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



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



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

**ZIP KART**, PINDAR ROAD, HODDESDON, HERTFORDSHIRE.

24  
**K**  
**AND S**  
THE INTERNATIONAL MAGAZINE

# KART<sup>240</sup> AND SUPERKART

JANUARY 1985 75p

### PROFILES:-

**Andrew  
O'Hara**

**Mike  
Doble**

**Trevor  
Causer**



Mike Doble



**1985 Helmet Review**  
**Endurance Racing**  
**The Wind of Change**





# S.R.S. RACING



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;  
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2nd and 4th places at Dutch Grand Prix.

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on  
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Special Offer!

Order your new kart from us now and we will build and prepare it for your first meeting — free of charge!!!!!!

## PLUG - IGNITION - TOOLS etc.

Motoplat, 100cc comp '84 model	£40.00
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NGK plugs	£2.50
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Masta	£11.50
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6mm 'T' bar Allen key genuine Jacobs	£1.50
Allen key foldaway set, in steel case, 2mm-6mm	£3.00
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Tank tape, best quality, various colours	£4.50

## ZIP HIGH QUALITY DIE-CAST COMPONENTS

Rear wheel boss, 25mm or 30mm bore	£4.15
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## GENERAL KART COMPONENTS

Zip noise box (compulsory RAC)	£12.90
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Plastic chain/finger guard	£1.65
Plastic continental fuel tanks with special fittings	£4.50
Alloy finger guard	£3.00

## ZIP SPUN ALLOY WHEELS

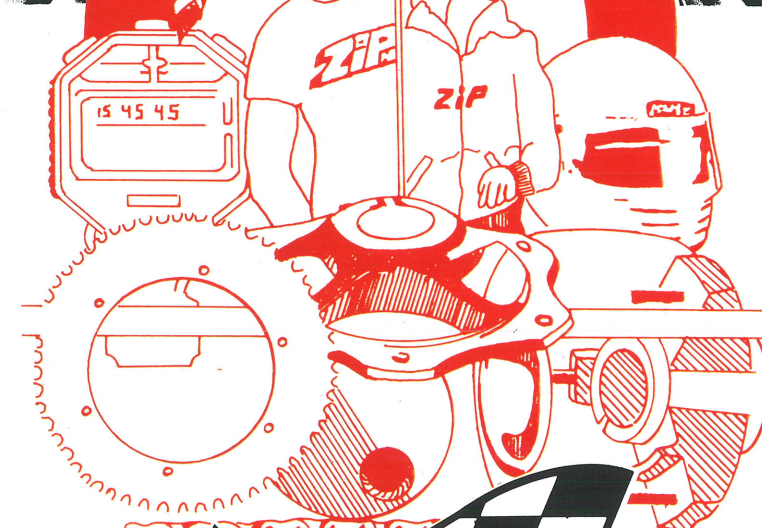
The original Zip Deluxe spun alloy wheels — not to be confused with pattern types	
Front rim 5" x 2"	£2.35
Front rim 5" x 2 1/2"	£2.60
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Rear rim 5" x 3"	£2.80
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35pitch engine sprockets 9T, 10T	£3.30
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DID 35T chain (100link box)	£6.00
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1/2" x 5/16" Yamaha drive sprocket 23T	£8.25
Reynold link extractor (new model)	£17.50
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## ZIP (Bridgestone approved) DIE-CAST WHEELS

Complete set (100cc) with 15mm front wheel bearings. Available all widths	£36.00
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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
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or order direct from ZIP KART, where we are pleased to accept, Access, Visa, or Barclaycard.



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ALL PRICES PLUS VAT AND SUBJECT TO ALTERATION WITHOUT FURTHER NOTICE

## HELMETS AND ACCESSORIES

All helmets are the latest specification BS1 2495-77 amend 5 or Snell 1980.	
The new Simpson 82 range of helmets designed for karting use	
Simpson type 82	£169.00
Simpson type 82 carbon fibre	£199.95
Simpson visor clear or tinted for type 82-32-14	£11.00
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G.P.A. F.1 helmet	£199.95
G.P.A. visor	£20.00
Bell Tour Star	£59.00
Bell Star	£99.95
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Bell tour Star visor, clear	£4.00
Bell Tour Star visor, tinted	£6.20
Bell visor M.1. & M.2.	£15.00
Bell Star I and II visor	£4.00
Bell Star visor	£8.00
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## 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	
ZIP NEW CIK SUITS	£32.00
ZIP NEW F.1 style CIK SUIT — A new standard in style and comfort	£42.00
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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	
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Zip '84 suede boots	£25.00
Zip equipment bag '85 model	£9.75

## BRIDGESTONE TYRES

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4.5 x 10 x 5 YBN (SL) slick	£15.00
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4.5 x 10 x 5 YAK (SL) slick	£19.50
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## BRIDGESTONES — SPECIAL OFFERS!

5.5 x 11 x 5 YBE slick	£15.00
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All tyres '81 production, not old 1980 tyres	
4.5 x 11 x 5 CIK wet	£14.00
4.5 x 11 x 5 slick	£14.00
6.0 x 11 x 5 slick	£14.00

## SPECIAL

800x8" 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.



## WHERE AND WHEN

### 13th January

CHASEWATER (Pleasure Park, Brownhills, off A5)  
WOMBWELL (Dorothy Hyman Stadium, nr Barnsley)  
TILBURY (Dunlop Road)

### 27th January

FULBECK  
BLACKBUSHE (Camberley)  
SNETTERTON (Kartway 15 miles from Norwich on A11)

### 3rd February

FELTON (8 miles North of Morpeth on A1)

### 10th February

CLAY PIGEON (Dorset)  
WOMBWELL (Dorothy Hyman Stadium, nr Barnsley)  
TILBURY (Dunlop Road)

### 14th-16th February

JOHANNESBURG (South Africa)  
C.I.K. Open All-Africa Championships (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.**

## 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**  
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1980 DEAVINSON SPRINT 125 frame, many spares including stand, rev counter, sprockets, wets. Not raced for 3 years, excellent condition, bargain £125. Derby 0332 799585.

PEAK REVS TUNED Yamaha YZ 250, C/w carb, ignition, Merlin exhaust, boysens, recent rebore, maintained regardless of cost and ready to go. £495 ono. Rochdale 345411 after 6pm.

BARLOTTI 210 VILLIERS, completed one meeting after respray. Reliable outfit, suitable for beginner £200 ono. Tel: 0506 364210 (H), 0406 24343 (B).

## FIBRE FLARE For high quality Fibreglass

**KART PANELS**  
Direct from the Manufacturer  
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**SYCAMORE MOULDINGS LTD.**  
Sycamore Industrial Estate,  
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Birmingham B21 0QW  
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ZIP 210 READY TO RACE £325. Also 210 engine £150. Both unused since rebuilt. 01-207 4433/01-779 3831.  
BITS FOR SALE: Zip Shadow Chassis, stub axles, steering column, Zip brake system, 30mm axle. £80 ono. Will split. Telephone (0933) 318075.

**1982 ZIP/ROTAX  
250 INTERNATIONAL**  
Very little use, very good condition. Ready to race.

**£1,400**

Tel: (0249) 655481 (Daytime)  
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ZIP GP 125 ROTAX L/S. Only four practice sessions from new. Absolute mint condition £1,000. Phone 01-527 5880. Anytime (London).

FERRARI KART Britain or National, 1st class condition, with Arrow and TKM engines. Both engines fully tuned and very fast. This equipment was used by Robert Husband, to win the Little Rissington round of the Super One Series this year, plus many more wins. The equipment may be tested and all assistance given. Kart £250, Engines £250 each. Phone Hinckley (0455) 617176 8.30-6.00, after 6.30 Hinckley 618500.

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EX-JACK BROWN 100 NATIONAL ZIP 935, '84 spec. TKM engine fully rebuilt (IAME Gear). Spares include wets, slicks, rims, etc. Outfit only raced 3 times since new. Tel: Waltham Cross 35957 (after 5.30pm). Unbeatable value at £475.

100 BRITAIN DART ARROW with trailer and spares, including wets. Ready to race. £350. Tel: Wokingham 781218.

100 NATIONAL/BITAIN OUTFIT, Reema chassis, two Arrow engines complete and running, host of spares, Bridgestones on rims, wets on rims, stand sprocket etc. Ideal for beginner, ready to race, £295 ono. Cheltenham (0242) 42430.

## GLENN GEORGE HAS FOR SALE:

250cc Superkart. Very fast and competitive outfit. Zip GP Rotax, Brembo brakes, F1 adjustable bias control, wets and slicks, reliable, well sorted outfit.

**£1,500**

Tel: Nottingham 51963 (day)  
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125 WINNER! Trophy and prize winner in British, Dutch and French Grand Prix.... No other rig equalled it in 1984. Chassis and 2 engines £1,500 (no offers). Finance available. Phone Mike Coles on Beaulieu 612581 or my office on Southampton 8977702..... Remember, nobody in the 125 class equalled the performance of this machine and engine in INTERNATIONAL RACING.

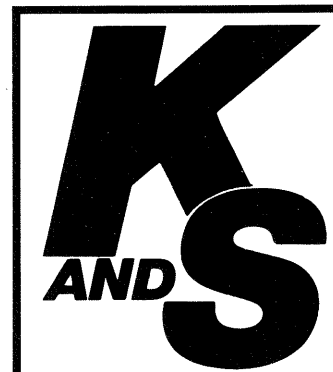
250 NATIONAL AERO YAMAHA. Very fast, recent bottom end rebuild £395. Tel: 0476 70713.

PCR ENGINES FOR 100 NATIONAL, two available on 50.1 bore, both not raced since full rebuild. £220 each. Baldock 892989.

LEATHERS 36" CHEST blue/black. £45. Cheltenham (0242) 570677 (Glos).

ZIP GP 83. ROTAX 256. Fully Zip prepared. Unused since complete rebuild. Kart is complete with full body and normal pod and tank set-up. Complete with trolley, set of wets, gear ratio. In fact a full racing set-up. £1,575 ono for quick sale. Sutton 01-267 2557, eves 0279 725211.

WANTED: BRIDGESTONE YBF WETS for National Class. Tel: (0476) 70713.



MONTHLY

**FRONT COVER:**  
Oliver Gavin,  
Junior Booster,  
racing a  
Zip/Arrow during  
a summer meeting  
at Kimbolton.

(Pic: Jonsport)

No. 73



Mike Wilson, Hong Kong GP Intercontinental 'A' winner.  
(Pic: Rodger Calvert)

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Sponsored by the Bridgestone Tyre Company in association with Kart and Superkart and others, more details about the new Series for 1985.

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CLUB SCENE

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

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WHERE AND WHEN

Where and when to see karting during the coming month.

**Don't Miss Out!**  
**Fill in the subscription form**  
**on page 18**



The Junior Booster class has successfully completed its first season, seen its debut in the British Championships and come up with a champion in the form of Bobby Game, a talented individual for one so young. Earlier in the year it looked as though the idea of a youngsters' class would fall flat on its face, in fact many of the pundits predicted so. The whole concept of Junior Booster was and still is to tempt the kids away from two-wheeled sport and onto four wheels, thus draw new blood into a semi-stagnating karting scene. A sound idea and one that has yet to reach maturity but, judging by the numbers of conscripts to the class during the past nine months, figures indicate it will surely reach that maturity.

Like anything else new it takes time before people grow accustomed to the idea, but it could certainly be urged along quicker by an effective promotional programme. Nothing sells products or ideas better than good promotion. In example, the RAC earlier this year produced and distributed some 5000 leaflets giving details about the class, in fact reliable sources indicate that the demand for the leaflets vastly exceeded the supply, to the extent it was necessary to despatch countless photo-copies to satisfy the requests! Certainly an encouraging sign, though it is not yet known what percentage of the total represents an upswing in the numbers of junior licence holders. However, looking at the individual clubs' programme during the past season, it would seem that the numbers are swelling with each week that goes by, therefore the concept must be regarded as a shot in the arm.

The RAC's promotional plans for this year could well dictate a greater trend towards karting. A professional package is being put together designed, not only to attract youngsters into the sport, but people of all ages into all classes. The package will contain details on how to start, what equipment to buy, locations of clubs and descriptions of the different classes. Several ideas have been advanced as to how best to promote the sport. Apart from physically coercing people along to meetings, one suggestion is a campaign of static displays accompanied by karting videos and open forum discussions, specifically aimed at schools. It is unlikely such a venture would jeopardise the NatSKA programme, on the contrary it would probably boost interest. No matter how good the idea might sound, it does have its drawbacks. It would require a regular team or teams willing and able to travel the country bumping up support for karting. Because all the people associated with the sport have continuing work commitments it may not be a plausible suggestion. It is only one though which merits consideration. If any of you think you might be able to help promote the sport in any way the RAC is certain to show a keen interest.

Best regards for the New Year and the coming season.

Ed McCormick

Next month's Kart and Superkart features — Driver profiles, columnists' outlooks, plus all the regular news and views. Publication date: 7th February. (These items correct at time of going to press).

## 1985 100 CHAMPIONSHIPS

We are pleased to announce that the 1985 100cc Series is to be known as the

## BRIDGESTONE U.K. CHAMPIONSHIPS

run in conjunction with Kart and Superkart and Zip Kart.

Further details, dates and venues next month.

Remember — get your application in early!

## RAC NEWS

### HELMET STANDARDS ACCEPTABLE

STANDARD	MSA LABEL	VALID
AFNOR S.72. 302/303	GREEN (Dated)	4 YEARS
BS 2495 (1977) Amend 5	GREEN (Dated)	4 YEARS
ONS DIN 4848	GREEN (Dated)	4 YEARS
DS, SFS, SIS	GREEN (Dated)	4 YEARS
SNELL 1980	GREEN (Dated)	4 YEARS
EEC No. 22	GREEN (Dated)	4 YEARS

Bi .....Bi .....Bi .....Bi

### JUST HEARD

We've just heard that, once again in 1985, there will be a Zip Bridgestone — Rotax 125cc National Championship, running over a minimum of 6 rounds ....

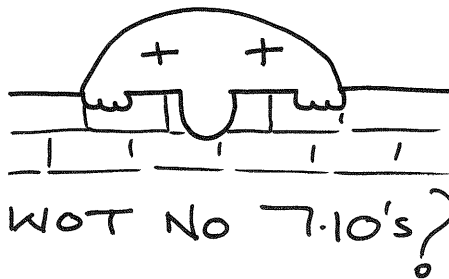
.....and that the RAC MSA has omitted the Bridgestone 11 x 7.10 SL tyre from List B in the 1985 'Blue Book'. It is understood the error will be rectified as soon as possible and all parties concerned will be notified accordingly.

### JUST HEARD

It is reported that quite a number of 250 National drivers have already purchased water-cooled KTM motors, one of the models expected to go on the list from 1st March 1985.

It is rumoured that Richard Boston of 250 National fame will be joining Steve Styryn as a Formula E team mate under the EDR banner this year.

Word is about that Colin Mills, erstwhile 125 National GP winner and Gary Ashurst are to join Stuart Ziemelis under the SRS Racing team flag.



250 YAMAHA SPECIAL OFFER, NEW YAMAHA 250 YZ "F" TYPE with ignition and carb. Only £275. Tel: 0992 463371.

### TRADE

EuroKart Racing is now providing a tuning service for P & R Honda engines and will supply correct exhaust systems to suit, also carburettors. For details ring: (0942) 34567.

## HONG KONG INTERNATIONAL KART GRAND PRIX

The results of the Hong Kong International Grand Prix, held on Sunday November 25th were:

Intercontinental 'A'	
1st Mike Wilson	(I)
2nd Jorn Hasse	(I)
3rd Peter de Bruyn	(ND)
4th M. Valera	(I)
5th S. Sugiamama	(J)
6th S. Fujiwara	(J)
7th Y. Sugaya	(J)
8th T. Neubert	(D)
Formula 'K' Grand Prix	
1st J. Hasse	(I)
2nd T. Neubert	(D)
3rd M. Noda	(J)

(Information — courtesy of Kho Kiem An, Hong Kong Kart Club).

### MORE ON THE WOMBWELL FRONT

The Wombwell 'Winter Series' has attracted more sponsorship, in the form of £250 pledged by Mr Michael Jubb, a Barnsley Estates Agent. The money will go to the Junior Britain class, also the Junior Booster, if sufficient entries are forthcoming. Additionally, F.R.E.D. Racing of Sheffield are to sponsor Senior Britain and 100 National to the tune of £400 in the form of vouchers and a large silver trophy to the overall Series' winner. Wombwell K.C. will also award cash prizes of £50 to the overall winners in each class that attracts a minimum entry of 15 drivers. The gearbox league is also well catered for and their awards will be comparable to those already listed. Schools drivers will also be competing in the Series with a 50cc class being fielded for a very worthwhile trophy, donated by Ken Wright, as a prize for the overall winner.

Just a reminder of the dates:

January 13th  
February 10th  
March 10th

and also the joint WKC/Lincs KC meeting on December 30th.

All entries please to:

Alice Wright  
Rockbank  
19 Clarksfield Street  
Oldham, Lancs OL4 3AW. Tel: 061-633 1720

Quite a number of enquiries have been received over the past few months, mainly from spectators, as to why 250 National and International no longer race at the Hunts Kart Club circuit of Kimbolton. The magazine is not, unfortunately, in a position to know the reasons behind the Club's decision to exclude 250 from competing at the circuit. In order to satisfy the curious we would respectfully ask the Hunts Kart Club to tender those reasons for publication in the magazine and also ask if the Committee can see any probability of the restrictions on 250 being lifted in the foreseeable future.

Replies please to *Kart and Superkart* at the usual address.

## 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 Bohlén

Norway: Torgier Kleppe

Canada: Super Kart Shop

U.S.A.: John Gibson

Grass Gars Farm,  
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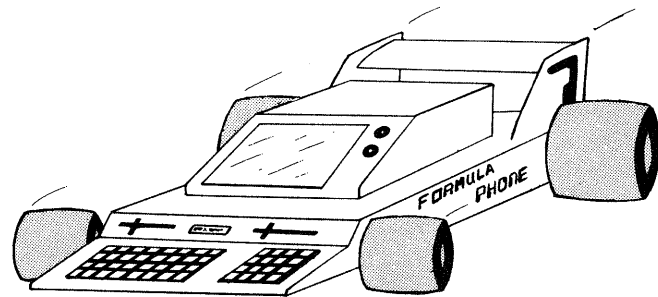
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# Blackbushe

SUNDAY, OCTOBER 28th

Despite the weather being bright and sunny during the preceding day's track clean-up, race day was dull, damp and overcast. The track was quite wet when we arrived but the general dampness prevented the surface from drying out and wet tyres were used all day.

## JUNIOR BRITAIN

In the first heat, Rogan Langton was on pole but he spun coming out of the first corner and carnage followed although most got rolling again. John Bowden led for the first couple of laps but then Nicky Hart passed and held the lead to the end. However John had spun off and he restarted towards the tail of the field just in front of a recovering Johan Dackner. Michael Pallett was third, initially, but he fell back through the field. Chris Minassian eventually finished second and John Bowden drove well to get up to third.

Heat two saw Nicky Hart closer to the front and by the end of the first lap he was in the lead. John Bowden quickly established himself in second and David Young was third.

The final was obviously between Hart and Bowden and they finished in that order. In the early part of the race they were close but when they started to lap the slower drivers, Nicky Hart opened up a safe gap. However it was a good drive by John Bowden to pressure the class champion. David Young held third place for the first few laps, but he was overtaken by Rogan Langton who, in turn was passed by Richard Moss.

## 100 BRITAIN

It was an all girl front row but Craig Booth was in the lead by the end of the first lap, and unfortunately, Joanne Butt spun and Sue Cox came past in fifth place. Dave Goode also came through well down with a misfiring engine. Patrick Smith was second and Victoria Philip-Bates was third. The first three positions did not change during this first heat but after Joanne spun out of fourth place, Sue Cox inherited it. In the second heat, Craig Booth started well down the grid but by the second corner he was in second spot and by the end of the lap he was in the lead. The first six places did not change after the first lap sortout. After Booth, the order was Philip-Bates, Smith, McLurg, Whittaker and Cox.

For the final, Booth and Philip-Bates were on the front row and although Victoria was in fine form could she beat Booth? There was drama as the field accelerated out of the paddock. Craig Booth's engine seemed to go flat as he blasted along the start-finish straight. He stopped by the paddock entrance and the rest of the field continued to circulate. Fortunately for Craig, the starter was not satisfied with the line up, and after two rolling laps, he rejoined the head of the field. It transpired that a return spring had broken or come off and had been sucked into the carb and a new one was fitted during that rolling lap. Despite these dramas, or maybe because of them, Booth made the best start and the field settled into a stable order. Second and steadily falling away, was Victoria Philip-Bates. Next up was Patrick Smith followed by Sue Cox, Kevan McLurg and Robin Whittaker. Dave Goode seemed to be running better in the final but was finding it difficult making up for his low grid position. It was looking like another Booth runaway win, when suddenly it all changed. At the start of the fifth lap, Booth's motor seemed to nip up at the end of the straight. He went straight onto the grass, but kept his cool and his engine running to rejoin the track in third place. Unfortunately, there was a fault with the carb linkage and he had to operate it with his hand. The engine had lost its edge presumably due to having

swallowed the spring during the earlier incident. Apart from Craig Booth having dropped to third, the rest of the order was the same. It did not seem possible that Booth could continue, but continue he did, and to good effect! He steadily whittled away the gap to Smith but could not pass him. This was achieved driving with one hand, using the other to operate the carb linkage.

