".

Yours,
Peter Price, T.Eng.,
33 Eleanor Street,
TonyPandy,
Rhondda,
Mid Glams.,
S. Wales.

Dear Sir,

£1 MILLION POUNDS is paid every year by Motor Sport competitors into the R.A.C. funds and nothing seems to come out, at least not in the direction of karting. Martin suggested in his column in the November issue that we all contribute an additional £5,000 which approximates to roughly £15,000 a year. You must be kidding! True we do need a good official PRO but we have already got the best and he is called Martin Hines and if he needs an assistant he should be a karter or ex-karter, but do not pour any more money into that bottomless pit at Belgrave Square.

Another way, is to start a completely new body, as with the Motorcross motorcyclist. They started eight years ago and, with the money saved, they have bought the land for ten new tracks of their own.

Yours,
John Burns

Dear Sir,

Having read your October issue of *Kart and Superkart* I feel I must support Dudley Martin's comments on the 210 National class. It is inconceivable that there should be any thoughts of ending this class which provides us with inexpensive and fast gearbox kart racing.

The prices of spares are surprisingly low when compared with those for some Japanese and European engines. To those who think Villiers are slow, I would ask them to compare their lap times with those of, for example, Formula Ford 1600, and think again. (ie Mallory Park, Sept '84:- Formula Ford 1600, fastest lap = 98mph; 210 National, fastest lap = 91mph.) As for reliability, this, as with other engine types, comes only with regular maintenance and experience, and the actual attention the Villiers requires is often considerably less than most 100cc motors for instance. To add to the advantages of the class is the fact that there is only *one* type of engine, so everyone basically has the same equipment.

The recent numbers of entries, if anything, seems to be encouraging, rather than discouraging. For example, at this years Short Circuit Championship at Three Sisters, there were 36 entries which seemed pretty healthy when compared with the others:- 250 National — 25; 125 National — 56; 250 International — 23. At my local club circuit 210 National entries regularly approach the 20 mark and usually contain an encouraging number of novices.

A little encouragement for the class from *all* quarters would go a long way towards showing potential racers that there is nothing wrong with 210 National and a lot to be gained from it.

Finally, if anyone suggests that we should introduce a inexpensive, fast and competitive gearbox class to attract more drivers into kart racing, I would ask them to THINK AGAIN. It's already here! It's called 210

CLUB SCENE

holding off Cobert.

100 BRITAIN

Simon Richardson won both heats with Victoria Phillip-Bates and Lawrence Ribbons sharing seconds and thirds. Richardson shot away in the final leaving Ribbons to hold off Victoria for lap after lap followed by Gibbs and Poole, Murphy and Thompson spun off at Stowe and both restarted. Victoria's attempts to take second were in vain and she had to be content with third behind Ribbons, fourth was Gibbs.

100 NATIONAL 'B'

Heat wins for Duncan Roberts and Steven Timberly put them on the front row of the grid followed by Paul Bullin and the best novice Bob Morrison. Roberts spun on the first lap leaving Timberly to rapidly run away from the field with Morrison and Venables giving chase. Morrison started to drop down the order as he was passed by Venables and then Bishop but he held off Anita Sampson to maintain fourth spot.

125 NATIONAL

With long circuit meetings completed Goff, Poole and Wigg appeared on the scene to stamp their authority, however Wigg pulled out during the first heat warm up and took no further part. Poole and Goff won one heat each but Goff had a D.N.F. in the first heat and found himself on row 2 for the final. With Poole on Pole Maggie Dell, Graham Stevens and Peter Sale completed the front row. Goff was quickly in the lead followed by Stephens, Poole, Dell and Hodge. All Poole's attempts to pass Stephens failed and by lap 5 his machine was smoking heavily. Hodge passed Maggie on lap 4. Rogers, Evans and Trustin tangled at Kim corner and all pulled off with damaged equipment. As the race reached its closing stages Stevens, Poole and Hodge battled for second spot and Dell held off Sale for fourth. An easy victory for Goff, and a damaged clutch housing which had deposited oil round the track for Poole.

100 NATIONAL 'A'

The heats saw wins for Kavanagh and Woolford but Dagless took pole with a second and fourth. After a considerable amount of cement had been laid to make the oily surface safe the final race came off the dummy grid led by Dagless and Mark Parker. With the two front men playing cat and mouse, the starter refused to let the field loose until the third attempt. Immediately there was a five kart pile up at the start line due to some confusion and the red flag was produced. The race was restarted with the gloom beginning to descend and first to show was Woolford from Parker, Dagless, Kavanagh, Goff and Bowes. Kavanagh started to press and passed Parker on lap 2 and Dagless on lap 4 followed by leader Woolford on lap 5, with Kavanagh looking untouchable the rest battle for places with Goff pushing through for second past Woolford. Woolford dropped another place when Dagless took him on lap 8. These four were followed home by Parker and a luckless Cox who had been knocked off twice in the heats.

Duncan Taylor

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

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).

CLASS	TYRES	WEIGHT	RESTRICTIONS
Junior Booster	B/S YBN 4.50 x 10. 7.10 x 11	105 kg.	
Junior Britain	B/S YBN 4.50 x 10. 7.10 x 11	115 kg.	
Junior International	B/S YAK 4.50 x 10. 7.10 x 11	115 kg.	
Senior Britain	B/S YBN 4.50 x 10. 7.10 x 11	132 kg.	
100cc National	B/S YAK 4.50 x 6. 6.00 x 11 7.10 x 11	132 kg.	
100cc International	B/S YAK 4.50 x 10. 7.10 x 11	125 kg.	No Slide Carbs.

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:
Pindar Road, Hoddesdon, Herts EN11 0DE

CLUB SCENE

ly lead in the final, followed by Richardson, Parker, Gladman, Gibbs, Woodley, Gavin Poole and Murphy. On lap five Richardson outmanoeuvred Vicky at Stowe and took a slender lead. With Vicky and Parker pushing hard these three drew clear of Gladman, while Woodley seized on the straight. Vicky tried to take Richardson exiting Kimbolton Corner, but the two tangled heavily and swerved widely. Both continued but the collision allowed Parker into second. At the flag Richardson held on from Parker, Vicky and Gladman.

100 NATIONAL C (Novice) and B

In order to save time the B's and C's were run together. The heat winners were Anita Sampson, Paul Scutchings and Rob McIntyre. The best of the novices was Andrew Getter. Anita led out the final alongside McIntyre, with Scutchings and Woods making up the second row. Anita took the initiative followed by McIntyre, Scutchings, Woods, Bullin, Keech and novice Griffin. By lap three the leaders opened a gap on fourth placed Woods, but Woods fought back and on lap eight Anita still led from McIntyre, Scutchings, Bullin, Keech and Griffin. This pack had opened up a gap from the rest of the field, led by Wilkinson; backmarker Le Farre made an error at Stowe Corner and spun out. As the flag went down it was Scutchings whose hand was raised, from Woods and Bullin. Anita Sampson and McIntyre had clashed at the last corner, neither finished and Anita trudged off very disgruntled and disappointed.

210 NATIONAL

An entry of 13 earned the 210's their own grid, but an accident in practice put Geoff Hoden out of contention and he was later to be seen waving a marshalls flag. Paul Umney was on the front row after two wins, with Graham Marshall and poleman Martin James; Alan Poole languished at the rear after two poor heats. Umney took the lead into Stowe Corner closely followed by James and Marshall. After one lap Poole had forced his way through and relegated Marshall to fourth with Howard fifth and Miles sixth. Umney powered fifty metres clear of the field by lap three and Howard took fourth from Marshall with the field beginning to stretch. Poole claimed second from James on the sixth tour and two laps later James dropped further back as Howard took third. At the flag Umney was a comfortable winner from Poole and Howard, who was followed by Jones, Marshall, Riley, Miles and Mobbs.

125 NATIONAL

Graham Stephens took pole with two heat wins whilst Maggie Dell was alongside with three second placings; Steve Bird's consistency earned him third spot. Novice Ian Mason completed the front row after some solid performances; Colin Mason was the other heat winner. As the leaders rounded Stowe, novice Mason was in the lead, from Stephens, Maggie Dell, Evans, Bird, Hodge and Wrisdale. Stephens took the lead on lap two and assumed command, while Mason produced a good performance by holding off Maggie Dell for lap after lap. At the flag Stephens was a clear winner from Mason, Evans, Hodge; Maggie Dell dropped to sixth when going wide on the last corner.

SCHOOLS ENTRY

A good entry of schools machinery took us back to the days when all karts were hand built by their drivers, with many ingenious devices being paraded out. It is expected the National SKA will continue racing at Kimbolton meetings in 1985. The three heats were won by G. Scott-Coomber, Chris Emerson and Team Heathersett (Norfolk), Carl Batute, Hugh McConnellogue, Neil Huggins and D. Smith all doing well. Team Heathersett were the eventual winners from Stuart Petts and Chris Emerson, with Paul Wilde and Hugh McConnellogue's outfit third and Paul Evans fourth.

100 NATIONAL A

Double heat winner Nigel Goff headed the final grid with the other heat winner Clive Wheldon alongside. These two were followed up by Bond, Routledge, Banbury, Clark, Blick, Spinelli and a large A final grid. As the green light came on the field headed into Stowe Corner in a blue haze. Out of Stowe and poleman Goff was missing, as was Championship leader Spinelli. At the end of the first lap Banbury led from Blick, Wheldon, Bond, Dagless, Richardson, Bates, Moore and Parker and the rest were just a blur in their wake. Lap three saw Wheldon make his move and take both Banbury and Blick at Stowe. Dagless moved up a notch on lap five, at the expense of Bond. Wheldon pulled clear of the chasing bunch of Banbury, Dagless, Blick, Bond and Bates; Richardson had dropped back but led the rest of the field by a good margin of ten lengths. After a long lay-off Dagless was showing some form but could not match Banbury. At the flag it was a victorious Clive Wheldon, from Banbury, Dagless, Blick, Bond and Bates, with Richardson, just up from the Britain Class, in seventh.

JUNIOR BOOSTER

1st Bobby Game	Lane/Saunders DAP
2nd Tony Hardy	Zip/Parker TKM

JUNIOR NATIONAL

1st Julian Chitty	Birel/Sirio
-------------------	-------------

JUNIOR BRITAIN

1st Jamie Rhodes	Zip/Wright TKM
2nd Richard Walton	Zip/Arrow
3rd Mark Hawkes	Zip/Goff Arrow
4th Glenn Taylor	Wright/Wright TKM

100 BRITAIN

1st Simon Richardson	Wright/Goff Arrow
2nd Gary Parker	TKM/Parker TKM
3rd Victoria Phillip-Bates	Reema/Arrow

100 NATIONAL C (Nov)

1st Mike Griffin	—/—
2nd Bob Morrison	—/—

100 NATIONAL B

1st Paul Scutchings	Zip/Goff PCR
2nd Graham Woods	Zip/—
3rd Paul Bullin	Wright/TKM

210 NATIONAL

1st Paul Umney	Zip/Upton
2nd Alan Poole	Zip/Villiers
3rd John Howard	Aero/Villiers

125 NATIONAL

1st Graham Stephens	Zip/Rotax
2nd Ian Mason (Novice)	Zip/Rotax
3rd Nick Evans	Zip/Rotax

100 NATIONAL A

1st Clive Wheldon	Sprint/Parilla
2nd Dave Banbury	XX3/Parilla
3rd Chris Dagless	TKM/Parker TKM
4th Gary Blick	TKM/Goff PCR
5th Vincent Bond	Lane/TKM

JUNIOR NOVICE

1st Dereck Watts	Stratos/Arrow
------------------	---------------

SENIOR NOVICE

1st Bernard Lewis	Sprint/Upton
-------------------	--------------

NatSKA

1st (19)	Team Heathersett	
2nd (49)	Stuart Petts	C.N.S.
	Chris Emerson	
3rd (45)	Paul Wilde	C.N.S.
	Hugh McConnellogue	
4th (41)	Paul Evans	C.N.S.

SUNDAY, NOVEMBER 4th

A cool dry day greeted the 97 drivers who signed on at Kim on the 4th November. The programme was pushed along to beat the early darkness, and everything went fine until a 125 spread oil all round the track and caused considerable delay before the National 'A' final could be started.

JUNIOR BOOSTER

Five boosters contested the class and they all came through to complete the final. With the British Champion missing, Tony Hardy was on pole with two comfortable wins with novice Daniel Stilp taking both second places and looking a good prospect. Hardy led the field round the first lap closely followed by Stilp, until Stilp lost control on his cold tyres and spun onto the grass. Oliver Gavin was taken by surprise by Stilp's demise and followed suit leaving Adrian Lowe and Russell Whitehead to chase the already distant Hardy. Whitehead hit the tyres on lap 3 and by the time the pushers arrived the restarted Gavin was past into third. Stilp overhauled Lowe and at the flag Hardy was a clear winner from Lowe, Gavin, Stilp and Whitehead.

JUNIOR BRITAIN

Jamie Rhodes was leading the club championships but Mark Hawkes was close behind and an exciting finale at this, the last meeting to count for points, was expected. With Hawkes winning both heats against Rhodes' second and third the gap was closing. Walton took second in the first heat but spectacularly headed into the newly sown wheat field when again holding second; Dad's comments about the incident are unprintable! Ricky Flynn had two sound finishes and earned third on the grid. Hawkes was first into the corner in the final showing Rhodes a clean pair of heels, these were followed by Taylor, Flynn, Kinsey, Anstee (National) and the rest with Walton spinning again. Walton quickly restarted and pounded after the field and by lap 4 was in eighth place. Hawkes and Rhodes left Taylor and Flynn contesting third and opened up a 100 yard gap. Who was going to win the Championship? The answer came on lap seven when Hawkes spun leaving the Willows giving the race to Rhodes. With one lap to go Flynn took second from Taylor who had struggled all day with handling problems, Walton had managed to avoid further spins and forced through to fourth.

NatSKA

Schools karting arrived again at Kim, this time in the form of 125 gearbox machinery with eleven entries. The majority of the outfits sported Yamaha RS 125 units with a couple of Minarelli's, I've heard that name before, a Puch and a Caguia. S. Ferguson of John Warner School was the winner of both heats on a Yam with second places going to P. Bailey of Cheshunt School and N. Kay. The front row of the final consisted of Ferguson, Kay, Bailey and Maitland followed by Team Turnford, McNicoll and No. 81. The early leader was Ferguson from Maitland, Bailey and Team Turnford but Bailey passed Maitland on lap 2 and Maitland pulled off on lap 6 leaving Team Turnford third. These three stayed in position to the flag followed by Kay, No. 81. and Parker.

210 NATIONAL

Paul Umney had difficulties and gave up the unequal struggle still not knowing his problem and leaving John Howard to win pole. The front row was completed by Geoff Hoden, Graham Marshall and Martin Riley. Howard did not reach the start line, both he and Jim Fitzgerald retired on the rolling lap. Hoden led from the off from Marshall, Cobert, Riley, novice Burns and John Hobbs. By lap 8 the three leaders were closing up with Hoden the leader having gearbox problems. On lap 11 Marshall passed Hoden at Kim corner and went on to take the flag, with Hoden just

National and its GREAT!

Yours faithfully
Colin Firth, F.A.D.O.

(N.B. Statistics such as top speeds, and number of entries, taken from *Motoring News* and *Kart and Superkart* race reports and the Short Circuit Champs. official programme.)

We publish here a very interesting letter, one that concerns karting in general but, in particular, people like Gary who are handicapped to varying degrees. It is published to highlight the plight of these individuals and to ask those of you in the sport and the readership for support. Perhaps with enough support the RAC may reconsider their position regarding such cases.....

Dear Sir,

I have been involved in karting for two and a half years and had approval six months ago from the RAC to start racing. During that six months period I raced seven times — I won two races, had two seconds and, unfortunately, spun out three times. I then applied to enter the British Short Circuit Championships but due to my physical condition was banned from any further racing. You see, I am paralysed from the waist down and confined to a wheelchair. I live alone and do all my own maintenance and I think I have the ability, the knowledge and experience to accept all the risks involved. Yet the RAC Medical Committee banned me, to quote their letter: "It's foolhardy of us to allow you to continue racing, as you have expressed a view to do long circuit."

Maybe they thought that if I did well in the British Championships that they would have had little grounds to stop me racing long circuit. Their worry is that if I spin I could be in danger as I cannot, apparently, get out of the way. My answer to this is the following:

1. Drivers normally stay in their karts to assess the situation before moving.
2. When the track is clear I can push the kart like the wheelchair to the side of the track (in the worst case having only half the width of the track to push it) and then get out and go over the barrier. Undignified it might be, but effective.
3. Just about everybody spins completely off the track. How can you stay on at 100 mph? If the clutch is pulled in you can coast out of the way.

Apparently Dave Hockey, of Kart Committee fame, had been banned once as he drives with one arm, but he got his licence back!

Since I received my ban, Graham Miles of Tilbury Kart Club, who is also paralysed like myself, has been banned because of my disagreement with the RAC and he has been driving for six years.

I personally believe that if I was a danger or a bad driver then a ban would be fair. However, as I am more than able to cope, why should disabled people be forced, (without the RAC observing me drive or consulting me at all) to accept a ban just because we are disabled people?

I have the backing of most kart officials and most karting people, such as Stuart Ziemelis, but their views and experience is brushed aside by the RAC.

I don't ask for any favours, I don't expect any, but I do expect to be treated just like anyone else. If anyone has any ideas, or can help in any way, please contact me at — 11 Pear Tree Avenue, Martham, Great Yarmouth, Norfolk.

Yours sincerely,
Gary 'Wheelie' Bennett

Dear Sir,

The girls at the RAC MSA would like to thank Bernard and Rowan Dewhurst for their kind gesture in presenting us with some 'bubbly' (which will be put to very good use this Christmas!) and would like to wish the Dewhurst family a very happy and eventful New Year..

Katrina

Dear Ed,

Having read a letter from a 'South East Britain Driver' in last month's issue I must assume him to be either misguided or misinformed, as far as his comments regarding Shenington Kart Club and how the Club aims to run the Senior Britain class next season are concerned.

I am a Shenington member, (writing independently of the Club). I am intending to race Senior Britain next year, having raced National since I started karting in May 1983. I was present at last month's meeting on October 21st. An informal meeting of those drivers intended to race Britain next season was held. We all aired our views on how we would like to see the Class run. We were also asked to write formally to the Club Committee expressing our views, so that they may be taken into consideration at the A.G.M. The Club will then decide how they will run the Class. It could be that the Class next year will be split into two divisions — one for those who wish to race the new 1985 regs, and another for those who wish (or perhaps they can't afford to change) to race the present 1984 regs — who knows? I personally would like to see 1985 regs, but with the following relaxations:

1. Those drivers, (who wish to) with good Carlisles be able to use them until it is necessary to change, then they should switch to Bridgestones.
2. To be allowed to run Carlisle or Goodyear wets in addition to the listed Bridgestone version. A set of Bridgestone wets are very expensive. If a driver still wishes to use Carlisle or Goodyear wets, why shouldn't he/she? It only adds to the cost of changing to the 1985 regs, *having* to buy Bridgestone wets, doesn't it? An unnecessary cost I think. Okay, if you wish to be competitive, switch to Bridgestones, as they are 2-3 seconds a lap quicker than a Carlisle or Goodyear but, from a personal angle I can't afford a set — yet! I'm only racing for fun, so I don't really mind losing 2-3 seconds a lap in the wet. Anyway, I've only used my current set of wets once, in a heat, since I've been racing.

Another point where I think the 'South East Driver' is wrong, (why didn't he give his name?) is in his statement that 'N' ports can be filled. I understand this to be illegal, as it constitutes 'adding material'. It seems not to matter that one is effectively putting material back from where it was originally taken! Perhaps clarification from the R.A.C. would be appropriate here?

Shenington are giving the opportunity to the Club members to decide how they would like to see the new rules implemented. Perhaps the 'South East Driver' would like to write to the Club expressing his views. I am sure they would be taken into consideration. As far as I know, no vote has been taken, nor any firm decision as to how Shenington will run the Senior Britain class next season.

