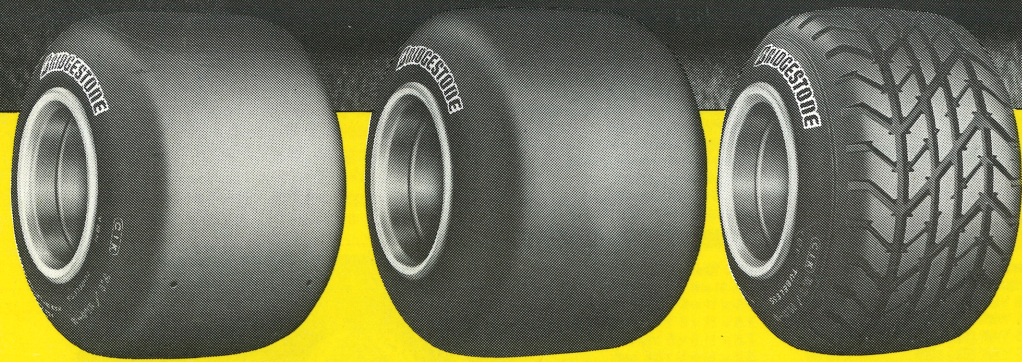


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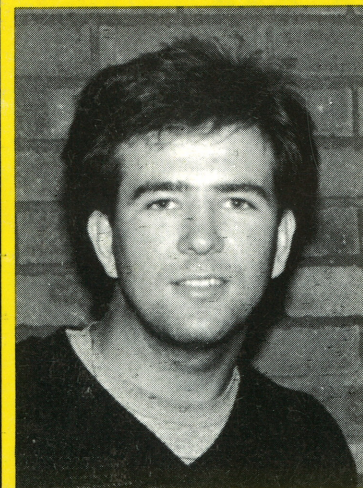
FEBRUARY 1985 75p

PROFILES:-

Ricky
Grice

Brian
Heerey

Tony
Holmes



Ricky Grice



**DAYTONA '84
Technical
Personality Columns**



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| DID 35T chain (10 metre box) | £57.50 |
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SPARES FOR ZIP ROTAX 125, details Kendal (0539) 29660.

DINO SPORT 100 NATIONAL KART, C/W DAP T70 engine, Mag wheels and accessories, ventilated disc brake, many new parts, maintained regardless of cost, immaculate condition, a heat and final winner. Ready to race. Genuine reasons for sale. £525 ovno. Assistance available if required. Also box trailer converted to carry kart and all equipment. £120. Tel: Keynsham (Bristol) 4308 (Mark).

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Thinking of 125 P&R for 1985?

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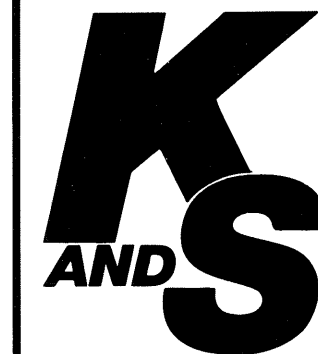
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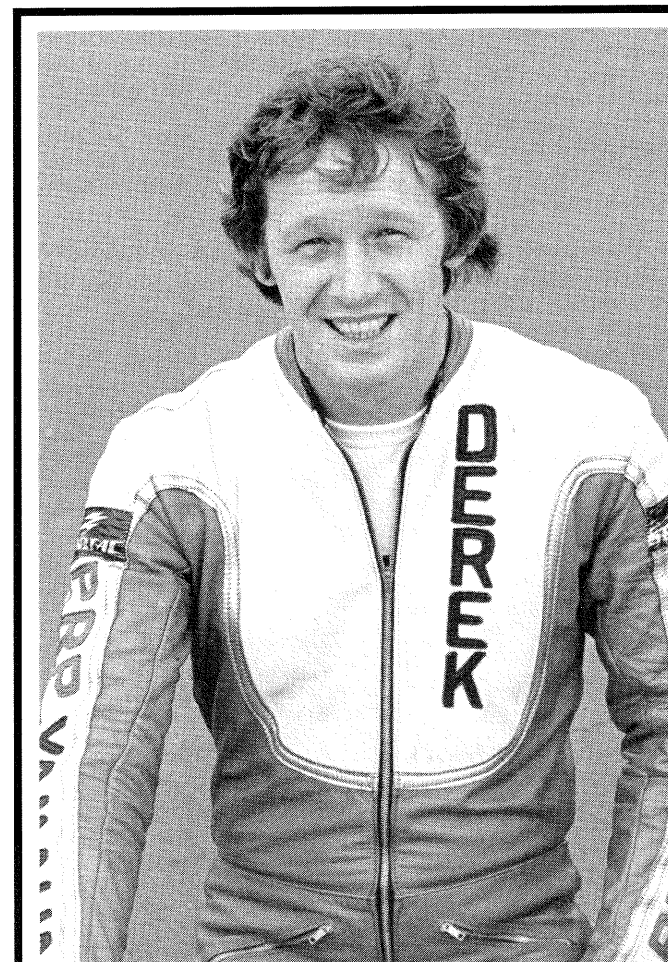
MONTHLY

No. 74

FRONT COVER:

John Newton, seen
here at Snetterton,
after a season in 250
National has opted to
return to 210
National for 1985.

(Pic: Doug Rees)



Derek Rodgers, a return to 250 International this year, along with Philip Glencross and Leaside backing.
(Pic: Rodger Calvert)

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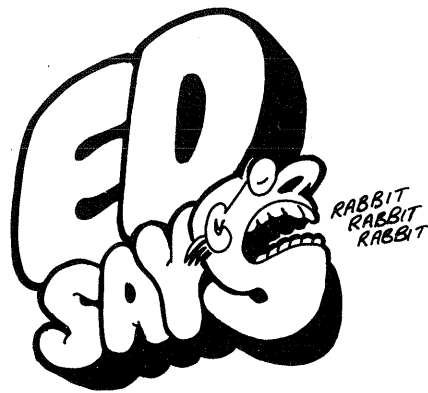
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WHERE AND WHEN

As the season prepares to get under way, some dates to bear in mind during the coming month.



Just when we thought karting was stirring some favourable reaction from the public through television coverage, the skids have been kicked away, with the announcement recently in *Motoring News* and via karting's 'Jungle Telegraph' that LWT's World of Sport has axed its Superkart series for 1985 and probably also for 1986. When *Motoring News*, one of the few motorsports papers in the country to give karting a decent airing, is quoted as saying: 'Unfortunately World of Sport's Stuart McConachie was unavailable for comment before going to press', makes the whole issue smell of rotten fish. LWT talks of a major revamp of its sporting schedules during the coming year and it is understood the intention is to give only one major sporting event live coverage in the future. The plot thickens - why? Who is putting the screws on? Any bets on an increase of horse racing coverage, live of course!

The other week Kurt Luby of Phoenix Karts announced that he would race in 250 International in anticipation of this year's TV meetings, but only in those meetings, just to give his 1985 sponsors, LEP International, exposure and value for money. Sponsors want the type of coverage television can offer during prime Saturday sports viewing times and, in general, it has done karting a world of good over the past few seasons. Obviously the Superkarters and their sponsors have taken the biggest chunk of the pie, but it has had a backwards cannoning effect, so to speak, in that the non-gearbox people have also begun to attract attention. The public were beginning to realise there was more to the sport than brief jaunts at fairgrounds and seaside resorts. During December's BBC's 'Blue Peter' visited Tilbury and presenter, Michael Sundine, spent a day racing in 100 National Novice. He thoroughly enjoyed himself and the episode was screened during the Festive break in the Seasonal Roundup - it came across very well. Other regional programmes too in the past have given karting a chance to show what it can offer.

Are we to be pushed back into the Dark Ages, shouldered aside by invitations to buy 'Joe Bloggs tripe', or suffer more endless hours of American brain damaging claptrap? The alternative is to go elsewhere and find another organisation that has respect for British motor sport. Already there are rumours that Channel 4 Television may allow more screen time to so-called minority sports such as karting. Let's hope so anyway and that the endurance hours of American Football will find a last resting place, with a suitable epitaph. Channel 4 and the BBC could well be the saviours. However, they cannot work in the dark - they need to hear opinions and preferences. Therefore, now is the time to lobby those two bodies and seek their support; only by writing to them will it be possible to stimulate response.

A thought to ponder - what if turf accountants

Next month's features include:- Profiles — Peter McCallum, Barry Tomlinson and Tim Parrott, 210 Villiers preparation, plus of course all the regular columnists' views. (These items were correct at time of going to press). Publication dates for March:- Thursday 7th March.

decided horse power was more impressive on four wheels than four hooves, would they change allegiances? Doubtful, karting doesn't live on bets.

Ed McCormick

RAC NEWS

PROTECTIVE CLOTHING FOR LONG CIRCUITS

It is already compulsory for Formula E competitors to wear leather overalls for Long Circuit events and it is highly recommended for all other gearbox classes. As from 1st June 1985 the use of leather overalls will be mandatory for all competitors in all classes at Long Circuit events.

RAC MSA CHAMPIONSHIPS

It is appreciated that the fixing of the dates by the RAC for the 1985 RAC Championships has caused some inconvenience to several clubs, nevertheless the dates will remain as announced. For 1986, only the month will be fixed and the clubs will be invited to apply for Championships, suggesting their own best weekend within that month. The intention is to fix the months as follows:

June — Short Circuit Gearbox Championship
July — 100 Britain, 100 National
August — Junior Classes and 100 International

For 1986, applications should be received not later than 1st June 1985. This will enable the RAC to award the Championships and inform the clubs in good time for them to make their own calendar arrangements.

ADDITIONS TO THE ENGINE LISTS

The following additions to the Engine Lists have been accepted for 1985:

100 Britain — PCR 50/3 TT
125 National — DAPT 125R
250 National — 250 Maico LC water/reed valve
KTM 250 MX water-cooled
(Note: These water-cooled engines are only officially eligible from 1st March 1985 but may be used prior to this date with the agreement of the individual clubs.)

MEDICAL CERTIFICATES

There has been some confusion among competitors about RAC Medical Certificate requirements. It should be noted that blank Medical Certificates will be sent to competitors with their licences and not with their licence application forms. Certificates should then be taken to doctors who will perform an examination and answer the questions on the certificate. Once filled in the certificates are to be sent back to the RAC at the soonest possible date so they may be checked, validated and returned to the competitor. You are reminded that you cannot race without a valid medical certificate. Those competitors who have not yet applied for their 1985 licence should fill in the Medical Declaration on the back of the licence application form.

RAC CHAMPIONSHIP DATES FOR 1985

Little Rissington - 15/16th June - Short Circuit Gearbox Championships
Three Sisters - 13/14th July - 100 Britain/National Championships
Clay Pigeon - 3rd/4th August - Junior Booster/Junior Britain/Junior and 100 International.

LONG CIRCUIT GEARBOX CHAMPIONSHIPS (Best 5 out of 6 results to count)

7th April — Cadwell Park
28th April — Snetterton
21st July — Mallory Park
24th August — Snetterton
1st September — Cadwell Park
15th September — Mallory Park

OTHER MAJOR LONG CIRCUIT EVENTS

9th-11th August - Silverstone
Daily Express/Hermetite British Kart Grand Prix
1st-2nd June - Donington World Cup.

CLARIFICATION OF TT PORTING — BRITAIN CLASS

A clarification to Rule S3.2.3 reads as follows: 'The addition of TT Porting is allowed for all engines but whether in 3 port or TT form, must be sold complete within the price limit. With the exception of the McCulloch engines, all engines will have either 2 transfer passages feeding 2 transfer ports plus a Booster port or 3 transfer passages feeding 3 transfer ports. The Booster port must only pass mixture via the piston. The cross-section of all transfer passages shall always be concave.'

RESTRICTED TYRES — LIST B

The following tyres have been added to List B:

Goodyear (D) 11 x 4.50-5 Blue Streak
Bridgestone 7.10 x 11 SL

Please note that the RAC Kart 'Open Day' will now be held on Saturday 8th June and not 1st June as previously published in RAC literature because the original date clashes with the Donington World Cup meeting. The venue for the Open Day is expected to be 31 Belgrave Square.

For information, the breakdown of Kart Competition Licences issued during 1984 is as follows:

International kart licences — 527
Novice kart licences — 310
International Short Circuit — 1978
Novice Short Circuit — 1203
Kart Entrant Licences — 53
Temporary Licences — 52

ANOTHER BOHLIN SCOOP!

Sweden's Lennart Bohlin followed up his World Series victory by successfully defeating all opposition for the second year running in the New Zealand International Series and to prove he is the 'King', Lennart raced and won on an old borrowed Zip/Rotax outfit. The Series, formerly sponsored by LEP International, the air freight company, is one of the most popular gearbox events in New Zealand, attracting a healthy entry and pulling a great crowd. Mark Prowse held on well for second place with John Hamilton homing in for third.