## 100 NATIONAL

Most of the Camberley regulars were to be seen, but there was one visitor who was to figure in the results, namely Tony Negal who was driving his Art PCR. Darryl Beasley led off the first heat grid, followed by Bob Moon. Third spot went to Bob Stansbury who used most of the grass along the straight to get there. Negal was in seventh place on the first lap after a mid-field start. He was gaining places at the rate of two per lap and was soon on Darryl's tail. The latter was trying not to leave too much room on the inside but Tony Negal just drove around the outside of him at the end of the finishing straight. In the second heat, Mick Whitehouse made the best of his front row start and held the lead for a couple of laps. He was caught and passed by Jamie Beasley, who had eventually worked his way up to third place in the earlier heat. By the fourth lap, Tony Negal was up to second after another mid-field start, but he was slightly balked by backmarkers and he could not get on terms with Jamie. Whitehouse finished third and Dennis Gale was fourth. Negal had the final to himself and he just drove away from the rest of the field. On the first lap, Jamie Beasley was second but he was passed by his brother, Darryl who held on to that place to the end. Jamie fell back and then dropped out right at the end of the race. Chris Hawes was running better in the final than in the heats and was in fourth place after he had passed Bob Stansbury. Towards the end, Mick Whitehouse also got past Bob.

## 210/250

John Coaker won the first heat fairly easily after he had passed Stephen Fenny. The latter dropped out after four laps leaving Paul Dredge in second. However he was passed right at the end by the first 210 of David Lawes. In the second heat, Fenny got his revenge by leading from start to finish. Coaker was caught up in a bunch made up of Gerry Wilton, Paul Dredge and Bob Reeves, but he eventually got through to second place. Graham Wood was the first 210. In the final, John Coaker led all the way. He was followed by Stephen Fenny whose Rotax power seemed to be a hindrance rather than a help. The slippery conditions were taking their toll and there were only seven finishers.

## 125

The entries for this class continue to grow and it provided some of the best racing. Simon Hagenbuch took the lead in the first heat followed by Russell Cadwell and Mark Bavin. Russell took second by a bold passing manoeuvre round the outside at the end of the finishing straight. Steve Bell, out for the first time in a long while, was moving up through the field, and he finally finished third. There was a large bunch in the middle of the field but the slippery conditions kept them together. Russell Caldwell seemed to have the second heat well under control but it was not to be. Initially, he led from Dave Currie and Robin Stoner, but again, Steve Bell was charging up through the pack. He passed Stoner into third and on the fourth lap he was second in front of Currie. In the remaining four laps of the heat he steadily cut down Russell's lead and on the last corner of the last lap he came out marginally faster and was able to pull alongside and then pass right on the line! This had the makings of a very good final and we were not to be disappointed.

Russell Caldwell made the best start but Steve Bell was right with him. There must have been several 125

drivers wishing that Steve had stuck with his regular job as starter! On the second corner after the start, Simon Hagenbuch had slid wide letting Robin Stoner through and allowing the first two to get away. On the second lap, Hagenbuch was back in third and that is where he stayed to the end. Although there was not much passing, the battle for the lead was very exciting to watch as lap after lap, Bell would try all he could to get past but each move was thwarted by Caldwell. However, Bell seemed to be able to get onto the finishing straight a fraction quicker and to hold the speed advantage all along the straight, as was proved at the end of the heat. He put this to good advantage at the end of the seventh lap and just crept past Caldwell on the outside of the straight, with enough clearance to dive in front going into the corner. The battle was not over, however, and Caldwell fought back and stuck to the bumper of the leader. It was getting more and more slippery and to prove he was still trying, Caldwell indulged in a quick spin. Fortunately he kept going and by this stage had a safe lead on the next man who was still Hagenbuch.

## 100 NATIONAL NOVICE

There was disaster on the first lap when initial leader Barry Thomas was hit from behind and spun causing much more spinning in sympathy. William Wood escaped the carnage and held the lead to the need. Kevin Williams was second throughout and Mick Decker climbed up to third. Decker's strong performance from the back of the grid in heat one was no flash as he won the second heat easily from pole. David Barnes was in second all the way and Williams reached third. The final was a flag to flag win for Mick Decker and there was no passing among the front runners. However there was a last minute heart attack for Decker as he was lapping a backmarker who moved over on him. There was contact but Decker kept control and kept his engine running, but it was close.

This was the first of the winter format meetings with two heats but everything went smoothly and the meeting finished on time. The Feltham Motor Club provided the marshalls and once again St John provided the first aid which was only needed by a spectator.

Roger Abbey-Taylor

## JUNIOR BRITAIN — 12 laps

1st Nicky Hart	Dart/Arrow
2nd John Bowden	Dino/Arrow
3rd David Young	Dart/Arrow

## 100 BRITAIN — 12 laps

1st Victoria Philip-Bates	Reema/Arrow
2nd Patrick Smith	Gillard/Arrow
3rd Craig Booth	Dart/Arrow

## 100 NATIONAL — 15 laps

1st Tony Negal	ART/PCR
2nd Darryl Beasley	Wright/Yamaha
3rd Chris Hawes	Dart/TKM

## 210/210 — 12 laps

1st John Coaker	Lynx/Yamaha
2nd Stephen Fenny	Zip/Rotax
3rd Paul Dredge	Lynx/TKM
4th Graham Wood (210)	Zip/Motiv

## 125 — 15 laps

1st Steve Bell	Barlotti/Rotax
2nd Russell Caldwell	Barlotti/Rotax
3rd Simon Hagenbuch	Barlotti/Rotax

## 100 NATIONAL NOVICE — 12 laps

1st Mick Decker	ART/Arrow
2nd Kevin Williams	Sprint/Sirio
3rd Martin Evans	Cobra/Parilla

## SNETTERTON NORFOLK & SUFFOLK KART CLUB — WINTER SERIES AND SUMMER CASH SERIES

The Norfolk and Suffolk Kart Club have announced plans for a Winter Series of Meetings at Snetterton Kartway on January 27th, February 24th and March 31st.

The series will be open to all classes and trophies will be presented at each round with overall series trophies being presented at the March Meeting which will also be treated as the Club's summer season opener.

The Club also propose to run a Cash Series commencing with the March meeting and ending with the final round in November. The series will also be open to all classes. Registration forms are available from the new Competition Secretary, Mrs Anne Caswell, 9 The Fields, Tacolneston, Norfolk. Tel: Bunwell 629. Closing date for registration will be February 15th, 1985.

Following a ballot at the November meeting drivers gave heavy support for both the new series and it is hoped that the series will attract other drivers from Club's who do no run meetings during the winter months.

Organised test days have been arranged at Snetterton Kartway on the Saturday prior to each meeting. Club members will benefit from reduced testing fees.

News has just come through that another kart shop has been opened, this time in Carlisle. Under the auspices of Ray Robson the shop has obtained the agency for Stratos Karts and the business will be centred around Class One. Those potential customers should note that there is a possibility of finance, if necessary, being arranged for the purchase of new karts.

The address for further information is: Ray Robson, Kart Shop, 115A Denton Street, Denton Holme, Carlisle, Cumbria and the telephone number: Carlisle 47820.

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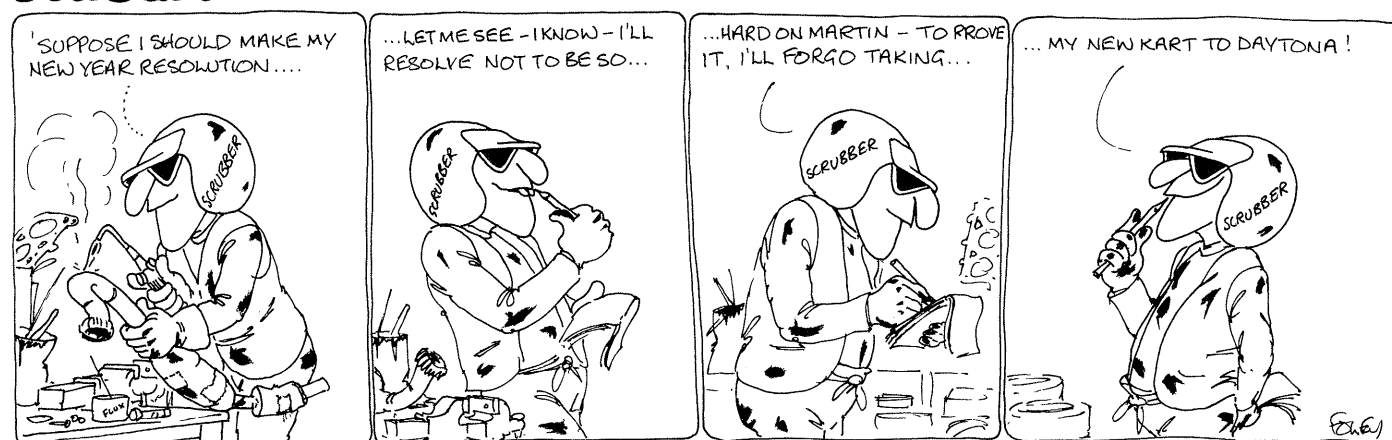
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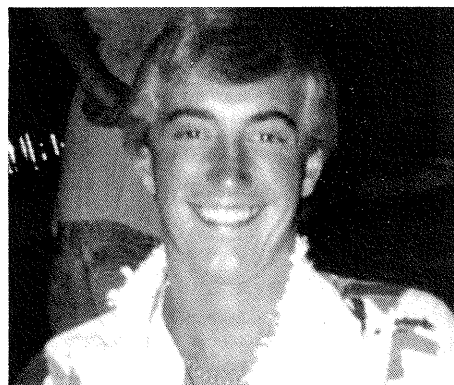
Alan Cheetham, 250 National exponent, featured here at Three Sisters, sporting the water-cooled KTM which looks good for the class when water-cooling comes in next March. Alan has already had the opportunity to evaluate the motor, first at Cadwell at the end of September and then Mallory in October. He has been pretty encouraged by the results so far.

(Pic: Paul Grice)

## INVERNESS KARTING CENTRE

Due to pressure of work, Sandy Taylor of Taylor Racing, based in Crimmond, Scotland, gave up trading on 1st Decmeber 1984. All connections have been taken over by Les Cranston and Gerry Parks, trading under the name Inverness Karting Centre at 1 Craigard Terrace, Inverness, IV3 6PS. They will be maintaining the Zip Discount Centre service for all Scottish karters. It is also hoped, once they settle into a routine, to offer full sales and service for Class 1 and Class IV, including engine rebuilds, crank pressuring, etc. Enquiries should be made to Les on 0463 221317, for Technical sales, or Gerry/Darren on 0463 223590 sales.

Les Cranston has been involved in karting some 20 years and at one time manufactured karts in Brora, in the north of Scotland. At one stage he had the first seven places with his karts in the Scottish Championships. He will be responsible for the technical side of the business, whilst Gerry Parks will handle sales and the office side. It is hoped to build up a clientele based on service and trust and hopefully promote karting in the north of Scotland.



BY BARRY FOLEY





Andy Whitefield.

### SCOTTISH 125 P & R CHAMPIONSHIPS

The latest update on the Scottish P & R Championships informs us that several sponsors have already been located and it is hoped to have one major sponsor per driver for the series. Each driver will be allocated a sponsor's name to carry for the duration of the championship and, in return, will be entitled to gain points at each round. The sponsorship fund will be divided up as prize money at the final round.

Andy Whitefield of A&C Kart is a main distributor for Rock Oil Components and has secured sponsorship for the series from Rock Oil and hopes to promote the full range of high quality lubricants into the karting world. Anyone interested in driving or helping sponsor the first Scottish 125 P & R Championship should contact Andy on **Wishaw 375651**.

The rules for the Championship are as follows:

**1. GENERAL**

As Per Blue Book.

**2. CHASSIS**

Any Class IV Chassis.

**3. TYRES**

Bridgestone YAK SL Tyres  
Pirelli  
Dunlop SL

(Size) Front 4.5 x 5; Rear 7.1 x 5.

**4. ENGINES**

Any Air Cooled 125 (Piston or Piston and Reed Timed)

Yamaha  
Honda  
Mugen Honda  
KTM  
Suzuki  
Minarelli P & R  
Kawasaki

**5. CHAMPIONSHIP**

A Five Round Championship is to be arranged starting in May 1985, and the final round to be held in conjunction with the Scottish Championship at Golspie.

There will be a round at each Scottish Venue, one per month consisting of normal three heats and final (Extra heat at Golspie).

Each Driver's best 16 Races to Count towards Championship, Points to be the same whether heat or final.

Points system to be sorted out by Driver Members at a Meeting Before January 31st 1985.

**6.**

At Championship Rounds all Driver Members will be obliged to help with supplying a Lap Scoring Team for our own races.

**7. BANK ACCOUNT**

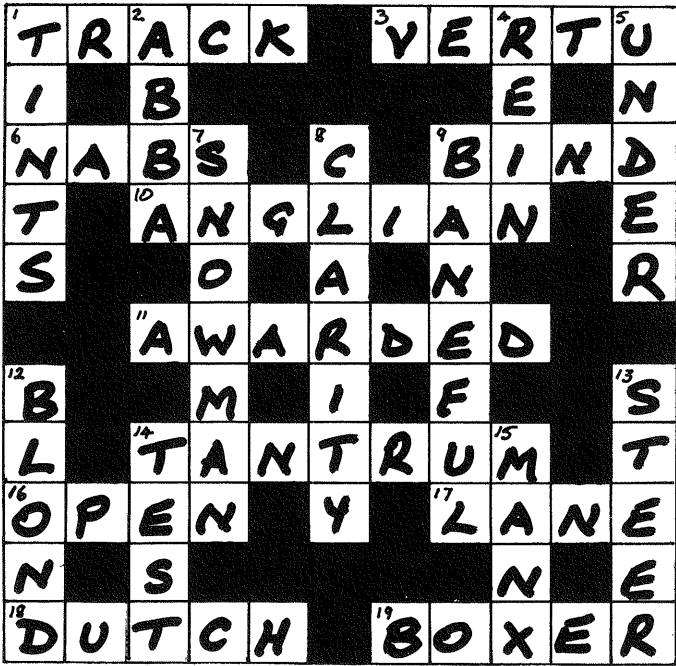
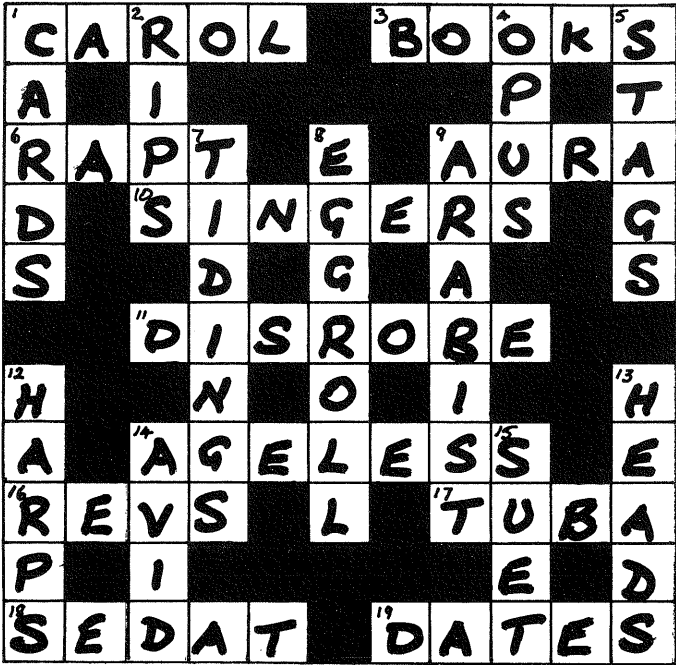
A Bank Account is to be opened in the name of the Club to hold all fees and hopefully all Sponsorship Money gained.

The money will be used to run club matters (printing, postages etc.) and to purchase Championship Trophies to be presented at Final Round in September.

**8. ADVERTISING**

All being well and if enough Sponsorship is gained from various sources all Drivers will be nominated a Sponsor to advertise throughout Championship on Kart, Driver, Mechanics, Programme etc. to add colour and interest to class and hopefully secure future Sponsorship.

## CROSSWORD SOLUTIONS



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.

## Shenington

SUNDAY, NOVEMBER 18th

The 18th November brought to a close the 1984 Club Championship at Shenington. Fifty-eight drivers contested the 100 National class, while the other classes were well supported by a further 80 drivers.

**JUNIOR BOOSTER**

Lee Rennison and Bobby Game won the heats. British Booster Champion, Bobby Game was unable to pass David Wilson in the final. David went on to win, without doubt his best performance to date. The regular club drivers still have plenty to learn but their improvement this season has been impressive.

**JUNIOR BRITAIN**

Heat wins to Martin O'Connell and Adrian Coles. The final was Adrian's all the way. Martin O'Connell a persistent second. James Rhodes bringing up a challenging third. Dave Jackson's team orders were to avoid all risks, for two-thirds of the race he held fourth, eventually passing Rhodes just after the start line, into cafe corner. Andrew Smith coming home in fifth place looks good for 1985. Adrian Coles had the doubtful honour of aping Alain Prost, despite a fine win on the day, it was Dave Jackson who clinched the Junior Britain Club Championship (for the second year running).

**JUNIOR NATIONAL**

Your Mr Chitty raced the last event of the Junior National Class at Shenington. With great sadness, I record the demise of the Junior National class. I remember with nostalgia some of the highlights of this class, providing the pinnacle of junior racing until two years ago.

**100 BRITAIN**

Paul Rixon completed a very successful season's racing with substantial victory. This gave him the Club honours with no less than four outright victories. The heats of the day went to Paul Branfield and Paul Rixon. In the final Paul walked off into the distance without a challenger. Eric Butler drove in second place for four laps, initially with Martin Sears providing the harassment, Martin was replaced by Paul Branfield. On the fourth lap Martin Sears took advantage of Eric Butler's tactical blocking of Paul Branfield and passed both Branfield and Butler. Keith Tinworth from Camberley Kart Club had a very close race with Rupert March, exchanging 5th and 6th places, until the final lap when Keith Tinworth was sidelined. Paul Rixon reached the chequered flag well ahead of Martin Sears, Eric Butler and Paul Branfield.

**100 NATIONAL**

Heat winners were: Stephen Wright, Paul Wilkes, Darrell Beasley, Jamie Beasley, Jeremy Cotterill. Contenders who made the grade from the 'B' Final were: Ian Robinson, Chris Bailey, Mark Parker and Colin Witherall. The track surface was cold and exceptionally slippery and choice of tyres was all important. The condition of the surface made close racing "hairy". Darrell Beasley set the pace, getting away well, from Stephen Wright (who managed to complete a day's racing without serious mishap!) Although Stephen dropped a place to a "flying" Paul Wilkes, it was debatable who was the quicker. Lying fourth was Jamie Beasley in his 100 National debut at Shenington. His day was marred when his ignition coil decided to part company and his race was over. Bringing up the rear of the lead group was Jeremy Cotterill in 5th. Briefly Derek Higgins was in the running but his race only lasted a lap and a half. Charlie Brown, uncharacteristically off the pace, apparently on the wrong choice of tyres, had an uneventful race in 6th place.

A first lap fracas at the back of the field took out some of the quicker lads and destroyed their chances. Andy Pallister's result gave him sufficient points to secure the 1984 Club Championship just ahead of Ray Lewis last year's winner.

**125 NATIONAL**

We welcomed British Champion, Roger Goff to Shenington. However his day was a series of disaster collecting maximum penalty points in the heats, and a bent up chassis in the second lap of the final. The heat credits went to Adrian Wilcox and Colin Poole. Wilcox and Poole led the final away. After the second lap crash which removed John Cooke, Charles Longbottom and Roger Goff from the running order, Maggie Dell was left in a comfortable second place. Steve Rolfe from Camberley K.C. displaying novice plates was in third place. The fourth place was hotly contended for four laps between Richard Blackburn and Steve Griffin. Keith Bisp, unrecognisably slow, was entered as Minarelli mounted. Bringing up the rear of the unladen drivers was Mark Allen on a borrowed engine. However with five wins this season Mark had done more than enough to take the 125 National Club Championship. Maggie Dell who has settled into 125 National so well this season, was runner up, seven points behind.

**210 NATIONAL**

John Browning the Club's most senior driver, has surprised even himself in securing the 210 Championship with 236 points. His nearest rival Steve Hurst some 19 points behind.

Fourteen 210s were racing. Steve Thornhill won the first heat and Colin Hoare the second. Colin made a good start and although Charles Morris of Cardiff K.R.C. made a determined effort he could not find a safe passing place. On the final lap Charles Morris had got so close that he was alongside Colin Hoare as they went past the chequered flag, but it was too late. In the early stages of the 210 final Paul Woodward put in a challenge but it faded as the race progressed until he was passed by Steve Hurst. A newcomer to this class at Shenington this season is Duane Such, he made a good account of himself finishing 5th with the fourth place man in sight.

**250 NATIONAL and 250 INTERNATIONAL**

The 250s final brought to a close the 1984 season at Shenington. There were twelve drivers, 6 in each class. John Ottrey, 250 National, was overall race leader in the final. Andrew Knott had beaten John into second place in the first heat. Andrew maintained second place in the final but could not close the gap on John. It was Chris Dewing who led the 250 Inters, with Andrew Bufton second. Although Stuart May had come second in a heat, he was unable to get his act together in the final.