Michael Sheppard
6 Shayer Road,
Shirley,
Southampton

Dear Sir,

I am replying to the annoymous (why?) letter in last month's issue regarding Senior Britain racing at Shenington. We, as a club, have tried to keep the class popular and cheap while the last three years' Blue Book changes have not helped. The Britain grids at Shenington this year have shown that we have been successful in keeping entries, unlike many other circuits.

This season we have run to 1984 Blue Book in all aspects except tyres. It now appears that Carlisles will no longer be obtainable, so we will be forced next year to run 1985 tyres. As a temporary measure, we may run a sub-class for 1984 engines and Carlisle tyres, if there is the demand.

On the engines front, the position has been very confused. Our latest understanding direct from the RAC is that filling N. Ports will be written into the Blue Book as being legal, which should avoid throwing away all the present liners, thankfully.

Our aim has been to give the 100 Britain drivers

full grids and good close racing at a lower cost than 100 National. Our interpretation of the regs has certainly achieved this in the past. Let us hope that the 1985 regs for the class have the same effect, though I have my doubts.

Yours faithfully,
S. G. Pain
Chairman,
Shenington Kart Racing Club

Dear Sir,

I would like to express my thanks to all the people who made the season so memorable for me. First of all to Bruno Ferrari for his ultra-quick equipment and for standing by us through all our problems. Also it was Bruno who helped us get out of a very awkward situation when we were on our way to the Junior World Championships. It concerned the French customs which resulted in having to pay a pretty hefty fine, something for which I cannot thank him enough. Also to Steve Miller for helping us at the last round of the Super One and most of all at the Junior World. I don't think my Dad and I would have been able to survive without him — thanks again Steve. Lastly to my Mum for her support, all the Ohs and Ahs and to Dad's excellent knowledge and words of encouragement, such as 'You're driving like a bloody fairy!' Without such I would never have been able to do it. Thanks again.

Regards,
Jamie Kavanagh

Dear Sir,

I would like to say thank you to everyone who has helped me to win the DMA 210 Challenge.

Dave Atkinson for donating the trophy; Barbara Hunter who has had the unending task of compiling the points and distributing the paperwork, everyone (too numerous to mention individually) who has donated prizes and the large number of sporting 210 drivers with whom I have raced — I hope to compete with them again next year!

Lastly I must say thank you to my father, as without his transportation and 'pushing', I would not have finished at the top!

Many thanks to you all,
Best wishes,
Paul Woodward
DMA 210 Challenge Winner — 1984
6 Spur Way,
Upper Stratton,
Swindon, Wilts.
SN2 6JU

Dear Sir,

May I, through the pages of your magazine, thank the following people for all their help during the last season. It was very much appreciated.

SRS Racing

Stratos Leisure

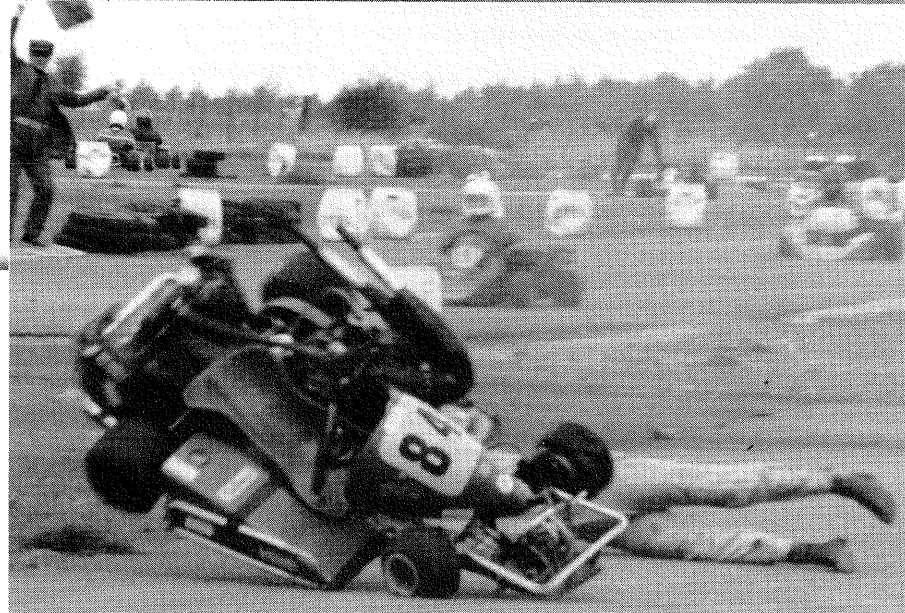
With special thanks going to Skoda (Great Britain) Ltd for their continued support and Andy Lovell for supplying the superb Lancer chassis.

Yours sincerely,
Les Cooper



THE RIGHT PLACE AT THE RIGHT TIME (WITH A CAMERA)

.....By DOUG REES



250 NATIONAL

The 250 National was a J. Ottery benefit, winning his three heats.

Heat 1 had R. John in second spot from J. Jones and L. Phillips. D. Mitchell was moving up and was third on lap 3, and second lap 4. J. Jones and L. Phillips were having a tussle with J. Jones getting third spot on lap 6 ahead of R. John. On lap 9 R. John came to a halt but got going again to finish a lap down.

Heat 2 and J. Jones led for 3 laps before J. Ottery took over. D. Mitchell was third until R. John came up to take the spot from him. D. Devonald finished fifth.

Heat 3 saw J. Jones come up to dispute second spot with R. John. The spot changed hands several times before R. John took it with J. Jones in third and D. Devonald fourth.

250 INTERNATIONAL

The 250 International was led off by P. Jenkins but A. James took the lead on lap 3. On the next lap A. Paxton relegated P. Jenkins to third place, while S. Roberts moved up to fourth ahead of D. Jones. S. Roberts began to challenge for third spot on lap 8 and at the bottom hairpin found there was't as much room as he thought there was. P. Jenkins was spun through the bales but S. Roberts managed to keep going to take third.

Heat 2 was led by A. Paxton from I. Davies and S. Roberts. I. Davies took the lead on lap 6 and at the flag it was I. Davies, A. Paxton, S. Roberts and P. Jenkins. A. James struck trouble and finished a lap adrift. The trouble was terminal as he did not appear for the third heat or the final.

Heat 3 saw I. Davies lead off with P. Jenkins ahead of A. Paxton and I. Kato. On lap 7 I. Davies came to a stop with A. Paxton passing P. Jenkins to take the lead. D. Jones also passed I. Kato on this lap to settle in third spot. They kept this order for the remainder of the heat.

210 NATIONAL

The 210 National had T. Thacker lead from flag to flag. C. Morris was second from E. Thomas and A. Worton until lap 7 when E. Thomas moved up to second spot. C. Morris promptly took it back again on the next lap, only to slip back to fourth place on the last lap. E. Thomas was second from A. Worton.

Heat 2 had E. Thomas lead from flag to flag with A. Worton in second spot. D. Thacker was third until lap 7 when he came to a stop letting T. Thacker into third. I. Sutton was fourth from L. Sifleet.

Heat 3 and again E. Thomas was the flag to flag leader with T. Thacker second throughout from A. Worton and D. Thacker. R. Perkins was fifth.

THE FINALS

JUNIOR NATIONAL and JUNIOR BRITAIN

The Junior National final was won by M. Collard from S. Terry.

In the Junior Britain final J. Griffiths grabbed the lead and although chased hard by A. Coles kept it for the 15 laps. S. Baker was third from W. Malkin. A. Phelps managed only one lap before coming to a halt. L. Middleton was fifth but one lap adrift.

100 NATIONAL

In the 100 National final no one hung about, with the talent there no one could afford to. A. O'Hara took the lead with C. Brown on his rear bumper. D. Francis was third from J. Cotterall, P. Stephens, R. Chuter and K. Summerill. By lap 3 A. O'Hara and C. Brown were still battling for the lead but P. Stephens had got up to third spot relegating D. Francis to fourth followed by K. Summerill, R. Chuter and B. Benham. On the next lap P. Stephens came to a tyre smoking stop. The front half of the field had settled down until lap 8 with W. Davies in seventh place ahead of his brother K. Davies and R. Tout. J. Cotterill who had some misfortune that returned him to the rear of the field was

fighting his way forward and was in 17th place. On lap 9 A. O'Hara and C. Brown had a coming together in the chicane that stopped both of them. They both restarted without too much loss of places but C. Brown had to retire, bitterly disappointed. D. Francis was now in the lead with K. Summerill still giving him an argument, R. Chuter in third from B. Benham and W. Davies. A. O'Hara miraculously was in seventh. D. Gibbs moved ahead of R. Tout on the next tour, but A. O'Hara was looking for ways forward and was sixth on lap 11 and fourth on lap 12. On this lap K. Summerill flipped spectacularly out of the race to retire, happily with no personal injury. B. Benham had also moved ahead of W. Davies and into third. By lap 16 A. O'Hara was in third and ahead of R. Chuter and in second on the next lap, K. Davies had got back into fourth ahead of B. Benham. J. Cotterill was in ninth spot. On the penultimate lap A. O'Hara took the lead with R. Chuter following him past D. Francis. At the flag W. Davies was fourth, K. Davies having passed B. Benham for fifth place. R. Tout was seventh ahead of J. Cotterill.

125 NATIONAL

The 125 National final was led by R. Robinson on lap 1 from M. Morris, J. Williams, K. Bisp and A. Bunday. M. Morris took the lead on lap 3, K. Bisp having moved up to third and A. Bunday to fourth. M. Allen had passed K. Tibbs and was pressing J. Williams, to take fifth spot from him on the next lap. On lap 7 P. Henderson passed K. Tibbs and J. Williams to take sixth while K. Tibbs had pushed J. Williams down one more place. M. Allen was on the move again and passing A. Bunday on lap 9 in fourth place. On the next lap R. Robinson came to a halt and M. Allen took over his third spot, A. Bunday passed him on the next lap and settled in third spot. On lap 12 M. Allen joined R. Robinson on the sidelines, while R. Thomas passed J. Williams. K. Bisp, who was in second place from the demise of R. Robinson, held that position to the flag. The finishing order was M. Morris, K. Bisp, A. Bunday, P. Henderson and K. Tibbs.

210 NATIONAL

The 210 National final saw E. Thomas in the lead on lap 1 from T. Thacker, A. Worton and R. Perkins. T. Thacker took the lead on the next lap relegating E. Thomas to second spot. C. Morris had passed R. Perkins and D. Thacker to take fourth spot. L. Sifleet came up to fourth on lap 4 passing D. Thacker. R. Perkins had come to a stop on the second lap. On lap 9 C. Morris moved into second place ahead of E. Thomas and into the lead on the next tour. L. Siflett and D. Thacker had a bout of place swapping with D. Thacker settling in fifth place until the last lap when he came to a stop. At the flag it was C. Morris, T. Thacker, E. Thomas and A. Worton.

250 NATIONAL

The 250 National final was led from flag to flag by J. Ottery with J. Jones in second place. R. John and D. Mitchell disputed third spot throughout the final. The place changed hands several times with R. John grabbing it on the last lap. L. Phillips was fifth from D. Devonald and J. Thorne-Jones.

250 INTERNATIONAL

The 250 International final was led throughout by I. Davies. A. Paxton held second spot from P. Jenkins for nine laps, S. Roberts coming up to fourth ahead of D. Jones. On lap 10 Jenkins took over second spot and on the next lap A. Paxton slipped back to fifth promoting S. Roberts to third and D. Jones to fourth. On lap 13 S. Roberts moved into second spot while A. Paxton disappeared from the race. M. Whyte now came up to fifth spot. At the flag it was J. Ottery from S. Roberts, P. Jenkins, D. Jones and M. Whyte.

Cardiff Kart Club would like to thank Fordthorne Motor Company for their sponsorship.

Harry Maund

CLUB SCENE

JUNIOR BRITAIN

1st J. Griffiths Jeta/Dap T80 JM
2nd A. Coles Jeta/Dap
3rd S. Baker BM/Arrow

JUNIOR NATIONAL

1st M. Collard Hutless/Sirio/Komet

100 NATIONAL

1st A. O'Hara Sprint/Parilla
2nd R. Chuter Wright/Carr Parilla
3rd D. Francis Kali/Yamaha

125 NATIONAL

1st M. Morris Zip GP/SRS Rotax
2nd K. Bisp Barlotti/KMP Rotax
3rd A. Bunday Zip/Rotax

210 NATIONAL

1st C. Morris Zip GP/APV Villiers
2nd T. Thacker Dino/Villiers TT
3rd E. Thomas Zip/Villiers

250 NATIONAL

1st J. Ottery Zip/Yamaha
2nd J. Jones Zip/Cross Yamaha
3rd R. John Zip/Cross Yamaha

250 INTERNATIONAL

1st I. Davies Zip/Rotax
2nd S. Roberts Zip/Yamaha
3rd P. Jenkins Zip/Yamaha

Kimbolton

SUNDAY, OCTOBER 14th

With the Schools' Karting Association joining the meeting and the club running races at the end of the programme for the Kelgate, Hunters and George Brown Challenge Trophy, we looked forward to a long day with 35 races in store.

JUNIOR BOOSTER/JUNIOR NATIONAL

Bobby Game proved unbeatable in the Booster Class heats, with Tony Hardy pushing hard but to no avail; Julian Chitty dominated the National. In the final, Game led from the green light to the chequered flag, chased all the way by Hardy and novice driver Daniel Stilp. Oliver Gavin had spun during lap three when lying in third and was unable to make up the leeway.

Julian Chitty was the first National home in fourth spot but could make no impression on the leading Boosters.

JUNIOR BRITAIN

The racing was fast and furious, with no quarter asked or given. Melanie Widdowson had a check up in the ambulance after tangling with Daniel Ribbons in the first heat, but reappeared for the final. There were three different heat winners — Glenn Taylor, Jamie Rhodes and Mark Hawkes. Rhodes was on pole for the final with the consistent Richard Wilson. Walton was first away followed by Rhodes, Hawkes, Harrison with Taylor forcing his way from the back to get into contention. These five soon pulled away from Ribbons, Gavin, Gordon and Mackender. On lap three Rhodes squeezed past Walton to take the lead and, on lap five, Taylor outraked Harrison at Stowe for fourth. With Harrison spinning out on lap seven trying a repassing manoeuvre, the result at the flag was Rhodes just holding off Walton, from Hawkes and Taylor, with Rhodes well back in fifth.

100 BRITAIN

The fast drivers in the heats were Victoria Phillip-Bates with two wins, Simon Richardson one and Gary Parker with two seconds. Victoria, from pole, took the ear-

CLUB SCENE

Carlos Maidana followed in line astern as they completed lap one.

Roscoe has certainly lost none of his 'charging' capacity since leaving the Superkart scene and by the end of lap two he was in tenth place and motoring well.

Nothing changed at the front for the first four or five laps with Kershaw extending his advantage to about ten lengths by the half way point. At the end of lap five the order was Kershaw, Bray, Crossley, Haywood, Duncan Bullock and then Roscoe. Maidana and Rimmer were next with a sizeable gap before Andy Fairless and Crankshaw came through. Throughout the remaining laps the man on the move was certainly Graham Roscoe and after seven laps he was up to fourth spot with his sights fixed firmly on Ron Haywood who was holding third.

Kershaw had no problem over the last lap and ran out a decisive winner, Wayne Bray was second with Roscoe third. Haywood held fourth from Crossley and Bullock.

210 NATIONAL/250 NATIONAL

With only a small entry in these two classes combined heats and final were the order of the day and from the three heats one name from each class stood out as likely winners of their respective finals.

The Barlotti of John Haigh totally dominated the 210 section, the Garstang driver winning all three heats comfortably to claim pole. The Phoenix of Bill Gibson almost matched that performance in the 250 National category with a couple of heat wins but Bill had to settle for second spot behind G. Rose in the third heat.

Only a small grid then lined up for the eight lap final and at the 'off' it was Bill Gibson who got the best of it to lead them into the first lap. Novice 250 National driver Alan Thomas got a good start and as one lap was completed he held second spot just ahead of the first 210 driver, John Haigh.

By half distance the field was very well spread out with Haigh holding a clear lead, in the 210 category, but about half the length of the straight behind the race leader 250 Nat Bill Gibson.

Rose and Thomas, both 250 Nats, were next on the road with Mike Edwards holding second spot in the 210 category.

Thomas went missing on the next lap, six, and for the remainder of the race nothing else changed. Gibson did manage to increase his lead though and finished the length of the straight ahead of second man on the road 210's John Haigh. Rose (250 Nat) held on to second spot in his section whilst the next two home were both 210's.

250 INTERNATIONAL

David Miles aboard his Phoenix/Yamaha dominated the three heats winning each in style and taking pole for the final.

Paul Taylor, on similar equipment, also looked likely to have a good final as he took a couple of second places and fifth.

Novice driver Mark Todd managed a second place to Miles in the second heat but looked to be having quite a struggle to keep the Rotax powered Zip in a straight line.

As the flag dropped to signal the start of the eight lap final it was no real surprise to see Miles take the lead into the first corner. Taylor and John Ashe had matched him in the drag off the line but Miles got the better of it early and by the end of one lap had pulled quite a cushion.

Kay, Williams and Monks were next up as they went into lap two but Miles was motoring well...and neatly...and by the close of lap four he had a good lead. All manner of things had happened elsewhere though during those opening laps. Taylor had gone missing, John Ashe was into...and out of...the pits with a broken gear lever and Mark Todd was producing huge clouds of smoke from his Rotax powered beast as he locked up at the end of the straight on almost every lap.

As the second half of the race progressed Miles was streets ahead of the rest. Kay had second spot from Williams and then Monks.

Ashe was back on the circuit and still managing to complete laps but the field was now well spread out.

Miles continued untroubled and took a comfortable victory with Kay in second spot the length of the straight clear of the next man...Williams.

Mike Smith

JUNIOR BOOSTER

1st Jason Worden Zip/Rutherford Arrow

JUNIOR BRITAIN

1st Alexis Peake Kestrel/Arrow

JUNIOR NATIONAL

1st Richard Smith TKM/Parilla

100 NATIONAL

1st Graham Kershaw TKM/TKM
2nd Wayne Bray Wright/Yamaha
3rd Graham Roscoe Sprint/Deavinson Parilla

125 P & R

1st Colin Kay Testbed/Minarelli
2nd Ian Waller Sprint/Honda
3rd Barry Fortnum Dino/Honda

125 NATIONAL

1st Keith Taylor Zip/Rotax
2nd Pete Morgan Zip/BR Rotax
3rd Richard Crump Phoenix/Rotax

210 NATIONAL

1st John Haigh Barlotti/Peak Revs Villiers

250 NATIONAL

1st Bill Gibson Phoenix/Yamaha

250 INTERNATIONAL

1st David Miles Phoenix/Yamaha

PHOENIX CHAMPIONSHIP RESULTS

100 National Graham Kershaw
125 National Gary Ashurst
125 P & R Colin Kay
250 International John Ashe

Pembrey

SUNDAY, SEPTEMBER 23rd

The 14th Welsh Championship was held at Pembrey on September 23rd. The entry of 76 was small for a championship but the appearance of drivers like Charley Brown, Jeremy Cotterill and Keith Summerill in 100 National, and Mark Allen, Keith Bisp and Andy Bundy in 125 National guaranteed some close racing. John Ottery in 250 National and J. Griffiths, S. Baker and A. Coles in Junior Britain also added interest to the meeting.

100 NATIONAL

100 National required four heats before the final.

Heat 1 was a flag to flag win for A. O'Hara, a portend of things to come. K. Summerill was second throughout from R. Chuter. D. Morgan held fourth for four laps before being passed by B. Benham on lap 4 and J. Cotterill on lap 6. D. Francis had been making progress during the heat and was seventh on lap 8 where he remained to the end. W. Davies had started off well in sixth spot only to slip back down the order to finish in thirteenth place. K. Davies finished seventh and D. Gibbs eighth.