1st Lennart Bohlin (S) Zip/Zip Rotax
2nd Mark Prowse (NZ) Prowse/Rotax
3rd John Hamilton (NZ) Zip/Rotax

At Christchurch's one mile Ruapuna circuit Paul Larsen, who raced long circuit three times in this country and was a member of the Hermetite Zip Team during 1984, won convincingly on his Zip/Rotax. Let us hope we see Paul back in this country soon.

(Information: courtesy Lennart Bohlin)

MERLIN EXHAUSTS

Wish to Congratulate
**JERRY McCART on his
150mph DAYTONA
Win in his Rotax/J.G.R.
1980-81-82-83 and NOW '84**

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

Sweden: Lennart Bohlin
Norway: Torgjer Kleppe
Canada: Super Kart Shop
USA: John Gibson, Franklin Kart Sales

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

ZIP SHADOW YAMAHA 250cc water cooled, nose cone, rear wing, centre tank, side pods, int., excellent condition, many trophies, second Welsh championships, driver of year, many spares included, £750 Steve, Porthcawl 71/8040. Bridgend 55806, std. 0656.

ZIP F1 C.I.K. SUIT, size medium. Nava helmet size medium. Zip kart boots size 6. Racing gloves, balaclava. Everything as new £55 ono. Will separate. Tel: Abingdon 26374.

250 NATIONAL. Owing to retirement I offer for sale my 1984 long circuit Zip GP fitted with red bodywork. Powered by peak revs tuned YZ 250H, Merlin pipe, power jet mikuni. £1350. Also 4 berth caravan. Morecambe 411789.

JUNIOR BOOSTER/BITAIN

Complete outfit, ideal for Beginner. 1984 ex works. Boxer chassis. Vented discs, stepped axle, YBN's, 2 Fred tuned and prepared arrows, to include super trailer, helmet and leathers (34"), very quick and competitive race winner.

**£975 complete
(0977) 514033 (day) 662717 (eves)**

ZIP 984/HEWLAND NATIONAL. Fast, reliable and complete with 1985 Bridgestones. £395 will split. Tel: (0730) 80373.

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

100 NATIONAL/INTERNATIONAL ZIP KART. In excellent condition. 1 Zip tuned Komet K88TT, fast and reliable. 2 sets of DAP magnesium 1 piece wheels with Dunlop qualifier tyres. 1 set national drys and wets on rims. Plus many essential spares. £400 ono. All offers considered. Tel: Brad on 091 2656954.

FIAT DAILY 35.9 van. Low mileage, March '83. Takes two karts and spares with ease. Six seats, good stereo, clean all round. £5000 ono. Tel: 0327 857418.

RIP SPEED
INTERNATIONAL 01 805 4711

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APPROVED FOR OFF ROAD RACING ONLY
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£126

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418-426 HERTFORD ROAD, EDMONTON, LONDON, N.9. Tel: 01-805-4711 01-804-0425
shops at PINNER and LUTON also

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Name

Address

Access/Barclaycard No.

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



FIAT DAILY

35.9 van. Low mileage, March '83.

Takes two karts and spares with ease. Six seats, good stereo. Clean all round.

**£5000 ono
Tel: 0327 857418**

125 ZIP GP/ROTAX (1984 spec)

Very competitive outfit in excellent condition - maintained regardless of cost. Prize winner during '84. Available with full Silverstone body at £1295 or in short circuit trim at £990. Also purpose built kart trailer £175.

Tel: (0225) 833006 (eves)

125 ROTAX ENGINE, new liner and piston. C/W Zip plates, exhaust and sprockets £300. Barton on Humber 635717.

125 BARLOTTI ROTAX '83 engine race tuned. Finance forces sale. £900 ono. Tel: Roger Daytime 01-520 2595, Evenings 0276 22104.

2 FULLERTON TUNED KOMET K80TT motors. Very fast and reliable used 6 times only. Original cost £550 each, selling for £300 each or £500 for both ono. Any reasonable offer considered. Tel: Brad on 091 2656954.

125 NATIONAL ZIP GP ROTAX Kelgate brakes and axle, wets used once, spares, engine to latest spec. Genuine reason for sale can assist at meetings, £900 ono. Also immaculate 2 litre transit 1979 £1850. Tel: 01-898 7226.

FORMULA PHONE

WHETHER YOU ARE BUYING OR SELLING A KART, CALL

US NOW on 01-464 2240

Registration fee is £15.00.
This service is free to buyers.

WHERE AND WHEN

14th-16th February

JOHANNESBURG (South Africa)
C.I.K. Open All-Africa Championships
(Intercontinental 'A'/Formula E)

17th February

NUTHAMPSTEAD (1½ miles east of
Barkway, off B1368, Ware-
Cambridge Road)
SHENINGTON (Nr Banbury, Oxon)
THREE SISTERS (Off Junction 25,
M6)

24th February

PEMBREY (12 miles from Junc. 48,
off M4, Llanelli — Kidwelly Road)
FULBECK (8 miles from Newark,
Notts)
CADWELL PARK — Spring Trophy
Meeting — 1½ mile circuit
(Midway between Horncastle and
Louth, Lincs, on A153)
BLACKBUSHE (Nr Camberley,
Surrey)

3rd March

THREE SISTERS (Off Junc. 25, M6)
RYE HOUSE — Winter Series
(Hoddesdon, Herts)
LARKHALL (West of Scotland KC)
(Larkhall/Hamilton Junction, off
M74)

10th March

CLAY PIGEON (Between Yeovil and
Dorchester on A37)
WOMBWELL (Dorothy Hyman
Stadium, Barnsley)
TILBURY (Dunlop Road, London)
KIMBOLTON (10 miles SW of
Huntingdon)

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

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

JOIN THE 210 VILLIERS DRIVERS CLUB

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

All Villiers engine spares available, to members.

Membership fees £2
To: Tom Thacker, 7 Mount Pleasant, Cheslyn Hall,
Nr Walsall, West Midlands.
Telephone: 0922 413300

ZIP 983 1984 ROTAX 125

6 meetings old. 4 wins.

£1050
Ring Adrian Wilcox
(0922) 33900
(0922) 406506 Night

FOR SALE: DAP T70TT 48.5 bore £180. Redhill tuned,
very quick. Tel: Worcs. 840837.

250 ROTAX 1983 with 1984 gear box, clutch etc, fully
Goff tuned, with carbs. £850. Tel: Bedford 66549.

100 BRITAIN LYNX plus two arrows, fully tuned with
Dartways, Carlises, Dunlops, Bridgestones, wet and
dry tyres all on rims, new PVC suit, stand, lots of spares,
tools etc. Very fast. £400. Dave Nash, 01-672 6616
daytime, 01-337 3360 evenings.

ZIP SHADOW 250 INTERNATIONAL TD3 DX
YAMAHA. Very competitive, very clean. Engine and
chassis always been looked after. New front
Bridgestones, fibreglass. Ready to race, has been
advertised at £875 but will consider any reasonable
offer. Tel: Burntwood 5257 or Aldridge 52863.

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Will Always Give Help & Advice to
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CALLERS BY APPOINTMENT

Contact: WEST MALLING
(0732) 841070

BARLOTTI YAMAHA TD3 SUPERKART with box trailer
and spares. Needs rebuild before competition. Ideal for
club events including Yamaha challenge. No sensible
offer refused. Tel: 021 704 4028.

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

SURESPEED (engine developments)

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

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

Contact JOHN BROOKS
Coventry (0203) 611224

MOTOR FOR SALE YAMAHA RD/TD3 complete with
pipes. Merlins, carbs, ignition, re-nikasil barrels. Very
quick. Also lots of other YAM spares. Bottom ends,
barrels, cranks. New and secondhand pistons.
Everything for Yamahas. Tel: Goole 61426.

ZIP 984/PCR, 100 National. Exceptional condition,
engine never raced. £450 ono. Tel: Chelmsford 59348.

DART 089 TT28 FACTORY SELECT MOTOR outfit
raced once, practised twice. Many spares including
stand, 2 sets of tyres, wets etc. Selling because of lack
of use. £600 ono. Tel: Harlow 23272.

ZIP/YAMAHA TZ250 INTERNATIONAL (sc).
SUPERKART. Many spares including barrels, clutch,
wets, slicks, etc. Very competitive and reliable £750
ono. C/W trailer and stand. Ring Simon on Nottingham
632511 (day) or 637598 (evenings).

DINO 250 INTERNATIONAL

Complete rolling chassis
plus set of leathers. OFFERS?

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

Don't Miss Out!
Fill in the subscription form
on page 33

1985 WORLD CUP

Bolton KC and Merseyside KC will organise the
World Cup meeting to be held at Donington Park
on 1st and 2nd June this year. Regulations are now
available and all enquiries should be addressed to
the Secretary of the Meeting:

Mrs. E. Price
26 Walnut Street
Bolton,
Telephone: 0204 28630

In this respect both clubs would like to thank Mr.
John Shaw, Secretary of the Cadwell Car and
Kart Club, for rescheduling his Sunday 2nd June
meeting to avoid clashing with the World Cup.

NORTHUMBRIAN KART CLUB

The Northumbrian Kart Club announce the follow-
ing officials for the 1985 season:

Competition Secretary:
Ron Dickson,
Hexham Road,
Throckley,
Newcastle-Upon-Tyne.
Tel: Tyneside 2673227

Membership Secretary:
Keith Trainer,
20 Hutton Street,
Coxlodge,
Gosforth
Newcastle-Upon-Tyne.
Tel: Tyneside 2844812

Club Secretary:
Bob Archbold,
20 East Boldon Road,
Cleadow,
Nr Sunderland,
Tyne & Wear.

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the value of the advertisement. All copy submitted is subject
to approval of the advertisement manager.

Advertisements are only accepted subject to the above
conditions.

C.I.K. PAN-AMERICAN CHAMPIONSHIPS

The C.I.K. Pan-American Championships were
recently held at Bogata in Columbia. The high
altitude event was won by Stefano Modena, with
de Bruyn and Bonano taking second and third
respectively.

It is understood that Birel are no longer tied up
with IAME. Rumour has it that IAME has con-
sulted both Tecno and Kali Karts about chassis,
apparently neither manufacturer is interested.

210 CHALLENGE (1985)

Barbara and Ian Hunter are to run the popular
210 Challenge again this year, with meetings at
Three Sisters, Chasewater, Kimbolton, Little
Rissington, Fulbeck and Shenington. Further
details on dates and registration as soon as they
are known.

CUMBRIA KART RACING CLUB A.G.M.

At the recent Annual General Meeting of the
Cumbria KRC, the following major points
emerged. Due to the recent departure of Karen
Dixon, the posts of Club and Race Secretary
were vacant. Filling the post of Club Secretary
(for membership and general queries) is Iain
Blair, whose address is 14, Findlay Place, Work-
ington, Cumbria. As Telecom haven't got round
to putting his phone in yet, he can only be
telephoned at work on 0940 28333 ext 25925. The
new Race Secretary is Mike Ballantyne who lives at
3, Eden Close, Great Salkeld, Penrith. Tel
(B) 0768 81223, (H) 0768 838839.

Membership fees have been reduced for racing
members down to £5.00, with Ordinary member-
ship remaining at £1.00. Race entry fees for 1985
stay at 1983 levels. These are: Members £6.00,
non-Members £7.50.

For all club meetings throughout the year, the
1985 tyre list will be adhered to. Owing to
circumstances beyond our control, the dates of
our race meetings do not appear in the 1985 Blue
Book. The dates are:

March 10th
April 14th
May 12th
June 9th
July 14th
August 25/26th National Permit
September 8th
October 13th
November 10th
December 8th Turkey Trot

Dates of commercial championships will be
announced as soon as they have been agreed.
There is also a very good chance that the Border
Championships will be resurrected in 1985. If it
does come off, one of the above dates will be
used. Further news will be brought as it happens.

IT'S UP TO YOU!

With the sad announcement that there will be no
Superkarts on World of Sport this year, because
of a revamping of LWT's sporting programme
schedules, it is vitally important that we try to get
an alternative network to provide coverage of
karting events. The TV races have been a
tremendous boost for the sport as a whole, from
Juniors right through to Superkarts. So, don't sit
there expecting someone else to try, have a go
yourself. If all readers sent letters we might get
somewhere. Below are a couple of addresses to
write to, along with an example of how you may
like to lay out your letter.

| | |
|--|--|
| Programme Controller, BBC Television Sports, Kensington House, Richmond Way, London W14. | Programme Controller, Channel 4 Sports, Knighton House, 56 Mortimer Street, London W1N 8AN |
|--|--|

Dear Sir,

In this country there is a great following for the
sport of karting, both from the standpoint of
competition and spectating. Karting at all levels,
from racing on small club circuits to major
National and International events on long circuits
such as Silverstone, Snetterton and Donington
Park, is attracting more and more attention
because it offers an alternative form of four-
wheeled motor racing. It is a lot less expensive to
compete in than car racing and a lot more dynamic
and exciting to watch.