The Club Championship awards for these classes have gone to John Ottrey in the 250 National class (6 wins this season) and Stuart May in the 250 International class.

The second concluded on a high note with a big entry and fine racing. This season has been most enjoyable at Shenington, visitors and members alike benefit from a most pleasant atmosphere created, by and large, by a very good humoured and hard working committee and a very agreeable group of regulars. If 1985 measures up to expectations, we are in for another good season of kart racing. From me, may I wish you one and all, good racing and good fortune in 1985.

Maggie

**JUNIOR BOOSTER**

1st David Wilson  
2nd Bobby Game  
3rd Oliver Gavin  
Boxer/Arrow  
Lane/DAP  
Zip/TKM

## CLUB SCENE

**JUNIOR BRITAIN**

1st Adrian Coles  
2nd Martin O'Connell  
3rd David Jackson  
4th James Rhodes  
5th Andrew Smith  
Jeta/DAP  
Sprint/Arrow  
Wright/Arrow  
Zip/TKM  
Wright/Arrow

**100 BRITAIN**

1st Brian Rixon  
2nd Martin Sears  
3rd Eric Butler  
4th Paul Branfield  
5th Rupert March  
Keg/Arrow  
Keg/Arrow  
Keg/Arrow  
Wright/Arrow  
Zip/Arrow

**100 NATIONAL**

1st Darrell Beasley  
2nd Paul Wilkes  
3rd Stephen Wright  
4th Jeremy Cotterill  
5th Charlie Brown  
Wright/Yamaha  
DAP/DAP  
Kali/Parilla  
Kali/Rotax  
Kali/Yamaha

**125 NATIONAL**

1st Colin Poole  
2nd Maggie Dell  
3rd Steve Rolfe  
4th Keith Bisp  
Zip/Rotax  
Zip/Rotax  
Zip/Rotax  
Barlotti/Minarelli

**210 NATIONAL**

1st Colin Hoare  
2nd Charles Morris  
3rd Steve Hurst  
Zip/Villiers  
Zip/Villiers  
Zip/Villiers

**250 NATIONAL**

1st John Ottrey  
2nd Andrew Knott  
Zip/Yamaha  
Aero/Yamaha

**250 INTERNATIONAL**

1st Chris Dewing  
2nd Andrew Bufton  
Zip/Yamaha  
Zip/Suzuki

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# CLUB SCENE

Davis' track rod broke putting him and the helpless Freegard into the safety bank!

**125**  
Malcolm Williams and Andrew Bundy entertained in this class, though once Bundy was in the clear he was always able to pull away. Williams advantage was his excellent starts, both rears wreathed in tyre smoke as he powered off the line.

Others to show well were Alan Pearse, Ian Elvin and Steve Ford. If there was a prize for the best avoidance of the day, it would go to Stuart Smith who shot through a non-existent gap between the tyre wall and a spinning Elvin.

**250**  
Fast, colourful, but a bit processional — except Heat one! Here we saw John Goslin leading by a large margin while a great three sided scrap developed for 2nd spot between Mike Biddlecombe, Steve Hillier and Paul Davis. These three got up to the sort of antics reserved for Class One — until as they swooped down the 100 mph Straight there was a clash of wheels; suddenly Davis was scratching at the edge of the track, Biddlecombe was airborne, while Hillier skated across the grass into the marshall's post. Bits of kart went everywhere and a stream of spilled oil splashed across the track, so out went the red flag. The Zip was a write-off but Hillier was lucky enough to escape with knocks and bruises.

All credit to the marshall who stuck to his post and casually waved his 'yellow' over the still bouncing wreckage!

The Final was won by Gosling from Max Faulkner and Tony Hunt. Good to see visitor Steve Roberts learning the track quickly to score a sixth and fourth.

Spectator

## Pembrey

SUNDAY, OCTOBER 28th

Cardiff Kart Club held its last meeting of 1984 on October 28th at Pembrey. The weather turned out to be a damp affair that required wet tyres all day. We had two visitors from Guernsey and two from the Cheshire Kart Club to give the local boys an argument, and very welcome they were too.

### JUNIOR NATIONAL

In the Junior National class Heat 1 was won by P. Trebert (Guernsey) from M. Collard. S. Terry came to a halt after one lap. Heat 2 saw M. Collard take revenge by leading P. Trebert home ahead of S. Terry. Heat 3 was again won by M. Collard. P. Trebert held second from S. Terry until he came to a halt on lap 6, he restarted to finish one lap adrift. The final was led all the way by P. Trebert, M. Collard's challenge faded on the first lap when some enthusiastic braking slid him into the bales, by the time he could restart it was too late to challenge, so he retired. S. Terry came to a stop on lap 6.

### JUNIOR BRITAIN

In the Junior Britain class R. Phelps won his three heats and final from L. Middleton, but not without some bother in Heat 2, which left him two laps adrift. L. Middleton did not appear in this heat.

### 100 NATIONAL

The 100 National class had our other visitor from Guernsey, C. Laine take the lead on lap 1 in Heat 1, but by lap 2 he had slid to the back of the field. D. Morgan now led from H. Williams, K. Davies, J. Hogarth and R. Tout. The order remained unchanged until lap 7 when K. Davies and H. Williams retired. R. Tout had got past J. Hogarth to take second place. Third home was J. Hogarth from G. Lewis, J.

Westwood and R. Dickson. Heat 2 was led from flag to flag by R. Tout, D. Morgan was second until a spin relegated him to the rear of the field. J. Westwood got past K. Davies to take second spot, J. Hogarth was fourth from H. Williams and C. Laine. K. Davies got back into second spot on lap 5 and the order was set to the flag. R. Dickson was seventh, G. Lewis eighth and D. Morgan ninth. Heat 3 was led by H. Williams for one lap before coming to a halt. K. Davies now led J. Westwood, D. Morgan, C. Laine and R. Dickson. The order of the first five was set, but R. Tout was coming up from the rear of the grid and by lap 5 was in sixth place. On the next lap C. Laine lost four places, while R. Tout moved up to fourth and J. Hogarth got past R. Kemeys to take sixth. K. Davies took the flag from J. Westwood, D. Morgan and R. Tout.

R. Tout was on pole for the final and made good use of it in spite of a great puddle of water facing him just past the start line. He led from flag to flag with K. Davies and J. Hogarth following him throughout. C. Laine was in fourth spot followed by R. Dickson, J. Westwood and D. Morgan, and on lap 4 D. Morgan got past J. Westwood and set about trying to wrest fifth place from R. Dickson. On lap 6 H. Williams relegated J. Westwood one further place to the rear, and then it happened. On lap 7 D. Morgan's engine locked up solid, H. Williams managed to avoid the spinning kart, but not so luckless J. Westwood who clipped the front and slid onto the grass. On lap 10 both R. Dickson and H. Williams passed C. Laine to relegate him to sixth spot. G. Lewis was seventh from R. Kemeys and B. Phillips.

### 125 NATIONAL

The 125 National class had our two entries from Cheshire to liven the proceedings. Heat 1 was led all the way by local fast man M. Morris. P. Morgan was second, P. Henderson held third spot until M. Fowler displaced him on lap 6. K. Parry was fifth one lap adrift. Heat 2 was led off by P. Morgan with M. Fowler and M. Morris hard after him. On lap 4 P. Morgan slipped back to fourth spot to retire on the next lap. M. Fowler now led with M. Morris looking for a way past, followed by P. Henderson and M. Barnes. On lap 7 M. Morris found the way and took the lead. P. Henderson held his third spot from M. Barnes. C. Hawkins and E. White came to a halt on the first and fourth laps. K. Parry was again fifth. Heat 3 had our visitors leading the heat. P. Morgan led M. Fowler on lap 1 from M. Morris, P. Henderson and M. Barnes. M. Morris took over second spot on lap 3 but his stay was short lived and he slipped back down the field to finish fifth. M. Barnes and P. Henderson had a place swapping session which came out in P. Hendersons favour. The finishing order was P. Morgan, M. Fowler, P. Henderson, M. Barnes and M. Morris. E. White was sixth and K. Parry seventh.

The final on lap 1 was P. Morgan from M. Fowler, M. Morris, M. Barnes and E. White. On lap 6 C. Hawkins displaced E. White while M. Morris moved up to second spot, M. Fowler retired on the next lap. The order was unchanged until lap 9 when M. Morris took the lead to hold it to the flag. P. Morgan finished second from M. Barnes, C. Hawkins and E. White.

### 210 NATIONAL and 250 NATIONAL

As only one 210 National had entered, C. Morris, his class was run with the 250 Nationals. He could have chuntered around to finish, but decided to make a race of it and won all the heats and final from the 250 Nationals. When you consider that there were two Rotax 125's in this class it adds more merit to his performance. Heat 1 of the 250 Nationals was led by D. Mitchell from S. Forrest, L. Phillips, C. Davies and J. Jones. J. Jones quickly passed through the field taking the lead on lap 4 and had lapped everyone except M. Mitchell on lap 5. M. Mitchell came to a halt on lap 6 while L. Phillips got ahead of S. Forrest on lap

7. Finishing order was J. Jones from L. Phillips and S. Forrest. Heat 2 saw J. Jones take the lead on lap 2 from L. Phillips, D. Mitchell and S. Forrest. C. Davies took third spot from S. Forrest on the next lap and that was the order to the flag. Heat 3 and J. Jones went straight into the lead never to be headed. L. Phillips displaced C. Davies for second spot on lap 3, and D. Mitchell took third spot from S. Forrest on lap 4. This was the order to the flag with R. Edwards in sixth spot.

In the final E. White appeared for the first time, while J. Jones grabbed the lead and held on to it. L. Phillips was second from S. Forrest, E. White and C. Davies on lap 1. S. Forrest moved into second place on lap 2, but both L. Phillips and E. White passed him on lap 4. E. White took second place on lap 5 while D. Mitchell took fourth from S. Forrest. The race was very spread out by now and much lapping of back markers took pace. S. Forrest and L. Phillips came to a halt. At the flag it was J. Jones from E. White and D. Mitchell.

### 250 INTERNATIONAL

The 250 International class was a nice field of 7, though the programme showed that 12 had threatened to turn up. Heat 1 was a run away win for A. James. D. Jones held second spot for one lap before I. Davies took it from him. S. Roberts came rapidly up to make fourth spot his own followed by I. Kato and T. Holmes. They remained thus to the flag. Heat 2 had S. Roberts leading D. Jones and A. James on lap 1. A. James was in second spot on lap 2 and into the lead on lap 4. I. Davies moved up steadily from fourth, taking third on lap 4 and second on lap 7 to hold it to the end. S. Roberts came to a stop on the last lap promoting D. Jones to third. Heat 3 and A. James did not appear in this heat which was led by I. Kato for two laps before losing it to D. Jones. S. Roberts and T. Holmes passed him to take second and third respectively on lap 4 and this was the order to the flag.

The final was led for two laps by S. Roberts, the I. Davies took over. D. Jones settled in a safe third spot. I. Kato held fourth until A. James, who had started from the rear of the field and made an uncharacteristic spin into the field came up to pass him on lap 10 to claim fourth.

Harry Maund

### JUNIOR BRITAIN

1st R. Phelps Dart/Arrow

### JUNIOR NATIONAL

1st M. Collard Hutless/Komet

### 100 NATIONAL

1st R. Tout Hutless/Yamaha  
2nd K. Davies Hutless/Yamaha  
3rd J. Hogarth Hutless/TKM/Parilla

### 125 NATIONAL

1st M. Morris Zip/SRS Rotax  
2nd P. Morgan Zip/SRS Rotax  
3rd M. Barnes Zip/Rotax

### 250 NATIONAL

1st J. Jones Zip/Cross Yamaha  
2nd E. White Zip/Rotax

### 210 NATIONAL

1st C. Morris Zip/UPV Villiers

### 250 INTERNATIONAL

1st I. Davies Zip/Rotax  
2nd S. Roberts Zip/Yamaha

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

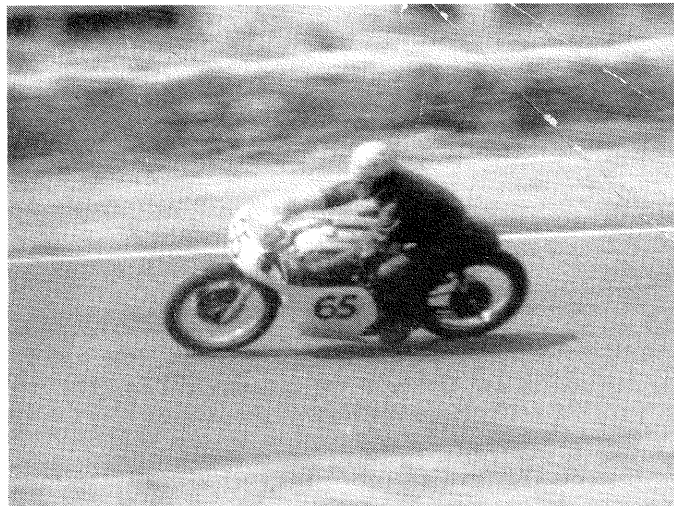
# Profile.....Mike Doble

Those who don't know Mike Doble either aren't in the game or haven't been around it very long, because Mike, in the nicest sense, is a well-seasoned campaigner whose racing exploits have embraced Bike, Mini Cooper and kart racing.

The place: Sanderstead, Surrey; The date: August 12th 1939 and Mike was born into the Doble household. Those were the war years and Mike came through unscathed, with only brief recollections of that time of trauma.

When he was of age he was enrolled in Selsdon Secondary School, destined to stay there until the age of fifteen, sometime during 1954. He candidly admits he didn't like school, much preferring to play truant in his efforts to further interest in automotive engineering. He was fortunate to have a friend who owned a garage and the desire was to work there. Eventually he became a mechanic and an apprentice panel beater at that garage in Coulsdon. They were good years and enjoyable ones, he learned a lot and was destined to remain there until he married Ann. It was just after his marriage he decided to go into business on his own, panel beating. It took a while to establish and it was an uphill grind, but the business continued to grow, to the extent that, fourteen years later, he teamed up with his brother Chris and entended his concern into motorcycle sales. It proved a wise and successful merger — now Mike and Chris have a Honda franchise and latterly branched out into car sales, specialising in VW.

It's time to trun the clock back again, to 1956 in fact, when Mike started motorcycle racing at the age of seventeen. The first outfit was a Manx Norton which, he confesses, was always blowing up and with Francis Biert tuning the motor he was going through a small fortune. Nevertheless he persisted until he was twenty-three without, frankly, any notable achievements. It was then Mike decided not to pour further good money after bad and try his talents at something else. The 'something else' it transpired was Mini Saloon Car racing and came about when the opportunity arose to buy a couple of crashed Mini Coopers. He enjoyed the racing, the change from two to four-wheeled action, but there was another factor on the horizon, one that had more priority than even racing — his marriage to Ann. And marriage was to dictate — the Coopers were sold and the proceeds used towards purchase of a home.



He started motorcycle racing at the age of 17.

When the racing fever is in one's blood, it is like a drug, an addiction and the soul can't be satisfied without it. Boredom began to creep into those weekends.....

At that time brother Chris was living near Camberley and, realising Mike's quandary, suggested casually one evening that they might find it interesting to visit Blackbushe to watch the karting. The nett result was a decision to start racing karts. Having reached agreement, the next decision was what to buy. That's the trouble when you first start out, you end up buying a load of rubbish; in the Doble's case it was a Piranha — after about three races sparks were flying from the centre of the kart where the chassis was bent in the middle and touching the ground! The brothers realised it was time to reconsider and evaluate the equip-



Mike, just a couple of years ago.....

ment market. Next time the choice was better — a Barlotti/Villiers outfit which was raced for many years on short circuits, against such talented contemporaries as Reg Gange Snr. After many seasons of hard and fast racing Mike finished up with a horde of 250 or so trophies.

Things come in phases and it is natural to want to progress a further stage. 250cc was the obvious choice and, after considerable thought, an approach was made to Roy Baldwin Motorcycles; Chris at one time used to race bikes for Roy. The result was Roy Baldwin sponsored Mike and Chris with the Baldwin Suzuki twins, which started 250 International karting. The brothers enjoyed many successes; Chris winning the British Championships during their first year. The following year Mike finished second in the same championships at Knockhill, losing the lead on the last bend to Rob Kerkhoven. Around then another motor was poking its nose into 250 — the Yamaha twin. Mike had quite a few good results on the Yamaha but suffered a lot of seizing problems.

Ever adaptable and willing to try anything, Mike's attention was caught by the new up and coming class — 125cc National and he decided he'd like to have a go. He sorted himself out with a Honda, (naturally!) and began to take on the opposition. The Honda he found was very quick in straight line speed, but there was also an interloper on the market making a big dent in the class — the Rotax. The Rotax proved better out of the corners, so came a change to Austrian power. It was a wise choice, well, moderately so and the first year showed a few encouraging successes, though at the expense of thirteen seized barrels! Ignoring the unlucky number 13, Mike carried on in the class for a couple of years. He had overcome the seizing problems but unfortunately was beginning to suffer weight problems and opted out of the 125's, reckoning the power to weight ratio was a bit too much for the propulsion unit to deal with.



The early days at Blackbushe; Reg Gange Snr in front again! Mike's just behind, closing.



Basically, that is Mike Doble, though perhaps it is a little unfair to couch it in such a way. Those of you who know Mike and his family — Ann and the children, Michael his boy and daughters Jacky and Joanna, will know he is very much a family orientated man, who frequently considers others before himself.



"Don't know what to do next," surrounded by seized 125cc barrels!

At the beginning of 1984, along with his nephew Tim, the decision was made to go into 250 National; Tim you remember from 210 National, gave the likes of John Newton, Bill Longdon and Richard Boston many a run for their money. John Newton, Tim and Mike originally from the same base, Sanderstead, had known each other for years and when all three joined 250 National a year ago, the days of 'Peak Revs' total domination of the class looked to be numbered.

The Doble team started with Chris tuning the engines whilst Mike and Tim put them through their paces; John Newton went it alone, after a trial drive at Cadwell, courtesy of Alan Cheetham. He liked the class, the only complaint in those early days being: "My head keeps falling off!"

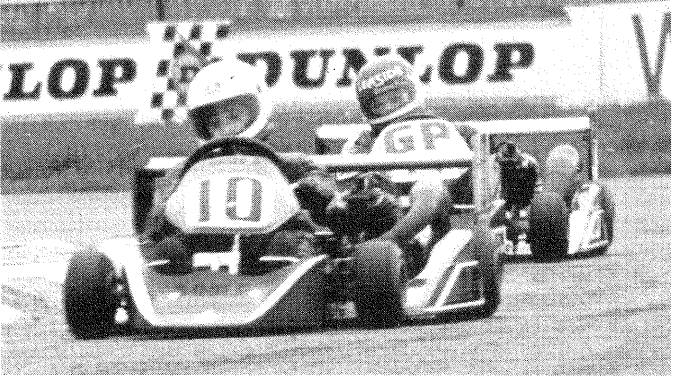
From the word go the Doble team scored successes in 250 National. The secret of the success — reliability and good race preparation. As Mike puts it: "The low revving engines seem to pull my weight with ease!" 1984's successes have included:-



The Cadwell Championships were a real lift! (Pic: Doug Rees)

3rd World Cup at Donington Park  
2nd RAC Long Circuit Championships  
1st Cadwell Championships  
1st British kart Grand Prix, Silverstone  
1st Dutch Grand Prix, Zandvoort

The only real disappointment of the season was the final round of the British Championships at Snetterton and it was written all over his face. In appalling conditions he aqua-planed off a couple of times and was forced to retire on the last lap. Through circumstances he was robbed and Derek Rodgers, whom he battled with all the way, would doubtless be the first to agree.



Nephew Tim at Donington shadowed by GP Alan Cheetham. (Pic: Doug Rees)

Asked which he considered his best race of the past season, Mike said: "The '84 Silverstone G.P. — I'd been trying so long and it was such a close race — I really enjoyed it."

"I ran a Zip GP, I'd tried all other makes and decided it was the best one around." "My views on the YZ250 Yamaha — it's cheap, easy to maintain and very reliable."

"I'm interested in any form of motorsport, but I haven't much time for anything else than karting."

About interests outside motorsport: "I do like to go skiing with the family in winter."

As he sat in his armchair he pondered his ambitions for the future.



The best race of the season was the GP, for which he was aptly rewarded.

He furrowed his brow a little, at the same time smiling. "I'm going to continue in 250 National this year and I want to win the British Championships. 1985 could be my year — I hope!"

Again the brow furrowed in concentration, when asked about the future of karting. "I'd like to see the cost of karting kept down, in all classes. In 250 National we should be allowed to use any piston or reed valve motor found in old motorcycles. It's a common call by all drivers in the class and I think it would help to bring a lot more people into the class. Consider, you could purchase water-cooled motors from scrambler bikes for around £300, compared with the motors the R.A.C. are likely to impose this year, costing around £700!"

The Doble family thoroughly enjoy karting. Apart from the racing there is the conviviality of the social gatherings — the barbeque at the weekends. Mike has made many, many friends during the years and hopes, God willing, to continue in the sport until he qualifies for the Old Age Pension!