Heat 2 was led initially by J. Westwood but on lap

2 D. Francis and P. Stephens passed him to take the lead and second place. While the lead was being disputed C. Brown was progressing through the field to challenge for third and on lap 4 took it. P. Stephens got past D. Francis on lap 5 but J. Westwood was now under pressure from A. Helps and relinquished fourth spot on lap 6. D. Francis and C. Brown were locked in combat for second place and C. Brown eventually achieved it on lap 9. R. Tout and J. Hogarth had been disputing the sixth place throughout the heat and R. Tout eventually got it. J. Cooke was eighth from R. Dickson.

In heat 3 D. Gibbs managed to keep P. Stephens at bay for just two laps before relinquishing the lead. D. Francis was third until he was passed by J. Cotterill on lap 3, A. O'Hara on lap 4, and C. Brown on lap 8. R. Chuter was seventh from B. Benham and A. Helps who had started off well in fifth place but had slowly gone back down the field to finish ninth.

Heat 4 was led off by W. Davies from C. Brown and K. Davies. By lap 3 C. Brown was in the lead and P. Stephens had come up from fifth to split W. Davies and K. Davies. On lap 5 P. Stephens was in second spot to remain there to the flag. A. O'Hara was making progress from a midfield ninth spot to fifth on lap 4 and third on lap 8. W. Davies was fourth from K. Davies, R. Tout and R. Chuter.

JUNIOR BRITAIN and JUNIOR NATIONAL

Again the Junior Britain and Junior National were combined, M. Collard winning his Junior National heats with no problems.

Heat 1 of the Junior Britain had J. Griffiths, however, and that was the finishing order. W. Malkin was a distant third from S. Baker who finished one lap adrift.

Heat 2 and the leading two positions were reversed, with A. Coles leading J. Griffiths home, S. Baker third from W. Malkin.

Heat 3 had A. Coles leading S. Baker with J. Griffiths in third from W. Malkin. S. Baker came to a stop on lap 8, promoting J. Griffiths and W. Malkin. Our local regulars, R. Phelps and L. Middleton had a poor day, R. Phelps having seizing problems which kept him out of two heats and L. Middleton, while completing his heats seemed a little down on power.

125 NATIONALS

A good field of 14 125 Nationals came out for the first heat and as the flag fell K. Tibbs grabbed the lead followed by M. Morris, K. Bisp, M. Allen and N. White. K. Bisp took the lead on lap 3 while P. Henderson moved up to fifth. On the next lap M. Allen and P. Henderson disappeared, moving N. White up to third, R. Robinson to fourth and C. Robinson to fifth. J. Williams appeared in sixth. Lap 5 saw K. Bisp come to a halt while M. Allen rejoined the race but one lap adrift. M. Morris now led from N. White, R. Robinson, C. Robinson and J. Williams, R. Thomas appearing in sixth. R. Thomas moved ahead of J. Williams on the next lap, while C. Hawkins passed A. Bundy. On lap 9 R. Robinson moved up to second spot, and the order was set for the last lap.

Heat 2 again was led off by K. Tibbs from J. Williams, K. Bisp and C. Hawkins. K. Bisp was in second spot on lap 2 and into the lead on the next lap. C. Hawkins was third ahead of J. Williams, R. Thomas and M. Morris. M. Morris moved into third spot while P. Henderson came up to fifth. On lap 8 P. Henderson moved ahead of C. Hawkins who came to a halt on the next lap. R. Robinson was now in fifth spot. On the last lap M. Morris passed K. Tibbs to take second spot. R. Thomas was sixth, J. Williams seventh and C. Robinson eighth.

Heat 3 was led all the way by R. Robinson from M. Morris, with K. Bisp coming up to third on lap 3. C. Robinson was fourth from N. White and K. Tibbs. K. Tibbs moved up to fifth on lap 5 and fourth on lap 8. C. Robinson finished fifth, P. Henderson sixth and N. White seventh.

KELGATE KART ACCESSORIES

Murdock Road,
Manton Lane,
Bedford

BEDFORD
(0234) 213167

*Wish you a Happy Christmas and a
Fantastic Season in 1985. To all
Customers auld and new.*

Give us a ring for all the latest developments



**We hold the
largest stock of
genuine Rotax
parts in Britain
(over 1200 lines)**



TRADE ACCOUNTS WELCOME

● TRY US FOR SERVICE ●



Andover Norton Limited
West Portway,
Andover,
Hampshire SP10 3LF

Telephone:
(0264) 50855

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.

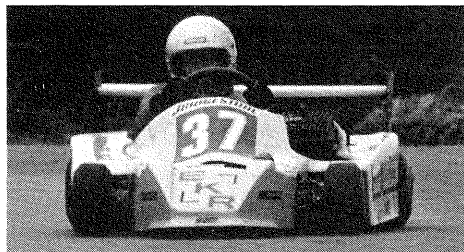
*Production runs and one-offs
undertaken.*

All enquiries welcome

**Unit 6,
Marshgate Drive,
Hertford.
HERTFORD 552809**

EURO KART Racing

RACE TUNED ENGINE SPECIALISTS



FOR SALE: Derek Price's 125 GP Rotax, as 1st Mallory Park, October 1984 plus lap record.....P.O.A.
Also EKR tuned Rotax engine for sale£450
ENGINE TUNING AT THE VERY BEST FOR RELIABILITY AND SPEED

Full machine shop facilities for preparation and tuning; of:

**ROTAX 125
ROTAX 256
YAMAHA & HONDA**

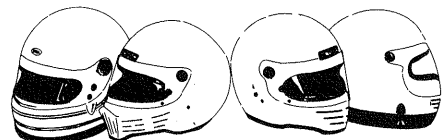
Helecoiling, Crankshaft servicing, Cylinder honing & boring, Gearchange conversions.

FULL SPARES BACK-UP

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

HELMETS FOR '85!

All snell 1980



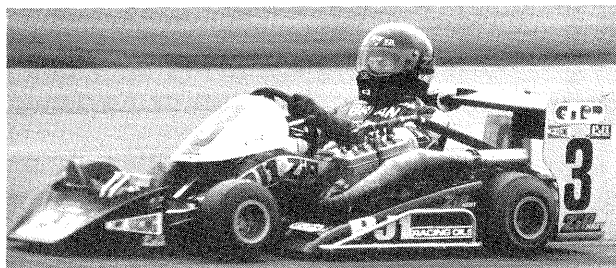
NEW
SIMPSON 82 CARBON FIBRE
.....£199 + VAT
SIMPSON 33 ORIGINAL STAR WARS
SHAPE£180 + VAT


NEW
G.P.A. NARROW/WIDE WINDOW
.....£199 + VAT
BELL M.2.£199 + VAT

HALF PRICE
BELL M.1. 6¾-6½-7 only £89.00 + VAT



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).....P.O.A
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.

CLUB SCENE

for only 6 laps and lacked only one thing — headlights — for at the end of lap 6 Clerk of Course Sid Harris hung out the flag when the order was Finnie from Bishop and Adams, and this was to be the last final of the day.

100 NATIONAL 'A'

Again a good entry appeared at the Kartway including some well known names not usually seen at Snetterton.

Heat 1 — Robbie Adams took an instant lead from Gordon Chenery and Paul Perry from Lee Cranmer and Ashley Sinclair. By lap 6 it was still Adams out in front from Cranmer who had just demoted Chenery from Sinclair and Dave Banbury. Lap 8 saw a precise set move from Cranmer to take the lead from Adams and Chenery followed with Dave Banbury next up. The order at the flag was Cranmer, Chenery, Adams, Banbury, Gage and Sinclair.

Heat 2 — Cranmer looked set for another victory leading from lap 1 to 4 but he went missing the following lap with the order Mick Mayers from Gage, Gannon, Sinclair and Pettit. By lap 8 the order was still Mayers from Gage, Pettit and Sinclair and that was the order at the flag.

Heat 3 — From the start it was Dave Banbury who took a lead which he held until lap 5 from Pettit, Ledworth, Perry and Bob Kett. Lap 6 saw a new leader in Graham Pettit from Banbury, Perry and Bob Kett who had come up through the field. At the flag it was Pettit from Banbury, Kett, Mayers and Perry. Unfortunately failing light denied the 100 'A' drivers a final and trophies were awarded on aggregate points scored which produced a victory for Mick Mayers.

JUNIOR BRITAIN

1st Steven Webb	Spyda/Arrow
2nd Oscar Newman	Kali/Arrow
3rd Ian Smith	Cord/TKM
4th Simon Reeks	Sprint/Arrow
5th Neal Gordon	Wright/TKM
6th Dean Caswell	Zip/FE Arrow

JUNIOR BOOSTERS

1st Gavan Kershaw	Lancer/Arrow
2nd Mark Thomas	Dart/Arrow

JUNIOR NATIONAL

1st Emily Newman	Kali/Parilla
------------------	--------------

125 NATIONAL

1st Colin Poole	Zip/Rotax
-----------------	-----------

210 NATIONAL

1st Geoff Hoden	Zip/Upton
-----------------	-----------

SENIOR BRITAIN

1st Chris Hogben	Kestrel/BPH Arrow
------------------	-------------------

100 NATIONAL 'B'

1st Mick Finnie	Zip/Parilla
2nd Tim Bishop	Dart/FE TKM
3rd Dave Adams	Zip/TKM

100 NATIONAL 'A'

1st Mick Mayers	Dart/BPH Arrow
2nd Lee Gage	Wright/Yamaha
3rd Robbie Adams	Zip/Parilla

Entries at Bolton Kart Club meetings this year seem to have settled at around the 120 mark and for their October 7th event a similar number had signed on. Once again a good sprinkling of novices were included in the entry with just 20 of the black plated drivers taking part. The meeting was the final round of the Phoenix Karts Championship and a nice array of trophies was displayed for later distribution.

Although the best of the scorching hot summer had left the North West the day was quite reasonable.... dry but a little cold.

Both Jim and Kurt Luby had decided to sit this one out, literally... in the comfort of the team coach and watch the proceedings from the other side of the fence.

Former Superkart driver Graham (Rocket) Roscoe was present and contesting the 100 National class. He appears to be thoroughly enjoying his return to the 'roots' of karting and as you will see later he gave quite a good account of himself.

JUNIORS

The youngsters were the first out on the track when the finals got under way and on pole sat Junior Britain Alexis Peake aboard his Kestrel Arrow. A win and two seconds had earned him that spot whilst his front row partner, Junior National Richard Smith had gone one better on number of wins but had managed only a fifth spot in his third heat. The second row was occupied by two Booster Class entries...Jason Worden and Stuart Capstick both getting top five finishes in the heats. All finals were reduced from ten to eight laps and as the starter sent this one round for a second rolling lap numerous marshalls and helpers had an extra few moments to get themselves into position. A satisfactory formation was achieved second time round and at the off it was Alexis Peake (Brit), Richard Smith (Nat) and Jason Worden (Booster) getting the best of it to lead into the first corner. For three laps that was how the order at the front remained but then at the end of the straight starting the fourth lap Richard Smith found a way through and led for the rest of the race.

Paul Morris (Nat) was holding fourth spot behind Worden with Brit Steven Cook-Martin next ahead of Cathryn Lord who was also Britain mounted. As Smith held his place at the end of lap four the length of the straight separated the first four runners from fifth place Cook-Martin.

By lap six Smith had turned it on just a bit more and was well clear of the battle for second place between Worden and Peake.

The two remaining laps produced no changes to the leading order with the TKM/Parilla of Smith winning comfortably. The first Brit home was Alexis Peake and his Kestrel/Arrow whilst Jason Worden upheld Booster Class honour with his Rutherford Arrow powered Zip.

Cathryn Lord persevered to the end and finished not just under one flag as normal but with a flourish from four...the Union Jack...the chequered flag...the blue flag and the green flag. A nice touch from the startline lads and her efforts were further rewarded later when the Club presented her with a small trophy.

125 P & R

The alternative 125 class continues to grow and for this meeting a good entry of 26 names was included in the programme allowing for separate heats and a final.

After three heats the Zip/Honda of Chester's Michael Fowler occupied pole position after a win and two third places.

Barry Fortnum's Dino and Ian Waller's Sprint completed the front row, both being Honda powered. Steve Shirley and his Yamaha shared the second row with the Phoenix/Minarelli of Justin Boyce.

With a good sized grid lined up to the satisfaction of the starter the flag was dropped and eight laps of

good P & R racing got underway.

Pole man Fowler got the best of it initially and led the pack into the first corner. The Testbed/Minarelli of Colin Kay was soon carving through the field from a seventh row start and as the first lap was completed the Goole driver was up to third spot behind Fowler and Ian Waller. Justin Boyce and Barry Fortnum came through next to lead the pursuers into the second tour.

Kay was really motoring through and during the course of that second lap he secured first spot. Steve Shirley had fourth place at the start of lap three ahead of Fortnum, Boyce and Needham. There was then a small gap before the Phoenix of Chris Clark appeared.

By half distance the leading four...Kay, Fowler, Fortnum and Waller had eased away from the rest with Shirley leading another group including Boyce and Needham.

Lap six and Waller had fallen behind just a little but that situation did not last long for as lap seven was completed he was right back with the leaders...in third place...just ahead of Fortnum. Both Boyce and Needham had got the better of Shirley and there was then more clear tarmac before Novice Robert Hesketh came through.

With just one lap remaining Colin Kay held on to his lead to take the honours with Waller in second spot after a fine recovery. Fortnum held third from Fowler.

125 NATIONAL

With no Kurt Luby nor Mark Webster to contend with it was the turn of Leeds based Richard Crump aboard his Phoenix to claim pole position for the final.

The Zips of Keith Taylor and Gary Ashurst shared the front row with Stephen Finnegan (Phoenix) and Ken Gill (Zip) on the second row.

The man who got the best of it at the 'off' was Taylor but Crump and a fast starting Phil Middlehurst were not too far away and at the end of one lap that was the order of the first three. Pete Morgan, Andy Blakeley, Brian Linley and Ken Gill led the rest but for the first couple of laps there was nothing in it.

By lap three however a pattern had emerged.... Taylor, Crump, Morgan and Middlehurst had edged away from the next group which was being led by novice Andy Blakeley. Linley, Cowell, Gill were next up.

Into the second half of the race and Taylor began to make his mark pulling out a five kart length lead over second placed Crump. Morgan was still in there fighting for second spot with Middlehurst being shadowed by Cowell.

By lap seven...one to go...Middlehurst had gone and the order was Taylor...Morgan and Crump side by side...Cowell who was the length of the straight clear of Linley, Gill and the rest.

Nothing changed over the last lap and Taylor ran out a comfortable winner. Morgan just had the edge over Crump at the flag whilst Cowell comfortably held on to fourth.

100 NATIONAL

After four heats, four different names topped the result sheets. Frank Crankshaw, Graham Kershaw, Wayne Bray and Graham Roscoe each managed to win during the qualifying session.

Kershaw was the one to supplement his win with sufficiently high placings in the other heats to earn pole position for the final. Crankshaw found himself in the 'B' final but due to the fact that only five were left running in that, the race was shortened and Frank duly got his place in the final proper.

Bray also performed well in the other heats and he joined Kershaw on the front row. Roscoe meanwhile had not enjoyed such good fortunes and he started the final from the tenth row.

Eight laps then were on the cards and as the starter sent them on their way Graham Keshaw got off the line superbly to lead into the first right hander. Bray Robert Crossley, Ron Haywood, Eric Rimmer and ►

3 Sisters

SUNDAY, OCTOBER 7th

Bolton Kart Club,
Membership and Race Entries to:
Mrs E. Price,
26 Walnut Street,
Bolton.
Telephone: 0204 28630

Snetterton

SUNDAY, OCTOBER 28th

It was a very busy weekend for the Norfolk & Suffolk Kart Club who staged an 'Open Day' at the Snetterton Kartway on Saturday 27th October to enable 'would be' karters the opportunity of viewing the machinery at close quarters and to encourage new membership. In addition the 'Eastern Evening News' were present and are working on a full feature article on the club and karting to be published in the near future.

Whilst the 35 drivers who took on Saturday afternoon experienced springlike sunshine and clear skies, Sunday dawned a cold, wet and overcast day shortened even more by the inception of official wintertime, which finally brought the meeting to a chaotic end without time to complete all of the day's finals.

JUNIOR BRITAIN

A grid of seventeen made it one of the best entries of the season and for the faster men there were a few traffic problems, but in general discipline was good.

Heat 1 — It was Mark Marchant from the flag followed by Oscar Newman, Webb, Smith, Caswell and Whittemore. By lap 3 Newman had deposed Marchant and Webb, Smith and Caswell followed. Lap 5 saw Marchant drop to 3rd and Webb slot in behind Newman, Smith and Caswell in 4th and 5th were having a battle royal swapping places almost every lap. At the flag it was Webb, Marchant, Newmand, Smith, Caswell and Neal Gordon.

Heat 2 — This was dominated by the same top names. This time it was Caswell from the flag from Webb, Newman, Marchant, Smith and Whittemore. With semi-dry conditions the faster men were experiencing 'chunking' problems all having opted to still run on wets. By lap 4 Webb took Dean Caswell and Newman and Marchant were swapping places observed by Ian Smith in 5th spot and Stuart Bridges joined the top six. Lap 7 saw Marchant retire with a broken stub axle thus the order was Webb, Caswell, Newman, Smith, Bridges and Pitchel. With Webb and Caswell pulling away from the rest no-one could make an impression on the two leaders. At the flag it was Webb, Caswell, Newman, Smith, Stuart Bridges and Jonathon Cleeve.

Heat 3 — This finally got away after 3 or 4 attempts and finally clerk of course Sid Harris decided to re-grid the whole field following a spin on one of the rolling laps by pole man Jonathon Pitchel, and much evidence of grid jumping. Finally there were away and it was an amazed new boy J. Pitchel who lead lap 1 from Stu Bridges, Ian Smith, Steven Webb and Neal Gordon. By lap 3 Webb had disposed of Pitchel who was literally buried into the earth and tyres, Oscar Newman had taken 2nd spot from Smith, Caswell and Stu Bridges, heading off Darren Whittemore, completing the top six. The order remained the same to the flag.

Final — With fading light it was decided to run a combined Junior final and a maximum grid commenced the rolling lap a bit like the 'Indy 500' and from the drop of the flag it was again Webb, Newman, Caswell, Smith, Stu Bridges and Whittemore at the end of lap 1 when the unfortunate Dean Caswell had to stop to dislodge a large stone which had become jammed in his floor tray and had to rejoin at the back of the field. By lap 5 the order was Webb, Newman, Smith, Bridges and Whittemore. Over the remaining 5 laps in fading light lap scoring became even more difficult with white, black, red and blue plates with duplicated numbers to contend with, added to which there were a number of minor crashes. The final outcome was Webb, Newman, Smith, Simon Reeks, Neal

Gordon and after regaining ten places Dean Caswell finished 6th.

JUNIOR BOOSTERS

With the usual two novice Booster drivers it was a case of either 1st or 2nd and the heats went two to one in favour of Mark Thomas. It was however Gavan Kershaw who won the final.

JUNIOR NATIONAL

With Emily Newman on hand she was clearly the lady to beat and no-one actually managed that task despite some gallant efforts.

Heat 1 — This was taken by Emily from Jason Baker and Clair Ledworth.

Heat 2 — Emily again claimed this heat after an early challenge from Jason Baker.

Heat 3 — Again this went to Emily Newman and Jason Baker presented the only real challenge.

The final run alongside the Jun. Britains finished with Emily Newman a convincing winner from Clair Ledworth and Jason Baker.

GEARBOX

With 14 entries for the combined gearbox class things looked encouraging but for various reasons the actual number of drivers who appeared was slightly less than first envisaged. Colin Poole emerged a comfortable winner in the 125cc class followed by Ron Bantorpe. Colin Breeze from Kings Lynn piloted his Standard Capital Finance Zip outfit to yet another victory in the 250cc National Class and overall victory for the day. Circuit faithful Paul Waters took the 250cc International and Geoff Hoden the 210 National class.