Television coverage in the past has been limited
to three short sequences a year on ITV's World of
Sport programme which is hardly enough to do it
justice. LWT's decision to restructure their sporting
calendar has meant that karting has been dropped
from their schedule. It comes as disastrous news,
just at a time when the media at large was becom-
ing aware of what karting has to offer.

Personally, I think the screening of karting
would increase television audience figures because
it provides spectacular and dramatic action. Not
only do I believe karting news and events would
improve audience figures but you would be
providing an invaluable service to the sport as a
whole.

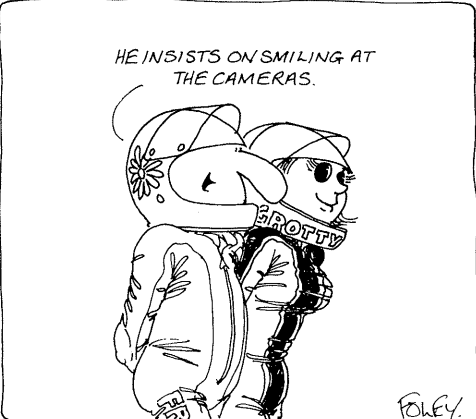
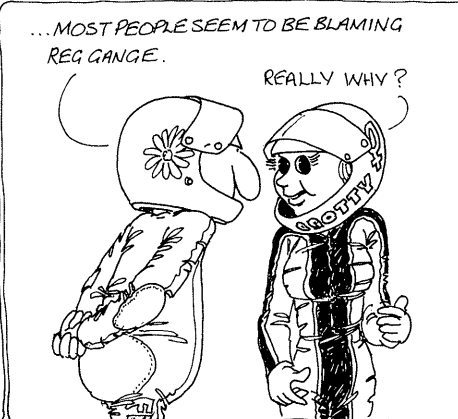
Yours faithfully, etc.

E.D.R. — EXPANSION PLANS?

Because of the increase in workload, reported a
considerable one, E.D.R. Karts are talking about
expanding the business to cope. One possibility is
additional staff. Malcolm, chief tuner for D.R.E. is
under heavy pressure, he is doing engine preparation
work for motorcycle racer Phil Mellor. It is also
understood that quite a few bike engines are coming
up for preparation for this year's TT.

BY BARRY FOLEY

FRIGGIT



CAMBRIDGE KART CLUB

The annual Dinner Dance and Prize Distribution of the Cambridge Kart Club was held at the University Arms Hotel, Cambridge on 8th December. The evening was a sell out and everyone had a very good time dancing to the Formula 4 disco. The prizewinners were as follows (left to right) Vic Coombes (100 Britain), Curt Guy (100 National A), Malcolm Budd (Best driver on Guernsey team), Phil Hart (100 National A), Mick Snowling (100 National A), Ron Banthorpe (125 National), Bill McDougall (210 National), Trevor Foskett (Junior Britain B), Adam Snare (Junior Britain A). Front row left to right Simon Harrison (Junior Britain A), Clare Ledwith (Junior National), Melanie Widdowson (Junior Britain), Chris Bennion (Junior Britain A) who also won the Tredgett Memorial Trophy and Allen Reeves (100 Britain) who also won the Roy Hayward Memorial Trophy. Chris Bennion was the first winner of the New Ezmond Flack Trophy and also Junior Club Champion. Phil Hart was Senior Club Champion.



250 INTERNATIONAL 1985 YAMAHA CHALLENGE

Due to the popularity and interest generated in 1984 the Challenge will be run again this year. The main objectives of running the 1984 Series were achieved. At most of the meetings the grids were much larger, even double normal size, resulting in better racing for the competitors and exciting for the spectators. Many new drivers have taken up 250cc karting, with the result that some clubs have even doubled their competitors in this class.

Because of the interest that has been shown over the last year it proves that 250 International short circuit racing needs an annual championship, with help from as many sponsors as possible. Sponsorship has already been placed by Chris Taylor of CTRP who was one of the main sponsors last year.

The circuits to be used for this year's Series will be Fulbeck, Three Sisters and Little Rissington. The scoring system has been changed and adopts that used in Formula One racing, but with points for the finals only. Entry fees this year will be £16, which is less than last season.

We would like to hear from anyone interested in competing in the 1985 Yamaha Challenge, also any ideas, opinions and offers of sponsorship. It will be necessary to have all entries in by Saturday 23rd March – **no exceptions**. Please contact Paul Pedalty or Alan Paxton at the addresses below.

The dates for each round of the Series are given as follows and any alterations necessary will be notified as soon as possible:

| | | | |
|--|---|---|---|
| 21st April | Three Sisters | man and Mr. Chas Goff presented him with a set of whisky decanters and whisky and thanked him on behalf of the Club for his services and help since he took chairmanship. Everyone thoroughly enjoyed themselves and dancing continued well into the early hours. | |
| 5th May | Little Rissington | | |
| 19th May | Three Sisters | | |
| 23rd June | Fulbeck | | |
| 7th July | Little Rissington | | |
| 28th July | Fulbeck | | |
| 18th August | Three Sisters | | |
| 1st September | Little Rissington | | |
| For details, contact: | | | Please note there is a change of both Secretary and Competition Secretary for the Hunts Kart Racing Club. |
| Alan Paxton, 90 High Street, Chase Terrace, Walsall, WS7 8LX. Tel: 0543 79104 | Paul Pedalty, 4 Parkside Way, Streetly, Sutton Coldfield, West Midlands. Tel: 021 353 1041 | | Secretary: Mrs. A. Parker, Tudor House, 94 Northampton Road, Wellingborough, Northants NN8 3LS. 0933 79639 |
| | | Telephone: 0933 79639 | |
| | | Competition Secretary: S. R. Perry, 3 Itchen Close, Brickhill, Bedford. 0234 68844 | |

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

ZIP ROTAX 125 SHORT CIRCUIT. Kelgate brakes. Immaculate condition. Spare Rotax, wets, spares. Reading 67753 anytime. £1,250 ono.

WOMBWELL WINTER SERIES

Due to inclement weather conditions the first round of the Wombwell Winter Series had to be abandoned and the Series now condensed to two rounds only, with the dates confirmed by Wombwell as 10th February and 10th March. The drivers who turned up and managed to drive in the practice session at the first round before its abandonment will be awarded the 20 points for starting, but everyone still has a chance of being amongst the prizewinners, as long as they compete in the next two rounds.

F.R.E.D. Racing of Sheffield are sponsoring the Series to the tune of £400 worth of vouchers, plus a valuable trophy to the overall Series winner. Michael Jubb, the Barnsley and Wombwell based Estate Agent, is sponsoring the Junior Britain class with cash prizes to the top ten drivers and, if the entries warrant it, Mr. Jubb will include Junior Booster and maybe even something special for the Novices of the classes. Ken Wright has promised trophies to a high standard for the class of Schoolboy 50cc Gearbox drivers. Wombwell Kart Club itself have donated cash prizes of £50 to the overall Series winners in each class that attracts an entry of a minimum of fifteen drivers. They have also provided for their National gearbox drivers to benefit, proportionally to their number of entries.

Interested drivers still have time to enter for the 10th February round with the knowledge that they have as much chance as the next.

Contact:
Alice Wright,
Rockbank,
19 Clarksfield Street,
Oldham,
Lancs., OL4 3AW.

your letters..

Dear Sirs,

I would like if I may to use your magazine to dispel a few rumours that have just been brought to my attention.

It would seem that a few people have been advising some of my customers and potential customers that all my engine work is done by Simon Wright Racing Developments.

For the record I undertake all my own engine work i.e., tuning, crank splitting and truing and rebuilds in my own workshop to the highest possible standards.

I also supply some other traders with my comprehensive stock of engine spares and accessories.

I have on five or six occasions let Simon Wright run my engines in his dyno, which I might add is an excellent service, but have recently installed my own dyno, which I can now offer as a service to my customers.

The only thing I have done outside my workshop, is boring which is done by the TKM factory because I consider them the best in the country. Ask some of the well known names in the trade, they might admit to having their own works engines bored there.

Finally may I take this opportunity to thank all of my customers for their support in 1984 and wish them a successful 1985.