If you want any more character reference than this, ask Sid Tomlinson — he knows.

Heat 3 and was dicing with Chenery for the lead for the full 10 laps but Chenery just got to the flag first by a small margin. No.31 was third and Lee Gage was fourth.

The final was yet another win for Gordon Chenery but it was not without its moments as both Robbie Adams and No.31 were trying to get past each other and Chenery at the same time with the inevitable result on lap 11 Adams came round at the back of the field, on lap 13 No.31 actually got past Chenery but the next time round he was back in front and went on to win with No.31 second, Lee Gage a little way back in third place and Martin Church fourth.

#### COMBINED 125s and 250s

The first few laps of the combined 125s and 250s was a somewhat confusing experience, they were supposed to be started separately, which was the case in Heat 1 but not before the 125s had nearly completed their first lap and caught up with the 250s going into the hairpin for the first time when the 125s were into their second lap, still, it makes life more exciting, doesn't it!! The result in the end was a win for Paul Cross with Nigel Wigg second and Darren Maryon third. In the 250s Dave Symonds took the win with Richard Stimson second.

Heat 2 was a more orderly start which resulted in a better race. Nigel Wigg took the lead and went on to win but in the latter stages of the race he was challenged by Paul Cross who could not find a way past and had to settle for second place with John Davies third.

Heat 3 started well for Paul Cross who took the lead on lap two but was soon under pressure from Darren Maryon who was really on form and took the lead from Cross on lap nine and went on to win with Cross a very close second and John Davies third. Kevin Ramage was the first of the 250s over the line having had a race long duel with Dave Symonds who was second with Richard Stimson third.

The final was a much more ordered event with all the starting problems sorted out. Cross took the lead with Wigg in hot pursuit and John Davies holding third place, Wigg took the lead on lap five and went on to win. Cross held on to second place right up to the last lap when Darren Maryon, who got past Davies on lap nine, slipped past to take second with Cross a close third. In the 250s race Kevin Ramage again crushed the opposition to win easily with Dave Symonds in second place.

#### 210 NATIONAL

Tim Ayres took an early lead in Heat 1 with Jon Minns and Ian Jackson close on his heels, by lap four Jackson had got past Minns and was closing in on Ayres but it took him until lap seven to get by and he went on to win with a hard charging Ralph Howard in second place having got past Minns on lap nine with Minns finishing third.

Heat 2 Jon Sapey had a flag to flag win but had to hold off Ian Jackson for the full ten laps, Jon Minns finished in third place having his own race with Ken Austin who was hard on his heels in fourth.

Ian Jackson got it all together in Heat 3 and led throughout, Tim Ayres held second place for a couple of laps then disappeared from the race order leaving Jon Minns in second place, Jon Sapey got past Minns on lap six and set about reeling in Jackson but did not quite have enough time and settled for second place with Minns third and Matthew Barnes fourth.

The final was another good win for Ian Jackson who got to the front on lap two, and, despite pressure from Jon Sapey, who retired on lap eight, went on to win, Ralph Howard worked his way up through the field to finish second, Ken Austin finished in third place after having a race long dice with Tim Ayres who was fourth, Jon Minns our Club Chairman was next over the line in fifth place.

John Davies

#### JUNIORS

1st Steven Webb Spyda/Hewland  
2nd Gavin Kershaw Spyda/Hewland  
3rd Mark Thomas Dino/Arrow

#### 100 NATIONAL

1st Gordon Chenery Spyda/Arrow  
2nd No.31  
3rd Lee Gage Wright/Yamaha

#### 125 NATIONAL

1st Nigel Wigg Wright/Rotax  
2nd Darren Maryon Lancer/Rotax  
3rd Paul Cross Zip/Rotax

#### 210 NATIONAL

1st Ian Jackson Aero/Upton  
2nd Ralph Howard Aero/Villiers  
3rd Ken Austin Zip/Upton

#### 250 NATIONAL

1st Kevin Ramage Dino/Yamaha  
2nd Dave Symonds Aero/KTM

I would like on behalf of the Race Committee to say a "Big Thank You" to all the people who have helped to make our race meetings so enjoyable and friendly — Marshalls, Lap Scorers and everyone else who has done things for the club over the past year. Look forward to seeing you all next year.

## Nuthampstead

SUNDAY, NOVEMBER 18th

Results of the meeting of the Cambridge Kart Club held on Sunday 18th November 1984 at Nuthampstead are as follows:

#### JUNIOR BRITAIN

1st Simon Reeks Sprint/BPH Arrow  
2nd Simon Harrison Wright/TKM  
3rd Jonathan Pichel Zip/TKM

#### JUNIOR NATIONAL

1st Chris Evans (Nov) Sprint/TKM

#### JUNIOR BOOSTER

1st Daniel Stilp (Nov) Sprint/PCR

#### 100 NATIONAL 'B'

1st Steve Cutler Dart/DK TKM  
2nd Tony Cole Zip/TKM  
3rd Dave Crocker

#### 100 NATIONAL 'A'

1st Ken Bowes TKM/Parker TKM  
(Keen on Karts)  
2nd Phil Hart Zip/PCR

#### 100 BRITAIN

1st Allen Reeves Formula One/PRE Arrow  
(Walthamstow Building Society)  
2nd Vic Coombes Birel/Komet

#### 210 NATIONAL

1st Bill McDougall Zip GP/Villiers

#### COMBINED

1st Ron Banthorpe Lancer/Rotax  
2nd Manuel Vincente Zip/Yamaha

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## CLUB SCENE

## Dunkeswell

SUNDAY, NOVEMBER 25th

A brilliant late Autumn day greeted the 78 racers for the last Dunkeswell meeting of the '84 season, a complete contrast to the foggy October event. Due to the failing light the meeting was run over just two heats and a Final per class — and the club only just made them!

#### JUNIOR BRITAIN

Of the poorly supported Britains it was Adrian Coles all the way, only a puncture stopped him scoring a maximum of three wins. When he did finish he won by usually half a lap. Denzil Titherly tried hard to stay with him but simply lacked the power.

Some of the closest racing came from the Boosters, with Will Colinson, in particular, going well. Celebrating his 13th birthday was Lee Rennison and hoping to round of his day with a win, but this day had to settle for 4th overall.

#### 100 BRITAIN

Three races, each with a different winner and each winner having an easy time of it — all the action was for the places. Steve Alway scored a 1st and two 4ths, Dave Lloyd a single 1st, while Steve Sparkes, who is just up from the Juniors, scored a 1st, 2nd and 3rd.

Heat one was a bit tame, but the next two races were excellent. Heat two saw Gavin Wills hold a brief lead, but Julian Pitocco, Mike Perkin, Andrew Clarke and Alway soon got by and continued their season long Kartmaster duel.

The third and final heat saw Dave Lloyd come from nowhere to take a storming victory, while behind him a great scrap took place between Sparkes, Perkin, Alway and Gary Squire. These four swapped places regularly, with four abreast down the straight and all sorts of weird manoeuvres in the turns. Excellent entertainment, and a fitting high note for 100 Britain, as we know it, to go out on!

#### 100 NATIONAL

With Pete Rochford, the Maple brothers, Andy Pallister and Ron Shone on hand, this class looked like a mini K&S round! However, silly mistakes in the first couple of corners spoiled the early heats, with only Pallister's climb from near last to 2nd saving Heat one.

Heat two saw Rochford and Darren Maple running pretty close but only after Pallister had spun away his lead.

The Final was great. Rochford led for three laps but was eventually taken by Darren Maple, while Russel Maple charged through the pack to join the dice for the lead. It was then three guys, elbow-to-elbow, with Rochford regularly having a go at the leading Maple only to find the other trying to fill his gap, so Rochford would have to force his way back in and eventually had to settle for second. A fine demonstration of a closely fought, clean race. Excellent, more please.

#### 250 NATIONAL

Two wins and a 2nd for Steve Plain, and a win and two 2nds for Fred Tarr kept the 'status quo' point-wise and allowed Plain to maintain his slender lead in the club's title stakes.

Not too much action here, although Alec Sutcliffe's storming starts were entertaining. He led Heat two until almost half distance, and always had an answer to Plain and Tarr's challenge's, until his Barlotti started jumping out of gear. A problem that was to plague him all afternoon.

The Final saw Mike Davis and Steve Freegard running a close 1-2, with Plain and Tarr obviously prepared to settle for 3-4, when on the very last lap▶



Rowrah

SUNDAY, NOVEMBER 11th

For once, the weather let us down, because it poured down all day. It didn't stop the drivers who turned up from splashing around with great aplomb. The drivers were given the option to run only two heats but, after a vote they decided to complete the full compliment of three heats and the final. We had a number of novices including another racing return by George Greenwood who has had more comebacks than Frank Sinatra. All but one of the novices were in the gearbox classes which bodes well for the future of gearbox racing.

JUNIOR BRITAIN and NATIONAL

The Britains were out in front of the Nationals which gave reigning Club Champ, David Coulthard, to race away to easy wins in all three heats. His class companion finished the first heat in 2nd but as the other heats were run in the rain, his motor swallowed too much water and drowned the plug out.

David held pole with R. Jarvie next to him, having sorted out an effective wet box. Unfortunately, he couldn't sort out anything to cope with Coulthard as David stretched out an unassailable lead which he kept to the flag with Jarvie second.

John Lister annexed pole position in the National class after a couple of wins and a 2nd. James McKnight took the other heat but Listers rival for the Club Championship, Kevin McBride, struck Motoplat trouble during practice which he didn't get sorted until the final.

Lister made the best start, swiftly followed by the two Macs, McKnight and McBride. About three laps into the race, Lister slowed up which let McKnight through and shortly after seemed to indulge himself in a spin to allow McBride up into the 2nd place. So with no further change the winner was McKnight from McBride and Lister.

100 NATIONAL and BRITAIN

With the Britain entry decimated by non-appearances, all Andy Harvey had to do was keep running order to claim the first trophy. Easy, you may say, but in the torrential rain keeping the motor going was a major achievement. Andy managed all right, staying out of the Nationals way to take this first, if rather hollow win.

Tony Donoughue won the first Nat heat but had to give best to Roy Dickson in the other two. Roy was using some rather nifty looking weights which fitted to the front stub axles and were largely hidden by the wheels. He professed himself satisfied with them and reckoned they made the kart more stable. I don't know who makes these, but I'm sure the Editor will know. Others to fare well in the heats included J. McKeand who sported the biggest wet box I've ever seen and Stu Davison, hoping to sew up this years Club Championship.

Roy held pole for the final and from the flag, he and Donoughue broke free of the rest who were headed by Stu Davison. Davison soon worked his way clear of the pack and set about catching the lead pair. This he did at about half distance when he judged the exit from the pits corner perfectly and steamed past Donoughue on the straight. Just to prove it was no fluke, he repeated the feat on the very next lap to remove Dickson from the lead. From that point on, the race was effectively run, with no change in the overall positions the winner was Stu Davison from a disgruntled Dickson, Donoughue, Chappell and Lloyd Ross with David Ashbridge completing the runners in this race of attrition.

125 and 210  
Not a very good day, reliability wise, but given the

conditions it was hardly surprising. David Davidson won heat one, but as the weather worsened, so did his results with a 3rd and DNF. Alan Tolson finished 2nd in the first heat and won the other two, his right hand engine mount Barlotti not suffering from water ingestion like some of the left hand mount chassis, where the carb sticks out and is in the firing line of water thrown up by the wheels.

Davidson unfortunately didn't complete the rolling lap due to liquid ingression in his engine. So the final consisted of Tolson, Malcolm Campbell and Motive mounted Andy Harvey. The latter two P&R outfits didn't escape the ravages of the rain as their carbs took in enough water to cause their retirement, leaving Tolson as the sole runner and hence the winner.

The 210's had a better entry, swelled by four novices, but their retirement rate was pretty horrific as three of the entry couldn't persuade their motors to make any sort of noise all day. Having said that, B. Irving won two of the heats with Ashley Winter's tidy looking Aero winning the other one. Three drivers managed to contend the final with Winter taking the early initiative before succumbing to Irving's attentions. Once through, Irving stretched out a good lead to take the flag from Ashley Winter and novice Davie Coleman (no not that one, this bloke doesn't speak before engaging his brain). To all the other novices, don't give up. It'll come right in the end.

250 NATIONAL and INTERNATIONAL

Only three entries in this class soon became two as Mike McDowell struck terminal problems in heat one and took no further part in proceedings. Poor George Greenwood couldn't keep the water out of his engine giving all three heat wins to North-Eastern novice, Paul Beatyman. He also managed to be first on the road every time, despite running with the twins.

George failed to coax his kart into life, so Beatyman was again master of the conditions to again lead the race on the road and also take the first place.

Edgar Wills won all three heats on Mike Davidsons old outfit, although he was given a run for his money in the last heat by Barry Mellor who was having his first ever race. Were it not for the fact that Barry had no third gear, it may have been closer. As it was, Barry spun out at the hairpin and failed to restart.

In the final, however, Mellor made the better start but was soon being harried by Wills. The positions changed once or twice but Mellor, despite the lack of third gear making a large hole in the power curve, took an ecstatic debut victory, punching the air with delight as he crossed the line. Considering the complete outfit only cost him £150, it's not a bad investment.

It seems certain that our present Secretary, Karen Dixon, will be leaving us at the end of the year. We are all sorry to lose her services and on behalf of all the Club members I'd like to thank her for her excellent work and wish her well in the future. Her motor, Madge, is also calling it a day and Mrs Dixon's infectious laugh will leave the Rowrah canteen rather emptier.

The Club is planning to modify the exit to the chicane, making it easier to negotiate and hopefully minimise first lap incidents. The mods should be completed by the start of the next season.

By the time you read this, the AGM will probably have taken place. I will endeavour to bring you all the major decisions as soon as possible after it happens.

Iain Blair

JUNIOR BRITAIN

1st David Coulthard Wright/Wright TKM  
2nd R. Jarvie Stratos/TKM

JUNIOR NATIONAL

1st James McKnight Zip/White TKM  
2nd Kevin McBride BM/NBR TKM  
3rd John Lister Sprint/Parilla

100 BRITAIN

1st Andy Harvey Zip/Arrow

100 NATIONAL

1st Stu Davison TKM/TKM  
2nd Roy Dickson Dart/Dickson TKM  
3rd Tony Donoughue Sprint/Parilla  
4th Phil Chappell Lane/IND Parilla  
5th Lloyd Ross Zip/Parilla  
6th Dave Ashbridge Lane/TKM

125 NATIONAL

1st Alan Tolson Barlotti/Rotax

210 NATIONAL

1st B. Irving Barlotti/Villiers  
2nd Ashley Winter Aero/Villiers  
3rd David Coleman Barlotti/Villiers

250 NATIONAL

1st Paul Beatyman Star/Yamaha

250 INTERNATIONAL

1st Barry Mellor Zip/Yamaha  
2nd Edgar Wills Zip/Yamaha  
3rd S. Mattinson Zip/Yamaha

Beccles

SUNDAY, OCTOBER 21st

Our last race meeting of the season held on Sunday, 21st October, was a bit down on entries, which is to be expected with the weather turning colder and wetter, as was the case on this day. The sun shone through occasionally but it was cold with a strong wind blowing. The 125 and 250 classes raced together which caused some excitement and one or two "moments".

JUNIORS

Heat 1 was an easy win for Steven Webb who led from start to finish, Mark Thomas held second place for a couple of laps but then No.27 whose name escapes me got past and went on to finish second leaving Thomas to hold on to third spot from Gavin Kershaw who was fourth.

A flag to flag win in Heat 2 for that No.27, Webb came round at the back of the field but fought his way up to take second place, with Gary Mackender coming over the line in third spot.

No.27 led the third Heat for a couple of laps but once again it was Webb back in front by lap three and he went on to win with Gavin Keshaw close behind in second place and Scott Law just got third place from Gary Mackender fourth.

Steven Webb went off pole position and straight into the lead, behind him Gavin Kershaw and No.27 were having a tussle for second place with Mackender looking on waiting for them to make a mistake, on lap nine it was No.27 that didn't come round, meanwhile Mark Thomas got past Mackender and was putting pressure on Kershaw. At the finish it was another win for Webb with Kershaw holding on to second place leaving Thomas third and Scott Law just pipped Mackender to take fourth place.

100 NATIONAL

Robbie Adams led Heat 1 for a couple of laps but then Gordon Chenery got past and went on to win with Adams close on his heels in second place and David Adams in third place.

Heat 2 was a flag to flag win for Chenery, with a terrific scrap for the next few places with Robbie Adams running out second, No.31 third and Lee Gage third these three crossing the line only inches apart. Robbie Adams found some extra power or grip in

ULSTER KARTING ROUND-UP  
TROPHY WINNERS

CARPLANT TROPHIES: 21st April

100 Jun. N.I.K.A. Richard Wright; 100 N. David Allen; 250 N. Gerald Erwin; 100 Jun. Int. Gordon Duncan; 125 N. Henry Crossen; Formula 'E' Richard Bell.

IRISH KART GRAND PRIX: 1st & 2nd June

100 Jun. N.I.K.A. Sean Nicholson; 100 N. Gary Moynihan; 250 N. Joe Morton; 100 Jun. Int. Francis Stewart; 125 N. Henry Crossen; Formula 'E' Raymond Lyons.

McALLISTER TROPHIES: Carrickfergus R.R.

100 N. David Allen + Replica; 250 N. Harold Montgomery; 125 N. Gordon Howell; Formual 'E' Brian Beattie. Man of the Meeting (Antrim Joinery Cup) Brian Beattie.

TURKINGTON TROPHIES: 6th October

Jun. N.I.K.A. (1st) Alistair Johnson; (2nd) Jonathan Wilkinson; (3rd) Keith Cheshire.

Jun. Int. (1st) Andrew McAuley; (2nd) Nigel Allen; (3rd) Gavin Cairns.

100 Nat. (1st) David Allen; (2nd) Niall Young; (3rd) Joe Wright; (4th) Alistair Kirkpatrick; (5th) Ian Friz.

125 Nat. (1st) Gordon Howell; (2nd) Leslie Currie; (3rd) Karl Grills; (4th) Peter Baxter; (5th) Alan McAlonan; (6th) Dave Vance.

250 Nat. (1st) Joe Morton; (2nd) Harold Montgomery; (3rd) Paul Litter.

Formula 'E' (1st) Trevor Roberts; (2nd) Colin Menary; (3rd) Raymond Lyons; (4th) Dick Curran.

ED THOMPSON, JIM ALLEN, CAIRNS & GILMORE,

LYONS TROPHIES: 13th October

Jun. N.I.K.A. (1st) Alistair Johnston; (2nd) Roger Drumm; (3rd) Colin McKitterick.

Jun. Int. (1st) Fran Reilly; (2nd) Nigel Allen; (3rd) Gordon Duncan.

100 Nat. (1st) David Allen; (2nd) Hugh Dunne; (3rd) Gary Jordan; (4th) Joe Wright; (5th) Alistair Kirkpatrick.

125 Nat. (1st) Gordon Howell; (2nd) Alan McAlonan; (3rd) Henry Crossen; (4th) Peter Baxter.

250 Nat. (1st) Joe Morton; (2nd) David Beattie; (3rd) Gerald Erwin.

Formula 'E' (1st) Dick Curran; (2nd) Raymond Lyons; (3rd) Richard Bell; (4th) Colin Menary.