Steven Webb, Junior Britain

(pic: Steven Fairgreive)



Junior National winner — Emily Newman

(pic: Steven Fairgreive)

SENIOR BRITAIN

A surprisingly good entry emerged in this class and we had 3 winners for 3 heats, heat 1 going to Chris Pollard. Heat 2 was claimed by Chris Hogben and Jamie Thompson's turn for victory came in heat 3. As there was insufficient light to run the final, trophies were awarded on aggregate points scored for the day and on this basis it was Chris Hogben who claimed a well earned victory.

100 NATIONAL 'B'

Here we had a maximum grid with good racing.

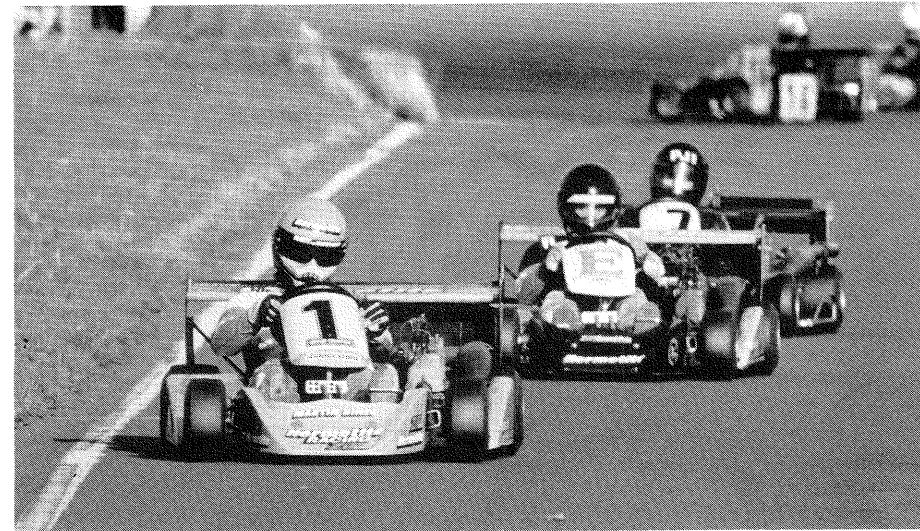
Heat 1 — The early leader was Stuart Sampson from Tim Bishop and Brian Mulhearn. By lap 5 Tim Bishop was race leader but went missing on the following lap when the order was Mulhearn, Finnie and novice Anthony Kirton. The final order of heat 1 was Finnie, Kirton and Martin Church.

Heat 2 — It was Mick Finnie from Stuart Sampson and Tim Bishop at the end of lap 1 and the order remained the same until lap 5 when we had Sampson, Finnie, Stevens, Bishop and Anita Sampson. The order remained the same until lap 9 when Anita got the better of Tim Bishop and as they crossed the line the order was S. Sampson, Finnie, Stevens, A. Sampson, Bishop and Kirton.

Heat 3 — A flag to flag victory for Martin Church with his main opposition coming from Mick Finnie, Tim Bishop and Stuart Sampson. At the flag it was Church, Finnie, Bishop, Mulhearn and Nicholas. It was established that Stuart Sampson was running incorrect tyres and thus all the well earned points were taken away.

Final — This produced some spirited racing albeit

THE RED BARON!



Hines (1), during the Formula E final, leads Gange (E) and Goff (7).

Martin Hines ended the season on a high note by winning the Central Kart Club Championships for Formula E. Roger Goff came a very close second whilst Reg Gange chased him home. 210 National was dominated all day by Andy Martin, but credit must go to Graham Sykes with a fine performance for second place. Mike Doble, the 'Red Baron' of G.P. fame did exactly the same in 250 National, followed by a flying Rob Hipkin and Slush Puppie's John Atherton. 125 National had to be the event to watch as EuroKart's Derek Price gave a fine display of driving ability by claiming victories in both his heats before going back on stage and led home a scrapping Stuart Ziemelis and Kurt Luby.

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

AROUND AND ABOUT

One hundred and thirty plus, including late entries, turned out for the final long circuit event in the 1984 U.K. calendar. The weather was more akin to summer than the chrysalis to autumn, it raised everyone's spirits and brought out a fair sprinkling of spectators to enjoy the racing and take in the pleasant aspect of Mallory Park. There was rich reward to be gained by trying hard to earn good finishes — £3,000 of Central Kart Club money was up for grabs — incentive enough to bring out the triers in force. As Ian Shaw put it after the event: "I may not have won the British Championships, but I've probably won more money than anyone else in the class this year!"

It was also time for innovation and experimentation — Alan Cheetham of Peak Revs fame sported the water-cooled KTM, which is a possibility for the 250 National class when it goes water-cooled next March. The oddity about the situation was that Alan had to race with the Formula E class rather than his own National compatriots. It would have seemed more in order to allow him to compete with his fellows and justify a proper feasibility study, thus carry out a true comparative analysis, as was the case at Cadwell during the Le Mans weekend. That, however, is bye the bye..... The KTM is a very neat little package and Alan performed well in the final, taking a good tenth place among his Formula E contemporaries.

On the 1st November the 125 rotary valve MAC

Minarelli came of age and joined the Rotax legion. Again it is still early days to offer a quantitative analysis of the engine's potential. The Phoenix concern of Jim and Kurt Luby on the other hand seem, quite understandably, convinced that the Minarelli will be a tour de force during 1985. It might be pertinent however to view such aspirations with tongue in cheek, but one thing is certain, Jim Luby, a man devoid of achievement vanity, will have his nose to the grindstone to ensure the Minarelli will be as quick and reliable, if not more so, than any other power unit in the 125 National class.

More news, this time on the Formula E front, is that current 250 National British Champion, Derek Rodgers, is to forsake the singles and revert to the twins which he raced several years ago. Derek left Superkart as a matter of economics — 250 National was the class he chose and he joined at a time when the class was probably at its lowest ebb ever. His efforts, along with those of Adrian Lumb, to promote the class through the two years reign of the National Drivers' Championships, did more good than even those erstwhile prophets could have hoped for. The association with Leaside Tyre and Exhausts during the 1984 season brought a lot of backing for the Peak Revs clan, but expansionism seems one of the prime motivators of Leaside boss, Philip Glencross, who sees a move next year into Formula E a step in the right direction. It could very well be a trial move only and a sensible

view to adopt, when one considers the financial outlay involved and the competitiveness of the 'new game'. Whatever, best wishes are offered to all concerned.

Saturday gave ample practice time to those wishing to take advantage of the Club facility — not least Bedford's Roger Goff who put in a full session, until a front spider defaulted and left a very disconcerted Goff to pick up the pieces and ponder his prospects for the Sunday. The first day of the new week highlighted another terminal racing condition and gave the amiable 250 National exponent, Paul Sadotti, little cause to rejoice when a couple of head studs left him with no option but to enjoy the action from the sidelines.

THE HEATS

Again the 125 National entry of some seventy-five drivers necessitated split heats and a qualifier and theirs was the first class to take to the circuit for its series of eight lap heats. It was to be a day for 'Who's Who' and the definite 'Who' in the 125's was EuroKarts' Derek Price. No one can doubt the tenacity of Derek Price, from his Superkart days to his more recent forays in this single-cylindereed class — he won both his heats which set him up for a guaranteed pole position in the final. However, the victories were not easily earned and Derek had to fight all the way. In the first outing Colin Poole grabbed the lead initially, whilst Kurt Luby, Phil Margerison and Price fought for the front. Poole eventually ceded the lead, allowing Margerison to gain the advantage from Luby — just — as these two engaged in a furious struggle over the front spot. Such was the ferocity of the struggle that Luby opted for sanity over insanity and Price went through to offer himself up for martyrdom and fought a race-long battle with Margerison who must have had a prior arrangement with the Gods, the number of liberties he took with his and others' lives. The result was a victory for Price who had started from the rear of the grid, a second for Margerison and a third for Luby. Colin Poole, Chris Stoney and Julian Burleton completed the first six.

The next Price tournament began with Malcolm Clark, Colin Mills and Kurt Luby breasting the front row into Gerrards, but Price, again starting from well down the grid, wasn't about to let the grass grow under anyone's feet, least of all his own. By the time they hit the back straight looking towards the Lake Esses he was lying close behind leader Luby and Malcolm Clark. That situation was to alter dramatically when Price thundered out of the Elbow in the lead, with Luby and Clark on his heels. Mills was next up, followed by the quixotic Margerison and Scotland's Peter McCallum. The duet at the front between Price and Luby was well orchestrated, neither giving an inch and Luby trying his utmost to unseat the EuroKarts man. As the dust settled around the chequered flag, Price took his second victory. Luby was a close second and Margerison third after fighting his way determinedly through. Peter McCallum, Colin Mills and Jeff Johnson also made the first half dozen.

The avid 125 followers were treated to another couple of heats with just as much nail-biting action. The infrequency of Roy Patterson's excursions is a great pity, let's hope next year sees him out on the circuits on a regular basis. Another good man at the 125 wheel is Gary Ashurst who is not afraid to pit his strength against the best of them. It was Ashurst who was first away, leading Wilcox, Patterson and Ziemelis, but Patterson was the man to forge his way through and force the issue with Ashurst. Ashurst, however, fought a good battle to keep Patterson at bay to the flag. McCallum, in this mixed doubles set, took third, as Blake, Hart and Ziemelis followed him to the line.

The last outing saw virtually the same protagonists on the stage and this time Ashurst did well to hold the throng at bay, for a little while at any rate, until Chris Stoney exerted his authority on the proceedings after a serious clash with Patterson and took the flag. Ziemelis held on well for third ahead of Steven Key, trying to emulate his French form, Colin Poole and a surprisingly low-placed Stephen Coward.

210 National fielded a total of sixteen and there was certainly no cries in the wilderness concerning competition within the class. The CKC Aero Villiers of

Andy Martin was to prove untouchable during the heats, though at first it looked otherwise. In the initial outing Graham Sykes gained the advantage and stormed away, leaving Rod Ellis, John Waggett and Bill Longden. Sykes began to stretch out a considerable lead over second-placed Ellis as Longden closed up. Further back a fair old scrap was going on between Igor Ashwell and Tim Price, with Price diving and darting in an effort to clear the other's exhaust. Slowly, Andy Martin began to work his way up until he was within arm's length of Graham Sykes and thence there commenced a desperate struggle for supremacy. It was Martin who eventually succeeded whilst Sykes was forced to settle for second. Rod Ellis held on to take third and the battle between Ashwell and Price was decided in Tim Price's favour, whilst Igor Ashwell rushed home ahead of Dudley Martin.

The second heat saw a dominant quartet at the head of the queue — Andy Martin, Graham Sykes, Gary Parker and Bill Longden and, at the lights, that order held firm with none of the protagonists gaining advantage over the other. The only serious incursion was that made by Philip Featherstone. However, he did not succeed and was forced to look to his laurels when the efforts of Igor Ashwell made themselves apparent. The efforts of neither party were to any avail as the field stretched out — Andy Martin notched up his second victory of the day, whilst Graham Sykes emulated him with yet another second. Gary Parker's efforts were eventually rewarded with third over Bill Longden. Phil Featherstone and Igor Ashwell clocked up the next two places.

250 National opted for a grid of some nineteen contenders and, as the first session got under way, it was the familiar red outfit of GP title holder, Mike Doble, that continued its form. As Doble forged clear of the hounds, to his rear, York's Colin Fletcher and British Champion Derek Rodgers were locked in a fierce dual over second spot whilst recent Cadwell winner, Rob Hipkin, carefully evaluated the proceedings. Not very far adrift and eager to join the action was Ian Bickerton who gradually moved up until he was within striking distance of Hipkin's bumper.

In the intricate Lake Esses there was a shake-up amongst those following Doble and, once the horde sorted itself and exited the Elbow, the order from second place was Rodgers, Hipkin, a self-promoted Bickerton and a cashiered Fletcher. As the laps rolled by Mike Doble edged away until he had established a respectable distance between himself and the squabble raging behind. Rodgers and Hipkin were still locked in a fierce struggle over second place, with Bickerton just to the rear and calculating his chances of ascension, oblivious of a rising start on the horizon, Jamie Vale, who had fought his way through from the rear order and was eagerly seeking a way past Bickerton's outfit. Next up was the second Leaside man, Barry Tomlinson, whose sixth position was being threatened by John Newton.

Whilst Doble motored into the distance the battle between Rodgers and Hipkin was decided in Rodgers favour, leaving Hipkin to drop into the well-prepared trap laid by Bickerton. Jamie Vale lacked motive power rather than bravery and finished the race a few yards ahead of 'Slush Puppie' man John Atherton.

The second heat had the customary reversal of grids and it was John Newton who accepted the option to lead the crew down into Gerrards, but there were others eager to share the honours — Hipkin, Bickerton, Rodgers and Atherton for example. The man from Melton Mowbray, aboard the Zip T&C Yamaha setup, was the first of those challengers who shouldered the pack aside, drew the short straw and began the push against Newton's leadership whilst Rodgers, Atherton and Bickerton observed from the wings. Rodgers waited, timed his moment, then pounced, outraked and was through, with Newton hanging on in the tow in second and being crowded by Atherton, Hipkin and Bickerton. The stage though was not entirely complete, Mike Doble was still to be considered. The 'Red Baron' was sweeping his way through from the back and had soon settled himself into a position from whence to strike.

Out front Rodgers was by no means having things

his own way, Atherton and Newton were both looking to demote him from the pinnacle. Atherton was the first to give the matter serious consideration and, with Newton in tow, moved through to take up the lead, leaving Rodgers to ponder his future. Meanwhile, Doble was vectoring and assessing; he had successfully come up from the back and was now within striking distance of the leadership. The motor sounded crisp and clear and, after five laps were run, he hit the front and there he stayed. The differences of opinion between Rodgers, Newton, Atherton and Hipkin were finally resolved when Doble had taken the flag for the second time that day to earn pole position in the forthcoming final. The resolution for the places looked thus: Hipkin, Atherton, Newton, Rodgers and Tomlinson; Ian Bickerton rode home in seventh.

A total of twenty-seven Formula E outfits graced the circuit for the first of their brace of heats, with the likes of European Champion Reg Gange, Roger Goff and the second PJI man, Brian Heerey well placed at the front. Martin Hines and Snetterton's 'Storm Driver' Richard Dean found themselves in the middling order, likewise Carolyn, Causer, Parrott and Steve Gill.

At the lights it was Gange and Heerey first to attack Gerrards' right-hander with Goff sniffing for a way through. Along the back straight Gange had the advantage but Heerey and Goff were closing. Behind, a tumultuous struggle was going on between Hines, Parrott and Dean. At the front though the tables were turned when Heerey left the Devil's Elbow trailing Goff and Gange; Hines was still holding Parrott and Dean at bay.

The next tour produced a further change in leadership when the furious scrapping duo of Heerey and Goff resulted in a Goff domination, whilst Heerey clung grimly in the wake of the Bedford man. Gange was next up and Hines was closing, struggling with the irrepressible Steve Gill who had led both Parrott and Dean a merry dance. Short circuit entrepreneur, Roger Goff, whose driving style is admirably suited to Mallory Park, began to stretch out a comfortable distance between himself and the rest of the field. Heerey, also a force to be reckoned with, kept station in second for nine-tenths of the race until a tyre problem dictated he should drop down the order. Before that unwarranted infliction Heerey led the following pack which saw Hermetite versus Hermetite vie for the honours as Gange and Hines fought over third spot. Meanwhile, Gill, Dean, Parrott and Causer were oblivious, locked in their own struggle. Mick Walker headed the next trio with Glenn George and Carolyn. The end result was a good win for Roger Goff, a second for Martin Hines after Reg Gange dropped back a little, Richard Dean, Steve Gill, then Reg and Trevor Causer. Parrott, George, Walker, Heerey and Carolyn completed the order to eleventh. David Baines who had an enforced session of Yoga during the Grand Prix at Silverstone earlier in the year, made up the round dozen. A friend of Giles Butterfield, David took to Superkarts like a duck to water during

the weekend, considering it was his first outing in the 'big ones'.

The last heat of the day before the 125 Qualifier saw Hines well off the mark into Gerrards with a torrent of traffic on his heels — Gange, Goff, Dean, George and Heerey. The exit from Gerrards still had Hines at the front but Gange had lost his dispute with Goff and now rode steady in third; Dean was chasing hard, looking for a way through. The order of the next company, as they cleared the Elbow, was CTRP man Glenn George, Brian Heerey and Tim Parrott.

Round and into the third tour Hines still held the stage but Roger Goff was snapping at his heels seeking the clearway. Gange was holding steady in third and successfully keeping Dean a degree to the rear. Glenn George led the rest of the field, composed of Heerey, Parrott, Data Probe man Trevor Causer, David Baines and Carolyn; Tony Holmes was lurking in the shadows. Slowly, George and Heerey began to ease away and close on the leadership group, whilst Tim Parrott was left to guard the rear quarters. Roger Goff was close, very close to Hines' bumper, occasionally showing him his nose and looking to outbrake the Zip man; observer Gange waited, speculating the outcome whilst Dean hung in his slipstream. In the next frame Heerey and George fought it out round the concourse until Heerey gained the edge. Meanwhile, Parrott was moving up with his command, the order still the same — Causer, Baines and Carolyn.

Out front the Hines, Goff, Gange struggle continued, until Hines was forced to cede in favour of Goff, which left the Hermetite captain to try and arrange a truce with his colleague Gange. There were to be no truces though and Gange opted for second.

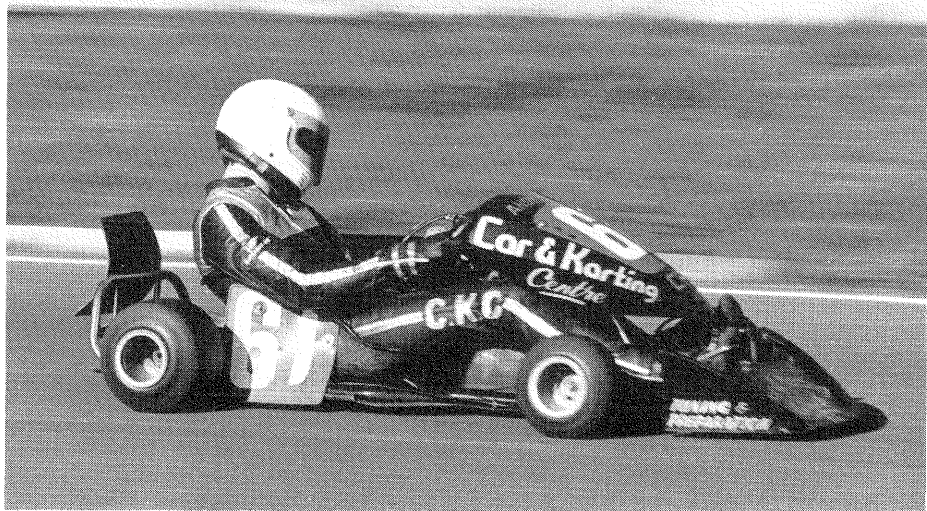
Heerey successfully outflanked Richard Dean and was undoubtedly hoping for further advancement but the chequered flag fell and saddened that opportunist. Therefore, Roger Goff notched up his second win of the day, Gange was next, Hines third, then Heerey, Dean and George. The positions to tenth remained unchanged — Parrott led Causer, Baines and Carolyn.

125 QUALIFIER

Such names as Steven Key, Ian Shaw, Peter McCallum, Malcolm Clark, Ray Grimes and Jeff Johnson were to be found amongst the ranks of the 'Qualifier' and all looking for high placings in a very contentious grid.

Key, after his unfortunate foray earlier in the day, was to head the field into Gerrards when the lights changed; Johnson was next up fighting his case with Shaw. Ray Grimes followed with Malcolm Clark who had suffered problems throughout the morning which forced some daredevil runs down the pits lane to take his place on the grid for his prescribed heats.