Yours sincerely,
Gary Parker
On behalf of Parker Racing Engines

1984 SUPER ONE POINTS

| CLASS: 100 NATIONAL | | | | | | | | | | | CLASS: JUNIOR BRITAIN | | | | | | | | | | |
|---------------------|---------------|---------|-----------|----------|---------|--------|---------|--------|-----|-------|-----------------------|---------------|---------|-----------|----------|---------|--------|---------|--------|-----|-------|
| Posn | Name | Race No | 1 Fulbeck | 2 Rowrah | 3 Rissi | 4 Clay | 5 Snett | 6 Womb | Att | Total | Posn | Name | Race No | 1 Fulbeck | 2 Rowrah | 3 Rissi | 4 Clay | 5 Snett | 6 Womb | Att | Total |
| 1 | G. Moynihan | 1 | 125 | 123 | 122 | (111) | 122 | 115 | 120 | 727 | 1 | D. Connelly | 73 | 117 | 127 | 115 | 121 | (88) | 96 | 120 | 696 |
| 2 | N. Edwards | 87 | (40) | 83 | 120 | 120 | 110 | 114 | 120 | 667 | 2 | R. Wilson | 23 | 108 | (66) | 103 | 115 | 116 | 97 | 120 | 659 |
| 3 | J. Plato | 66 | (85) | 114 | 88 | 112 | 92 | 105 | 120 | 631 | 3 | S. Nicholoso | 19 | 100 | 93 | 104 | 117 | (85) | 115 | 120 | 649 |
| 4 | J. Cotterill | 32 | 95 | 122 | 85 | 87 | 117 | (85) | 120 | 626 | 4 | N. Hart | 1 | (82) | 90 | 98 | 113 | 104 | 110 | 120 | 635 |
| 5 | L. Cramner | 21 | (84) | 105 | 85 | 88 | 110 | 98 | 120 | 606 | 5 | J. Griffiths | 17 | 122 | 88 | (30) | 106 | 106 | 91 | 120 | 633 |
| 6 | G. Prior | 11 | 108 | (0) | 109 | 101 | 107 | 76 | 100 | 601 | 6 | S. Webb | 55 | (76) | 118 | 79 | 78 | 121 | 109 | 120 | 625 |
| 7 | Andy O'Hara | 4 | 95 | 82 | 104 | 78 | 121 | (78) | 120 | 600 | 7 | R. Husband | 3 | (61) | 85 | 125 | 97 | 88 | 102 | 120 | 617 |
| 8 | T. Negal | 3 | 92 | (0) | 91 | 110 | 106 | 95 | 100 | 594 | 8 | I. Turner | 33 | 96 | 107 | 85 | (78) | 96 | 101 | 120 | 605 |
| 9 | P. Fletcher | 22 | 77 | 108 | 85 | 96 | 102 | (41) | 120 | 588 | 9 | D. Coulthard | 8 | (76) | 88 | 91 | 91 | 89 | 102 | 120 | 581 |
| 10 | R. Chuter | 15 | (82) | 89 | 87 | 95 | 100 | 96 | 120 | 587 | 10 | L. Wilson | 7 | 55 | 98 | 100 | 93 | 96 | (0) | 100 | 542 |
| 11 | N. Hann | 18 | 83 | 82 | 93 | 77 | (74) | 106 | 120 | 561 | 11 | C. Jones | 56 | 65 | 74 | 95 | 83 | (0) | 92 | 100 | 509 |
| 12 | K. Summerhill | 12 | 97 | (0) | 56 | 83 | 97 | 90 | 120 | 543 | 12 | S. Wallace | 25 | 94 | 79 | 82 | 47 | (0) | 106 | 100 | 508 |
| 13 | S. Banks | 97 | 91 | 92 | 73 | (0) | 86 | 83 | 100 | 525 | 13= | S. Hazlett | 12 | 78 | 90 | 98 | 61 | 77 | (0) | 100 | 504 |
| 14 | M. Hall | 26 | 86 | 77 | (37) | 82 | 79 | 68 | 120 | 512 | 13= | M. O'Connell | 50 | 56 | 84 | 90 | 88 | 86 | (0) | 100 | 504 |
| 15 | P. Elliott | 9 | 105 | 108 | 24 | 101 | (0) | 60 | 100 | 498 | 15 | O. Newman | 11 | (60) | 66 | 73 | 88 | 64 | 91 | 120 | 502 |
| 16 | G. Wainwright | 31 | 58 | 62 | (41) | 86 | 79 | 69 | 120 | 474 | 16 | M. Payne | 83 | (51) | 78 | 56 | 84 | 91 | 69 | 120 | 498 |
| 17 | L. De Resta | 17 | 70 | 113 | 57 | 84 | (0) | 44 | 100 | 468 | 17 | D. Jackson | 78 | 50 | 61 | 101 | 57 | 0 | (0) | 80 | 349 |
| 18 | N. Cunningham | 8 | 59 | 69 | 82 | (35) | 81 | 55 | 120 | 466 | 18 | D. Spruce | 21 | 59 | 83 | 63 | 0 | (0) | 53 | 80 | 338 |
| 19 | J. Earnshaw | 77 | 48 | 58 | (31) | 44 | 93 | 92 | 120 | 455 | 19 | G. Taylor | 16 | 69 | 73 | 89 | 0 | 0 | (0) | 60 | 291 |
| 20 | S. Sykes | 70 | 94 | 96 | 90 | 0 | (0) | 88 | 80 | 448 | 20 | S. Donely | 80 | 47 | 43 | 52 | 0 | 0 | (0) | 60 | 202 |
| 21 | D. Beasley | 14 | 69 | 51 | (22) | 85 | 44 | 78 | 120 | 447 | 21 | M. Powell | 6 | 0 | 0 | 0 | 0 | 0 | (0) | 0 | 0 |
| 22 | B. Wilson | 33 | 29 | 99 | 56 | 0 | (0) | 118 | 80 | 382 | 22 | D. Franchitti | 31 | 0 | 0 | 0 | 0 | 0 | (0) | 0 | 0 |
| 23 | C. Owen | 63 | 84 | 42 | 91 | 57 | (0) | 0 | 80 | 354 | | | | | | | | | | | |
| 24 | I. Williams | 19 | 0 | 112 | 58 | 0 | 113 | (0) | 60 | 343 | | | | | | | | | | | |
| 25 | G. Clarkson | 35 | 41 | 48 | 45 | 0 | (0) | 60 | 80 | 274 | | | | | | | | | | | |
| 26 | G. Wilson | 73 | 50 | 86 | 57 | 0 | 0 | (0) | 60 | 253 | | | | | | | | | | | |
| 27 | S. Sutton | 5 | 102 | 0 | 0 | 0 | (0) | 110 | 40 | 252 | | | | | | | | | | | |
| 28 | R. Knox | 25 | 56 | 60 | 65 | 0 | 0 | (0) | 60 | 241 | | | | | | | | | | | |
| 29 | A. Vance | 16 | 40 | 47 | 0 | 48 | 0 | (0) | 60 | 195 | | | | | | | | | | | |
| 30 | D. Colley | 49 | 26 | 0 | 41 | 0 | (0) | 59 | 60 | 186 | | | | | | | | | | | |
| 31 | T. Lilley | 41 | 83 | 51 | 0 | 0 | 0 | (0) | 40 | 174 | | | | | | | | | | | |
| 32 | J. Elliott | 28 | 79 | 54 | 0 | 0 | 0 | (0) | 40 | 173 | | | | | | | | | | | |
| 33 | J. Knell | 7 | 0 | 58 | 28 | 0 | 0 | (0) | 40 | 126 | | | | | | | | | | | |
| 34 | R. Ross | 71 | 58 | 12 | 0 | 0 | (0) | 0 | 40 | 110 | | | | | | | | | | | |
| 35 | R. Hooker | 10 | 84 | 0 | 0 | 0 | (0) | 0 | 20 | 104 | | | | | | | | | | | |
| 36 | D. Rowlands | 57 | 0 | 50 | 0 | 0 | (0) | 0 | 20 | 70 | | | | | | | | | | | |
| 37 | D. Allen | 54 | 0 | 21 | 0 | 0 | (0) | 0 | 20 | 41 | | | | | | | | | | | |
| 38 | N. Crawford | 27 | 17 | 0 | 0 | 0 | (0) | 0 | 20 | 37 | | | | | | | | | | | |
| 39 | I. Rae | 13 | 0 | 0 | 0 | 0 | (0) | 0 | 0 | 0 | | | | | | | | | | | |

| CLASS: 100 INTERNATIONAL | | | | | | | | | | | CLASS: JUNIOR INTERNATIONAL | | | | | | | | | | |
|--------------------------|--------------|---------|-----------|----------|---------|--------|---------|--------|-----|-------|-----------------------------|----------------|---------|-----------|----------|---------|--------|---------|--------|-----|-------|
| Posn | Name | Race No | 1 Fulbeck | 2 Rowrah | 3 Rissi | 4 Clay | 5 Snett | 6 Womb | Att | Total | Posn | Name | Race No | 1 Fulbeck | 2 Rowrah | 3 Rissi | 4 Clay | 5 Snett | 6 Womb | Att | Total |
| 1 | P. Hunnisett | 1 | 129 | (87) | 94 | 117 | 125 | 120 | 120 | 705 | 1 | D. Cuff | 3 | 124 | (120) | 129 | 127 | 128 | 129 | 120 | 757 |
| 2 | C. Brown | 38 | (87) | 113 | 99 | 129 | 115 | 127 | 120 | 703 | 2 | J. Kavanagh | 4 | 100 | 127 | (98) | 121 | 124 | 121 | 120 | 713 |
| 3 | M. Woolford | 3 | 116 | 108 | (71) | 110 | 113 | 119 | 120 | 686 | 3 | D. Price | 18 | 113 | 104 | (85) | 114 | 114 | 117 | 120 | 682 |
| 4 | K. Thorpe | 21 | 98 | 118 | (90) | 101 | 115 | 112 | 120 | 664 | 4 | F. Stewart | 1 | 94 | 114 | 87 | 118 | (0) | 120 | 100 | 633 |
| 5 | S. Dart | 2 | 96 | 115 | (91) | 94 | 113 | 113 | 120 | 651 | 5 | A. McNish | 11 | 110 | 112 | 63 | 111 | 119 | (0) | 100 | 615 |
| 6 | I. Smith | 4 | (0) | 86 | 77 | 106 | 107 | 110 | 100 | 586 | 6 | S. Sampson | 17 | (0) | 64 | 99 | 84 | 111 | 112 | 120 | 590 |
| 7 | M. Little | 5 | 0 | 67 | (0) | 90 | 107 | 98 | 80 | 442 | 7 | A. Routledge | 91 | 96 | 91 | 105 | 105 | 84 | (0) | 100 | 581 |
| 8 | F. Crankshaw | 6 | 78 | 39 | 107 | 83 | 0 | (0) | 80 | 387 | 8 | E. Newman | 22 | 96 | 95 | 82 | 17 | 88 | (0) | 120 | 498 |
| 9 | S. Mayo | 17 | 64 | 75 | 19 | 0 | (0) | 65 | 80 | 387 | 9 | M. Parker | 8 | 86 | 107 | 86 | 90 | 0 | (0) | 80 | 449 |
| 10 | S. Hunt | 20 | 0 | 64 | 0 | 110 | 77 | (0) | 40 | 291 | 10 | N. Charnell | 30 | 113 | 99 | 88 | 0 | 0 | (0) | 60 | 360 |
| 11 | J. Magnus | 12 | 62 | 101 | 67 | 0 | 0 | (0) | 60 | 290 | 11 | J-Pierre Bundl | 5 | 83 | 85 | 83 | 0 | 0 | (0) | 60 | 311 |
| 12 | C. Shutler | 27 | 79 | 88 | 0 | 42 | 0 | (0) | 60 | 269 | 12 | I. McLeish | 33 | 100 | 113 | 0 | 0 | 0 | (0) | 40 | 253 |
| 13 | K. Young | 73 | 86 | 0 | 0 | 57 | 0 | (0) | 40 | 183 | 13 | G. Duncan | 32 | 0 | 89 | 0 | 0 | 0 | (0) | 20 | 109 |
| 14 | N. Mitchell | 23 | 92 | 0 | 0 | 0 | 0 | (0) | 20 | 112 | 14 | N. Kyriakides | 20 | 0 | 0 | 0 | 0 | 0 | (0) | 0 | 0 |
| 15 | B. Benham | 22 | 84 | 0 | 0 | 0 | 0 | (0) | 20 | 104 | | | | | | | | | | | |
| 16 | M. Healey | 16 | 0 | 0 | 0 | 0 | 0 | (0) | 0 | 0 | | | | | | | | | | | |
| 17 | I. Deans | 40 | 0 | 0 | 0 | 0 | 0 | (0) | 0 | 0 | | | | | | | | | | | |

| CLASS: 100 BRITAIN | | | | | | | | | | | CLASS: JUNIOR INTERNATIONAL | | | | | | | | | | |
|--------------------|---------------|---------|-----------|----------|---------|--------|---------|--------|-----|-------|-----------------------------|----------------|---------|-----------|----------|---------|--------|---------|--------|-----|-------|
| Posn | Name | Race No | 1 Fulbeck | 2 Rowrah | 3 Rissi | 4 Clay | 5 Snett | 6 Womb | Att | Total | Posn | Name | Race No | 1 Fulbeck | 2 Rowrah | 3 Rissi | 4 Clay | 5 Snett | 6 Womb | Att | Total |
| 1 | D. Germain | 64 | (65) | 116 | 114 | 108 | 110 | 112 | 120 | 680 | 1 | D. Cuff | 3 | 124 | (120) | 129 | 127 | 128 | 129 | 120 | 757 |
| 2 | J. Beasley | 10 | 85 | 112 | 117 | 101 | (84) | 118 | 120 | 653 | 2 | J. Kavanagh | 4 | 100 | 127 | (98) | 121 | 124 | 121 | 120 | 713 |
| 3 | P. Walsh | 1 | 90 | 99 | 89 | (87) | 122 | 123 | 120 | 643 | 3 | D. Price | 18 | 113 | 104 | (85) | 114 | 114 | 117 | 120 | 682 |
| 4 | D. Gibbs | 39 | (76) | 109 | 88 | 108 | 118 | 98 | 120 | 641 | 4 | F. Stewart | 1 | 94 | 114 | 87 | 118 | (0) | 120 | 100 | 633 |
| 5 | M. Salter | 5 | (75) | 95 | 93 | 111 | 113 | 105 | 120 | 637 | 5 | A. McNish | 11 | 110 | 112 | 63 | 111 | 119 | (0) | 100 | 615 |
| 6 | A. Cottrell | 74 | 94 | 103 | (94) | 95 | 100 | 116 | 120 | 628 | 6 | S. Sampson | 17 | (0) | 64 | 99 | 84 | 111 | 112 | 120 | 590 |
| 7 | M. Beddall | 77 | 93 | 90 | (67) | 118 | 88 | 108 | 120 | 617 | 7 | A. Routledge | 91 | 96 | 91 | 105 | 105 | 84 | (0) | 100 | 581 |
| 8 | M. Faulder | 38 | 104 | 99 | 108 | 77 | 79 | (71) | 120 | 587 | 8 | E. Newman | 22 | 96 | 95 | 82 | 17 | 88 | (0) | 120 | 498 |
| 9 | A. Clarke | 18 | 85 | 93 | 90 | 85 | 103 | (74) | 120 | 576 | 9 | M. Parker | 8 | 86 | 107 | 86 | 90 | 0 | (0) | 80 | 449 |
| 10 | P. Hogg | 72 | 117 | 76 | 100 | (43) | 108 | 52 | 120 | 573 | 10 | N. Charnell | 30 | 113 | 99 | 88 | 0 | 0 | (0) | 60 | 360 |
| 11 | J. Thompson | 12 | (54) | 80 | 84 | 102 | 96 | 80 | 120 | 562 | 11 | J-Pierre Bundl | 5 | 83 | 85 | 83 | 0 | 0 | (0) | 60 | 311 |
| 12 | P. R. Cook | 29 | 83 | 71 | 103 | 59 | (0) | 76 | 100 | 492 | 12 | I. McLeish | 33 | 100 | 113 | 0 | 0 | 0 | (0) | 40 | 253 |
| 13 | S. Richardson | 28 | 97 | 85 | 85 | 59 | 59 | (0) | 100 | 485 | 13 | G. Duncan | 32 | 0 | 89 | 0 | 0 | 0 | (0) | 20 | 109 |
| 14 | M. Powell | 80 | 103 | 79 | 58 | 96 | 18 | (0) | 100 | 454 | 14 | N. Kyriakides | 20 | 0 | 0 | 0 | 0 | 0 | (0) | 0 | 0 |
| 15 | D. Harridge | 96 | 74 | 85 | 99 | 0 | 0 | (0) | 60 | 318 | | | | | | | | | | | |
| 16 | C. Antrubus | 34 | 37 | 46 | 72 | 0 | 0 | (0) | 60 | 215 | | | | | | | | | | | |
| 17 | R. Poole | 21 | 34 | 0 | 0 | 94 | 0 | (0) | 40 | 168 | | | | | | | | | | | |
| 18 | G. Leason | 25 | 0 | 76 | 0 | 0 | 0 | (0) | 20 | 96 | | | | | | | | | | | |
| 19 | C. Pollard | 11 | 0 | 0 | 0 | 0 | 0 | (0) | 0 | 0 | | | | | | | | | | | |

See page 30 for details of the 1985 series

KARTING IN KUWAIT

“SOUTHERN KARTING CLUB” ALL IRELAND MEETING

by Paul D. Leahy

The karting scene in Kuwait is very much alive and kicking for this The Ahamadi Kart Clubs 23rd Racing season, with an average of fifteen drivers competing each Friday.