Ernie Faulkner Shield: Most Consistent Jun. (N.I.K.A.) ..Alistair Johnston  
Derek McClurg Trophy: Most Up and Coming Junior .....Fran Reilly  
U.K.C. Trophy: Best Newcomer Jun. N.I.K.A. ....Neil Cheshire  
Millbrook Cup: Best Newcomer Jun. Int. ....Keith Cheshire  
U.K.C. Trophy: Best Newcomer 100 Nat. ....Gary Jordan  
McBride Cup: Best Newcomer 125 Nat. ....Karl Grills  
U.K.C. Trophy: Best Newcomer 250 Nat. ....Gordon Robinson  
Gold Medal Trophy: Best Newcomer Formula 'E'.....Colin Menary  
Peter Ascough Trophy: Most Jun. N.I.K.A. Wins.....Alistair Johnston  
U.K.C. Cup: Most Jun. Int. Wins.....Gordon Duncan  
McConnell Tray: Most Class I Wins.....David Allen  
Wesley Cairns Cup: Most 125 Wins.....Gordon Howell  
Conway Hotel Trophy: Most 250 Nat. Wins .....Joe Morton  
Henry Lemon Cup: Most Formula 'E' Wins .....Raymond Lyons  
Ulster '71 Trophy: Most wins at U.K.C. Races .....David Allen  
Ernie Faulkner Trophy: Spectator Entertainment .....Brian Beattie  
U.K.C. Trophy: Most Improved Driver Overall.....Colin Menary  
New Trophy: Dedicated Official/Driver.....Jim Johnston  
Lee Cranmer Trophy: Most Outstanding Junior.....Francis Stewart  
Jack Galloway Tray: Best Placed Driver in International Competition  
.....Francis Stewart  
Fred Wilson Trophy: Best Newcomer Overall.....Keith Cheshire

JUNIOR N.I.K.A.  
Sponsored by Grange Karting, Temple

1st Alistair Johnston (Dungannon) £50; Trophy; Tyres  
2nd Keith Cheshire £30; Trophy  
3rd R. Drumm £20; Trophy  
4th Richard Wright £10  
5th H. Johnston (Dungannon) £10

100 NATIONAL — CLASS I  
Sponsored by Automotive Industrial Lubricants

1st David Allen £300; Trophy; Tyres; Golden Helmet  
2nd Alistair Kirkpatrick (Ballymena) £200  
3rd Joe McCullagh (Cookstown) £150  
4th Alan Vance (Antrim) £115  
5th Jan Frizzel (Ballyclare) £95  
6th Gary Jordan (Belfast) £65  
7th N. Young (Dublin) £50  
8th J. Harkness (Ballymena) £40  
9th C. Finlay (Coleraine) £30  
10th T. Cunningham (Lisburn) £20  
11th I. Graham (Belfast) £20  
12th P. McNicholl (Belfast) £10  
13th M. Woodside (Ballyclare) £10

125 NATIONAL  
Sponsored by Lloyd Bowmaker (Finance)

1st Henry Crossan (Coliber) £300; Trophy; Tyres  
2nd Leslie Currie (Drumbo) £200  
3rd Gordon Howell (Hollywood) £150  
4th Alan McAlonan (W/ards) £115  
5th David Vance (Antrim) £95  
6th Karl Grills (Carnmoney) £65  
7th Brian Kennedy (Ballybogey) £50  
8th B. King £40  
9th Kirk Grills (Carnmoney) £50  
10th A. Dunlop £20  
11th S. Coulter £20  
12th F. Kelly (Kircubbin) £10  
13th L. Shaw (W/ards) £10

125 NON ROTARY

1st A. Dunlop £100  
2nd F. Kelly £60  
3rd I. Fisher £40

250 NATIONAL  
Sponsored by Phoenix Racing (England)

1st Joe Morton (Enniskillen) Trophy; Tyres  
2nd Dessie Black Trophy  
3rd Harold Montgomery (Enniskillen) Trophy

FORMULA 'E'  
Agnew Commercial

1st Raymond Lyons (Hillsboro') £300; Cut Glass Trophy; Tyres  
2nd Dick Curran (Bangor) £200  
3rd Richard Bell (Dundrod) £150  
4th Dessie Graham (N/Abbey) £100  
5th R. J. Elliott (B/Mena) £60  
6th Noel English (Antrim) £50  
7th Colin Menary (N/Ards) £40  
8th Walter Cushnahan (Arnoy) £30  
9th David Bell (Dundrod) £20

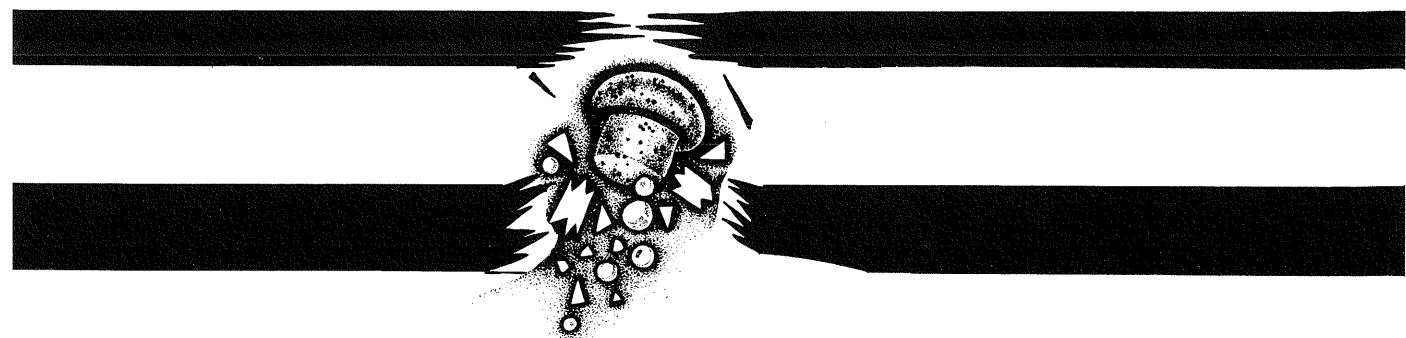
FORMULA 'E' NON ROTARY

1st Dessie Graham £100  
2nd R. J. Elliott £60


JUNIOR INTERNATIONAL  
Sponsored by A & A Kirkpatrick (Karting), Ahoghill

1st G. Duncan (Crumlin) £50; Trophy; Tyres  
2nd Nigel Allen (N/Abbey) £30; Trophy  
3rd Fran Reilly (Dublin) £20  
4th Neil Cheshire (P/Stewart) £10  
5th Gavin Cairns (Lisburn) £10





# HAPPY NEW YEAR




**THE GOOD NEWS** The **ZIP** Grand Prix kart won the 1984 WORLD, EUROPEAN, BRITISH, AUSTRALIAN, DUTCH, GERMAN and SWEDISH CHAMPIONSHIPS—to name a few.

**THE BETTER NEWS** We have “back to back” tested our new '85 range against the '84 models—THEY ARE EVEN BETTER!

**MAKE SURE YOU HAVE A WINNING YEAR**

**GO FORWARD WITH AN '85 ZIP—AND LOOK BACK AT YOUR COMPETITION.**

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

# BRIDGESTONE UK Championships

The Bridgestone Tyre Company, in association with Kart and Superkart, Zip Kart and others will promote the 1985 series.

The series will be held over ten rounds, the best seven from the ten to count towards championship status and is 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 classes will be restricted to the tyres listed above and each driver will be permitted one complete set of tyres per meeting, plus one front and one rear tyre.

There will be a registration fee of £10.00 for the series and, on registration, each driver will be issued with his/her personal race number for the series and also a complete list of entry forms and A.S.R.'s for the ten meetings.

A Series Administrator will be appointed by the Promotors and he/she will be responsible for all aspects of administration, including advertising each event, maintaining and updating the points system and be in attendance at all meetings in an advisory capacity and will assist each elected club in any way possible.

Additional sponsorship has already been pledged for Junior International, National and 100cc International. It is also hoped that further sponsors from the trade will come forward to help promote this prestigious series.

Already the reponse to the series has produced a large number of applications. Is yours one of them? If not hurry and complete the form below — you won't regret it.

NAME: .....

ADDRESS: .....

TELEPHONE NUMBER: .....

I am interested in registering and participating in the 1985 UK Championships

IN CLASS: .....

I am at present a member of: ..... Club

(This is not a registration form Do not enclose any money)

Please return to: **KART AND SUPERKART MAGAZINE,**  
at: **PINDAR ROAD, HODDESDON, HERTS EN11 0DE**  
**TODAY!**





The other evening Tina and myself were the guests at the Buxton Kart Club Dinner and Dance which turned out to be one of the most enjoyable dinner dances we have ever attended. The prize presentation in itself was somewhat unusual as it commenced with the "Hessian Underwear Awards"! Well, how can you follow that and can you imagine wearing them! Indeed the Club seems to harbour an amazing amount of wind-up merchants, but it was all good clean fun and most enjoyable. Our special thanks must go to, (can't handle them both!) Dennis and T.Q.F. Brian (private joke) who were the perfect hosts and looked after us superbly (and I don't care what Kevin says, it was nothing to do with Tina's plunging neckline). All joking apart — thanks for a memorable evening.

#### Recollections.....

Someone was speaking to me the other day about their 210 National kart and explaining some of the peculiar quirks of the Villiers engine, then went on to say — "but you wouldn't know about things like that!" Last month Chris Merlin went on about some of his experiences of yesteryear. Well, if he can..... now it's my turn. Some 20 years ago I regularly campaigned the good old Super Shrike with a Villiers 9E and often remember watching some of the great names of the time — Irving Jacobs, Roger Keele, Chris Merlin and, of course, the Morrell brothers. It was a far different scene in those days. The circuits I used to frequent were Longmarsten, R.A.F. Debden, Rye House, Blackbushe and Elmore Plain, to name but a few. Where we now go to a race meeting equipped with a transporter full of spares, in those days my transport was in fact my spares. Let me explain — as I was racing a 9E Villiers and, at that time, was not old enough to have a car and had proved to be a bit of a lunatic on a motorbike, Dad thought it was probably safer for other road users, pedestrians, cats, dogs and last of all myself if I had a three-wheeler, as this could be driven on a motorcycle licence. I spent hours going through all the road tests on those somewhat

primitive vehicles trying to find one that would break the 0 to 20 bracket in two minutes! Lo and Behold I finally settled for the good old aluminium-bodied 'Bond'. Come on, who's guessed what really made my mind up to pick that little posing vehicle? No, give up? What powered that little vehicle along like a modern day Exocet — the good old 9E Villiers!

Now all of a sudden 'Hines' had really arrived as he could get faithful old Dad to take his kart to the meeting while 'Hines' would 'swan up' in his Bond posing machine, which was of course in British Racing Green with a cream glass fibre top! All at once I had a spare engine unit sitting in the pits in the guise of this most fashionable motor vehicle. There were various meetings when ignition parts were often ripped from the car to get everything mobile for the next heat. One of the most common failures was the exhaust breaking, so I obtained a spare 'Pico Powerfellow', an exhaust Chris Merlin and others will remember, it used to sound like a 500 Norton rather than a Villiers and frighten a Decibel Meter to death! The exhaust I then proceeded to fit to the good old Bond; it seemed the sensible thing to do as it gave me a spare exhaust as well as a spare engine. In order that it would fit the kart perfectly I was loathe to alter its shape, but this meant its outlet was a bit close to the rear of what I suppose you would call the dashboard. The result was when I started the car up it sounded like a 600bhp Ford Cosworth Invalid Carriage! As for in-car entertainment it beat the lot — if the noise didn't kill you and the Police didn't lock you up because they were bound to hear you coming for about four miles, then you suffocated from the fumes coming through the dashboard! There was one saving grace though, on a Bond the engine was perched on a mount above the single front wheel and was linked to the wheel via a chain drive; it was also the wheel by which you aimed the vehicle.

It was a wonderful experience to turn a corner. As the engine turned with the wheel it not only reduced the decibel level by about 90 but enabled you to breathe

fresh air. This is all absolutely true and amazingly I put up with the exhaust system for some time, until a friend of mine actually passed out in the car one day from the fumes!

At that time we used to race quite a lot at Rye House and often paid a small fee to leave the karts locked up in the garage at the circuit to save transporting them backwards and forwards. Well, one meeting disaster struck when the good old cast iron cylinder decided to break off at the bottom flange, but that posed no problem to my resources. Without a second thought I whipped the cylinder head and piston off the Bond and stuck it on the kart just in time for the final race. I suppose it had to happen sometime — 'bang' went the piston. Not only was I out of the race but out of transport to get home! However, karters being what they are, a piston and cylinder were loaned to me to enable me to get home that night. I can also recall at that time seeing Reg Gange Snr weld up a hole in a piston and re-use it! It was also around that time my father was campaigning a Villiers powered Buckler kart, but that was before he got his power bulge which aerodynamically took his edge away!

So we really do know the trials and tribulations of karting and every minute was worth it.

Now that the Festive Season is upon us, a 'word of warning', do not Drink and Drive! Did you know if you race on long circuits and lose your licence through drink, you also lose your competition licence and there is *no* appeal! So, if you value your life and your racing — don't drink and drive.

While we are taking about lives don't forget on 1st January the new Helmet Regulations came into force. That means a number of the Simpsons and Bells, together with Griffens, all go out. Remember, the helmet must have the light blue "SNELL 1980", or "B.S. 2495 — 77 AMEND 5" sticker — NOTHING ELSE IS ACCEPTABLE!

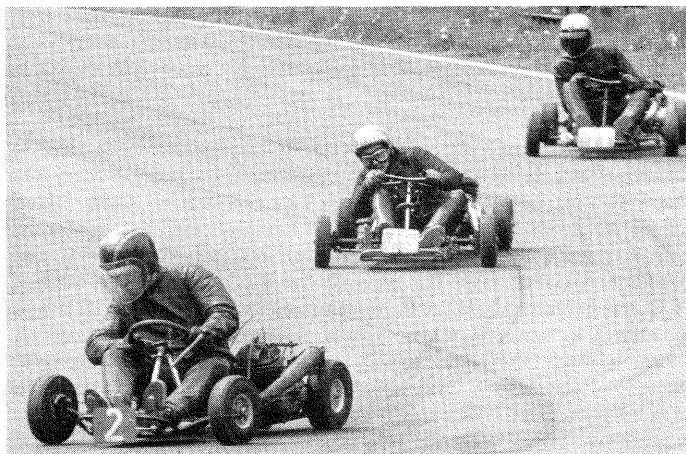
By the time you read this I'll be in Daytona trying to bring the laurels back home from what I'm sure is going to be a most interesting meeting. Next month, hopefully, I can bring you some information on the New International Regulations for the C.I.K. 125cc Class, which may ultimately effect us in the U.K. and on what is happening Stateside.

Well, if you have go this far with the column, you really do deserve a Super New Year.

*Morrell*



John Morrell.....



.....and more action from the early days. (Photos: Maureen Magee)

# THE WIND OF CHANGE

by

John Burns

Karting development has been fairly stagnant for the past five years since Zip introduced the G.P. model, though I now find that statement to be pre-empted a little with the announcement in last month's issue that Martin Hines has recently been experimenting with a new chassis incorporating quite a few design changes.

Whilst it is true to say the R.A.C. has done much to retard the development on karts, with their old-fashioned views and time sapping homologation rules, (the Phoenix-Minarelli saga being the latest in a long line of similar stories) there opinions seem to be tempered by their views of the commercial market, rather than what is good for racing. However, the manufacturers must take some of the blame, idly sitting on their butts churning out the same old products. This could soon change, though, as the price of karts has risen considerably during the past few years to make karting a very profitable business. Larger manufacturers must now be 'eyeing the pie' to see how big their slice could be. If the Japanese decide to take over, there will be new developments every year, (they usually work on a seven year development programme prepared well in advance) and then we would really see something. Remember all the fantastic new ideas they brought into motorcycle racing? Disc brakes, long travel suspension, anti-dive forks, sixteen speed gearboxes and treble the bhp from the engines.

The bodywork department, in particular, has been lagging behind. Unfortunately, kart bodies seem intent on imitating racing cars, rather than developing along their own lines. Problems arise because of the difference in engine hp available to drive the vehicle — 700bhp racing car, 70bhp 250 kart and 34bhp 125 kart. It follows that as hp comes less so the shape of the kart needs to become sleeker to penetrate the air effectively. So, whilst the racing car is covered with wings to pin it to the floor, it still has an excess of power to speed it down the straights. Not so with the 125 karts which need to be bullet-shaped to gain maximum advantage down the straights. Small adjustable/removable wings, front and rear, would take care of the corners and could be kept to a minimum because of the power-to-weight ratio of the small karts. Modern, full bodied karts with a wide, flat shape have a large surface area. When the wind passes over the body it causes friction and the larger the surface area the greater the friction. This is known as skin friction and, combined with the larger frontal area, will lose several mph. As a matter of interest motorcycles have proved that a saving of 35 per cent can be gained by a 'faired' against 'unfaired' machine at

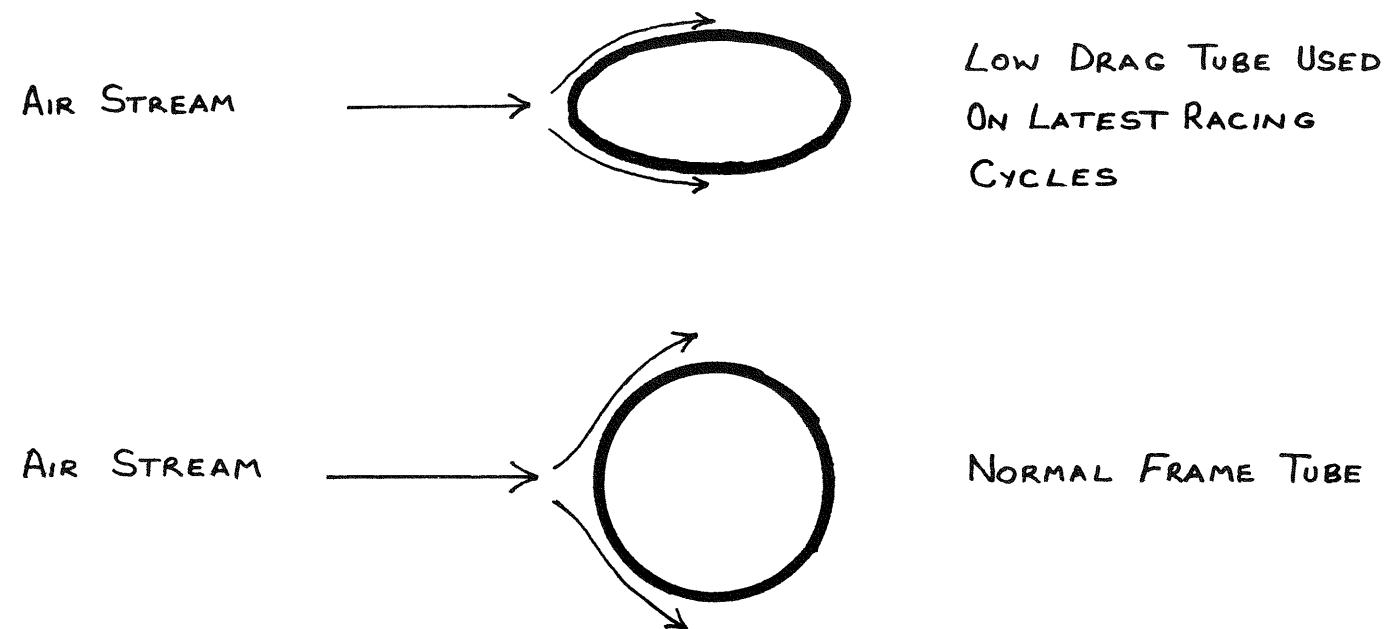
speeds of around 150mph. The most efficient shape would be achieved with the engine mounted behind the driver and, with water-cooled motors, this should present no cooling problems. Several well-known drivers, including Nigel Smith and Lennart Bohlin, have tried this setup but have been unable to sort out the handling problems. Eventually someone will crack the right castor/camber angles combined to the weight displacement and we will all wonder why it took so long. Until such time we will have to stick with the conventional arrangement for the einge, but it could still be covered with an alternative, bullet-shaped fairing.

Thinking along the same lines, the brakes should be inboard, as with Dino, and further wind-cheating could be achieved with elongated frame tubes as on the latest racing pedal cycles. There are schools of thought, however, that argue against oblate tubing in frames because the torsion on the chassis in racing conditions would weaken the metal. As far as karts are concerned it is a theoretical argument and it would be interesting to look at the results from a prototype.

Given that the above may not have any practical beneficial applications, there are still other things which can be done to reduce friction. All other lumps must be moved out of the wind, every little helps, as the Spitfire designers proved during the last war when they went to the extent of flattening the rivets on the fuselage to gain an extra 5mph.

In the engine department, if the R.A.C. dropped homologation and allowed any engine from a road, Motocross or production racing bike, made in reasonable numbers, then this would help all the heel dragging we get every January whilst we ponder what to buy. The 250 National class is in this situation now because importers are unable to afford the appropriate number of engines necessary for homologation. If other engines were successfully introduced into karting there could be a spin off with sponsorship coming from the manufacturers, importers or just the local dealers.

Now, most engines — 250 National this year and perhaps 125 National next year, will be water-cooled. They will be quicker and more reliable — at least that is the theory. In fact it will probably take about twelve months before they begin to show their dominance, as with 250 International when they went water-cooled. I did think the 125's would be allowed twin cylinders and the extra 10bhp they give — 44 against the 34bhp of the singles as with racing motorcycles, but this seems unlikely as the FIM are restricting the class to single cylinder in 1988. This ►





is a great pity because the twins were real flyers. It is just another example of how old fashioned and out of touch people are when it comes to development.

Gearboxes, I feel, will be made to make the changing of the gear ratios easier, so that in future we will have the right gear for every corner. Who knows, with modern technology at its highest, someone could make a replacement Villiers gearbox quadrant that has no neutral and does not need a dentist every time we change gear.

Wheels, which should be as light as possible to save bhp driving force, will also be flat faced on both sides to cheat the wind.