Key held the front controlling the pace with Johnson close in tow. Meanwhile Grimes and Clark were fighting it out after Shaw dropped down from his third spot perch. The Grimes-Clark dispute eventually settled in Clark's favour, though he was unable to shake off the attentions of Grimes throughout the remainder



Andy Martin — victorious in 210 National.

CLUB SCENE

Chasewater

SUNDAY, OCTOBER 14th

Fine weather yet again prevailed at the meeting. I think we must have set a record this year for fair weather events. The Dosthill Venture Scouts were again in attendance to assist with marshalling and very proficient they are becoming too.

The heats were going along fairly quietly, until novice driver Jim Morris lived up to the proceedings by giving us a 'Red Arrows' impersonation at the T Bar Bend where he crossed the beach, hit the tyre barrier and finished off with a double roll. Thankfully Jim was only shaken, although the kart looked quite poorly as a result. Also having problems during the heats was Tom Thacker, which put him in the middle of the grid for the 210 National final.

FINALS

A combined grid of Juniors got off to a clean start in the first final of the day. The first three to four laps were closely contested by Keirle, Everiden and Collard, before Jeremy stamped his authority on the race and started to pull away from Brenden and Martin, who continued to lap unison for the remainder of the race distance. Meanwhile Jason Bird held a watchful eye over the battle whilst maintaining a healthy lead in the Britain division. Sole Junior Booster runner, Mark Thomas, was running quickly and smoothly to a guaranteed trophy. With Jeremy crossing the finish line with a healthy advantage we had to wait until the final corner to see who would claim the other trophy and, although Collard managed to haul himself right onto the bumper of Keirle, he couldn't find a way past Brenden, who held onto his second place by half a length. Jason Bird reeled off the last few laps to claim first for Junior Britain, whilst Mark Thomas duly claimed his Booster trophy.

SENIOR BRITAIN

Dave Brown and Steve Wallace led away the first Senior race of the day. At the end of the first lap Brown held the lead but from Karl Hudson who had looked very quick during the heats; lying third was Wallace. On the fifth lap Hudson wrested the lead from Brown and also used a couple of backmarkers to put some distance between himself and his pursuers, now joined by Steve Hall up from the middle of the grid. On lap nine Wallace spun his third place away at T Bar Bend and, although he managed to restart, half a lap had been lost. Hudson continued to maintain a good lead whilst the distance between Brown and Hall varied as they lapped backmarkers. At the flag it was Hudson first with Brown and Hall, second and third respectively; Wallace recovered well to finish in fourth.

250 INTERNATIONAL

Nine 250 International entries meant that they didn't have to share the track with the Nationals this week. That was about the only advantage as Bob Kennings again totally dominated the proceedings. Behind Bob, Alan Mills held off an early challenge from Jeff Darlow who was going much better this month, until he pulled onto the grass at the end of the straight. Into third place came K. Pratt, again driving quickly and sensibly.

210 NATIONAL

I nearly got off the line right in the final, until third was selected instead of second and from then on it was a hard slog for a totally unfit, grossly over weight and badly out of practice race reporter. Meanwhile Tom Thacker had made rapid progress to the front and led the first lap, but Robert Peters was not about to let him have it all his own way and harrassed him until he finally got past on the eleventh tour. Robert managed to hang on until lap fifteen when Tom again took the lead at the T Bar Bend. Meanwhile Mike Edwards and Dave Bailey had been having a good battle for third, with Lionel Siflett joining in until he succumbed to gearbox problems. At the end it was Thacker from Peters with third going to Mike Edward whilst Dave Bailey followed up in fourth to collect a trophy. A very good race as usual from the Villiers brigade which goes to show that at Club level, 210 National is far from dying and full marks must go to Tom Thacker in his efforts to promote a Drivers' Club, (if you're not in, join now).

100 NATIONAL

Mick Pritchard had managed to maintain the edge he's gained lately and qualified on pole for the final. As the starter raised the flag he showed he was not about to relinquish the advantage to anyone this month. Nigel Critchley managed to snatch second during the first lap scramble and determindly hung on for eleven laps before giving in to the superior straight line speed of Neil Robinson and then to Robbie Adams who was going well after brake problems earlier in the day. Meanwhile Mick was by now some ten lengths up on the rest of the field led by the charging Robinson and decided to ease off during the last few laps to end his 1984 Chasewater season on a high note. Robinson was second and Robbie Adams Third.

125/250 NATIONAL

With only five entries in each class it was decided to run the two groups together and what a good decision that turned out to be, as 125 Rotax powered Nick Guy and Yamaha powered Kev Mason engaged in a battle royal for the honours, with Kev just holding on to take a well deserved win from the victorious 125 Nick Guy.

Before I finish, I suppose you're wondering how I manage to report on the 210 race whilst actually com-

peting, (who said I was going slow enough to do both!). In fact my thanks must go to Jason Bird for filling me in on 'the race' up front. Don't forget the AGM and the Dinner Dance and get your entries in early. Thanks Ian for the push. See you soon.

Les Latham

Cambridge

SUNDAY, OCTOBER 21st

The results of the meeting of the Cambridge Kart Club which was held on Sunday 21st October are as follows:-

JUNIOR BRITAIN

1st Dean Caswell Zip 983/FE/Arrow
2nd Melanie Widdowson Wright/Arrow

JUNIOR BRITAIN "B"

1st Jonathan Pichel Zip/TKM

JUNIOR BRITAIN NOVICE

1st Jason Toovey Stratos/TKM

JUNIOR NATIONAL

1st Chris Evans Sprint/TKM (Nov.)

100 BRITAIN

1st Allen Reeves Formula One/RRE Arrow
2nd Anthony Geraty Dart/Arrow

100 NATIONAL "B"

1st Peter Crisp Zip/PCR
2nd Dickie Dyer Nimrod/TKM
3rd Trevor Pusey Dart/Parilla

100 NATIONAL "A"

1st Philip Hart Zip/PCR
2nd Malcolm Budd RWM/Parilla

100 NATIONAL NOVICE

1st Adrian Nicholas Sprint/TKM
2nd Martin Tolliday Wright/PCR
3rd Gerry Lynch Sprint/Parilla


210 NATIONAL

1st Bill McDougall Zip GP/Villiers

125 NATIONAL

1st Ron Banthorpe Lancer/Rotax

Continued Overleaf.....



GET "KART & SUPERKART" REGULARLY AND BE FIRST WITH ALL THE NEWS! K&S IS AVAILABLE FROM MOST NEWSAGENTS, LEADING KART SHOPS OR ON DIRECT SUBSCRIPTION. DON'T MISS OUT — ORDER NOW!

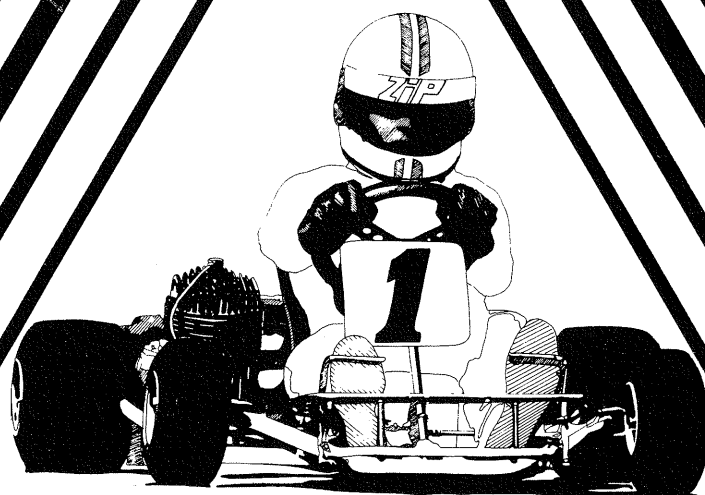
NAME
ADDRESS.....

.....

I would like a 12 month subscription, beginning with the issue.
☐ I enclose cheque/P.O./ money order for £.....
☐ Please debit my Access/Barclaycard/Trustcard, No. with £.....
Post to : Kart & Superkart, Pindar Road, Hoddesdon, Herts. EN11 0DE.
Sterling cheques or drafts only.

SUBSCRIPTION RATES:
U.K. and Worldwide (surface) ... £12.00
Airmail Rates:
Europe £17.50
Australia, New Zealand, Japan, £23.50
Philippines £21.50
Other countries.....

**NEW
'85 ZIP**
Class One Range



How do you improve on a winning design?

.....with difficulty!

This was the task we set ourselves.

**We have tested the latest materials
-examined the effects with the aid of
computers, and finally covered endless
laps of testing.**

The result- our final pre-production illustration

**P.S. The No. 1 plates are integrated design
features**

THEY BELONG TO US ANYWAY!

for a sneak preview call in at:

ZIP KART
WORLD CHAMPIONS
PINDAR ROAD, HODDESDON, HERTS.
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

**'85
RANGE**

Kart & Superkart

of the race.

It was the red full-bodied outfit of Key that stayed at the front all the way to the flag. Johnson was next home and led up Malcolm Clark, Ray Grimes and Ian Shaw. Those then were the names to go forward and take up places at the rear of the grid for the 125 final.

210 NATIONAL FINAL

Andy Martin's heat success put him on pole position whilst Graham Sykes, with two fine seconds, sat alongside. Igor Ashwell and Gary Parker were also well up on the grid. As the lights flashed to green it was Martin, Sykes and Ashwell who got the drop and made the best of the break to march into Gerrards. Down the straight Martin was beginning to edge away and soon stretched out a quite impressive lead, whilst Sykes and Ashwell fought over second spot. They were soon to be joined by another kart when stalwart campaigner Bill Longden invited himself to the party and began to exert pressure on Ashwell to relinquish third. Longden finally succeeded and chased off after Sykes as they commenced the next circuit, with Featherstone and Parker harrying each other a fraction to the rear.

While Andy Martin motored off on his own, seeming content with the situation, Longden closed on Sykes' bumper and began, what was eventually to develop into a furious scrap between the two for a good four laps. Featherstone quickly vanished from the order and it was Dudley Martin who took his place and kept the pressure on the Tonbridge based Aero APV driver, until Igor Ashwell poked his nose in to divert Martin's attention from demoting Parker. The tussle between these two allowed Parker to pull away and close up on the fierce battle that Sykes and Longden were enacting round the circuit. Car and Karting Centre's hopes looked good as Andy Martin headed the formation as it began to string out into small pockets of resistance. Longden seemed to have a monumental task on his hands with the determination of Graham Sykes, but he eventually succeeded, hoping for a breathing space, which was not to come — Sykes hung onto his bumper, like a ferret after a rabbit.

The minor dispute between Dudley Martin and Igor Ashwell continued at a quite a frantic pace, until their hopes of being left alone vanished when Vincent Munday arrived to act as 'gooseberry'. He proved a convincingly gooseberry when he intervened between Martin and Ashwell, homing onto the former's bumper and forced the Newark lad, Ashwell, to draw the longest straw. Meanwhile Longden battled with an exasperated Sykes until he had him where he wanted and dived through to take up second, with only a vain hope of encroaching on Andy Martin's leadership. Gary Parker was looking good, though some distance behind in fourth.

As the grid settled somewhat, Vincent Munday continued his attack on Dudley Martin. His relentless efforts were rewarded when he found a gap wide enough and was through. To the rear Ashwell tried the same ploy, but at that stage of the game Martin was ready

for him and not about to be caught napping a second time. Ashwell's attempts were thwarted and Martin was already looking to remove Munday from his recently acquired pedestal.

The scrap over second place adopted a different stance when Bill Longden was forced from the combat role and Sykes took over the onerous task of catching the flying Andy Martin. Parker motored along on his own, whilst Munday clung on ahead of Dudley Martin with Ashwell snapping at his heels. None could cast doubt on the tenacity of either Martin or Ashwell — it was well fought battle, executed with precision and it was Ashwell who pulled off the outflanking manoeuvre when Martin's guards were down for a fraction of a moment. That advantage gave Ashwell the security of tenure he needed.

The black and white chequers were waved for a victorious Andy Martin as he swept over the line. Graham Sykes dusted himself off and took a very worthy second with Gary Parker chasing hard in third. Vincent Munday managed to keep the fences clear of opposition as he led Igor Ashwell and Dudley Martin home to complete the first six. Dave Thacker, John Burns and Howard Derbyshire made up the other finalists.

1st Andy Martin	CKC Aero/CKC Villiers
2nd Graham Sykes	Zip/Longtune Villiers
3rd Gary Parker	Aero/APV
4th Vincent Munday	Zip/APV
5th Igor Ashwell	Aero/Longtune Villiers
6th Dudley Martin	Zip/Longtune Villiers
Race Time: 8min 51.8sec — 91.38mph	
Fastest Lap: Andy Martin — 52.40sec — 92.74mph	

250 NATIONAL FINAL

GP winner Mike Doble had guaranteed himself pole position after his earlier performances, whilst alongside rested current British Champion Derek Rodgers. Melton Mowbray's promising star, Rob Hipkin, running the Zip/T&C Yamaha setup also earned himself a slot on the front row, along with 'Slush Puppies' John Atherton.

As the starter activated the lights there was a frantic scramble for advantage, but it was Doble a fraction clear of Hipkin into the first corner. Onto the back straight to the Esses Hipkin gained the edge and took the lead and battled furiously to hold the 'Red Baron' at bay. Only feet adrift there was a violent concert being played out between Atherton, Glencross and Newton, with Newton desperately forcing the issue with Glencross, though the Leaside boss looked quite capable of bearing the strain.

Doble had moved ahead and continued to thwart Hipkin's overtaking plays as they came round into the second lap. Atherton looked confident in third, but Glencross really had his hands full with the ex-Villiers entrepreneur John Newton and pursed his lips in an-

ticipation when Newton sought a way through. Rodgers, meantime, was having his own problems, brakes as it later turned out and it seemed on the cards that he would fall foul of the Phoenix mounted Ian Bickerton who had the third Leaside squadron member on his tail — Barry Tomlinson.

Out front the dispute between Doble and Hipkin was reaching a climax and, in fact, saw realisation when both karts exited the Elbow side by side, until the T&C outfit pulled out an edge of several yards and took up the leadership again. Atherton soldiered on in third whilst, some distance behind, Newton was struggling with champion Rodgers. Glencross had fallen back to sit in the slipstream, guiding Tomlinson into Gerrards.

Rodgers succeeded over Newton before long and left the Sanderstead man to take his chances with the Leaside point riders. Bickerton was still there, albeit now in eighth. The front order hadn't changed — Hipkin, Doble and Atherton, though Rodgers was homing in on the 'Slush Puppies' outfit, looking for a way past. Newton and Glencross fought a running battle round the circuit, diving and weaving, each tempting the other into a tactical error. For Glencross his paid off and Newton found himself sandwiched between the two blue and white machines.

With three laps to go it was Hipkin's turn to sojourn into second spot and accept the tow afforded by Mike Doble. Atherton contently sat in third with seemingly little other option. Rodgers started off on his tail but was gradually sliding back. Once again the main action was centred on the mid-field group, Newton was still sandwiched though the formation had altered, Broxbourne's Barry Tomlinson now held the stage whilst his colleague Glencross was forced to breathe Newton's exhausts. Glencross though was obviously suffering some malady and before long accepted early retirement.

As the leaders came into sight once again Hipkin was back in control, Doble next up while Atherton's situation remained unchanged. Newton had taken over leadership of the following group, but had Tomlinson close on his tail. Rodgers was lying in sixth, relegated to that lowly spot by brake problems. Into Shaw's Hairpin they charged for the last time, Hipkin and Doble battling it out, hard braking up to the apex, Doble holding the tight line. The tactic paid off. As they came out of the Elbow Doble was half a kart's length ahead of Hipkin and ran on to take the flag. John Atherton followed up in third, whilst fourth place was a do or die situation — Tomlinson managed to eject Newton from the slot and led him home, though it was close thing. Derek Rodgers, on the other hand, had to settle for sixth, his last race in 250 National before going back to the twin legion next year.

1st Mike Doble	Zip/Yamaha
2nd Rob Hipkin	Zip/T&C Yamaha
3rd John Atherton	Zip/Yamaha
4th Barry Tomlinson	Leaside Zip/PR Yamaha
5th John Newton	Zip/Yamaha
6th Derek Rodgers	Leaside Zip/PR Yamaha

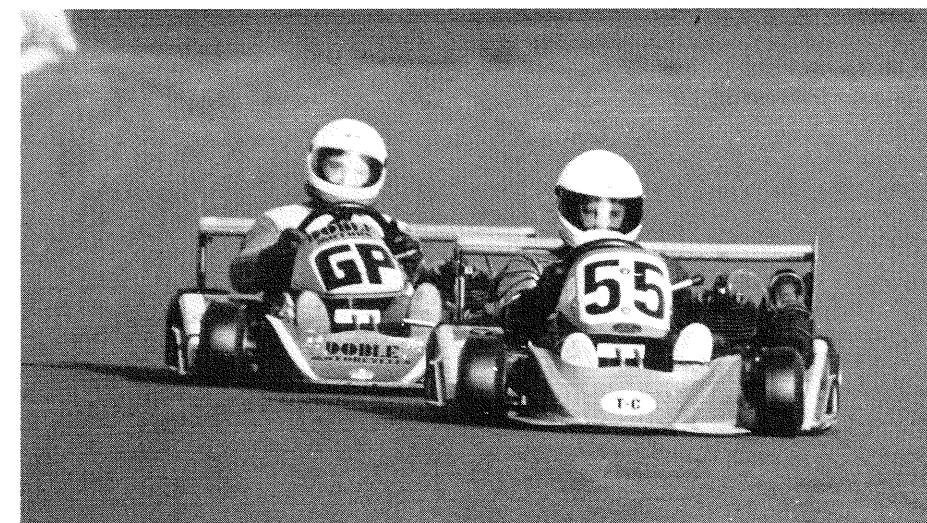
Race Time: 8min 21.8sec — 96.85mph

Fastest Lap: Doble/Hipkin — 49.4sec — 98.38mph

125 NATIONAL FINAL

Following the Qualifier five names went forward and earned themselves positions on the rear of the main final grid — Steven Key, Jeff Johnson, Malcolm Clark, Ray Grimes and Ian Shaw. Derek Price's fine performances during the heats guaranteed him the optimum slot, with Kurt Luby. Roy Patterson, Chris Stoney and Gary Ashurst were equally well placed, so also were Phil Margerison and Peter McCallum.

The stage was set and the play about to be enacted. Off the rolling lap they came and up to the grid where Peter Carter held them steady. As the lights turned green Luby was first away and trying to gain an edge but Price, Stoney, Patterson and Ziemelis, who started from a reasonably high order, were all with him. Through Gerrards and it was the EuroKart of Derek



250 National final and Hipkin (55) scraps it out with Doble (GP).

December 1984

Price that forced the issue of the lead, ably supported by Chris Stoney and Luby found himself outflanked and left to the clutches of Patterson and Ziemelis. Through Shaws under heavy braking Price still had the edge, while Luby managed to shake off the attentions of Patterson and Ziemelis and was looking to topple Stoney from his perch as they chased across the start-finish line. Ian Shaw looked to be making reasonable headway after his rear grid start, but certainly had his work well and truly cut out to make any impression on the main runners.

Into the third lap and Price was motoring sweetly: Luby had bettered Stoney whilst Ziemelis had won the lap long skirmish with Roy Patterson. On the same lap Stephen Coward pitted with an apparent misfire but the problem rectified and he was quickly back out to join the affray. Shaw was still well back but climbing among the midfield runners.

Price had joined that roll of 'untouchables' with a distinct advantage over the battle raging between Luby, Patterson, Stoney and Ziemelis. Ziemelis' determination and skill took him through, close enough to engage that other craftsman, Kurt Luby, and turn the race into another of those classic SRS versus Phoenix struggles. First it was Kurt, then Stuart, each in turn taking the advantage of the slipstream to let the other do the work. Stoney observed like an eagle from the heights — waiting, but all was not to be. Patterson was alittle adrift of the dogfight, engaged in his own dispute with Peter McCallum — and then there was also heat winner Gary Ashurst to consider.