The competition mainly revolves around Kuwait National Drivers Championship and the Kuwait Team Championship at Class One International Level.

On Friday 4th January, round 5 of the Team Championship attracted fourteen karts and an eager crowd of spectators. The Lapponia/Gulf Team of John Ogilvie and Jonny Storronning produced some fine driving, winning all four heats of the day.

Arch rivals Sean Bradley and Geoff Pollitt were below normal strength as Bradley was unable to race. Farid Abdullahad stepped in but suffered with smashed bearings after the first heat. There were four heats to be contested with heat one proving to be very slippery as the track had patches of windblown sand at each bend. As the fourteen passed below the flag from their rolling start, Jonny Storronning (Lapponia/Gulf) roared through from the middle of the grid to take an early lead from Graham Hobson (Diyar/Prime) with Pollitt and Rob Baker close behind.

After reaching fourth position, Ogilvie went into Desert bend far too fast and had to push himself back into the race.

Karts were now sliding in and out of the tight bended circuit, with Pollitt and Baker also sliding off, on loose sand.

Storronning had increased his lead to finish 1st, with Hobson chasing in 2nd and with one lap to go Ogilvie had hared round to 3rd place.

So Team Lapponia were going into heat 2 with a good lead from the Diyar/Prime team, and pole position. David Rogers' (Watani Express) engine was spluttering round and only managed 25 metres of the race. Storronning again showed the way with team-mate Ogilvie fighting for 2nd with Pollitt. Ogilvie managed another sharp exit however and it was left to Storronning and Pollitt to fight it out. Hobson some 50 metres behind, lead the rest of the field.

Storronning and Pollitt provided some superb racing with the latter showing great courage hurtling into bends, breaking very late, then massive oversteer, and out with the rear wheels searching for grip. Pollitt finally won after five hard laps with Storronning second and Hobson 3rd. Lapponia/Gulf were still managing to hold on to their lead after two heats.

Pollitt was involved again in some mechanical jousting in heat 3, this time with Rogers, while Hobson was out in front. Both Rogers and Pollitt lost control on the same bend whilst playing 'chicken'. By lap 5 Hobson's engine had had enough, forcing him out, leaving Baker and Mike Philip (Diyar/Prime) to provide the entertainment in and out of the bends.

Hobson's exit left Ogilvie in the lead enabling Lapponia/Gulf to win their third consecutive heat. Ani Tayer and Rob Baker had managed 2nd after much hard work.

The final heat was run with Rogers demonstrating a perfect pirouette, Pollitt forced into the pits for a short repair job which in turn provided Lapponia/Gulf with a heat 4 win and maximum 9 Championship points with Baker/Tayer 2nd – 6 points, Diyar/Prime 3rd – 4 points, Abdullahad/Pollitt 4th – 3 points, Jones/Prince 5th – 2 points, and Watani Express 6th – 1 point.

Lapponia/Gulf lead after 5 rounds on 33 points with Bradley/Pollitt 2nd on 27 points and Diyar/Prime 3rd on 23 points.

Jim Flanigan wins IRL Plates for the 3rd time (100 Int.). Alan McAlone takes IRL Plates (125 National) in fine style and Fran Reilly wins the junior title.

Perfect weather conditions combined with one of the finest tracks in the country, set the scene for a weekend of brilliant exciting racing.

JUNIOR NATIONAL

The juniors started proceeding on a bright Saturday morning with timed-practice. Dubliner Fran Reilly and Dundalk boy Aiden Monaghan were quickest. The drivers timed-practice determined his position for the heats. With 3 wins in the heats Reilly was on pole for the pre-final, Monaghan was beside him and Fabian Ferrity and Stephen O'Connor made up the 2nd row. The rolling lap went around at a crawl. Reilly with his experience took full advantage of this and got off to a great start, to lead the race for the first 10 laps. Back the field Ian Walsh tried hard to make up ground but despite all his skill and determination he couldn't improve on his kart which just didn't handle on this tight track. Reilly got into trouble passing back-markers on the next lap and spun off into the grass. Monaghan only manages to hold the lead for 2 laps, to be quickly passed by the Northern Ferrity. He went on to win easily and pole position for the final.

In the final Ferrity led from the start, followed by Monaghan and Reilly. Red flags were out all round on lap 5 because of an accident which blocked the track. Nobody was seriously hurt, in fact Aiden Monaghan was worst off with a bent axle which put him out of the restart. With Monaghan unfortunately out, this put Reilly back up on pole and in fine style he led from start to finish. Ferrity held on to 2nd place and Donal O'Brien, Billy Ryan and David Neilson fought for the remaining placings.

125 NATIONAL

As with the juniors the 125's timed-practice and heats, determined their grid positions for the pre-final.

John Cassin was quickest with John Brennan next and "Newtownards" man Alan McAlone 3rd quickest. Cassin had 3 wins out of 4 starts in the heat and this dominance gained him pole position for the pre-final. McAlone, Brennan and John Butler made up 1st and 2nd row on the grid. Young Gary Duffy was 5th on the grid, and great position for such a young driver.

On the drop of the flag McAlone led into the 1st corner with Cassin, Butler and Duffy right on his heels. Despite some breathtaking driving the race remained unchanged until the 2nd last lap when Duffy spun off, entering the hairpin giving Brennan 4th place. McAlone went on to win this pre-final in fine style.

The final began with McAlone on pole and Cassin beside him. At the drop of the Flag McAlone dived into the 1st corner determined to escape any trouble there. Cassin, Butler, Brennan and Dubliner John Doyle got out safely to begin their challenge. After 5 laps Butler passed Cassin to challenge McAlone but within 2 laps Cassin had overtaken him again. Brennan a frequent driver on the English Tracks remained poised in 4th position. The race, remained unchanged until the 18th lap when Brennan passed Butler for 3rd position but entering the hairpin he went very wide bringing himself and Butler off. Up front the dice remained furious between McAlone and Cassin. Cassin a driver

with years of experience tried every trick in the book, but McAlone remained cool as ever and won by just half a kart.

Alan a very popular man with everybody, went on to do his lap of honour wearing his much coveted "IRL" Plates.

100 INTERNATIONAL

Defending "Irl" Champion David Allen was only 3rd quickest in time practice. Eamonn Bates was 2nd and Jim Flanigan from "Newtownards" was quickest.

Following their heats pole position for the pre-final went to Flanigan from Eamonn Bates his brother Cyril was next with Allen beside him on the 2nd row.

The pre-final started with Flanigan leading into the corner, followed closely by the two Bates brothers and Allen. Naas driver Hugh Dunne made very quick progress up to 5th position, but leaving the hairpin on the 9th lap he came too close to Allen and spun off. Cyril Bates driving with great determination also went out midway through the race with tyre problems. The pre-final finished with Flanigan winning comfortably followed by Joe McCulloch, Tommy O'Connor and fellow Dubliner Niall Young.

FINAL

With Flanigan on pole and fellow northerner McCulloch beside him, the rolling lap began. O'Connor, Young and Tipperary man Tom O'Brien stuck to the leading drivers like glue. First time round the starter let them off to a screaming start. Going quickly into the 1st corner there was a major pile up which brought O'Connor, Young, O'Brien and others. Flanigan McCulloch and Bates made the most of the problems behind them and raced on in this order for the next 10 laps, with Dunne making great progress having been part of the pile-up. McCulloch tried hard to latch on to Flanigan but the pressure on him by 3rd place man Dunne soon had him on the grass. Nevertheless he quickly restarted, to finish in front of Eamonn Bates. Hotelier Gerry McGourty was 5th home followed by the luckless Cyril Bates and Eamonn Yamamoto next.

A great final and a very deserving winner.

RESULTS:

JUNIOR NATIONAL

- 1st Fran Reilly
- 2nd Fabian Ferrity
- 3rd Stephen O'Connor
- 4th Andrew McCauley
- 5th David Neilson
- 6th Donal O'Brien

100 INTERNATIONAL

- 1st Jim Flanigan
- 2nd Hugh Dunne
- 3rd Joe McCullaght
- 4th Eamonn Bates
- 5th Gerry McGourty
- 6th Cyril Bates

125 NATIONAL

- 1st Alan McAlone
- 2nd John Cassin
- 3rd John Doyle
- 4th Gary Duffy
- 5th John Butler
- 6th Ken Tuite

Dear Ed,
May I, through the pages of the magazine, offer my thanks to Gillard Engineering for their help during the past year and also to my girlfriend, Lynne, who acts as chief mechanic and is as keen, if not keener, on karting than myself. Special thanks to my 1984 sponsors, Luton HGV, who were of great assistance during the season and, lastly, to the Marsell family who made our stay in Guernsey a memorable one.

Regards,
Curt Guy

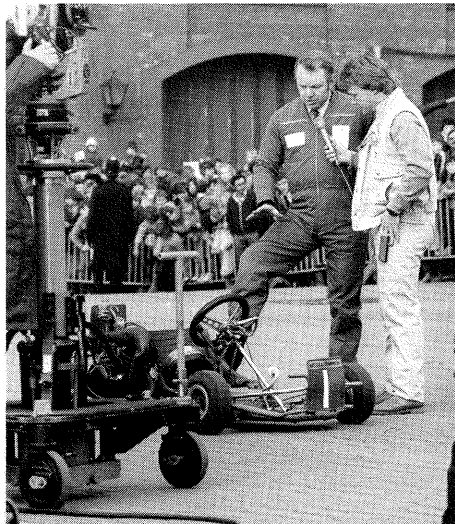
Dear Sir,

Following your editorial in January's K&S I note and share your concern over attracting newcomers into our sport. However I feel I must write and tell you of the efforts NatSKA are already making and also why our job is so difficult.

I have been involved in karting for over 20 years and have been active in NatSKA for the last 10 years, so have seen many changes in this time. Right now I see NatSKA with considerable problems of how to cope with such large numbers and most local kart clubs worrying how to attract enough to make a meeting viable. Why the difference? The answer unfortunately is mainly *COST*. Whilst NatKA has carefully arranged its classes to keep down the costs the RAC have been unable to avoid rapidly escalating ones, even in its so-called "budget classes". Over the years I have been responsible for hundreds of young people taking up karting at RAC level. Right now eight of my school team are racing in Junior or Senior Britain, but each time a new pupil brings Dad along to see what his loved one's new interest is going to cost him, look what he faces: £725 for a kart, £45 for a suit £20 for a boots, £5 for gloves anything from £50 to £200 for a helmet. So say £850 to get him on the track, but it doesn't end there — £5-10 for a licence, another £5 to join a club and then his race fees and the need for back up equipment: set of wets, stand, sprockets, extractors, timing gear. So before he's even turned a wheel it's cost him over £1,000.

Perhaps this wouldn't be so bad if his investment wasn't so expensive to keep going. He is faced with two choices: run his motor until it blows, or change bearings, seals, pistons, etc., on a regular basis. I reckon that these replacements cost me on average £10 per meeting. You have to add to this wear and tear on the chassis/tyres/chains/etc., petrol, oil, entry fees and actually getting to the meeting even if you discount the depreciation. Again I reckon it has cost me between £30 and £40 per meeting to keep my daughter's kart going this last season. But, yet again, it doesn't end there, after every race there are hours of work to do on the kart and, more especially, the engine.