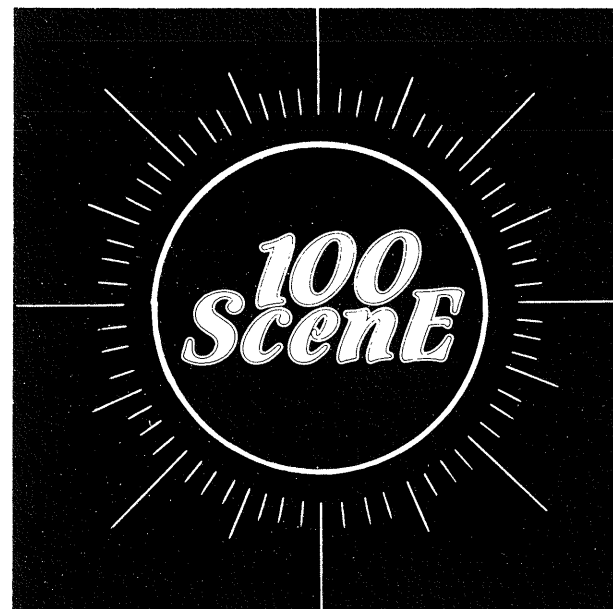
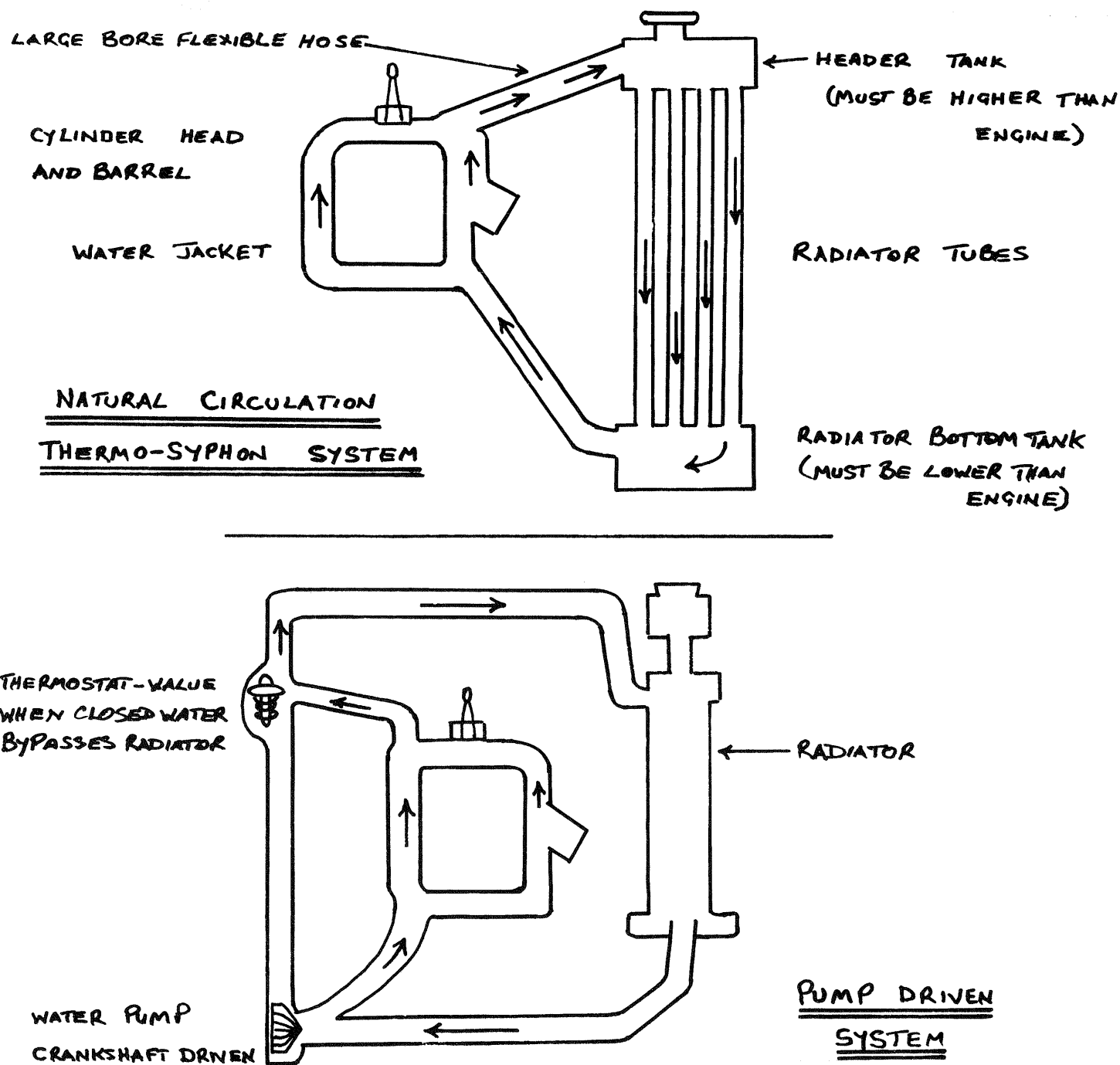
Although tyres are suitable for the 125's they have become the biggest problem in 250, especially on the fast circuits, such as Silverstone. If the tyre companies cannot solve the problem larger wheels seem the only answer, but this would bring other problems. More rotating weight, larger frontal area, special lower frames and costly tyres for such a small market.

As with tyres the brakes are adequate for 125's, although some karts do require a lot of maintenance. It is a different tale of the 250's where

they have just about reached their limit. As speeds increase improvements must be made. In the car world carbon fibre discs are being used, but these seem unlikely on karts as they cost £2,000 a set.

As water-cooling becomes the vogue somewhere must be found for the radiator, in place of the sail on the rear bumper. Perhaps the rear bumper itself could be turned into a radiator, although the most successful radiators seem to be fitted higher than the engine. In theory this should not be necessary with the water impeller fitted to most modern engines, as against the old thermosyphon system. A better idea may be to use the centre section of the rear wing; this has little down/wing effect because it is behind the driver's body. It could be turned into a surface radiator of the type used on aircraft during the last war. Another alternative is to use side radiators as fitted to the works 500 four-stroke Hondas. These could be fitted behind the side/rear number plates.

Karting's best years are yet to come and I look forward to the new developments which must surely arise and perhaps an enlightened view from the hierarchy on our efforts.



Gary Moynihan

Happy New Year! 1985 is here, and with it lots of new hopes and aspirations. This is the time when the slate is wiped clean and everyone starts from square one. New equipment becomes evident along with new helmets, more so in 1985, as the RAC have issued new standards which all helmets must meet. So be warned, check carefully before your first meeting of '85 — see elsewhere in the mag for a helmet feature giving a run down of helmets available and of course, the new regulations with which your helmet must comply. Current trends seem to favour the GPA helmet (despite its high price); there are several reasons for its popularity — good looks, lightness and an alternative method of restraint, i.e. — no strap. As always the 100cc karter imitates current Grand Prix trends — hence the numerous GPA helmets seen in karting. The Simpson (new style) in kevlar is also popular — mainly due to its very light weight, obviously something which helps a driver physically during a long race. Bell helmets remain a value-for-money product, and have provided adequate protection in previous years. The only problem with the Bell is its weight — it is rather on the heavy side.

1985 will see the start of a Senior class career for two very promising ex-Juniors. David Cuff, using Deavinson equipment, has already had several senior class races, and although a little over enthusiastic, has the ability and support to do well in 100 National. He has International experience and should go well. The other young charger is Northerner Dominic Connelly — Dominic was a dominant force in 1984 winning the Super One series plus many club wins. He is supported by FRED racing, and once he has settled into his new surroundings, will show good form. Dominic has benefited from the experience he has gained by competing at numerous circuits, not least Rye House, which leads me nicely into a little rumour I heard recently — I understand the Hoddesdon Kart Club has applied for a round of the Kart and Superkart series (which, I must mention is now to be called the Bridgestone U.K. Championship), something which, if it comes to fruition, will be very popular. The circuit has recently had some major design changes. The infield loop has been extended, and the start/finish hairpin completely eliminated. General comment is favourable, but the overall circuit is still rather short.

Over the last couple of months Northern circuits have been Host to the legendary Terry Fullerton. On returning from Europe Terry has been working hard at building a new kart carrying his name. Much of the work was based in Paul Jackson territory. Paul has driven the kart very successfully at several Wombwell and Fulbeck 'clubbies'. The kart is not revolutionary but certainly has the hallmarks of a winner. T.F. is apparently aiming at European markets but feels the kart would be suitable for National or International classes in the U.K. The Fullerton project utilised DAP engine power, which from T.F.'s reaction appeared to be very satisfactory. With Stefano Modena's supremacy abroad with 100cc DAPs, and the recent interest in the new T75, there is obviously something special with this new model — something which should please the U.K. importer, John Mills.

New karts for 1985 are now being announced, with new models from Zip, Dartford Karting and DAP. The Zip has some major changes and could again prove to be successful in competition, with the Dart staying similar but offering good value for money. The DAP Greyhound is still available but a new model is due early this year.

From the 1984 results and the fierceness of 100 National competition, it is impossible to list a top ten. However, there are several who have shown outstanding ability and competitiveness in the two commercial series. Gary Moynihan has again showed speed with consistency, (although he now looks beatable) results speak for themselves, British Champion, K&S winner, Super One winner — the grand slam. Again, dedicated team work and support from Simon Wright plus plenty of testing have reaped the awards. Ricky Grice competed regularly in '84 and was very rapid using his undoubted driving skill and Lane Racing equipment — 4 K&S wins not being quite enough to win the series, but still very dominant. 1985 for Ricky is all change — a move to factory TKM karts and engines should not hinder his progress. Nigel Edwards again showed flashes of brilliance. His K&S series was a disaster but he made up for it by claiming the Runner-Up spot in the Super One series (winning two rounds). After a very poor start to the season — reliability-wise, Nigel has improved as the year progressed. The final round win of the Super One at Wombwell was a classic and again left his team with high hopes for '85. Jeremy Cotterill made a promising start to his Senior career last year, using Kali karts and initially Yamaha engines. A change to Rotax power heralded his near Rissington triumph, but alas, he blew up. 1985 should see his continued progress. Steve Brogan is young, forceful and has ability. Although out of luck, overall in '84 his turns of speed were very promising — watch this man in '85. Neil Hann is one of the old campaigners who proved last year that he can still mix it with the best, although not ultra-fast, he can usually be counted on to be there at the end of the day. Gary Prior — as popular as ever, but lacking steam in '84, has a natural flair which gets him results. He will have to find some horsepower if he is to feature in 1985. Andrew O'Hara was another youngster who hit the headlines last season. Some very promising results will undoubtedly be built on this year. Scott Banks — a shoestring karter who had a magical start to the K&S series, although not ultra quick, Scott is a thinking driver and with the right gear could be a winner. Paul Fletcher — the old campaigner showed up from time to time, several changes of equipment did not dramatically change his speed, on his day still able to mix it up front — excellent engine tuner — still! Stephen Day, although new to the big series, showed signs of things to come. His dedication along with brother Michael should stand them in good stead for 1985 (new helmets and all). These two boys are the sons of the one time karting hero Bobby Day who formed part of Britains halcyon days of karting — perhaps they will follow in fathers' footsteps. Simon Sutton, Steve Tillett, Rob Owen, Lee Cramner and Tony Negal are names of those who were prominent in 1984 but would hope to build on their form this season.

Good Luck to one and all, may you have a Happy and Successful 1985.

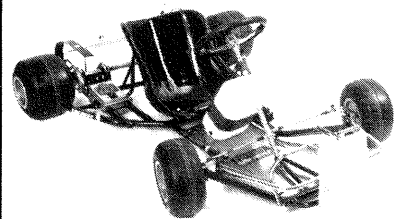


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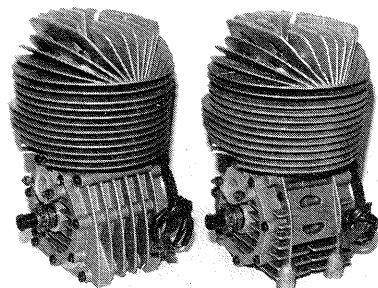
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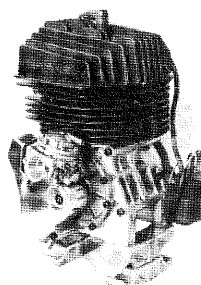
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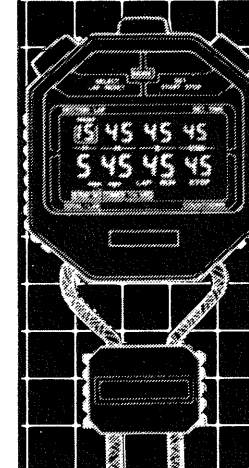
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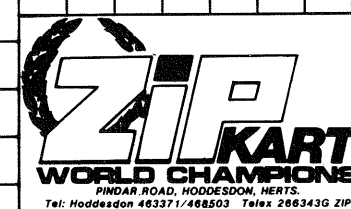
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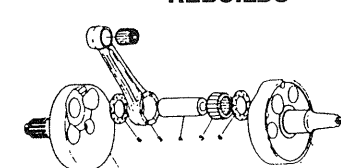
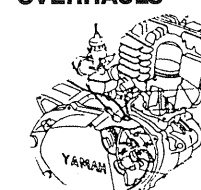
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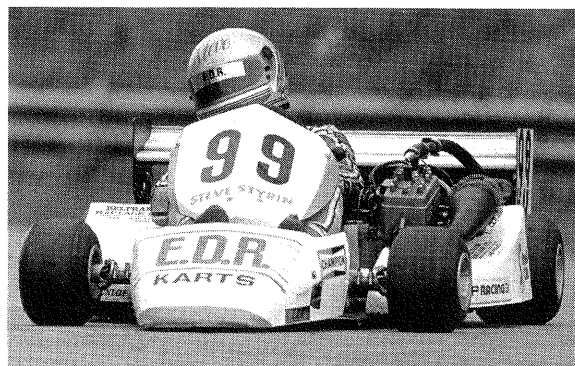
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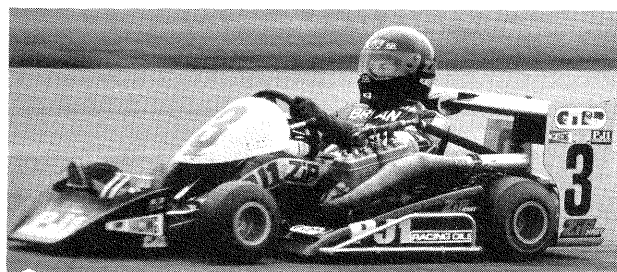
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# Profile....Andrew O'Hara



If you're in 100 National you must surely know him or, at least, have heard of him. He's young, still in his teens in fact, tall and tends to be a little on the shy side when it comes to social meetings with people. Yet on the race circuit he is a confident, aggressive and skilled competitor. He was a regular contender in last year's Super One series where he acquitted himself well and this year is already preparing for the new Kart and Superkart Series.

Andrew was born in Rhyl, North Wales on 11th December 1967 and attended Forest Public School until last year where he left, after gaining five 'O' Levels, to go on to East Herts College. He currently lives in Cheshunt, Hertfordshire. His interest in karting came through some school friends and the chap who is his present mechanic, Andrew Rossides, whom he had known for a number of years. It wasn't until as recent as 1981 that Andrew started karting and his first outing was in November of that year on a second-hand Sprint.

1982 was his first full season in karting and he pulled in over thirty trophies, won the Junior Britain title in the Global Cup at Rye House and became the Hoddesdon Kart Club Junior Britain Champion for good measure. The following year though he was selected to represent Britain in Junior International at the World Championships in Horrem, Germany. He thoroughly enjoyed himself and still talks about the trip to this day.

During 1984 Andrew moved up into 100 National and it wasn't very long before he began to make his mark on the class. In the Super One Series, mentioned earlier, he finished seventh overall and in the Welsh Championships at Pembrey he was voted champion in the class. Probably the most memorable race of the past season was in the RAC British Championships at Felton where, out of a total of 96 entries, Andrew made it through to the 'A' final and finished tenth overall — a very creditable performance from a guy only in his first year in 100 National.

He swears by the Deavinson Sprint, reckoning the kart handles and goes exactly where he wants it. His engines are Parillas, tuned by Paul Devin, very competitive motors which have proved in 1984 to be as quick as any others.

Outside motorsport Andrew enjoys Badminton and a hectic game of Squash. He is still single, of course, but does manage to get about a bit!

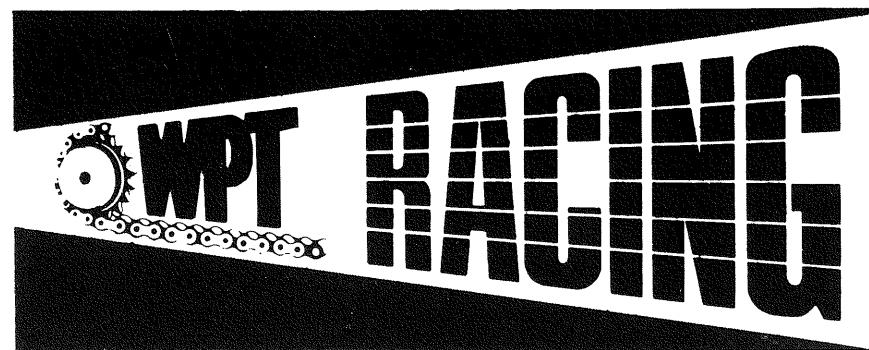
The young man is quite ambitious and looks to the future with hope, at the same time enjoying the present. He has set himself a target — five years and within that time would like to see the British number one plate for 100 National on his kart. Earlier on he did have aspirations of going in 125 National but father Jack wasn't so keen on the idea, therefore in line with his father's wishes, he decided to stay in Class One. On the educational front he wants to continue and further his knowledge and eventually pursue a professional career.

Asked about the future of karting and how he would like to see it progress, he thought for a while, then — "Firstly, I think the introduction of Junior Booster as a class for ten year olds is a very good idea that will introduce more young blood into the sport. As to the future of karting, I feel it can only be enhanced by the National series, like the K&S and Super One and I would certainly recommend that any budding junior compete at this level for experience."

"I remember the first time I ever drove a kart, I put my foot hard down on the accelerator, ran straight off the track, hit the straw bales, overturned and said — that's it, karting is not for me. Now, if I didn't have karting I'd be at a complete loss at the weekends."

"My father's continued support and relentless effort I could never do without, nor the support of Andrew Rossides. 'L' boy and the entourage of fans that seem to follow me round the country, yelling encouragement — Tony, Steve, Peter and Mike. To them especially — thanks."





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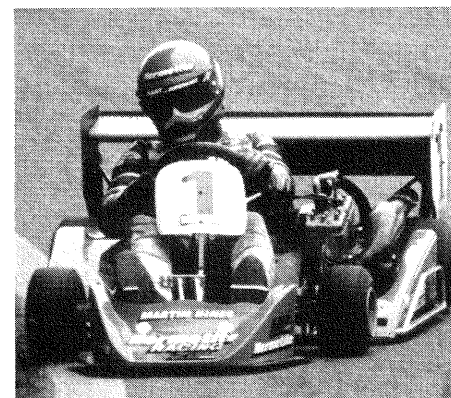
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#### TOP TEN TIME

1st Hines	British Champion
2nd Gange	European Champion
2nd Stylin	
4th Heerey	World Cup Winner
5th Goff	British Short Circuit Champion
6th Dean	
7th Kerkhoven	
8th Butterfield	
9th Parrott	
10th Arnold	

This year's top ten has been arrived at with the assistance of a few of the more prominent drivers in the class, and the valuable help of the editor of this magazine. I was unable to attend as many meetings as I would have wished, but feel that the drivers' opinions are particularly valuable as an estimation of fellow competitors based upon the order in which they consider represent the greatest threat to them and, from their viewpoint on the track, no one can be a better judge.

Martin Hines' position for the second year running was undisputed. Luck was not always with him in the World Championship, but at national meetings he has enjoyed a superb season. One of the "judges" offered the opinion that he wasn't always good under pressure, the pressure of being World Champion was pressure in itself, but in my opinion he rose to the pressure and at times exhibited a new virtue of coming from the back in a manner few people have the ability to emulate, the World Cup being a fine example of this. Much praise must go to Russell Anderson for providing unrivalled reliability. Considering how long Hines has been racing at the very top, he would seem to have lost none of his fire or will to win. He is a very smooth driver, whose competence and skill improves each season. Whilst he is not unbeatable he is on most occasions the man they all have to beat at whatever status of meeting, few people have succeeded this year. This is best illustrated by his ratio of wins relative to his place results, having gained about four times the number of wins to any other drivers' sum total.