Beyond the halfway stage with Price almost out of reach, Ziemelis was now in charge, towing Luby and Stoney, where the latter engaged Luby as they went into the Lake Esses. Nobody was about to accept any bets — Luby held firm after shaking off Stoney and began pushing Ziemelis to his limit, diving through when an opening came his way which elevated him to second, eager to keep clear of his pursuers. Meanwhile Patterson was still holding his own with Scotland's Peter McCallum.

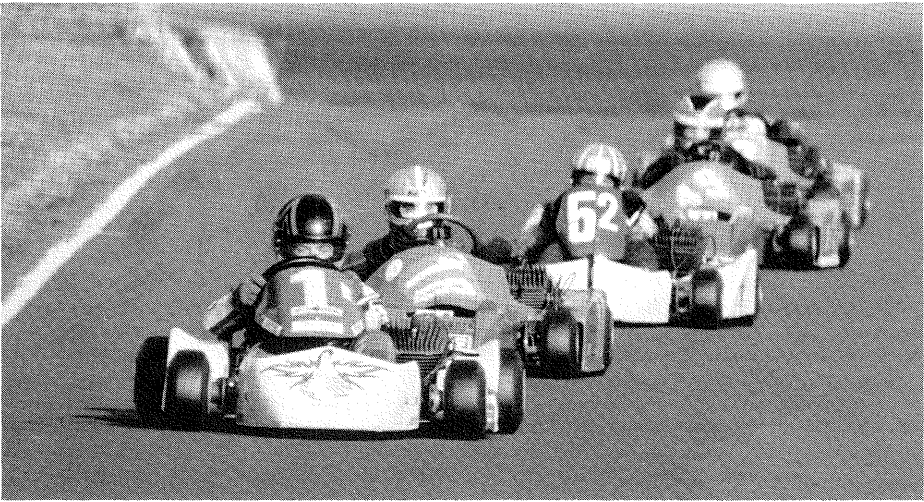
A couple of laps to go and victory was in sight for Derek Price — he was streets ahead of the rest — only mechanical failure stood to jeopardise his chances.

Early challenger Margerison was gone from the league of heros. Luby looked good for second place as Ziemelis fought to keep up with him. On the other hand Stoney was flagging and Patterson lay in fourth spot. A little further back Ashurst and McCallum had fought a terrific battle for a lap and a half until Ashurst emerged victorious. However, the Luby-Ziemelis dispute was far from settled — it was to be another of those frantic dashes to the line, with Luby holding on for as long as the powers allowed. He was eventually forced to cede in favour of third place as this duo followed Price over the line. Patterson held off Ashurst and McCallum in a near photo finish, while Colin Poole led home the next clan composed of Johnson, Burleton and Colin Mills.

1st Derek Price EuroKart Zip/Rotax
2nd Stuart Ziemelis SRS Zip/SRS Rotax
3rd Kurt Luby Phoenix/LD Minarelli
4th Roy Patterson —/Rotax
5th Gary Ashurst —/—
6th Peter McCallum Zip/Boyce Rotax
Race Time: 8min 40.4sec — 93.33mph
Fastest Lap: Derek Price — 51.2sec — 94.92mph

250 INTERNATIONAL FINAL
Roger Goff had stitched up both heats in the International class; Martin Hines had a second and third; Reg Gange a second and fifth; Richard Dean a third and a fifth, whilst Brian Heerey, with a fourth to his credit, would have achieved better than a tenth finish had it not been for a tyre problem. So then, there was quite an array of class machinery up front when the lights poised for the green.....

Gange and Hines made the best of the break, gaining the edge over Roger Goff and Probe Data man Trevor Causer. Out of Gerrards Hines stole the lead from Gange and pushed on down the straight while Goff



125 National final — Luby (1) holding off Ziemelis (18), Patterson (52) and Gary Ashurst (49).

did his utmost to close the gap on Gange, trailing Trevor Causer like a limpet on his bumper. Richard Dean, David Baines and Mick Walker were holding station in the next three places.

Late braking into the hairpin by Goff forced Gange out of second place as the former charged after leader Hines, but Gange was adamant and pressed the issue with Goff all the way for the next lap. This clash over second spot gave Hines the opportunity to edge out a reasonable advantage, but one that looked far from secure.

Slowly the lead trio drew away from the rest of the field and Causer brought up the next three which included Dean and Baines; Carolyn was running in ninth and looking for a way past CTRP's Glenn George.

The Goff-Gange dispute continued, each fighting the other all the way round the circuit, with Gange eager to regain that valued second place. The heat was really on as the duo tore up to the hairpin in Hines' slipstream — and then Gange was through, chasing hard after the leader, though Goff was still only a mere arm's length away and maintaining pressure on the Surbiton man. The gap back to fourth spot was a good fifty yards by this time, with Causer still leading the secondary group and no alteration to the placings. Baines, though, was driving well and pushing Dean to the limit and desperately seeking a way through into fifth.

Hines continued his domination of the proceedings, a domination augmented by the fact that Gange and Goff were still at it, hammer and tong, one thing at a time being the order of the day. Gange's tenuous perch was again to come under serious attack as Goff took the bull by the horns when they went into the Esses and was through. No sighs of relief, though, for the Bedford man — his sights were on Hines and he began pressuring him, with the knowledge that if

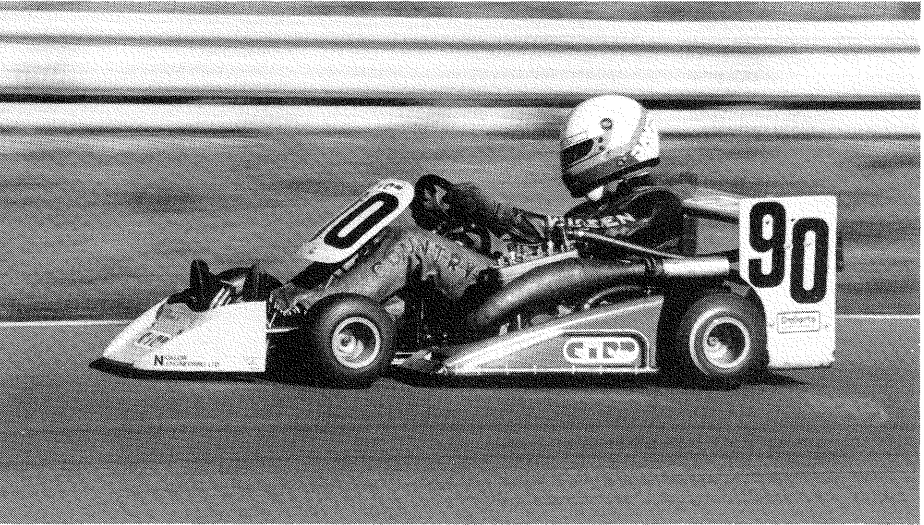
he made one slip it would deliver him back into the awaiting hands of Gange. Causer was still in fourth but the order behind him had changed somewhat — Baines and Walker had both succeeded in ousting Dean and left him to deal with the threat posed by the fast approaching Tim Parrott. It was during the seventh lap that Parrott managed to find a way past Dean and began to home in on Mick Walker, whilst out front there was no change.

As the next couple of laps progressed there were two separate issues at stake — first place and fourth place, as Hines felt the pressure of Goff at his back and the determination of Tim Parrott not to finish lower than fourth. He began to show that this was a definite possibility by following Walker through when he swept past Baines and then began hounding Walker until he too was forced to cede and Parrott found his ambition realised.

Right up to the flag Goff fought a hard fight, at one point gaining a fractional edge, only to lose it to the Hermitite man before the final bend loomed. Gange settled for third, while Parrott held on in fourth. Mick Walker, David Baines and Tony Holmes, after a frantic struggle with Carolyn, completed the first eight home.

1st Martin Hines Hermitite Zip/Zip Rotax
2nd Roger Goff PJ1 Zip/Goff Rotax
3rd Reg Gange Hermitite Zip/Zip Rotax
4th Tim Parrott TEL Zip/Rotax
5th Mick Walker —/Rotax
6th David Baines Zip/Rotax

Race Time: 7min 48.2sec — 103.8mph
Fastest Lap: Hines/Goff/Gange — 46.1sec — 105.42mph



David Baines first sortie in Formula E produced a creditable 6th.

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 carburettors, ignition systems, etc.

**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**

THE RAC MOTOR SPORTS ASSOCIATION LIMITED 1985 CIK CHAMPIONSHIPS

For 1985, there remains no limitation on the number of competitors from each country who may compete in CIK Championships. The only restriction being the requirement of authorisation from the competitor's ASN that he is sufficiently experienced and proficient. (For Formula K and Formula E the Graded or Super Licence qualification still applies).

If you are considering taking part in any of the Championships, you are requested to complete this form (ticking the appropriate Championship and return it to the RACMSA at the earliest possible date.

EUROPEAN CHAMPIONSHIP Formula K Grand Prix Series (CIK Graded or Super Licence holders only) (+Intcont B)	20/21 April (F) Valence <input type="checkbox"/> 16/19 May (I) Jesolo <input type="checkbox"/> 8/9 June (S) Goteborg <input type="checkbox"/> 27/28 July (D) Nurburgring <input type="checkbox"/> 16/18 August (D) Leidsdorp <input type="checkbox"/>
WORLD CHAMPIONSHIP Formula K (CIK Graded or Super Licence holders only)	12/15 Sept (I) Parma <input type="checkbox"/>
WORLD CHAMPIONSHIP Formula E (CIK Graded Formula E Licence holders only)	26/27 April (F) Le Mans <input type="checkbox"/> 12/13 July (D) Hockenheim <input type="checkbox"/> 10/11 August (GB) Silverstone <input type="checkbox"/>
EUROPEAN INDIVIDUAL InterContinental A 1st Heat (Both rounds to count and competitors will only be accepted if they have competed in the 1st)	21/23 June (D) Geesthacht <input type="checkbox"/>
EUROPEAN INDIVIDUAL InterContinental A 1st Heat	20/21 July (DK) Vojens <input type="checkbox"/>
JUNIOR CUP + DAMES	4/7 June (F) Le Mans <input type="checkbox"/>
FORMULA C	31 Aug/ (F) Laval <input type="checkbox"/>
INTERCONTINENTAL C	1 Sept

NAME (block capitals) SIGNATURE
ADDRESS TEL Home
..... Work

Return to address below marked 'CIK CHAMPIONSHIPS'
Registered Office: 31 Belgrave Square, London SW1X 8QH.
Telephone: 01-235 8601. Telex:27203 Racing G. Registered NO. 1344829 England

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

MERRY CHRISTMAS

ZIP KART
WORLD CHAMPIONS

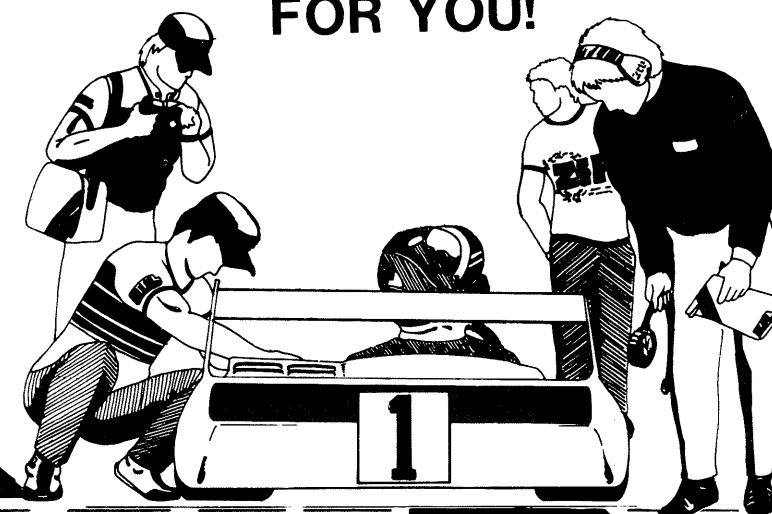
from the WORLD'S LARGEST distributor in karting.....

PINDAR ROAD, HODDESDON, HERTS.
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

"YOU AIN'T SEEN NOTHIN' YET!"

how could you possibly
improve on the kart that took the first
five places in the '84 World Championships?!

**JUST WAIT AND SEE WHAT WE HAVE IN
OUR 1985 CLASS IV RANGE-
FOR YOU!**



JYLLANDS RINGEN BRANDS HATCH
MALLORY PARK NURBURGRING
SILVERSTONE SNETTERTON
DONNINGTON OULTON PARK
ZANDVOORT PAUL RICARD
ZWARTKOP CADWELL
ZOLDER LE MANS

ZIP KART
WORLD CHAMPIONS

PINDAR ROAD, HODDESDON, HERTS.
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

SH Swiss Hutless Karts

THE CHOICE OF CHAMPIONS

FOR ONE OF THE FINEST CONSTRUCTED KARTS IN THE WORLD OF UNSURPASSED SPECIFICATIONS, PERFORMANCE AND HANDLING WITH A 100% BACK-UP SERVICE. SEE AND INSPECT THE QUALITY AND DETAILED SPECIFICATIONS ON THESE SUPERB KARTS AT OUR PREMISES, OR TELEPHONE FOR FURTHER DETAILS, OR SEND 50p IN STAMPS FOR ILLUSTRATED CATALOGUE.

Swiss Hutless 'Winner' and 'Rocket' Karts — Factory Assembled

COMPARE THE SPECIFICATIONS WITH OTHER KARTS

- * 104cm Wheelbase chassis.
- * Chassis 30mm x 2mm tube wall. (Special chromium molybdenum tube).
- * Wide engine rail.
- * Chassis paint in shock resistant special plastic powder coating.
- * Special light alloy axle components.
- * Adjustable front ride height.
- * Special design 6mm cast disc, surface ground (Winner).
- * ATE hydraulic karting brake or World championship winning mechanical brake.
- * 2 special axle bearings, 4 bolt fitting in alloy carriers (Winner).
- * Axle removal possible after removal of 4 cap head bolts (Winner).
- * 28mm hollow H.T. steel axle, pocketed keys (Winner).
- * Integral rear/removable torsion bar adjustable (Winner).
- * 28mm/25mm solid H.T. steel axle (Rocket).
- * 4 Bolt fitting axle bearing fitting (Rocket).
- * Special axle torsion adjustment system (Rocket).
- * Plastic floor-mounted fuel tank, specially designed for karting.
- * Split rim super magnesium wheels, front 115mm, rear 190mm (other sizes available).
- * Wide light-weight engine mount.
- * CIK Homologated.

ROCKET and WINNER karts use the same chassis — inc; Numberplates/chain guard/brake cable/throttle cable/seat.

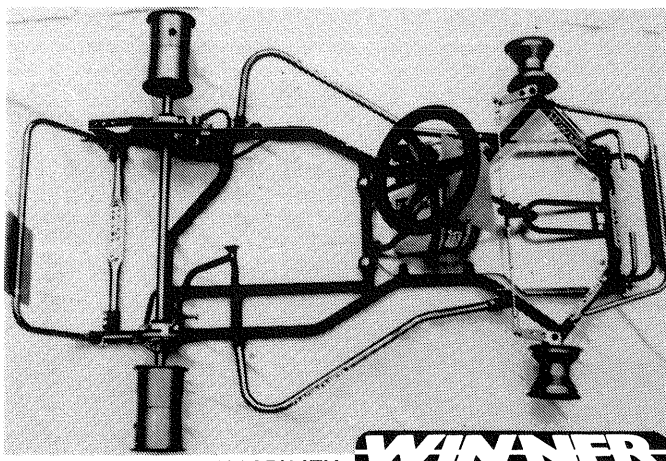
WINNER KART £450.00 + VAT + Tyres

ROCKET KART £380.00 + VAT + Tyres

UK AGENTS REQUIRED

STOP PRESS..... Just arrived the Superb Vitess 125 Short Circuit Kart from Swiss Hutless.

Our 1984 Team Equipment for sale as used successfully at K&S Rounds and Super One Events. P.O.A.



SWISS QUALITY + DURABILITY

CONGRATULATIONS PETER STEPHENS,
HEAT WIN AND 4th 'A' FINAL
SUPER ONE NATIONAL EVENT
RISSINGTON ON SWISS HUTLESS/HEWLAND
Plus full range of all Karting equipment,
— ENGINES, TYRES, used KARTS etc.

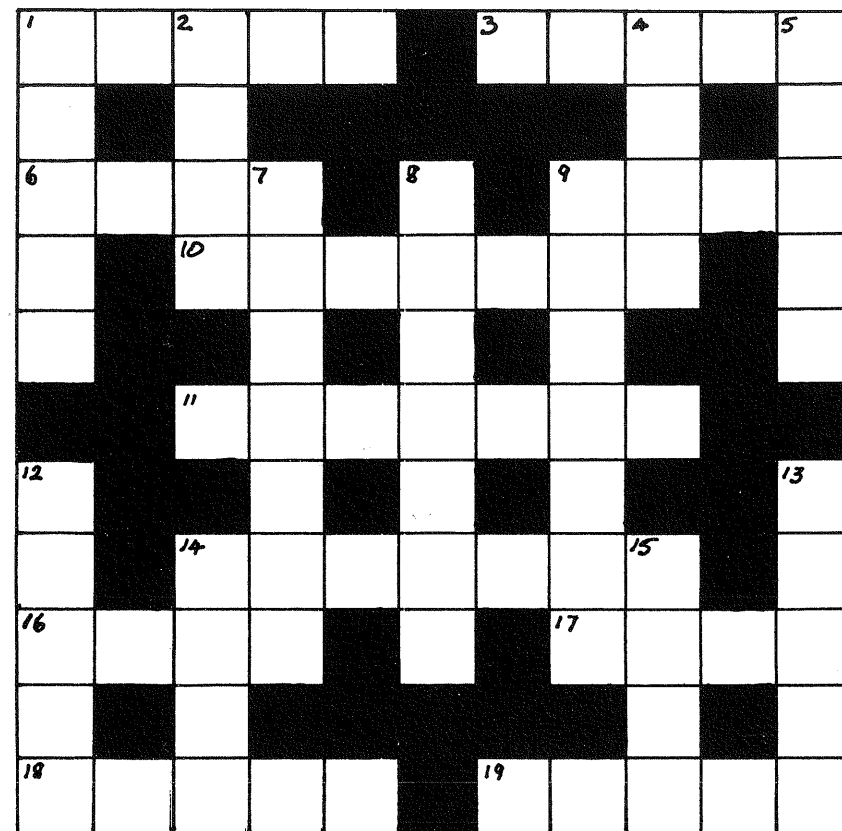
We wish all customers a Happy Christmas and a Prosperous New Year.

RETAIL — TRADE — EXPORT SUPPLIERS
U.K. SOLE CONCESSIONAIRE & DISTRIBUTOR

RED DRAGON
COMPETITIONS
quality karting equipment

90 Colonel Rd, Betws, Ammanford, Dyfed, SA18 2HP
tel (0269) 2759

CROSSWORD CORNER



Across

- 1 Christmas song (5)
- 3 A library is filled with these (5)
- 6 Absorbed (4)
- 9 Subtle emanation (4)
- 10 Choir (7)
- 11 Undress (7)
- 14 Eternally youthful (7)
- 16 Peak — — — (4)
- 17 Musical instrument (4)
- 18 Past President of Egypt (5)
- 19 Fruit (5)

Down

- 1 Jokers (5)
- 2 Tears (4)
- 4 Musical composition (4)
- 5 & 13 Trophies of a hunt (5,5)
- 7 News, information, etc. (7)
- 8 Hot or cold snack (7)
- 9 Student of one of the Middle East's languages (7)
- 12 Large, stringed musical instruments (5)
- 13 See 5
- 14 Eager (4)
- 15 Hard fat of kidneys (4)

1st S.R.S. RACING 1st

are pleased to be associated with the new World Champion Lennart Bohlin.

Guaranteed replica karts and engines as used to win the World Championships are now available through us, complete with special power jet Mikuni carbs and Merlin exhausts.