So, what have NatSKA done to help? Well, bearing



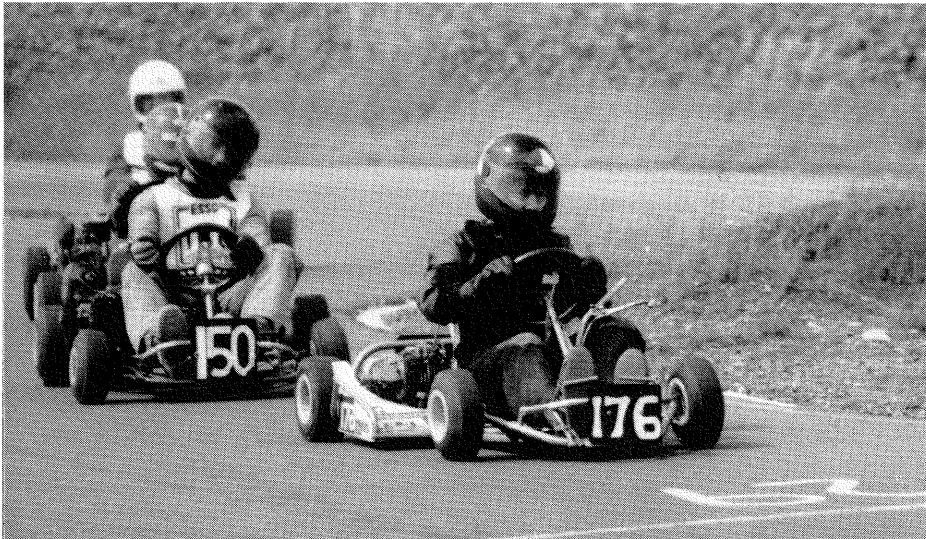
Brian Lord discussing with BBC's Keith Chegwin the Castrol/Daily Mirror competition. (Photo: courtesy Brian Lord).

in mind all the previous problems and also the fear of parents when they see the speed at which a 100cc kart will accelerate, (despite the 17mm restrictor), we have opted for a 50cc power pack which is ideally suited to young people. It would perhaps be simplest to just list the advantages:

- Very low running costs — our Championship winning outfit has cost us £61 over 4 years.
- Minimum maintenance — no need to strip, except at the end of the season.
- No lifting and pushing problems, thanks to clutch.
- Acceptable acceleration and top speed.
- Constant changing of positions, thanks to gearchox giving exciting races.
- Locally available cheap spares, (Fizz piston kit — complete for £6.25).
- Teaches normal car driving skills.
- Because it can stop and start, use on drives, car parks, etc possible.

Initially the outfit would probably only be £50-60 cheaper than a Booster/Britain outfit but its running costs would be from then on only a fraction of their costs. I estimate that one Booster outfit costs my club more to run for a season than the 10 school outfits put together.

The parent could of course opt to dip into the secondhand market but there the pitfalls are numerous, 'Ideal for beginners' can often mean 'No longer worth racing' and all the normal beginner's problems have the constant maintenance costs added to them. However, 50cc engines are readily and cheaply available secondhand and as they are expected, in the bike, to give thousands of miles trouble-free use they usually have lots of life left in them.



50cc Gearbox action from National Champs at Fulbeck.

How then do we encourage people to start racing? NatSKA already has eight large Associations running meetings throughout the country and our National Championships regularly attract about 300 entries and recently we joined forces with Castrol to produce a book to answer all the questions beginners tend to ask. The book explains all the theory of kart design, with a set of plans and step-by-step details of how to build a kart. So far nearly 3,000 schools, libraries and individuals have taken a copy. To encourage these people to get cracking quickly Castrol and the Daily Mirror sponsored a competition which has attracted around 100 entries so far. When you consider that most schools will have up to 20 pupils involved then this represents probably about 2,000 new people involved in karting. Once the children taste the thrills of karting the natural step is to want their own outfit and a chance to race it regularly. Thus NatSKA feeds pupils into RAC racing, (at a recent Wombwell meeting about 20% of the total entry were schools boys who had come via this route). However this route still faces the stumbling block previously outlined, so NatSKA Associations are now beginning to join forces with clubs to put on combined races. At Wombwell's first meeting of 1985 the 50cc gearbox grid was the largest

of the day — well clear of all the RAC junior classes put together.

I would argue that, if we were to offer this cheap, easy to run class which would be safe and exciting, then lots of people who couldn't afford to start now would be tempted to have a go. The two-wheeled brigade attract large grids of youngsters to 50cc scrambling — surely we could do the same for karting.

One word of warning though, each Christmas tends to bring some unwanted gifts from the RAC. This year the cost of medicals, new helmets, new tyres and, for our Juniors, new 'TT' motors. If we were to start a 'cheap' class then it would have to remain just that with a few years of stability.

Surely it is not too much to ask that the powers that be see the value of increasing our numbers, thus keeping down the cost of running meetings and youngsters have a taste of gearbox driving then perhaps more would be encouraged to join the bigger gearbox brigade at a later date, thus helping to save some of these classes which seem to be struggling at the moment.

A final advantage of starting 50 gearbox is that, unlike other new classes, there are already hundreds of outfits all set to go and the 'spectacle' of one or two 'Boosters' or 'Junior Internationals' at a meeting which have faced us all season could be avoided.

I hope this has given food for thought and that it is not too long before we make the breakthrough.

Yours sincerely,
Brian Lord,
NatSKA Technical Officer,
Roxbury Avenue,
Oldham,
Lancs.

George King Racing Suits
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Ripley 813810.

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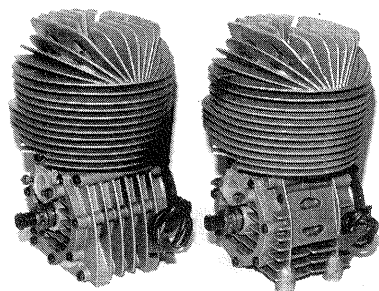
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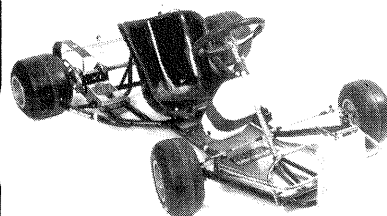
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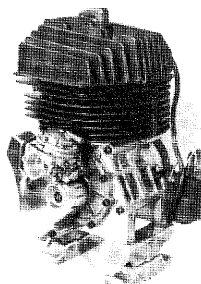
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CLUB SCENE

one through along with O'Hara and though Spencer tried, it was futile.

Out front Grice was well into his stride and it looked to be yet another walkover. Not to be though — as the Santa Fe man entered the pits straight at the halfway stage he suffered steering problems and pulled onto the grass, his race over.

Moynihan accepted the lead gracefully whilst, behind, Higgins and O'Hara were locked in a furious struggle for second place, with Andrew diving and weaving, seeking a way through. Eventually Andrew had to be content where he was with Derek in pursuit of the leader. There was to be no catching the British Champion and he proved he is worthy of those No 1 plates by taking the flag, with Higgins a couple of seconds adrift in second and O'Hara about equidistant behind in third. Steve Brogan and Doug Spencer completed the trophy winners.

My thanks to Reg Deavin for his hospitality and a perfectly conducted and fine day's racing, and to Robert Langford, from the Hoddesdon Kart Club, for acting as RAC Steward in such uninviting weather conditions. Let's hope the weather improves for the next meeting and that that is the last we see of snow and ice for another year. Lastly, my personal thanks to all of you, the competitors, mechanics and helpers, named or not named, who made it an enjoyable 'opener' to my 1985 season.

Ed McCormick

100 NATIONAL NOVICE

1st John Richardson Sprint/Parilla
2nd Paul Harding Dino/Arrow/TKM

100 NATIONAL PREMIER

1st Ray Ledwith Sprint/PCR/Parilla
2nd Graham Vennard Gillard/Sirio x2
3rd Steve Cave Gillard/Parilla x2

100 NATIONAL SUPER

1st Gary Moynihan Wright/Yamaha x2
2nd Derek Higgins Dart/TKM x2
3rd Andrew O'Hara Sprint/Parilla x2
4th Steve Brogan Sprint/Parilla x2
5th Doug Spencer Sprint/Parilla

SENIOR BRITAIN

1st Jamie Thompson Gillard/Arrow x2
2nd Craig Booth Dart/Arrow

JUNIOR BRITAIN

1st Nicky Hart Dart/Parilla x2
2nd Ivan Turner Gillard/Arrow x2
3rd Shaun Nicholson Boxer/TKM x2

JUNIOR BOOSTER

1st Jamie Spence Gillard/Arrow x2

Tony Hardy, followed by Oliver Gavin with British Champion Bobby Game coming home third. Game got it all together in the second heat and took a comfortable win from Hardy, Russell Whitehead and Daniel Stilp (Novice). A very wet final played havoc with the youngsters, with a consistent Novice, Stilp, taking the flag and a very exciting battle for second being accredited as a dead heat between Hardy and Game; Whitehead took fourth spot.

JUNIOR NATIONAL AND BRITAIN

British National Champion Emily Newman had more opposition from the Britains than the Nationals but won both heats. Simon Harrison and David Jackson were the heat winners for the Britains, while second places went to Oscar Newman and Glenn Taylor; Richard Walton and Jamie Rhodes were consistent, sharing third and fourth placings and gaining themselves front row positions in the Britain class. As the rain increased, Clerk of the Course Chas Palmer inspected the track before allowing the race to commence. With the visibility poor and drivers attempting to keep the engines firing, it took three attempts before starter Mick Nairn gave them the green light. Emily and Oscar Newman were first away but Walton was struggling without an effective wet box. Taylor was confronted through the spray by the misfiring Walton outfit, took avoiding action and hit a plastic bollard. Taylor was third through Stowe Corner but found that the bollard had completely removed his wet box and he spluttered into the pits, leaving Jackson chasing the Newman outfits. The conditions were diabolical and good racing was out of the question. Oscar took the lead but Emily regained it and took it to the flag. Jackson came in third behind Oscar and Julian Chitty was second for the Nationals. Surprisingly, the first prize in Britain was given to Novice Derek Watts who was one lap down in my calculations.

100 NATIONAL B

Phil Cartwright won both heats but was pushed close in both by the ever-improving Anita Sampson. The best Novices were Stuart Fuller with a third, Gary Gardiner with a third and fourth and Alister Jordan with one fourth spot. The 'B's' were sent out for their final with rain sheeting down and it was the brave, or mad, who were going to win the day. Anita got the better of Cartwright from the start and proceeded to spray the field with water. With few daring to pass, the race became pedestrian with Cartwright, Morrison and Walker aquaplaning in behind Anita.

SCHOOLS

Stuart Petts and Chris Emerson from C.N.S. had a first and third in the heats and with the final cancelled took second prize. First prize went to Team St. Audrey's with first and second in the heats. Team Heathersett took third prize and others to show up well were Team Stratton and the Shaun Duggan — Nicola Fox combination from C.N.S.

210 NATIONAL

With the racing cancelled after the 'B' final prizes were distributed as per the final grid positions for the remaining races. Paul Umney won the 210's by taking both heats, second went to Graham Spavins with a second and a third, while M. Riley took third place.

100 BRITAIN

Simon Richardson won both heats and first prize and was followed home in both heats by Lawrence

Ribbons, with Duncan Kier gaining two thirds for third prize. Ian Blair was fourth in both heats. Not surprisingly Richardson is transferring to National to find some opposition.

125 NATIONAL

Roger Goff, who knows his way round Kimbolton blindfolded, won both heats comfortably and so took the first prize. He was chased in the first heat by Colin Poole and in the second heat Mark Allen showed that he is quick by taking second spot. A surprise visitor was Keith Bisp on his Barlotti and he gained creditable third and fourth places in the heats, but no prize as Allen collected second and Poole third. It was pleasing to see the return of Ian Turner after his mid-season long circuit shunt at Snetterton.

100 NATIONAL A

With the racing cancelled long before the 'A' final we were left to savour the excellent racing in the two heats. The highlight was Jamie Kavanagh's charge from the rear in the first heat, the only driver to hold him at bay was Chris Dagless who had an excellent start. Kavanagh comfortably won the second heat and Ken Bowes took a fine second and earned second prize, while Ron 'Crooner' Cox sang his kart over the line for third; Ron has promised not to sing at the D & D this year! After moving up from Juniors mid-season, Mark Parker has competed well and took fourth place in the first heat.