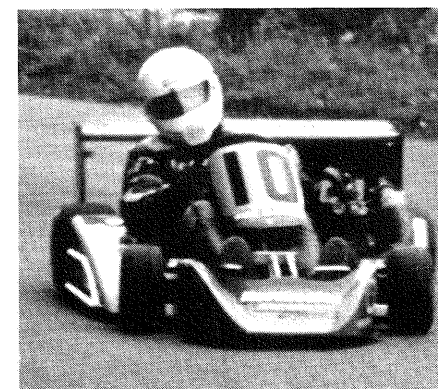


*Hines, top of the charts for the second year.  
(Pic: Doug Rees)*

I have never found it necessary to tie two people before in a rating position but find it impossible to separate the abilities or achievements of Messrs. Gange and Stylin. To class one as superior to the other would be to do an injustice to the lower rated individual, I make no apologies. Most of the other helpers in compiling the top ten rated Gange above Stylin it has to be said. I like to think however that when all factors are taken into consideration the scales remain evenly balanced. Gange won a World Championship round, Stylin didn't, but could well have done both at Silverstone and Le Mans, but for a crash, not of his making. Gange obviously benefits from Zip or Martin's development work, Stylin won convincingly on three occasions on a totally unproved new chassis at the start of the season, with the enthusiastic but much lower key backing of the Ed Duckett stable. Gange

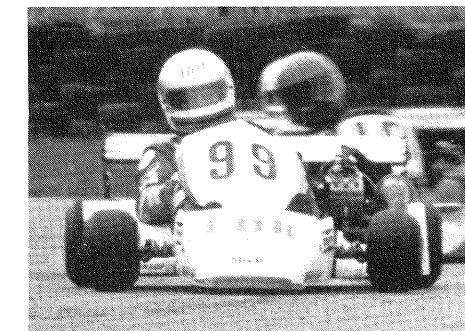


was effectively out of contention at Silverstone in a badly handling bent chassis. Stylin held on to Hines for the majority of that final race, resisting the temptation to "show his nose" which showed a new quality not previously apparent, he felt he had the legs at the all important run up to Woodcote for the flag, but tyre failure at three quarter distance meant he could not put that claim to the test. The amazing fact is that Hines never knew he was there, which says much for Hines' confidence and equally much for Steve Stylin's coolness in resisting any impetuous moves. Both drivers have few equals in wet conditions, both drivers have won races at Cadwell Park; both being acid tests of true ability in my book. Both drivers have beaten Hines on a number of occasions this season. Gange and Stylin have both made their way to the top of 250 from many miles of Villiers racing and years of short circuit club racing, both have it in them to rise to any situation given the equipment, and win against anyone. One of them and I won't say which, rates Bohlin with great respect, the other is content to say he always has consistently quick equipment, but in no way feels at any disadvantage on the twisty sections! Gange will put in a sizzling day's racing after a night on the town, whereas Steve has a somewhat more sober approach, attaching a great deal of importance to the duty he owes to his helpers and entrant, namely Trevor Peach, Barry Loakes, Malcolm who builds the engine, and Ed Duckett the EDR boss and entrant. The remorse Steve felt after going off at Le Mans was more for



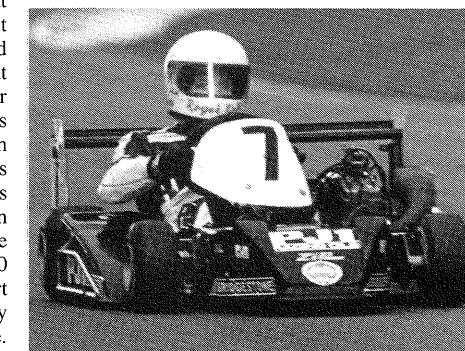
*Gange, European Champion, rated 2nd.  
(Pic: Doug Rees)*

the feeling that he had let his helpers down, than the fact that he was out of contention for the World Championship at a time when he had never felt so competitive and capable of winning. They are both universally respected and attract a large number of loyal supporters. By rating them equally in second place, it will, I am confident, assure us of an even keener rivalry to settle the score next season!



*Steve Stylin shares joint 2nd with Reg.  
(Pic: Doug Rees)*

The highlight of Brian Heerey's season was his World Cup win, and his worthwhile visit to South Africa to earn 15 points to open his World Championship bid at the first round. By the end of the series this however was still his score, dogged by mechanical misfortunes. One other fine outing was considered a classic duel of the season and that was at Mallory for the second round of the Long Circuit Championship, at the flag he gave best to Roger Goff, but it was a fine example of two hard chargers on their best form. Heerey is not as good as some in wet conditions, this seems to be an area at which the far more seasoned campaigners excel. Brian is however a driver one should never underestimate, all things being right he is capable of anything, a very exciting driver to watch.



*Roger Goff, very high regard from fellow drivers.  
(Pic: Doug Rees)*

Roger Goff in terms of fast driving skill, sheer determination and all round karting ability deserves a higher rating. He has now won three major meetings against good competition. He is the nearest thing we have to Bohlin in terms of a complete karter, virtually a one man band. He does his own engine work, which as far as I know cannot be said for anyone else in this top ten list. For a relatively newcomer to the class, in only his second season, he has instantly earned and deserved a very high regard from other drivers, one of them rated him considerably higher than 5th place in the table. As the record shows he still races on short circuits which few of the others do and for his efforts gained the British Short Circuit Championship titles in both 250 and 125. Finance permitting next season could see him end up with a fast circuit title. He finished all the World Championship rounds he entered and gained 4th, 5th and 7th places.

At the start of the season Richard Dean didn't look as though he had much chance of retaining his World Cup title but by mid season he had the advantage of a Russell Anderson motor and started to fly with the best, and gained his first major fast circuit win at the very wet Snetterton round of the Championship, conditions there were such that many, possibly more experienced, fell by the wayside. He then went on to



another win at Cadwell a few weeks later. Having been knocking on the door of big success it is good to see him make the final breakthrough.

There were probably quite a few drivers who returned home after the Silverstone G.P. thinking that "if only" — I might have won. If the pre-final race was anything to go by Rob Kerkhoven, one of the longest serving members of the top rank drivers, looked set for a major win at this most prestigious meeting. However, for no apparent reason after earning pole position for the World Championship race, and making a reasonable start, his motor dried up on the rear cylinder to the extent that he inexplicably holed a piston. He was running the large 6" rear Burris tyres and felt confident of them lasting the final, his engine thought otherwise. As long as he continues racing the popular "Flying Dutchman" will always be a force to be reckoned with, even though he hasn't some of the killer instinct found in his possibly more successful competitors. He has a wealth of experience, and is up with the best in wet conditions. He didn't have a full season, but put up very respectable performances when he did compete.



Rob Kerkhoven, the "Flying Dutchman", always a force to be reckoned with. (Pic: Doug Rees)

The wild man image that Giles Butterfield once had has now gone, he is much steadier and an exceedingly competent driver. Early season unreliability has been improved by once again the adoption of an Anderson motor, which at Silverstone from 44th on the grid, due to a Pre-Final hiccup, came through to third. With such a daunting task of 43 karts in front of him last year he would have probably thrown it into the scenery somewhere, but the transformation into a more level headed approach, driving what looked like to me, the fastest engine in the final race, I think he could have won — "if only", he had started nearer the front of the pack. He too finished all the World Championship rounds he entered gaining 3rd, 5th and 8th placings, and in fact went to the final round at Le Mans with mathematically a slender chance of winning the Championship if Hines, Bohlin and Stylin didn't finish, and two of them didn't, he would have had to win to do that though! A young lion who I hope will continue to race.

Tim Parrott has enjoyed his best season so far, helped by a nominal amount of sponsorship. He only had one engine which at the more drawn out prestige meetings is obviously a severe handicap. I remember in the days when Roy Wooldridge "ruled the roost" in 125, he commented on a number of occasions on a young driver called Parrott, one of the "last of the late breakers"! I seem to remember him saying: — He rather keeps himself to himself, but presents a very professional image, aided by smartly liveried helpers. He hasn't had a win yet but that can't be far away. Peter Berry, late of Buttigieg engine fame, does some occasional work on his engine.

Tenth place was a close decision to make between Donovan Collier and Richard Arnold his karting colleague. On results Arnold just secures the position. Having been racing for longer than he would probably care to remember, over 20 years, he would seem to



Richard Dean, transferred to Anderson power and earned himself a 6th rating. (Pic: Rodger Calvert)

take a pleasantly relaxed attitude to racing, one doesn't very often see him up to his armpits in any repairs

or modifications at meetings, but comes well prepared to race and enjoy himself without any great ambitions to revolutionise the art of karting. Nice intelligent bloke, the backbone of racing today.

There are five other names who richly deserve a mention for their efforts over the past season. Firstly Carolyn Grant-Sale. She obviously receives equipment that is at times not a match for the two other members of the Hermetite Team, though it is exceptionally reliable, she gives of her best and that best, puts many mere males' efforts well into the shade. She is an extremely competent driver and racer too, and one way or another attracts a great deal of beneficial



Mick Goy, delights in being the "Odd-ball".

attention to karting. Some women in what are essentially male sports attract frivolous publicity, Carolyn doesn't, she is nothing but an added attraction to Superkarting.

Mick Goy of whom I have always had a great admiration continues to race, but only on a few occasions last year. He persists with his Yamaha, which at the World Cup in particular was more than competitive. I am sure he could afford to conform with the rest and have a Rotax but delights in being the "odd-ball" and provide an attractive scream from his Yamaha, rather than the flat, less exciting grunt associated with the Austrian motors.

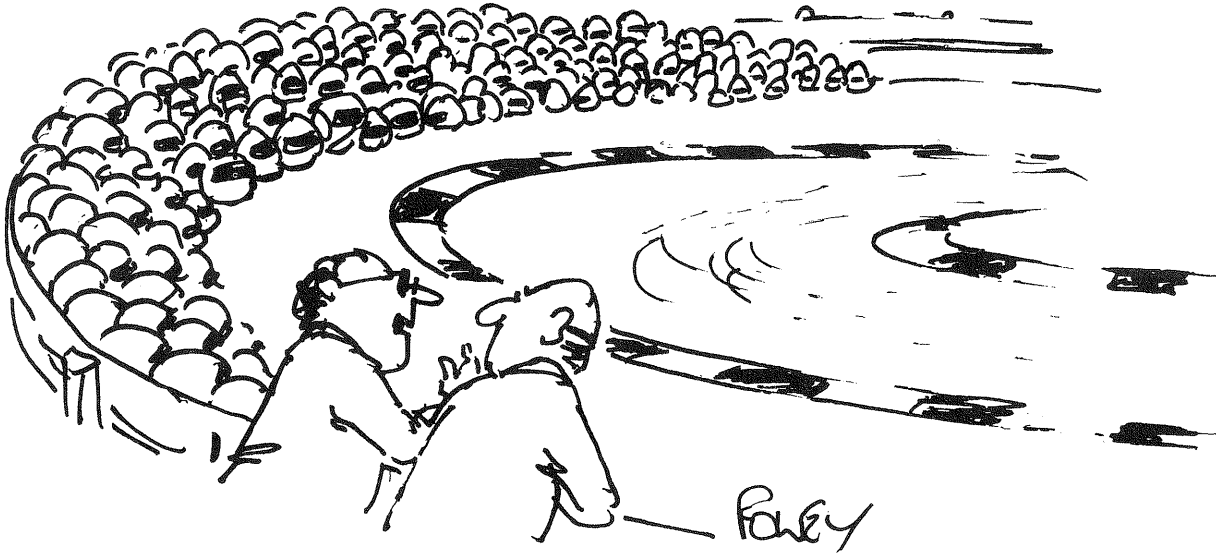
The ex-king of Villiers, Phil Ansell will one day pull off a big one. If my memory serves me right he led the final at Silverstone into the first corner on Cope the previous year before his horrendous accident, as he did again last year. He doesn't do a lot of meetings, presumably restricted by budget, but when he does venture out he is never far short of the mark.

Bernie Roberts is a new name to karting, if he continues as he has started we shall hear a lot more of him. 1984 was his first season, he bought Steve Stylin's old outfit which was obviously well sorted and represented a good advantage with which to make the transition from bike racer to karter. In what was a very competitive season, to achieve a second place and a 4th place is not to be sniffed at. His dice at Silverstone with the other name I wish to mention, Steve Gill, was probably the highlight of both their seasons. Steve Gill won the Non-Championship dice at the Silverstone G.P. which was also a magnificent achievement in his first year with a gearstick and two cylinders, being of Class I background.

Roberts and Gill are the only two newcomers into the class of any consequence, and as such are very worthy and welcome additions.

Having dealt with the British contenders for honours, if that is what it is all about. If I had the funds and inclination to sponsor a driver for a season the man I would try to attract would be the current World Champion. He is the best all rounder of our generation — no one could be a more worthy World Champion. He was the only man to finish all four rounds of the championship but could have won as it turned out on only two of these results, the German and French round. In purely business terms a Swede winning on a British Zip has to be the best promotion for any kart manufacturer possible. The name I have mentioned already, Russell Anderson's work on the Rotax this season has to be recognised, I'll simply say he was the 'motor man' of the year!

Chris Merlin



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#### GPA International

The GPA a French helmet, has proved quite popular around the karting scene and comes with either narrow or wide window, with a price around £230.

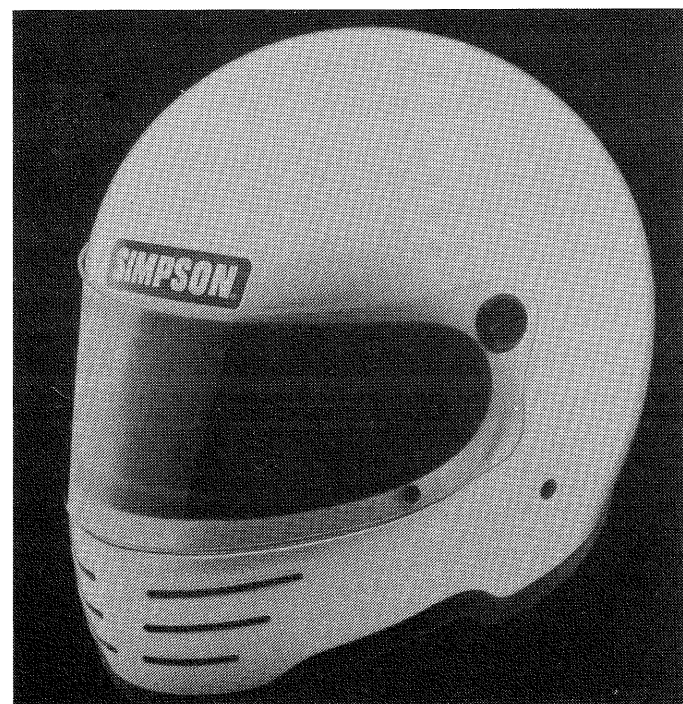
#### Bell Helmets

Everyone has heard of Bell, one of the most famous competition helmets around. The cheapest of the range is the Bell Tourstar, good value for money at around £70 and has a larger window than some of the other models. The Bell Star, a bit more expensive at £138, incorporates a wider protection area across the face bar; the Bell Star Ltd at £160 and of course the top of the range — the Bell M2, Formula 1 style, priced around £230. A very popular helmet among the F.1 league.

#### Simpson

Simpson helmets are manufactured by Simpson Safety Equipment, Inc., of California and are renowned for their high standards and quality. The Simpson range is wide and caters for all aspects of motorsports. The quality of materials and workmanship continues with its range of models. All models feature a two stage shock absorbing inner shell and are supplied with a shatter resistant Lexan visor.

*Model 62:* This is the basic helmet in the Simpson range, with a soft weave, black brushed nylon lining and it costs around £149.



*Model 33:* This is the current evolution of the original distinctive helmet in what has been called the 'Star Wars' style, suitably modified to comply with and beat the Snell 80 marking. It markets at £207 and is also available in carbon-fibre. Then there is the Type 82 range designed for karting. The standard Type 82 retails at £194 while the Type 82 with the high technology carbon fibre constructed shell, giving the helmet amazingly low weight, comes out at £230.



*This model bears a striking resemblance to the new Model 33 'Star Wars' Simpson now available.*

Those are just a few of the wide range of helmets available on the market today, but whatever you buy, make sure it complies to the prescribed standards: BS2495 '77 Amend 5 or Snell 1980. Remember, it is better to spend a bit more on a good helmet, you've only got one head, so look after it!

Please note that the prices quoted were correct at time of going to press.

Finally, there seems to be some confusion lately over the reasons why some helmets are advertised plus v.a.t. Helmets for public road use only are zero rated for v.a.t. because it is compulsory to wear them, while off-road, competition helmets are subject to v.a.t. I suppose it's because they are regarded as a luxury item!

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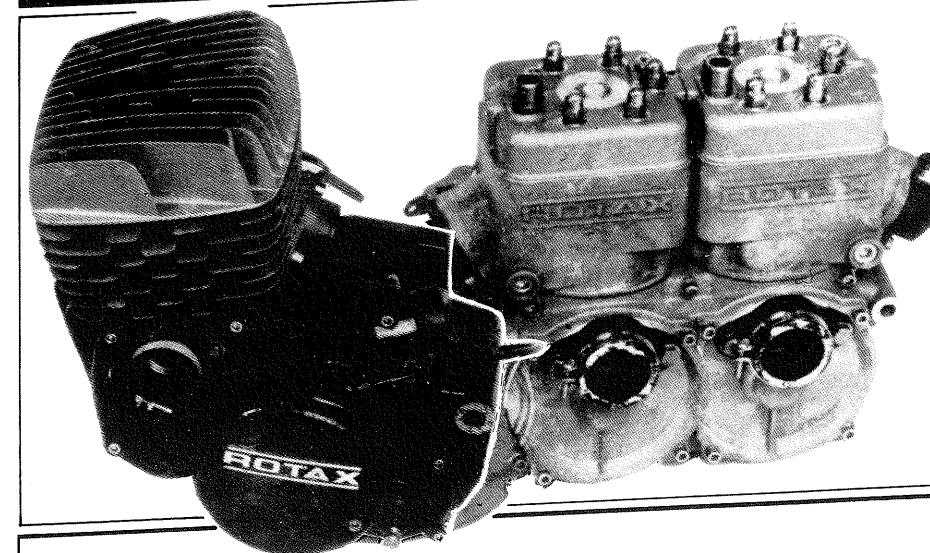
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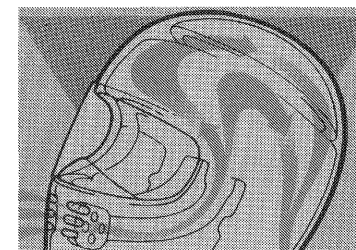
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**'85 RANGE**

as cool. A completely new shell has been engineered to facilitate this system which includes a one finger touch louvre control of the incoming airflow. Although it is a new shell, the Super Vent uses the same shields as the Astro models. The Super Vent retails at around £120.00. Lastly Arai offer a Formula 1 style helmet, used by Keke Roseberg, if you can afford it — £290.00.

## SUPER VENT



The Super Vent features airflow via the chinbar, throughout the helmet.

## Everoak

Probably the leading British competition helmet manufacturer is produced by Everitt W. Vero & Co Ltd, 31-35 East Dulwich Road, London. Everoak offer several models, ranging from the Grand Prix, standard and super open face, to the Casquette Turbo and Racemaster fullface. The Racemaster has a Kevlar/GRP shell and a 1.5mm ratchet type visor and retails at £72.50. The other models range in price from £49 to £75.



Everoak 'Race Master'.

## Centurion

Another company with vast experience in the manufacture of helmets produce a fine range, such as the Centurion 2000, proven over the past three years to be one of Britain's popular helmets, a low weight of 1300 grams, flush fitting visor and very low wind noise. The latest in their range is the Centurion Firebird with a 1.5mm visor with no press studs

and unformed which makes it cheaper to replace. Centurion Helmets are produced by Thetford Moulded Products Ltd, Mill Lane, Thetford, Norfolk.



Centurion 'Firebird' range.



Centurion '2000'.

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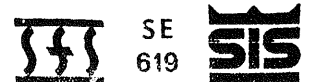
ONS



Black on Yellow

DS (DK) 2124.1  
 SFS (SF) 3653  
 SIS (S) 88.24.32

Blue on White



Continued Overleaf.....



# HEAD IN THE RIGHT DIRECTION!

A SURVEY OF THE HELMET MARKET FOR THE COMING SEASON

Of all the hazardous leisure activities or even professional pursuits man takes upon himself, motorsports, free-fall parachuting and mountaineering must top the list, therefore the body needs adequate protection, especially the head. Every day we go charging about on routine matters, totally oblivious to the fact we carry on our shoulders an item worth more than all the world's riches — the human brain, encased in its fragile bone receptacle. It is such a delicate mechanism that it must be protected against any damage; even the most innocuous incident could impair its function — sometimes not manifesting itself until years after the incident.



(USA) 1980

To quote the technical requirements of the RAC would only be covering old ground — you should all *know* them, they are published each year in the RAC Motor Sports Yearbook. In deference to the RAC it can only give blanket legislation to cover the various motorsports activities and it should be regarded as the minimum requirement for protection. 1985 is the year when a number of helmet models, used during previous seasons, become obsolete and may not be used from now on. Before looking at marketed products in detail, let's take a look at basic helmet construction. A helmet has two major components specifically designed to protect the head by absorbing energy. Both components or layers, the shell and the liner, act to spread the load caused by impact over a large area and the layers absorb the energy by deforming under stress.

The shell of a crash helmet in a lot of cases is composed of fibre glass, sometimes combined with other woven fibres, laminated and resin-bonded. Upon impact the shell flexes and develops shear forces within itself which can cause the resin bonds between the laminations and fibres to break. This action/interaction is deliberate and designed to reduce the energy load to the head. If a helmet was constructed of non-energy absorbing materials it would be pointless wearing it in the circumstances we are talking about. Certain helmets employ a shell constructed of injection-moulded plastic and they are useless, as far as we are concerned, so ignore them.

AFNOR



(F) NF S 72 303

Green and serial number

(GB) BS 2495-77 INCL. AMEND 5



White on Blue

STANDARD



FLAME RESISTANT



White on Red



White on Blue

The other impact protective component is the liner. Generally speaking manufacturers use a polystyrene foam and this foam absorbs energy in the way of a shock absorber, by collapsing at a controlled rate. The liner absorbs the force of the impact, thus reduces the acceleration/deceleration experienced by the head. Too rapid an acceleration can cause severe or even fatal damage to the brain though there may be no helmet penetration or fracture of the skull. It took much research to develop a material that would crush at a controlled rate to give maximum protection. If the liner was too rigid a structure it would cause the head to stop rapidly, creating high acceleration, while a liner that was too soft would allow the head to contact the shell and create the same forces of hitting an unyielding object. Once a polystyrene liner is crushed it does not return to its original shape and, therefore, is not reusable.

Because a helmet absorbs the force of a heavy impact through its own self-destruction it must be closely inspected each time it is subject to a knock. Fracture of the laminating fibres can be seen as a crack in the shell and delamination of the shell can be detected visually as a lighter area on the inside of the shell, or sonically by lightly tapping the shell with a metal object; the delaminated area will give a dull thud rather than a ring. Compression of the liner is often harder to detect as the liner crushes on the shell side, not the head side. To wear a damaged helmet is asking for trouble.