*World Champion Lennart Bohlin; World Cup Winner Stuart Ziemelis;
Central Kart Club Winner Stuart Ziemelis; French Grand Prix Winner Stuart Ziemelis;
Welsh Champion Mike Morris; 2nd Zip Bridgestone Championships Stuart Ziemelis;*

S.R.S. Racing would like to thank all customers for their support this year and wish all karters a Happy Christmas and a successful new season for 1985.

(0480) 860823

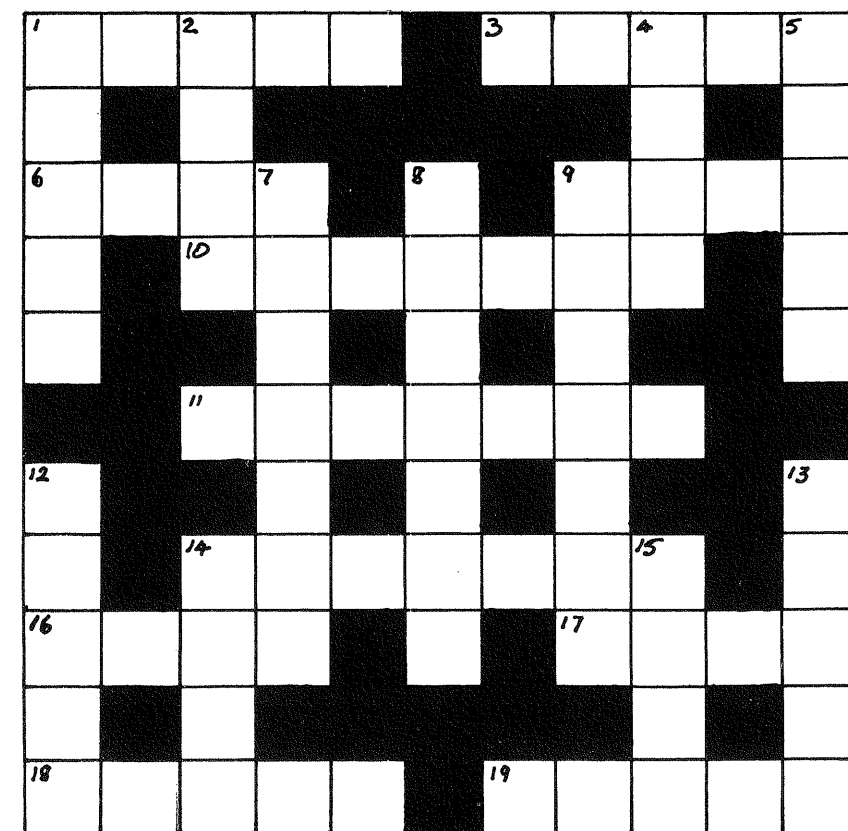
S.R.S Racing, 19 The Green, Gt. Staughton, Huntingdon, Cambs.

Across

- 1 Trace (5)
- 3 Virtue another way (5)
- 6 Catches when bans are lifted (4)
- 9 Tie up (4)
- 10 Championships held once a year in Eastern England (7)
- 11 War dead offered up and given away (7)
- 14 Spoilt children often go into one (7)
- 16 Peon, close! (4)
- 17 Chassis manufacturer in a byroad (4)
- 18 & 19 A ring man from the Netherlands (5,5)

Down

- 1 & 12 Colours hair (5,5)
- 2 Either way a pop group (4)
- 4 Hold in check (4)
- 5 & 13 Some karts do this into corners (5,5)
- 7 A drug trafficker perhaps (7)
- 8 Clearness (7)
- 9 If used for ill against a person, a poisonous plant could prove thus (7)
- 12 See 1
- 13 See 5
- 14 Exam (4)
- 15 Engine from the Isle of Man (4)



SOLUTIONS NEXT MONTH

RIPSPEED NOW IN STOCK
INTERNATIONAL 01-803 4355

ZIP PROTECTIVE CLOTHING

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 FORE 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

BRITAINS FIRST LONG CIRCUIT KART SCHOOL!

Based at The Mallory Park Circuit in the heart of England. Tuition by one of U.K.'s Top Drivers, using fully prepared 125 karts. 1 day courses with individual or group tuition.

For further information and appointments please contact: **STUART ZIEMELIS** on

0480 860823



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.



Twenty Five Years

On the B.B.C. Sportsnight programme a few days ago there was a panel of past and present cricketing personalities, chaired by Harry Carpenter, discussing the current state of the game, and answering questions from a selected studio audience. Though not a keen fan of that particular game I watched and listened as some of the questions applied to any sport suffering from "growing pains" in the modern age. One particular question which should have received greater debate was "is the sport still enjoyable?" Now that question covers a multitude of aspects of all sports.

Is karting as enjoyable as it was in the halcyon days of the early pioneers? Undoubtedly it was more fun but for peculiar reasons. John Mill's advert in last month's K&S reminded us that organised karting has spanned a period of over 25 years. Has karting "come" a long way in that time or "gone" a long way. The two main criticisms of today's karting are the cost, and the charge that at the highest levels it is too serious. The cost aspect has to be considered as relative, any motorised sport becomes increasingly sophisticated and complex with inevitable development, and this in turn separated the fun karter from the elite who capitalize on the use of and understanding of modern technology. There has always been the elite and there always will be. No one should be frightened away by what at times may seem the unattainable level of some peoples superiority, an easy statement to make, but true. If you want to win it has to be "for real" and then it becomes serious.

My racing days go back to virtually the beginning of go-kart racing, and the margin in those early days was far greater than today, between the regular winners and also rans. One very clear example sticks in my memory as though it was yesterday. For the first couple of years in gearbox 200c.c. racing which was mainly Villiers engines, nearly all karts only had rear axle braking, being a keen engineering student at the time it was obvious to me that advantage could be gained from front wheel brakes. So with great, what I thought ingenuity, 4" drum brakes were cobbled together on my number 001 M.B. Wasp chassis, hand operated. At the first meeting thus equipped I was

clearly going to annihilate the opposition, the circuit at Thorney Island had two or three hairpins and long straights. The final somewhat brought me back to earth! The works Fastakart "team" of Mel Bayliss and Brian Jordan lapped me after ten laps of the fifteen lap final — and I was third without excuses — save for the fact that they were quicker round the corners, and up the straights and they too had just fitted front wheel brakes! I always have this memory and others in the back of my mind when people tell me how unfair it is that a certain driver only beat him because he believed he had some special Bridgestones or a special something else.

In the early days serious practice sessions other than at the meetings themselves did not exist. My main concern was that the engine was actually providing forward motion and more or less making the right noises out of its 12" length open exhaust pipe. Living in the heart of West Sussex at the time, a suitable venue for such tests was not easy to find. The problem however was not insurmountable. In the dead of night, always after the bewitching hour, the trusty transporter, an old Bedford van — pre Dormobile type — with front tyres through to the second layer of canvas was coasted out of earshot of the slumbering parents and driven a couple of miles away, whereupon the kart was unloaded fired up, and blasted round the previously quiet back lanes of Sussex. Illumination was provided by the following Bedford van's headlights, driven by my trusty colleague who didn't even have a provisional drivers licence. After 8 or 10 miles of that, on a fairly regular basis, we used to think we were pushing our luck and getting uncomfortably close to Chichester so we would load up and creep home. If we had ever been caught I think they would have locked us up and thrown away the key. Quite unforgettable though — yes I think it was more enjoyable, but for somewhat different reasons. The strange anomaly of my partner in crime not having a driver's licence, was that he did have a pilot's licence, though I don't suppose that would have unduly impressed the West Sussex constabulary! He is now doing his bit flying Hercules in the Ethiopian famine relief.

When go karting hit this country it seemed that every small garage business with a welding torch and an adventurous proprietor was building a kart of some description, together with an equal number of small engineering businesses. I shudder now to think of the first chassis I nearly spent what little money I had in purchasing. There was such a vast variety of ideas, and no particular trend in designs had established a pattern to follow. What could have literally been a fatal decision, if I had bought it, was a front engine front wheel drive — and that's not all — rear wheel steering, design — beautifully built with a very clever mechanically operated disc brake — you don't have to believe me but it's true.

Karting was introduced to this country and the press in what turned out to be a most unfortunate way. A race was staged at Brands Hatch with Windmill Girls in karts — the fifties equivalent of a Page 3 girl today — this produced a frivolous image of what were even in those days essentially racing machines. This stigma was a set back to the image of karting in the public mind, and when concession or hire karts were then to be seen at holiday resorts, most people considered this was the full extent of karting. The public at large simply would not accept that karts would exceed 60 m.p.h. when in fact they were edging towards the magic TON (100 m.p.h.). Karts were very much considered a "fun toy" for the first decade of karting and only reached the public's attention in the context of fun situations, sometimes featuring in advertising and corny sequences of films. And that leads me on to a tale I have wanted to tell for a long time.

Channel 4 television has now brought back — on Saturday evenings the Danger Man series which is now slightly more than twenty years old, not exactly classics, but popular at the time, they seem rather dated now. They were made at Shepperton Studios

which was near where I worked at the time. Most of the "high drama" stories ended with a rather improbable escape or chase sequence. One day we were approached to hire them a kart, which then developed into someone required to look after it for Patrick McGooohan, the star, to drive. As the sequence developed they wanted someone to drive it. I cannot now remember what the particular episode was all about, but the corny escape consisted of a stunt man, doubling for Danger Man, somersaulting out of a first floor window in a set intended to look like an Italian of Scicilian town, into the market square, landing in a conveniently positioned pile of straw holding two brief cases as he jumped. In the middle of the pile of straw, as you would expect, was a go kart, fired up and ready to go. Brief cases, different double for Mr McGooohan, me and kart then burst out of the stack pursued by large Irish thug firing shots from pistol! Various spin turns were dreamt up, pivoting round the Irishman, whose foot I only ran over once, and then at great speed the kart made off through a big puddle into the back of a minute Italian van, via some thoughtfully placed ramps. The rear entry to the van was precisely 2½ inches wider than the kart and just long enough inside to take the racer! Obviously the ramps could only be climbed at a reasonable speed but once up the ramps I had to stamp on the brakes to stop, and keep the brakes on to stop coming out backwards as the van roared off into the night. The whole thing lasted about 1 minute and took 8 days attendance at the Studios to shoot. I had never been aware of how much time and man-hours were wasted in film making in my life. I think I would die of boredom if I had to make my living doing that sort of thing. The only man worth his salt was the star Patrick McGooohan who never stopped working from 8 in the morning until sometimes 10 at night, and always remembered your name out of all of the hundreds of people floating about.

The kart was housed in the stack of straw ready for its getaway, in a corrugated cardboard sort of tent so that it didn't take all the straw with it on exit. For some reason they reckoned that as it was supposed to be at night the front of the kart should have a head lamp. So a photographic quartz iodine lamp was fitted, the bulbs of which were £4 or £5 a time and with vibration the filament used to last about 3 minutes! This gave off a lot of heat and positioned hard up against the cardboard flap and the very dry straw, on one take I was kept waiting just a bit too long for my cue, the board and then the straw caught fire, really rather quickly, resulting in total chaos! I cannot remember the name of the particular episode so with any luck you won't have to watch it, if you do though it was me!

In the many idle hours that were not spent trying to burn down Shepperton Studios, I used to spend my time playing Daleks on the "Return of the Daleks" lot, or lecherously studying the form on the James Bond Casino Royale lot, where there were so many starlets you needed glasses! The unreal world of film making seemed to be totally classless, the sparks — (electricians) and chippies, (set carpenters) all used the same canteen as Ursula Andress in her shower robe. Hmmm!

Chris Merlin

DINNER DANCES

The Hunts Kart Club Dinner Dance will be held on Saturday 15th December, commencing at 7pm in the Moat House, Bedford. Tickets: £10.00 each. Further details from: Ruby White on Cambridge 358774.

The Cumbria Kart Club's Dinner Dance will take place at the Shepherds Inn at Carlisle, (just off junction 43 on the M6). Tickets are £7.00 and are available from Karen Dixon, Penrith 63220, or Bob Ballantyne on (0768) 81223.

join the winners this **CHRISTMAS**
a new ZIP WINIT for just **£249.00** + VAT
— the all year round Christmas present excl. tyres

HOW DO WE DO IT?
With 20 years production experience and the ability to bulk buy we can give YOU THE BEST AT THE RIGHT PRICE RIGHT NOW

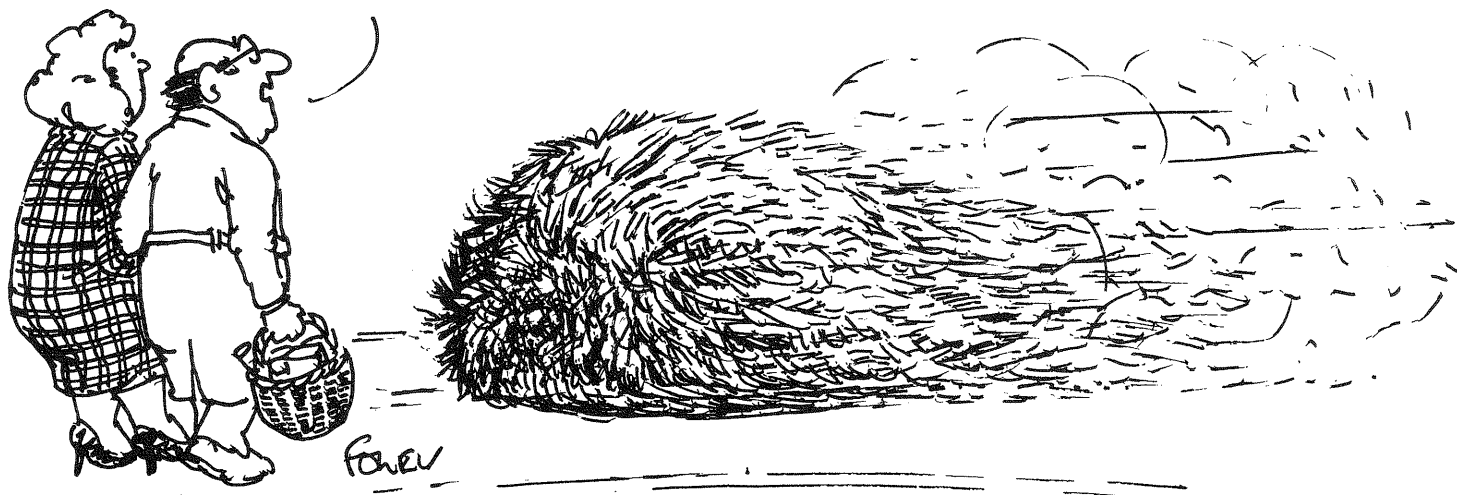
act NOW make it a **HAPPY CHRISTMAS** with

100c.c. Model for National Junior Booster Classes

Offered in STANDARD & SHORT versions

ZIP KART
WORLD CHAMPIONS
PINDAR ROAD, HODDESDON, HERTS.
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

WELL, WELL, WELL, IT LOOKS AS THOUGH THEY'VE
STARTED HEY STACK RACING AT ELSTREE !



GET "KART & SUPERKART" REGULARLY AND BE FIRST WITH
ALL THE NEWS! K&S IS AVAILABLE FROM MOST
NEWSAGENTS, LEADING KART SHOPS OR ON DIRECT
SUBSCRIPTION. DON'T MISS OUT — ORDER NOW!

SUBSCRIPTION RATES:
U.K. and Worldwide (surface) ... £12.00
Airmail Rates:
Europe ... £17.50
Australia, New Zealand, Japan,
Philippines ... £23.50
Other countries ... £21.50

NAME
ADDRESS

I would like a 12 month subscription, beginning with the issue.
☐ I enclose cheque/P.O./ money order for £.....
☐ Please debit my Access/Barclaycard/Trustcard, No. with £.....
Post to : Kart & Superkart, Pindar Road, Hoddesdon, Herts. EN11 0DE.
Sterling cheques or drafts only.

**Already MINILITE WHEELS have helped our Customers
to take 7 MAJOR CHAMPIONSHIPS and a GRAND PRIX.**

**We'd like to help you to have the best in 1985, so if you confirm
you'd like a set direct from us by 31st January -**

★ We'll pay the VAT! ★

**Just send a deposit of £50 as confirmation (take delivery when
you like) and we'll reserve a set for you.**

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 SW20 8NZ, England

01-946 7401

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.



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

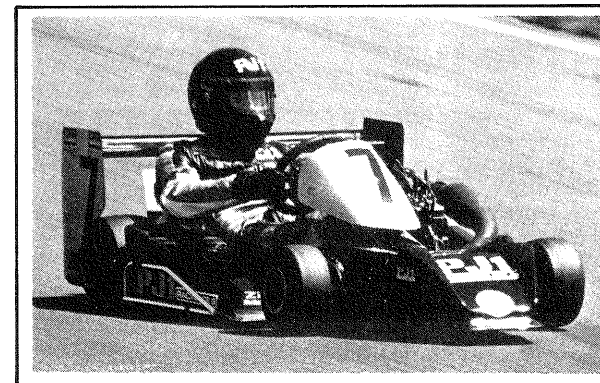
North East Dealer
GEP TUNING
Stakeford 0670-813013

North West Dealer
TEE JAY RACING
Barnsley 0226-726188

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
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!

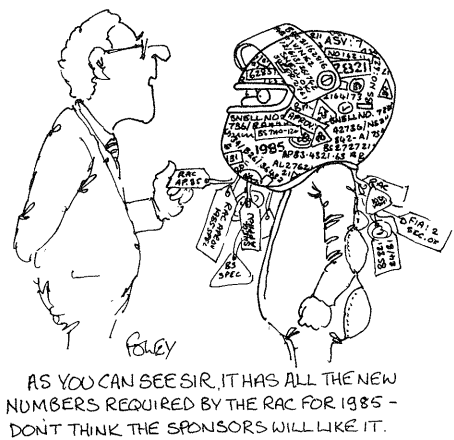
Discount prices for **BRIDGESTONE**
ZIP KARTS
Spares and Accessories **KELGATE**

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

flashes of brilliance in 1984, Jeremy Cotterill, appears to be going it alone next year, forsaking the support of Mark Barnard of Redhill Racing. Word is that Jeremy will continue with Kali Karts but with Rotax power. The successful foray into Europe using this power plant has obviously swayed his judgement. No doubt other opportunities are afoot, although there are undoubtedly many fibs and stories being circulated. Next month it is hoped to glance back over 1984 and perhaps draw up a drivers' rating and also any further developments for '85 will be highlighted. Best wishes for Christmas and the New Year and good luck to all you Class 1 drivers and supporters in 1985.

The promised feature on the Super One Series finals has, very regrettably, not materialised, therefore we must tender our apologies to all expectant readers. Perhaps one of you would care to pen a seasonal roundup of the series for our next publication.



FROM US TO YOU

A very Merry Christmas and a Prosperous New Year from: (left to right) Danny, Richard, Alan, Rodney, Bill, Chris, Dave, Michael, Jayne and Eddie and, below, from John.



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

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, 35% more effective than standard pattern). 35mm 2.14 chain, Motocraft, Champion & NGK plugs, Foster, Shell & Miracoil racing oils, Chain Lubricants, all accessories, Socks, 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; International/National — £100-£165.

1st CLASS USED EQUIPMENT ALWAYS FOR SALE

Mick Worth Racing Engines

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

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

IN ORDER FOR US TO PLEASE YOU, THE READER, IT WOULD BE MOST HELPFUL AND MUTUALLY BENEFICIAL IF YOU COULD COMPLETE THE FOLLOWING QUESTIONNAIRE ABOUT **KART AND SUPERKART** MAGAZINE.

1) Do you hold a current kart racing licence? Yes ☐ No ☐
If yes, which class?.....

2) Do you purchase any other kart racing publication? Yes ☐ No ☐

3) Do you purchase any other motorsport magazine? Yes ☐ No ☐

4) How do you obtain **Kart and Superkart** magazine?
(i) Subscription.....☐ (iv) Kart Meetings.....☐
(ii) Local Newsagents.....☐ (v) Other.....☐
(iii) Local Kart Trader.....☐

If you have ticked box (v), please give details.....