Duncan Taylor

JUNIOR BOOSTER

1st Daniel Stilp (Novice) Sprint/Parilla
2nd Bobby Game Lane/DAP
3rd Tony Hardy Zip/Parker TKM
4th Russell Whitehead Zip/Arrow

JUNIOR NATIONAL

1st Emily Newman KALI/Parilla
2nd Julian Chitty Birel/Sirio

JUNIOR BRITAIN

1st Derek Watts (Novice) Stratos/Arrow
2nd Oscar Newman KALI/Arrow
3rd David Jackson Wright/Arrow

SENIOR BRITAIN

1st Simon Richardson Wright/Goff Arrow
2nd Lawrence Ribbons TKM/Arrow
3rd Duncan Kier KEG/Arrow

100 NATIONAL B

1st Anita Sampson Sprint/Parilla
2nd Phil Cartwright Cobra/Parker TKM
3rd Bob Morrison (Novice) Zip/Komet

SCHOOLS SOLO

1st Team St Audrey's
2nd Stuart Petts — Chris Emerson
3rd Team Heathersett

210 NATIONAL

1st Paul Umney Zip/P.U.V.
2nd Graham Spavins Aero/Villiers
3rd M. Riley Aero/Upton

125 NATIONAL

1st Roger Goff Zip/Goff Rotax
2nd Mark Allen Dino/Rotax
3rd Colin Poole Zip/Goff Rotax

100 NATIONAL A

1st Jamie Kavanagh Ferrari/Parilla
2nd Ken Bowes TKM/Parker TKM
3rd Ron Cox Zip/Goff PCR

CLUB SCENE

gearbox classes were run as a combined grid. Colin Breeze once again was a clear victor in the 250 National class with Bill Garner 2nd and Dave Symonds 3rd. Geoff Hoden had a lone drive to victory in the 210 class and the 125's provided a little closer competition, victory finally being claimed by Roger Barrington from Peter Bennett and Ron Banthorpe.

100 NATIONAL 'B'

With a very healthy entry for the 'B's' and Novices this class produced some very exciting and close racing. Heat 1 – Tim Bishop was first away from the flag and was never headed to the finish. Dave Adams had presented opposition until he disappeared on lap 3, the pursuit then being taken up by Mick Finnie and Martin Church which is how heat 1 finished. Heat 2 – It was the same drivers occupying those leading places and a battle 'Royal' was raging between Mick Finnie and Martin Church observed very closely by Dave Adams. Heat 2 was concluded as follows: Church, Finnie, Adams and novice Tony Kirton 4th. Simon Whiting completed the top five. Heat 3 – Martin Church led from the start to lap 8 when Kirton took the lead he was to hold until the flag. Andrew LeFevre was 2nd, Mick Finnie 3rd, Martin Church 4th and Simon Whiting 5th. The final was dominated by Mick Finnie who led from flag to flag. Tim Bishop shadowed Mick for 14 of the 15 laps until his engine transpired on the last lap. The final order was Finnie, David Irving, Church, Whiting, Kirton and Derek Irving.

100 NATIONAL 'A'

As always the premier class of the meeting gave some good entertaining racing and was not totally incident free. Heat 1 – From the flag it was Ken Bowes from Sinclair, Parker and Chris Dagless, this order staying the same until lap 4 when a 'flying' Andrew O'Hara joined the leader board in 4th spot. By lap 5 he was up into 2nd spot and on lap 6 placed himself firmly in the front of Ken Bowes where he remained to the flag. The finishing order was O'Hara, Bowes, Sinclair, Parker, Banbury and Graham Petit completing the first six. Heat 2 – This heat was fairly claimed by Mick Mayers who led from flag to flag. The 2nd, 3rd, and 4th places also had no changes from the start of the race which finished Mayers, Petit, Parker, Adams, O'Hara and 6th was Chris Dagless. Heat 3 – First lap leader was Bob Kett followed by O'Hara, Lee Gage, Dave Banbury, John Raper and Robbie Adams. Bob's lead however was short lived as Andrew O'Hara led the field over the line at the end of lap 2 and despite a prolonged challenge from Bob Kett, he was unable to head him. Lee Gage drove consistently in 3rd place until he went missing on lap 5 leaving Mick Mayers to fill the gap. At the flag it was O'Hara, Kett, Mayers, Adams, Parker and Petit. The Final – It was again O'Hara who dominated the whole race from the front and was never headed. Bob Kett disappeared in a cloud of water and sent tyres rolling across the track at the end of the startline straight at the commencement of lap 2 thus terminating what could have been a formidable challenge to O'Hara. The rest of the race was a delight to our very able lap scorers Kim and Denise, with virtually no change in the front six runners. The finishing order was O'Hara, Petit, Parker, Mayers, Adams and Banbury.

ADDENDUM

In the October 28th meeting report, Ian Smith driving in Junior Britain was stated to be mounted on Wright/TKM. He was of course driving one of Stan Wilson's excellent C.O.R.D. chassis – sorry Stan and Ian!

SUMMARY OF RESULTS:

JUNIOR BRITAIN

| | | |
|-----|-------------------|--------------|
| 1st | Steven Webb | Spyda/Arrow |
| 2nd | Oscar Newman | Kali/Arrow |
| 3rd | Dean Caswell | Zip/FEArrow |
| 4th | Jonathan Cleeve | Wright/Arrow |
| 5th | Joanthan Pitchell | Zip/TKM |
| 6th | Ian Smith | C.O.R.D./TKM |

JUNIOR BOOSTER

| | | |
|-----|-------------|---------------|
| 1st | Mark Thomas | Kestrel/Arrow |
|-----|-------------|---------------|

JUNIOR NATIONAL

| | | |
|-----|--------------|----------------|
| 1st | Emily Newman | Kali/Parilla |
| 2nd | John Lowther | Zip/PCR |
| 3rd | Jason Baker | Mustang/FE.TKM |

SENIOR BRITAIN

| | | |
|---------------|----------------|---------------|
| 1st | Darren Gibbs | Zip/Arrow |
| 2nd | Jamie Thompson | Gillard/Arrow |
| Novice Trophy | Nigel Bigg | Zip/Arrow |

250cc NATIONAL

| | | |
|-----|--------------|-------------------------|
| 1st | Colin Breeze | SCF/ZIP/ Symonds KTM |
|-----|--------------|-------------------------|

210cc NATIONAL

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

125cc NATIONAL

| | | |
|-----|------------------|-------------|
| 1st | Roger Barrington | Spyda/Rotax |
|-----|------------------|-------------|

100 NATIONAL 'B'

| | | |
|-----|---------------|-------------|
| 1st | Mick Finnie | Zip/Parilla |
| 2nd | David Irving | Zip/Parilla |
| 3rd | Martin Church | Dart/TKM |

100 NATIONAL 'A'

| | | |
|-----|---------------|-----------------|
| 1st | Andrew O'Hara | Sprint/Parilla |
| 2nd | Graham Petit | Gillard/Parilla |
| 3rd | Gary Parker | TKM/Parker TKM |
| 4th | Mick Mayers | Dart/BPH Arrow |
| 5th | Robbie Adams | Zip/Parilla |
| 6th | Dave Banbury | UP-XK3/TKM |

Report by Hugh Caswell

Rye House

Sunday 20th January

At last the season got under way with the first of the three round Hoddesdon K.C. 'Winter Series', postponed by a couple of weeks because of snow. In fact this was the first meeting held in the region, Tilbury was cancelled as well recently due to the inclemency of the weather.

The turnout was around the 60 mark with the majority of entries being in the 100 National Premier and Super categories. Though the track looked dry, it wasn't, with areas of it damp and puddled, making tyre adhesion almost impossible, as some drivers unfortunately found at the cost of their equipment. The failure rate generally was pretty high, the main causation being spin-offs and a sprinkling of seizures. Steve Cave suffered a nip up on his Parilla in the first Premier practice and looked to be off the pace during the heats on his second motor. No driver in any class really dominated the heats, though current Junior Britain Champion Nicky Hart came closest with some convincing driving.

Junior Booster fielded two drivers, Jamie Spence and Daniel Stilp, running off the back of the Britain grid. Stilp, this time however, wasn't quite so impressive as when seen in action at Kimbolton before Christmas, mainly due to the weather affecting the handling of his equipment.

The Supers had the likes of Champion Gary Moynihan, Gary Prior, Jack J Brown, Clive Wheldon, Tony Negal, Dartford karting returnee

Derek Higgins, Steve Brogan, David Cuff, Doug Spencer who won the first heat, young charger Andrew O'Hara and of course Ricky Grice, TKM's hope. Martin Prior though in the programme was in fact in South Africa.

The first heat rolled out with most of the 'names' lying middle to the back of the field; Brown, Prior and Higgins occupied spots on the fourth and fifth rows, while Grice lay just behind, Moynihan was at the back with O'Hara and Brogan. Doug Spencer, on the front row, was quick to take advantage and, as the race progressed, was soon to pull out quite a lead with no real opposition except from David Cuff. For a while there was a good scrap going on between Brown, Prior, Higgins and Grice, until both Prior and Higgins were thwarted and Grice took off after third man Brown. Meanwhile the two back men, Moynihan and O'Hara, were working their way through the field until they were snaking around behind Brown, but unable to get past. The flag fell on Spencer, Cuff and Brown, followed by Grice and Moynihan with O'Hara close on their heels. Both Moynihan and O'Hara showed well, driving off the back.

The second outing saw a grid reversal and this time it was Steve Brogan who successfully held off Gary Moynihan to take the flag, whilst third row starter O'Hara, after some early 'moments' when he lost several places battling with Tony Negal, came in third. Gary Prior demoted Ricky Grice for fourth while Derek Higgins chased home in sixth.

With Nicky Hart on pole for the Junior Britain final there seemed little doubt, barring mechanical failure or a big 'off' that he would emerge victorious. Once Nicky cleared the pack and hit the front he strode away in the style that earned him his British No 1 plate. He crossed the line well ahead of second and third placed men, Ivan Turner and Shaun Nicholson.

Senior Britain, with only seven entries, left little competition for Jamie Thompson. Apart from a few attempts by Craig Booth he successfully held off any threats to earn himself a trophy.

100 National Novice, also fielding a small grid, was soon to be sorted out in favour of the Sprint/Parilla outfit of John Richardson, with Paul Harding claiming the other trophy.

The Premier 'league' finished up with no more than half a dozen karts running at the finish, with Ray Ledwith's Sprint leading for most of the 15 laps. Young Steve Cave started from the back of the grid but was to successfully come through to third place and a well-deserved trophy after all the problems he had suffered. Ledwith and Graham Vennard occupied first and second, respectively.

The last final of the afternoon, much to the relief of the teeth-chattering spectators, began around 3.15pm. Up front were Spencer, Brogan, Cuff, Prior, Brown, Grice, Moynihan, O'Hara and Higgins. After two circuits the starter was satisfied and let them go and it was a solid horde that tore into Stadium Bend for the first time; it didn't take long before things sorted themselves out. O'Hara lost a bit of ground on the first lap which allowed Moynihan to set himself up for an attack on the front. Higgins was hanging on ahead of O'Hara. Up front Brogan was struggling away with Moynihan while Grice was looking for a means to topple both from their perches.

Moynihan soon hit the front and then Grice was up to second with Brogan struggling behind. Grice was chasing Moynihan for all he was worth and eventually dived through and began to stride out, leaving Moynihan to the long arms of Brogan who was losing ground, though he still led Higgins, O'Hara and Spencer. Higgins was the first

Profile Ricky Grice



The earlier days at Tilbury, leading Terry Fullerton and Jack Brown (to the rear of Ricky).

Since his junior days Ricky Grice has proved a force to be reckoned with. Last year he won four out of the six rounds in the Bridgestone/Kart and Superkart Series and all the pointers for 1985 are that a major title will fall his way.

The 23 year old from Basildon in Essex was schooled at Chalvedon Comprehensive where his sporting activities embraced football and karate. It was also there that his interest in karting began though not under the auspices of the school, rather it stemmed from seaside Go-Karts. That was when he was 11 and his father was quick to notice the keenness shown by son Ricky. "If you try hard at school," he told him, "you might just earn yourself a kart."

Prompted by this 'carrott' Ricky knuckled under and worked hard and the reward when he was 12 was a Barlotti Imp powered by a Stihl engine. Enthusiasm probably overtook care and attention; he went out and promptly blew the Stihl to bits! If Mr Grice Snr harboured any thoughts of pulling out of his commitment it was too late, the karting bug had bitten hard. Still with the Barlotti a new motor was bought from Tal-Ko, a Komet and it was back to the circuits, racing under his own banner. It is interesting to note that Ricky has gone the whole circle and is now back with TKM.

The karting bug creates other pressures, in this case it was school work that suffered. It was difficult to strike a happy medium but a way was found and the racing continued and with endless practice, experience was gained and Junior titles began to come his way – British Junior Champion, Midlands, South and Southeast Champion and Champion of Champions at Rye House.

After clinching the Junior British Ricky gained sponsorship from Hewland, promised to last for two years and more. During the first year he raced the Arrow, even though he considered his own engines to be quicker; he was thinking of the long term prospects.

Unfortunately things didn't work out, there were to be no long term prospects. So, with a little help from Lane Racing, for the next two years he went it alone. With the costs of karting continually rising it was becoming difficult to manage a season racing as a 'one man band'. Reputation and respect was growing, therefore it was natural for him to assume that Lane might offer more assistance to cope with the racing budget. After some lengthy discussions a satisfactory deal was struck.