Enough time and space has been taken up theorising, now down to practicalities and what you should be looking for in the helmet line for 1985. Two recognised and approved standards will govern your purchase — the British Standards Institute BS 2495 '77 Amend 5 and the American Snell 1980. Helmets which do not bear either of these notations *will not* be permitted for competition use, therefore should not be purchased.

## ARAI

Newking Trading Ltd, 14 King Stree, Newcastle-under-Lyme, Staffs, are the exclusive U.K. importers and distributors of the Arai range of helmets and meet the stringent Snell 80 standards. Let's look at a few of the models available.

**The Astro Range:** The first helmet to meet the Snell 80 standard, the Astro also introduced the famous Arai one touch operation face shield, featuring a scratch resistant coating. The exclusive shield system is contained entirely outside the helmet shell with no recesses, depressions or mechanisms inside to compromise safety. Simple yet effective the Astro's shield requires only the touch of one finger to operate it through three positions, from fully open to securely shut. If left in the intermediate position the shield will self close at about 45 mph. The shield is quickly and easily replaceable and the Astro is reckoned to be one of the quietest on the market. Particular attention has been paid to providing a controlled flow of air up along the inner surface of the shield to reduce the chances of fogging while not causing drafts to the wearers eyes. A low air deflector is fitted to help draw out the exhaled breath before it can reach the shield area. This streamlining feature also helps to reduce noise in the helmet. Astros are available in various colours and retail prices range from £100.000 to £110.00. Also included in the Astro range is the Racer Replica incorporating the same features as above but with the addition of an upper breath deflector. The Replica retails at £115.00.

Another helmet in the Arai range is the Super Vent which features airflow through the chinbar, not only to the mouth and nose but throughout the helmet. About half the air coming in through the slot goes directly to the face, the other half is channeled up to the crown of the helmet where it is directed so as to gently circulate around the head and then exit out of the special vent panel in the lower rear neck pad. A special fabric that draws moisture from the head and into this airflow is used for the interior upholstery, keeping the head dry as well

# Profile.....Trevor Causer

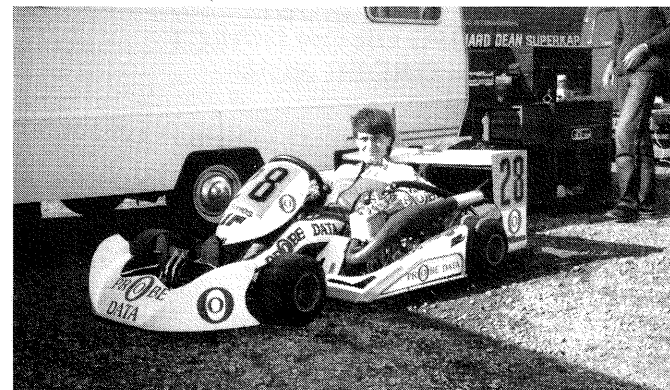
Staffordshire born and 33 years old Trevor Causer became interested in all things mechanical at the tender age of fourteen and the population of Burton-on-Trent grew somewhat apprehensive about what could happen when the young man's 'tinkering' was finally realised. The first opportunity to put his theoretical knowledge into practice arrived with the purchase for £5.00 of an old beaten-up Moped. With the eagerness of youth, he at once stripped the thing to pieces and practiced rebuilding it until he could perform the exercise blindfold. After a few excursions around the block Trevor got used to handling his new found machine. Unfortunately he *also* got handled — by the Police — when it was discovered he was under age, had no M.O.T., tax or insurance. After a bit of verbal from the upholders of law and order, Trevor and said machine part company. Thus thwarted from his endeavours he next had to endure recriminations from an irate and, understandably so, embarrassed mother. Regardless, however, of a pair of well-cuffed ears, the damage had been done, he was bitten by the racing 'bug' and the sedate life of the Causer household was forced to make allowances for the eccentricities of off-spring Trevor.

Smitten by the 'bug' or not, it was a time of enforced waiting before he could summon up the funds to pursue a career in racing. However, those years were hardly empty and anything but dormant. It was era of the 'Mods' and 'Rockers'; Trevor conscripted himself into the 'Mod' league and initiated himself with the purchase of a Lambretta, suitably adapted by this mechanical mind, first to a 225 and then to 240. The experience gained in those days when the 'league' rode around in groups gave the young Causer the art of tactical riding and control of a machine in circumstances akin to those found on a racing track. Here it must be stated that no attempt is being made to establish a premise that the scooter league was a bunch of tearaways, a plague on the neighbourhood.

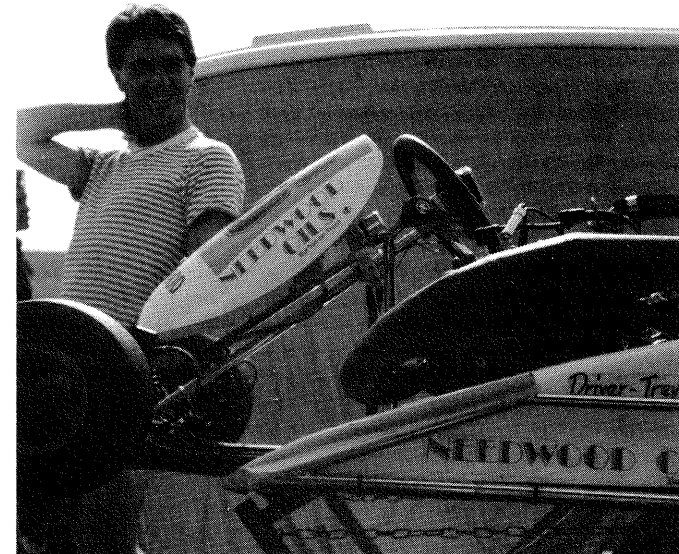
From the days of the scooter league, so the days of racing were born. That was around 1972 when Trevor was twenty. The attraction began with bikes, 125cc as it happened, at a place called Darley Moor. He enjoyed several races, all the time learning the craft until he was achieving pretty regular thirds and fourths. Eventually, probably through a certain degree of frustration, Trevor's interest waned, or it might have been due to the fact it was then that he met Joan, the girl who was later to become his wife. Whatever the reason, it was a period of indecision. Eventually it was Joan to whom Trevor owed thanks as she realised he had the potential to, one day, make the grade and encouraged him back into racing.

Thus fortified by the resolve of that young lady, with her practical help, he resurrected his bike. Nothing though was done much about the bike, apart from rebuild and preparation; a new distraction had breasted the horizon — the karting scene. After a number of spectating jaunts to local tracks Trevor was enthused enough to set about building his first kart. The propulsion unit was an ASI twin bike engine and the chassis a cheap frame from D.M.A. Racing. So began the long road.....

Chasewater Pleasure Park, near Brownhills, Staffordshire provided a somewhat daunting challenge to the 'Rookie' Causer. The field of 125's was pretty scant, only seven joining the rear of the Villiers grid. To say his luck was in perhaps does an injustice to his ability — he finished first in his class and, spurred on by that success, opted to stay with 125's for a year. A year, as it happened, well spent — it was of im-



Trevor in the new livery of Probe Data.



The Needwood Poser!

mense value and remains solidly in his memory — a year of learning and practising the craft of the track. However he regarded the 125's a stepping stone, they had whetted his appetite and a sojourn into 210 National seemed logical progression. Armed with a Blow Villiers he looked to emulate his performance in 125, though that outlook was to temper slightly; to use his own words: "I raced it for four meetings only until the rattling of the thing nearly cost me the fillings in my teeth, so I binned it!"

250 International, at that time, was a fairly recent innovation to the ranks of gearbox karting and one which lots of drivers were clammering to join. It was to this class that the still youthful Causer was attracted. He saw it as the pinnacle but one that he had to grow up with, if he was to get anywhere at all. A moderately priced chassis and an air-cooled Yamaha were the simple ingredients for membership. Those and the skill to challenge one of Chasewater's stalwarts in 250 International, Bob Kennings. The camaraderie between these two is well known and the frequent battles are still relived by the spectators and drivers of the day. Finally Trevor departed Chasewater to seek other challenges but Bob still reigns supreme.

Bob Kennings' domination of the Chasewater scene might not have reached fruition so early, had not Trevor attracted the eye of Dave Watts of Tudor Rose fame. Dave had been observing Trevor for some time and in him saw potential. The end result? An offer of sponsorship. At the time Trevor had just changed to a CTRP chassis, the first one it so happened built by Chris Taylor and previously owned and raced by Richard Dean. With the backing of Dave Watts and Tudor Rose, Trevor decided Long Circuit was where the future of 250 International lay. It was in February of 1981 when Trevor had his first taste of Long Circuit racing — the Cadwell 'Opener'. Like everyone else he was to experience misgivings about the decision, nevertheless he knew it to be the right one and, as he puts it — "has never looked back".

That first year was, to say the least, traumatic in many respects, but it was a year that taught him a lot — Long Circuit was a totally different ball game. The best result of 1981 was a sixth at Snetterton and he ended the season with a wealth of track experience and the knowledge that he was competitive. 1981 was also the year that saw the emergence of the Rotax as the dominant propulsion unit over the water-cooled Yamahas — a dominance which remains to this day and looks like remaining for the foreseeable future. Realising the potential, the Causer savings account set its sights on acquiring one.

The sponsorship from Tudor Rose continued into 1982 but that was when disaster was to strike. The Silverstone Grand Prix was looming up, every long circuit driver's dream and the ordered Rotax was due to arrive in plenty of time; the obsolescent Yamaha ready for sale to



**PARILLA**

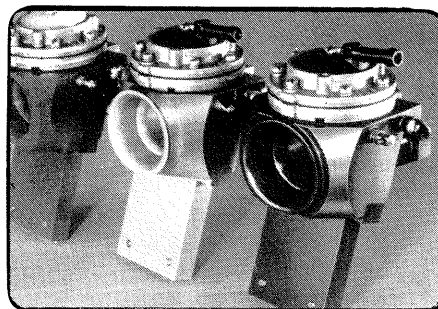




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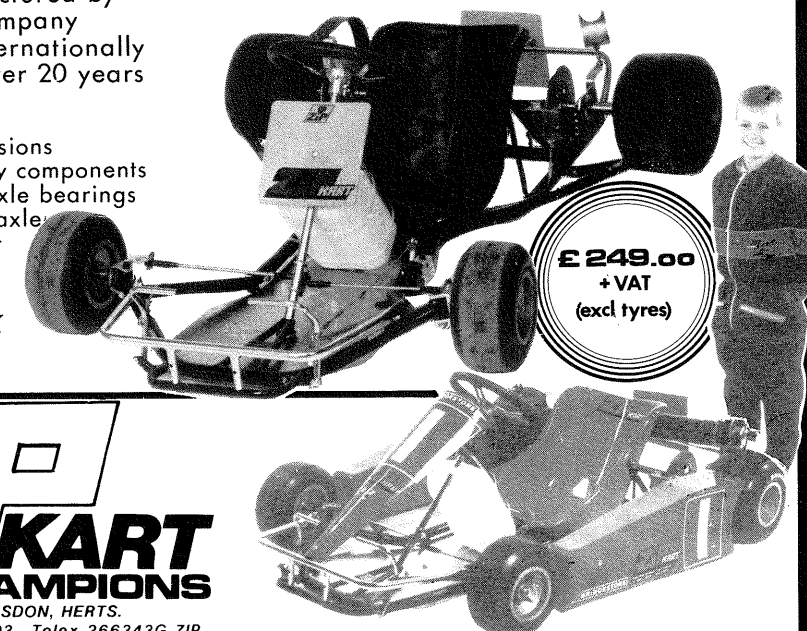
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# ENDURANCE RACING — 1984

by

GEORGE ROBINSON

For some time now very little has been heard of Long Distance Racing especially since the sad demise of such classics as the Snetterton Nine Hours and the Shenington Six Hours for Class IV and Class I respectively. In this country, from the Clubs' point of view, the costs of staging an Enduro are probably greater than a normal meeting, with almost certainly far fewer drivers taking part. Their risks as a Club are therefore obviously high and the organisational problems must seem enormous. Imagine trying to keep Marshalls alert for six hours! From the drivers point of view the attitude is quite different. Mr Club Driver is probably on a limited budget and scared stiff of the wear and tear on his equipment that an Enduro would cause and the effect that this would have on the rest of his seasons racing. Equally, Mr Above Average series type racer, would be loath to risk his carefully prepared kart engines for such an event. Also having decided that he wants to do it in spite of the foregoing he then has to find another driver with whom he is compatible in every respect.

I have to tell you that if you can overcome these few points you could well be on the brink of discovering one of the finest and least publicised branches of our sport.

France stages a number of endurance races each year right through the country from Cabourg on the north coast to Brignoles a short distance inland from the Riviera. The races are mostly six hours which include events at Aire Sur La Lys, Cabourg, Caen, Le Mans, plus a four hour at Le Creusot, the 500km at Le Mans and the twenty four hours at Brignoles. All these events were held in 1984 and all had good entries with the exception of Brignoles which, as far as I know, is the only race in jeopardy of not being held in 1985. Yes, endurance racing is definitely alive and well and not that expensive. The team to watch all year has been that of Rolf Carigiet and his Swiss 'Kart Shop' company.

Using an Allkart and PCR engines, from nine starts Kart Shop have achieved six firsts; two seconds and one fourth. Quite impressive records. There are not many sprint racers who could boast the same, especially when you consider that these nine starts represent sixty two hours of racing. Even more impressive is the fact that Kart Shop used the same equipment to win the Caen six in October as they did Carbourg at the start of the season. They had one Allkart for the whole year and three PCR 50/3 short strokes. They also have a very professional approach to racing and some crack mechanics. Add to this three good drivers, Rolf Carigiet himself is safe and fast, Tom Graedel is safe and faster and Hansjor Mischler is so bloody quick he doesn't have to be that safe!

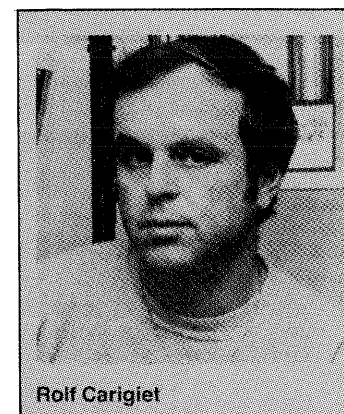
Unfortunately British interest in Enduro racing abroad has dwindled over the years from the days when the top 100 drivers such as Mickey Allen, Bobby Day, David Ferris and even T.F. were seen at Caen teaming up with their worst rival and giving their best for six hours. More recently a close bunch, centred around the Hayes and Harlington Club has progressed well in France, with some taking French Licences in order to compete in the French Enduro Challenge, the perennial name here must be Reg Dormer who, using his own design of enduro kart, the Remrod, clinched the title five years in succession. During that time British Sprint racers such as Duncan Harland, Malcolm Paul, Mark Tilley and Roger Moth were also competing in France on a fairly regular basis. By the end of 1983 the teams had dwindled to the one fielded by Remrod of Reg Dormer, Mark Tilley and Frenchman Thierry Ranchin and a second of Roger Moth and A.N. Other driver.

At the start of 1984 these two teams continued with myself out of retirement for the umpteenth time as Roger Moth's other driver. The Remrod team decided on a TKM International Chassis which they modified

to suit their own enduro components including their usual Hillthorne self adjusting brake. Their engines were to be TKM L90's. Roger Moth and I bought two Zip 984's, one for Roger to sprint race and use for spares and the other purely for the Enduros. We used Arrow engines, largely due to Roger's long term experience with them, and the Hewland Factory. Rather than go into lengthy race reports it is safe to say that neither team has finished lower than tenth all season. The finest moments for each being at Caen for Remrod when Mark and Thierry finished second by a lap from Carigiet and Mischler. Also Reg Dormer who had teamed up with his son John for the first time, finished sixth. Roger and I were lucky enough to be entertained for a three hour race by R.A.F. Gutesloh in Germany which we managed to win. Roger was content to have a fairly early night before the race, however the rest of us were invited to a Toga party in the Officers' Mess. One or two of us did not feel very well on race day! By the time the race started I had recovered somewhat and was able to maintain the lead Roger had given us to win, without any hiccups. Our thanks in this case to Mark Tilley for coming over to mechanic, and to all at RAF Gutesloh, especially Nick Smith for giving us all such a good time. Also present were super fast 100cc drivers Gary Prior and Piers Hunniset, but racewise it was not their weekend with two damaged engines; a broken sprocket carrier finally stopped them minutes from the end. However they were classified seventh.

I hope that this article has been of interest to drivers and karting enthusiasts alike. I personally would not swap one six hour for ten sprints. There is so much more effort required to do well before and during the race and there is a great social side to racing in France as a bonus. Good cheap food, booze and accommodation plus a weekend away. I reckon if I sold all the equipment I bought during the year the season's racing would have cost well under £1,000. I am sure that there is no other form of karting, where you can say that you can race for 2,000 miles at 50p a mile. That's good value even by 100 Britain standards. So if you want to race 100 International cheaper, with more good times than your hangover capacity can stand, watch this space for my next article in which I am to give some ideas on how different an Enduro kart is and why a sprint (no trade name inferred) kart would be uncompetitive. Also race dates for 1985.

## Rolf Carigiet — The Man Behind Kart-Shop Rumlang



Rolf Carigiet



(Courtesy Auto+Motorrad Magazine)

Rolf Carigiet was born in Zurich in 1939 and is married with two sons. He is well educated and holds a diploma in electronics. His other hobbies, apart from karting, are tennis and ice hockey. Rolf became involved in karting in 1964 and since then has amassed considerable racing experience. To date he has competed in 225 sprint races and 89 Endurance events, of which 23 wins were in Endurance and 18 in sprint. In 1970 he was the Swiss champion, he has been Chairman of the Zurich Racing Association since 1970, Chairman of the Kart Club Oerlikon since 1973 and a member of the N.K.K. since 1974.

He has for a long time been closely connected with Swiss karting and as a driver he has collected many titles from various places on the continent. With his strength and flair he attacked the Endurance racing scene and was soon considered one of Europe's top drivers. In 1983, along with his team-mate, he won the French Endurance Championship and therefore it is not really surprising to find him regarded as an adviser on endurance racing. He has the confidence of all and is very popular.

Though he runs the Kart-Shop in Heuel Street, Rumlang he still found the time to actively participate. Obviously the business occupies most of his time. He stocks spares for all engines and chassis makes and carries out repairs, using only original parts and offers a twenty-four hour turnround. Kart-Shop also operates a daily express despatch and postal service for its customers. Rolf helps to promote the sport, providing an extended service to all events held in Switzerland, by operating a trade racing service. He also carries out rebore, crank rebuilds, hires engines and chassis, enabling the driver to change the engine after each race and runs an exchange service on used parts.

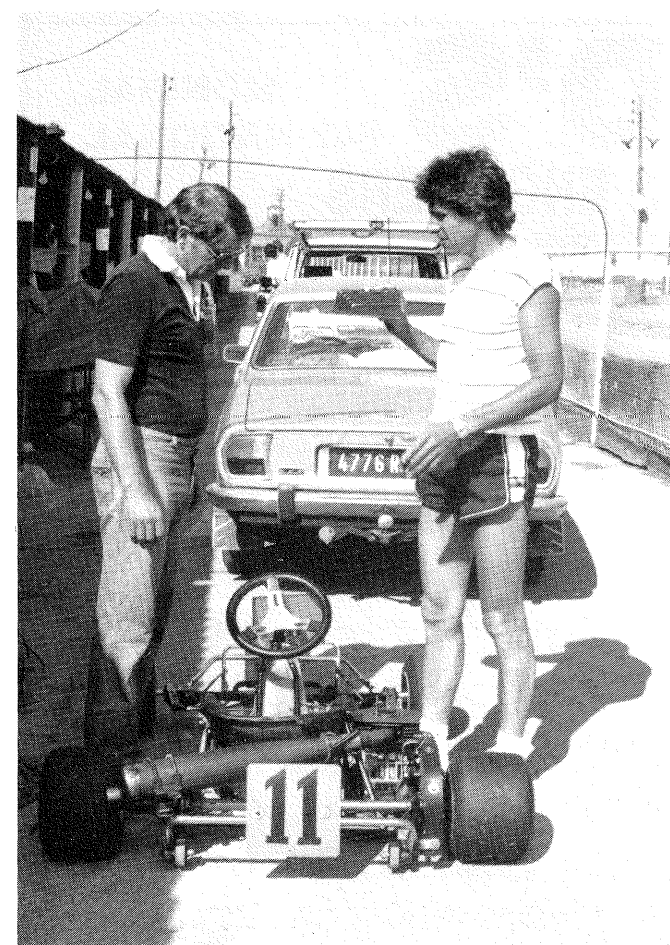
The shop has a comprehensive prospectus but, broadly speaking this is the range covered: All Kart, Tecno, Kali and Zip chassis; PCR and Petry motors, as well as the whole K2000 range.

(Translation — courtesy Josef Miickschel)



The 'Kart-Shop' Team, (l to r) Tom Graedel, Rolf Carigiet and Hansjor Mischler

(photos courtesy George Robinson)



Before the start of the 1984 Brignoles 24 hours. Reg Dormer (left) and Roger Moth with the Zip/Hewland Arrow.