5) When you obtain your magazine which do you read first? PLEASE TICK BOXES IN 1st COLUMN.

(i) Ed Says.....	<input type="checkbox"/>	<input type="checkbox"/>
(ii) Pit Talk.....	<input type="checkbox"/>	<input type="checkbox"/>
(iii) Main Race Reports.....	<input type="checkbox"/>	<input type="checkbox"/>
(iv) Club Scene.....	<input type="checkbox"/>	<input type="checkbox"/>
(v) Merlin Column.....	<input type="checkbox"/>	<input type="checkbox"/>
(vi) Hines 1/4.....	<input type="checkbox"/>	<input type="checkbox"/>
(vii) 100 Scene.....	<input type="checkbox"/>	<input type="checkbox"/>
(viii) 125 Class.....	<input type="checkbox"/>	<input type="checkbox"/>
(ix) Technical Features (if any).....	<input type="checkbox"/>	<input type="checkbox"/>
(x) Profiles (if any).....	<input type="checkbox"/>	<input type="checkbox"/>
(xi) Start from page 1 and read through to end.....	<input type="checkbox"/>	<input type="checkbox"/>

Which section of the magazine do you enjoy the most? PLEASE TICK BOXES IN 2nd COLUMN.
(More than one box may be ticked)

COMMENTS ON QUESTION 5.....

6) What would you like to see included in the magazine?.....

7) What do you dislike about the magazine?.....

8) Would you be prepared to contribute material to the magazine? Yes ☐ No ☐
If yes, would you contribute
(i) Main Race Reports.....☐ (iv) Photographs.....☐
(ii) Club Reports.....☐ (v) Other.....☐
(iii) Technical Features.....☐

If you have ticked box (v), please give details.....

IF YOU HAVE ANY COMMENTS YOU THINK WOULD BE OF INTEREST OR ASSISTANCE, PLEASE STATE BELOW.....

PLEASE RETURN THIS FORM TO **KART & SUPERKART, PINDAR ROAD, HODDESDON, HERTS.**
Please include your name and address if you have answered "yes" to Question 8.

I.A.M.E.

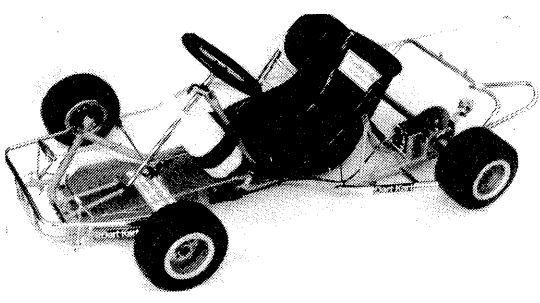


(0322)

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.

SuperDart Booster/Britain	£235
SuperDart National (Alloy)	£235
SuperDart (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 karts, Bridgestone YBN tyres, Arrow engines complete assembled ready to race from stock
£657.80 including 15% VAT.

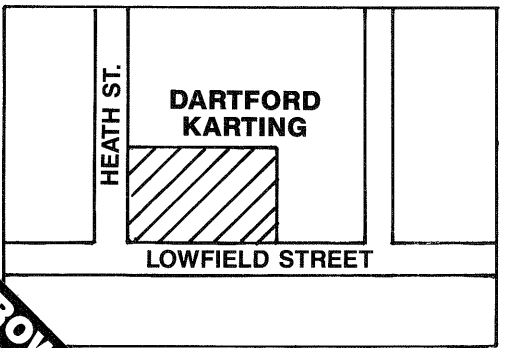
All prices subject to alteration without
prior notice

BLACKBUSHE 25th NOVEMBER 1984
C.P. HART/DART KART
WORKS TEAM

- 100 National 'A' & Pole Position
1st Derek Higgins SUPERDART/DK TKM Dartways
- 100 Senior Britain
1st Craig Booth DART/DK TKM Dartways
- 100 Junior Britain & Pole Position
1st Nicky Hart SUPERDART/DK TKM Dartways

★ WHY PAY THE REST WHEN YOU CAN HAVE THE BEST ★

IN STOCK
large quantity National Bridgestone, front & rear



PARILLA ENGINE PARTS TG14,
SS20 and TT22

Cylinder comp., 3-port	SS20	£55.27
Cylinder comp., TT22	£77.13	
Iron liner, 3-port SS20	£23.59	
Iron liner, TT22	£32.17	
Head	£29.94	
Piston, 3-port SS20	£7.00	
Piston, TT22	£8.00	
Ring set, Super	£6.00	
Gudgeon pin, lightened	£2.47	
Exhaust bend	£6.60	
Vevey end pipe	£4.95	
Crankcase (set), SS20	£59.89	
Crankcase (set), TT22	£69.87	
Crankcase (set), TT22	£79.86	
Valve cover, Tillotson	£12.65	
Valve cover, Tillotson, TT23	£12.65	
Crank comp., SS20	£68.97	
Crank comp., TT23, TT22	£72.60	
Crank stuffers	£1.65	
Crank pin	£2.75	
Big end cage & rollers (Super)	£4.12	
Big end washer, TT22	£5.5p	
Connecting rod	£25.00	
Small end spacers	65p	
Small end shims	27p	
Crank shim	27p	
Valve locator	£4.40	
Locator circlip	22p	
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	£7.00
Piston, bare TT	£8.00
Double ring set, Super	£6.00
Gudgeon pin (lightened)	£2.75
Crankcase comp., K88	£59.89
K78TT	£69.87
Crankcase set comp., K80	£79.86
Valve cover, Tillotson	£12.65
Oil seal	55p
Crank with rod assy.	£63.50
Crank comp., K88TT	£68.95
Crank comp., K80	£72.60
Half crank (mag. slide) K88	£21.12
Half crank (mag. slide) K80	£23.59
Crank big end pin	£2.50
Connecting rod (bare), std.	£22.00
Big end cage & rollers (Super)	£4.12
Rotary valve locator	£4.95
Rotary valve	£4.23
Exhaust bend	£6.60

TKM ENGINE SPARE PARTS

Cylinder comp.	£56.25
Iron liner	£32.00

MONEY MONEY MONEY MONEY MONEY

DO YOU DRIVE A DART KART
Kart & Superkart/Series One Hundred
(Over 100 Rounds in 1985) 100 National Class
WIN 10 ROUNDS WIN £2,500 CASH
FINISH 10 ROUNDS WIN £1,000 CASH

Prize Money to be divided as follows:

Any driver winning any round on a Superdart Kart will receive £250.00 cash.

Failing to win a Round we will give £100 cash for the highest placed Superdart in the 'A' Final.

The conditions are: you must be on a SUPERDART KART. (i.e. the latest model) and you must be wearing a SUPERDART sticker on your visor.

Also the SUPERDART must have been purchased new at DARTFORD KARTING or one of our main agents.

Head	£27.50	Rotary valve, tuned, 45-72° ...	£5.25
Piston, complete	£11.00	Rotary valve, 45-65°	£4.75
Piston, bare	£6.80		
Ring set (Super)	£4.50	10 & 11 tooth sprockets to fit	
Gudgeon pin (lightened)	£1.50	Arrows	£3.25
Cylinder stud	£1.25		

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) HL304A/317A	£3.06

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. Alum. coil brackets, universal	£1.85

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 'O' ring	£1.00
Exhaust pipe	£7.35
Cylinder barrel	£29.90
Cylinder liner, TT	£29.45
Cylinder liner, 3-port	£28.50
Chain guard	£6.45
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	50p
Rotary valve cover	£12.00
Oil seal 25357	60p
Hub r/v drive hub	£4.25
'O' ring crank valve hub	40p
Crankshaft nut	85p
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.	£25.00
Crank half L.H.	£25.00
Engine mount clamps	£3.50

Rotary valve, tuned, 45-72°	£5.25
Rotary valve, 45-65°	£4.75

10 & 11 tooth sprockets to fit
Arrows



The season has closed and now one looks back upon the memories of the past year, all the 'ifs'. Also one looks ahead to the new season just around the corner.

The two major commercial championships ran side-by-side in 1984 and, generally speaking, both were successful in their own rights. However, there are many who think that they should combine. 1985 though does not look to be the season of amalgamation, if anything, they may grow further apart.

The new Kart and Superkart Series, again attracting sponsorship from Bridgestone, will extend its number of events to 10, (7 only to count) and will also include all 100cc classes. Many drivers have shown their keenness to compete, but there have also been adverse comments — is 10 rounds too many? Why only Bridgestones? Well, the answer to the second query is, surely if Bridgestone is to be the major sponsor, then it is perfectly understandable that Bridgestone tyres should be the order of the day. Is someone going to take charge of the series and its administration?

10 round does sound a lot, but only 7 need be counted, therefore if you have a reliable and successful season it is not many more than this year. Also the clubs hosting the meetings may be more convenient for travelling, (rumours indicate that Felton and Rye have shown interest). So some careful planning and a bit of luck should help your 1985 campaign.

As to tyres — well for years drivers and classes have cried out for stability, particularly on the tyre front and at last in '84, specifically in 100 National, some order has been achieved. However, there is no pleasing all of the people all of the time and the 1985 Blue Book will show the inclusion of Vega and Pirelli. As yet no official distributors have been confirmed, although John Mills is linked with Vega and perhaps the Luby/Phoenix concern with Pirelli. At least when you attend a Kart and Superkart round you will know

exactly what tyres you are limited to, whereas when you nip to your local track for a 'clubbie' the choice will be vast, (also dependent on track and weather conditions) and may also be subject to individual club restrictions, (for example Shenington indicate that their 100 Britain members prefer Carlises and 3-port engines!) — the old tyre war could be raising its head again. Let's hope not. The idea of a Series Administrator is very sound thinking, good co-ordination is the essence of any successful venture.

The Super One series looks like continuing in parallel, although strong rumours suggest the support of Vega tyres and another karting publication. Again administration looks to be in the hands of Jerry Cotterill and Neil Hann. As for the number of rounds and format of the series, no information is yet available. One thing for sure, a two series situation is not good for Class 1 karting in Britain — just imagine, clubs are already frightened that they will lose entries and officials when events clash with a round of a championship and with possibly 16 major races, plus the British Championships, their fears are justified. On the other side of the coin (financially) the clubs that host a round should be happy — with Saturday practice, increased entry fees and probably increased attendances. In any event, let's hope things work out in '85.

Looking towards the coming season, there appear to be several crucial changes on the horizon, not least the engine rules for the Junior and Senior Britain classes, which allow T.T. engines. Not only will these prove to be very quick, despite the 19mm restrictor, but could also prove to be more temperamental and expensive to maintain. It seems quite amazing that the



Ricky Grice — a change to T.K.M. next year.

(Pic: JonSport)

IR
INTERNATIONAL REQUISITES
ELECTRICAL WHOLESALERS

for the most Electrifying
Kart Grand Prix ever

1985 SA KART GP.

Come to Sunny South Africa in February '85 (14 to 16th)
and compete in the CIK Open All Africa Championships

★ INTERCONTINENTAL 'A' ★ FORMULA 'E'

PRIZES ★ PRIZES ★ PRIZES

Entry forms and enquiries:-
KARTOUR PROMOTIONS — PO Box 18073,
Hillbrow 2038, S.Africa.
Telex: 4-25323 SA.

SABENA

Special Flight arrangements through
PINDER TRAVEL: Tel: (0711) 6492517 Stuttgart, Germany.
Telex: 721424 60 epi.

Motivation

DESIGN & DEVELOPMENT

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

KARTS EXHAUSTS CARBURATION ENGINES

MOTIV

MOTIV Superflex Chassis © 125. 210. 250.

5 Years of engineering development has produced what is undoubtedly 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 braking 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 improvement of power, torque and reliability of all two-stroke racing engines.

The design modifications we make go beyond normal tuning 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 what we 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© Exhaust £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 confident 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 Barrel Stub £12.60. We shall continue to modify YZ250 Yamahas to the same spec. as Ian Bickerton's from £150. We also modify CR250 Red Rocket Motors. Header tanks with temp probe topping £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 Gauges £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.

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 Gauges £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

Crank tuned, rod kits replaced, cylinders bored. Do you recognise these names? Marek Piatkowski 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.

Securicard Delivery £5

All prices and charges subject to VAT.

Advice on Choosing classes, engine problems or handling problems given free.

©Copyright reserved on all MOTIV designs.

NEW NEW NEW NEW NEW NEW WHAT'S NEW?

DARTFORD BEARING LOCATOR TO FIT MOST KARTS FOR EASY CHANGE OF YOUR 30mm AXLE IN SECONDS.

£15.00 per pair + VAT
DARTFORD KARTING now the new UK Concessionaires for Parilla Engines and I.A.M.E. genuine replacement parts.

Dartford Karting, already the largest stockist and distributor of TKM and Arrow engines and spares in the UK, will now be able to meet the needs of the ever faithful Parilla/I.A.M.E. user, by holding stocks which have up 'til now not been freely available at realistic prices.

PARILLA TT27 SA
PARILLA TT27 FACTORY SELECTED
By the time this advertisement goes to press, prices and stocks will be in.

Sprocket puller..... £4.50
Motoplat puller..... £1.95
Motoplat holder..... £1.75
Gudgeon pin extractor..... £3.00

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 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..... £22.50
7.5 x 11 x 5.5 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 2½"..... £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 2½"..... £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 3½" rear half..... £2.00

DARTWAYS.

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

SPECIAL OFFERS

2 off 11 x 600 x 5 Slick only in sets
2 off 11 x 450 x 5 Slick 4 tyres..... £48.00 set

LATEST PRODUCTS

Kart suit various colours, from..... £2700
Inner tube valve key..... 65p
Engine tuning degree wheel..... £1750
NGK spark plug resistor cover..... 65p
Kartpro brake pads..... £4.50
Petrol filters..... £1.00
Stub axle spacers..... 20p
Bottle tank straps..... £1.50

ZIP DIE-CASE ALLOY WHEELS

Complete set for 100cc karts with 13-15mm or 17mm bearings in front wheels. Available in all widths to suite your requirements. With 'O' rings and valves. £36. Less rear bosses. As above less 'O' rings and valves..... £35.00

Complete set for 125cc, 210cc, 250cc, without rear or front bosses. With 'O' rings and valves..... £32.00

As above less 'O' rings and valves..... £30.00

Special tyre securing kit for Superkarts, set of 4..... £11.30

Rear wheel liner or outer half 4" (100mm)..... £4.50

Rear wheel outer half 3" (75mm)..... £4.50

Rear wheel inner or outer half less bearings..... £4.50

Front wheel inner or outer half with bearings..... £5.00

Front wheel inner half, 125cc, 210cc, 250cc..... £4.50

Front wheel outer half, 125cc, 210cc, 250cc..... £4.50

RACING PLUGS

Motocraft AG 603..... £1.25
Motocraft AG 403..... £1.25
NGK 8EV-9EV-10EV..... £1.95
Special rubber plugs caps..... 60p
Plastic plug holders 6 plug..... 20p
NGK, B5EN, B9EN, 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

Hewland Arrow

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

CHAINS & SPROCKET

Type 219 Racing kart rear sprocket 64-96..... £2.50
Engine sprocket 10+11 teeth, TKM, Parilla, Komet..... £3.25
Engine sprocket 10+11 teeth, Arrow £3.50
DID HT 110 Link chain..... £6.50
KEC 219 HT chain..... £7.50

Type 35/leisure kart
Rear sprockets 56-83..... £2.50
Engine sprocket 8+9 teeth..... £3.25
Chain heavy duty type 35..... £5.50
Link extractor tool for above..... £11.50
Sprocket puller for above..... £4.75

RYE HOUSE 100 Super National (A)

Any driver winning this class on Dart Kart — will be entitled to £50.00 cash. Offer open until further notice.

DART FUN KART COMPLETE

Kart..... £300.00
Assy..... £15.00
£315.00
15% VAT..... £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 truing 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 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.

Class 1 Motoplats with coils £3500
P/J1 chain Lube Blue..... £2.50
P/J1 chain Lube Black..... £2.25

BRACKETS

Chain guard bracket univ..... £1.25
CIK Brackets univ..... £1.65
Throttle bracket univ..... £2.00

BRAKING SYSTEMS

DK hydraulic system less disc..... £32.00
KP pads, per pair..... £4.50
Zip pads, per pair..... £5.50
Airheart, pads, per pair..... £4.25
Brake pipe KP per ft..... 15p
Brake disc cast iron..... £10.50
Brake disc steel..... £9.50
KP braking system..... £38.00

BENEFIT FROM OUR BULK BUYING LOW PRICES

Lightweight Class 1 Kart — I.A.M.E., Hewland TKM etc..... £35.00
Rotax 250 twin — pre 1982 model, complete with twin lead coil and mount plate..... £45.00
Rotax 250 twin — unit complete with lead coil..... £45.00
Rotax 125 single..... £45.00
210..... £37.50
Yamaha TZ250..... £55.00
Class 1 Advance..... £35.00

REV COUNTERS

4000-12000 rpm £32.50; 6000-14000 rpm £32.50; 8000-16000 rpm £32.50; 10000-18000 rpm £32.50.

COILS

Standard, Tacho Term..... £12.50
Double HT Lead, Tacho Term..... £15.00

PISTONS

TKM pistons, complete with circlips & rings for all makes eg Parilla TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc..... £11.00

Please note all these pistons are genuine TKM reinforced pistons.

When buying a piston always ask: Are they reinforced and have the got the new type steel ring locator?

AIR INTAKE SILENCER BOX. Complete with brackets. The original authentic version of proven ability. Absolutely complete..... £9.50

SMALL BITS

We have hundreds of bits and pieces such as gaskets, seals, special washers, repair parts that are too



SUPERDART

HELP!!
I forgot to get a new
Cronus Stopwatch....

Don't you be caught out
Zip Kart stock the new
range of Cronus
digital stopwatches, and
you don't have to spend
a lot to own one

Cronus

from
£24.00
+VAT

THE WATCH THAT
WAITS FOR YOU AT

ZIP
WORLD CHAMPIONS
PINDAR ROAD, HODDESDON, HERTS.
Tel: Hoddesdon 463371/468503

DAMSON'S Stockport

MOTORCYCLE PERFORMANCE CENTRE



2 & 4 STROKE PERFORMANCE SPECIALIST
ROTAX STOCKIST

★ WISH A VERY MERRY CHRISTMAS TO
ALL OUR CUSTOMERS ★

ROTAX PROBLEMS!! NOT ANY MORE!

One phone call or visit will open the door for you to our years of experience with high performance racing motors — Yamaha & Rotax motors tuned, rebuilt, prepared.

YOU'VE TRIED THE REST, NOW COME TO THE
BEST?

Full range of accessories always in stock

New from Italy the FM range of helmets — Fibreglass and Polycarbonate, BS 2495 AMEND 5.

£55.00 & £35.00 respectively.

BELL STARS — £94.95.

NGK plugs, visors, Castrol & Silkolene competition oils, gloves etc.

TOO MUCH TO LIST

Full range of Zip Equipment now in stock

HELPFUL, FRIENDLY SERVICE

ACCESS 061-428-9599 BARCLAYCARD

KART AND SUPERKART GRAND PRIX GAME

THE GAME

A simple game to while away the empty hours of the Festive Season. All you need is a dice and some counters.

The Kart and Superkart Grand Prix is an ideal game for 4 or 6 players. You can keep it simple or, if you like, make it more exciting by turning it into a major contest, with timed trials, heats, a pre-final and the Grand Prix. Timed trials are easy to work out. Each player tries to see how quickly he can get round the board whilst being timed by the others. Once everyone has been clocked, the player with the fastest time is the one to have first throw, second fastest is next, then third fastest and so on until everyone has been allocated a place in turn. You don't need to throw a certain number to start, but you do if you land on box 24, then you must throw a 6 to finish.

We hope this will give you many hours of enjoyment. Good luck!