In those years his reputations as a skilled challenger was built up driving in the Green Man Series, along with Racing for Britain on numerous occasions; Jack Brown and Gary Prior were regular contenders for the honours. He also raced against Terry Fullerton in his International excursions. Ricky considers his most satisfying races as, for example, the time in 1974 when he raced in the British Championships at Rowrah and thoroughly enjoyed himself. Firstly, because he destroyed all traces of the opposition in the final and was only three tenths of a second slower than Terry Fullerton and, secondly, because he had made the British Championships. The other memorable meeting was the 100cc Individual Championships in Horrem, Germany in 1981. Ricky took the place of Alan Lane who was unable to race following an accident to his back at Wombwell a month earlier. At Horrem he was up against Terry Fullerton, Mike Wilson, Lars Forsman, Peter de Bruyn, Stefano Modena and Peter Zoserl – a fine array of class talent. He qualified second fastest with a noise penalty and, after bad luck in the heats, started the final from fifth on the grid. By the second lap he was up to third, after taking Martin Bott and catching the leaders, when the shutter on the slide carb fell off! A bitter disappointment but he knew then that, given the equipment, he could mix it with the 'Big-Uns'.

The relationships with Lane reached a peak during 1981-82 but, later, the trade recession began to affect the relationship, forcing ►



"The future of karting — it needs a drivers' race....."

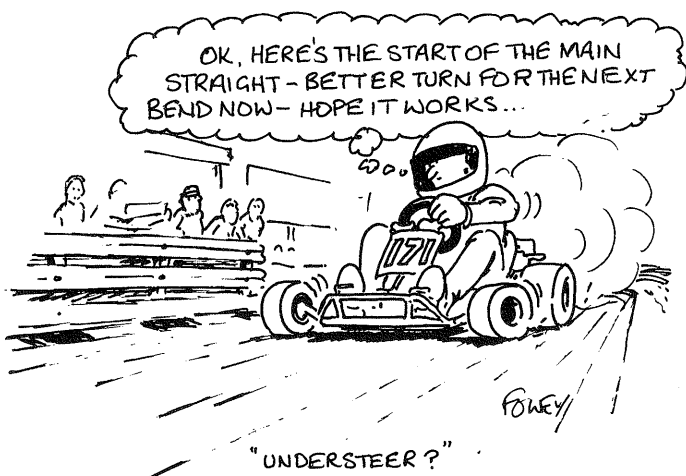
Lane to concentrate on their new business venture, South London Plating. Ricky was forced to focus his efforts on different avenues of sponsorship. The decision was thus made to approach TKM once more. After tentative negotiations a successful agreement was reached.

In the first four meetings on TKM equipment Ricky made pole three times and collected two wins — not bad, considering the quality of the opposition currently running in 100 National. The change to TKM has proved a move for the better. The preparation is carried out by his father and Alan Turney and, in 1985, he expects the equipment to be even quicker. After all, Alan Gates didn't hang around, did he!

Towards the end of 1984 his other sporting activities, football and karate, were knocked on the head through necessity. With the formation of Grice Racing Services and extra racing commitments there is no time to consider anything other than karting.

Ricky is still single though he does have a girlfriend, Sue, who was a great source of inspiration and support during 1984, attending all the meetings with him and promising to do the same in 1985.

Looking at his ambitions, both within and outside the sport — to try and win everything in sight and be successful with Grice Racing, providing a reliable and realistically priced service. Since



his one college term several years ago he has been associated with accounts to varying degrees. His first position was with Eagle Star Insurance which lasted for two years, until he decided a move was justified and went to work for a major Brazilian reinsurance company. Latterly he has been working for Santa Fe Minerals (UK) Inc., in fact he has been with the company a considerable time. He likes the job and looks for greater prospects within the company accounting sphere; at the present he is an assistant accountant.

During the 1984 season Santa Fe Minerals provided secondary sponsorship, without which his racing could not have survived. Ricky would like to take the opportunity to thank Cedric Morgan of Santa Fe, it was through the company's help that so much success came his way.

As to the future of karting and its progression he feels it needs a 'drivers' race and there should be something set up to this end. The tyre system should be the same as in Italy: new sets in a compound, select a raffle ticket and the number chosen corresponds to the appropriate set in the compound. A funny story he relates — "One puzzled karter asked his kart



manufacturer about understeer when the karter had complained of this condition. The manufacturer replied seriously that to compensate for understeer you had to turn into the corner *earlier*. With that the karter went away very content."

Lastly, on another topic, throughout a successful career there are always people who work quietly in the background. In this profile Ricky would like to pay tribute to his father. "If other drivers had a father like mine, I'm sure their success rate would be higher. In the early days when there were more privateers, my parents spent thousands of pounds, working all hours for the money. It is this unyielding support that makes champions of us."

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Rowrah

pair was a joy to behold and speaks volumes of the camaraderie found in this class. As the engines are all Villiers, only the chassis are different. Aero took four wins, Star two and Sprint and Barlotti one each.

250 NATIONAL

This year's Club Champion, Tony Brown, started the year as a novice but soon proved he had the necessary skill to pilot a kart rapidly. Brown managed to win on two occasions but also rang up a few places in order to win the title. Starting the season with a Honda, he switched to a Yamaha after a couple of seizures at the Short Circuit Champs. Also campaigning a Honda was Edgar Moffat, who managed one win and a multitude of problems before eventually retiring towards the end of the season. Kevin Routh, the Gay Cavaleiro from Humberside, had the most number of wins with three, elbowing the opposition aside with his Phoenix Yamaha set-up. As one of Roy Patterson's compatriots, his liquid capacity is truly phenomenal and adds to his already impressive image. Another driver mounted on a Phoenix is Mike McDowell, who took one meeting powered by Yamaha before embarking on his testing of the new Maico water-cooled engine. Despite early reliability problems, it seems to be a very good rival for the KTM which Peak Revs are handling. Ian Reading began the season with a new outfit and did a couple of long circuit races before deciding to take next year off with a view to 125 racing in 1986. One win in 1984 did little to stop this decision but we hope to see Ian at Rowrah in a spectating capacity. The final name on this year's 250 Nat roll of honour is North Eastern driver, Paul Beatyman. Only coming into the sport late in the year, Paul has already displayed good kart control in wet conditions, which is the acid test for all drivers.

Equipment-wise, Phoenix held sway with three wins, Barlotti had two whilst Magnum, Aero, Zip and Star managed one each. Yamaha beat Honda in the engine stakes by six wins to three.

250 INTERNATIONAL

Barry Tolson was completely dominant throughout the year, taking six out of nine wins. The purchase of Alan Tinnion's Rotax powered Zip only served to underline his superiority over the rest. Only two drivers managed to defeat Tolson during the season, Alan Tinnion and Bryan Reader. Tinnion won the April meeting on the outfit which Barry was to buy later, whilst Reader was a visitor from elsewhere at our two day meeting and won after clashing with Tolson

one lap from the end of the final. The only other winner of the year was novice driver, Barry Mellor. After the October meeting was abandoned due to thick fog, he made his racing debut at the wet November date. Using pretty old equipment bought at a song, he has made the best of a recurring gearbox problem which just happens to be one of the most important at Rowrah. He's now looking for a decent set of brakes and maybe an old Rotax to do up. As would be expected, Zip took eight out of nine wins with Bryan Readers Dino taking the other. Rotax won six meetings from Yamaha with three.

All in all, it has been a good year for the Club and with continued involvement in the various commercial championships, 1985 should turn out to be a classic also. For those who have yet to sample the unique setting of Rowrah, do yourself a very big favour and put that right as soon as possible.

Snetterton

SNETTERTON KARTWAY — MEETING NOVEMBER 25TH

MEETING REPORT

One of the best entries for a winter meeting at the Kartway took part in the meeting of November 25th and with some swift organisation by the Club's officials the whole meeting was concluded without reduction in the number of heats or indeed laps. The meeting was opened as usual by the Juniors. A massive 25 combined Junior grid gave some very close and exciting racing.

JUNIOR BRITAIN

This class was dominated by three drivers — Oscar Newman, Dean Caswell and Steven Webb, who share a heat win each and occupied the first three places in the 15 lap final. Heat 1 — It was Oscar Newman who took an immediate lead closely followed by Webb, Simon Reeks, Stuart Bridges, Jonathan Cleeve, Jonathan Pitchel and Dean Caswell starting from grid 9 who had pulled three places by the end of lap 1. By half distance it was Newman from Webb and Caswell, Reeks and Cleeve. By lap 8 a tremendous dice had developed between Newman and Webb and much bumping and boring was evident. On lap 9 the inevitable happened and Newman and Webb collided taking each other off. Oscar restarted immediately but Webb fell down the order somewhat. Dean Caswell, playing a waiting game, quickly claimed the lead and was not to be caught. The final order was Caswell, Newman, Reeks, Cleeve and Webb was, after a protest, given the 5th place, although not without some controversy from drivers and lap scorers. Heat 2

— The early laps were led by Mark Marchant, with the lead alternately being taken by Webb, with Caswell and Newman carving their way through the field from lowly grid positions. By lap 7 Oscar was wearing the 'yellow jersey' followed by Webb, Caswell and Ian Smith, and that is how heat 2 finished. Heat 3 — Dean Caswell led the order at lap 1 followed by Marchant, Newman, Smith, Bridges and Webb. The following lap saw Newman in the lead which he held until lap 6 when he was displaced by Webb and Caswell and that was the final order for heat 3. The Final looked to be the three horse race it turned out to be. With Caswell on pole and Newman alongside things looked set for fireworks but the start was clean and Oscar got the lead which held Webb from Caswell until lap 9 when Webb took the lead, Caswell, suffering brake problems, retaining a comfortable third from Cleeve and Pitchell, Ian Smith completing the top six. With the leading three drivers pulling away from the rest of the field visibly each lap it was down to reliability regarding the final order which was Webb, Newman, Caswell, Cleeve, Pitchell and Smith.

JUNIOR NATIONAL

With seven drivers taking part in the Junior National class it was the best entry of the season. Emily Newman, for the 2nd time in as many meetings, was totally unbeatable, winning 3 out of the 4 races. Paul Somers took heat 3. Jason Baker gave a good account of himself with placings rarely out of the top 3. The final was won by Emily Newman from John Lowther and Jason Baker.

JUNIOR BOOSTER

With only two young drivers all through the season in this class it was good to see Simon Davidson join the ranks for the closing meeting of the season. Gavan Kershaw had a hat trick of wins in the heats but it was a delighted Mark Thomas who collected the trophy in the final and a pair of driving gloves kindly donated by Terry Cranmer.

SENIOR BRITAINS

A good entry for the Senior Britains made some interesting racing. Heat 1 — This was won by Jamie Thompson from Keith Baines and Darren Gibbs. Heat 2 — It was Darren Gibbs this time who claimed victory from Thompson and Chris Pollard. Heat 3 — This was another benefit for Gibbs from Thompson and Baines. The final produced a good scrap and it was Gibbs who finally claimed the honours from Thompson and Chris Hogben. Novice trophy was won by Nigel Bigg.

GEARBOX CLASSES (combined)

As is now common practice at the Kartway the



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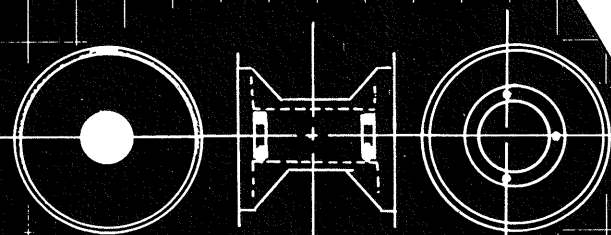
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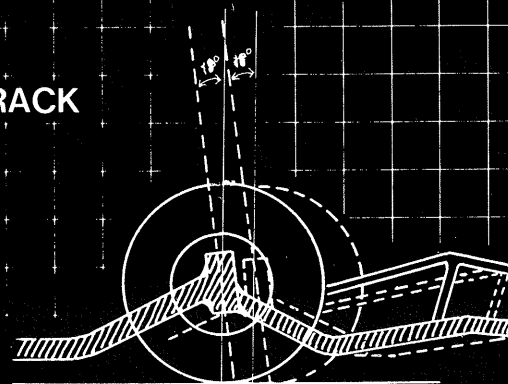
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Juniors, with Jack Brown (l) and Gary Prior(r) at Tilbury.

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BRIDGESTONE UNITED KINGDOM 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 | Any Bridgestone tyres. | 125 kg. |

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.

It has been decided that, to meet the wishes of the majority of drivers in 100 International, there will be a relaxation of the restrictions imposed for the class. Drivers may use any Bridgestone tyres, though will still be restricted to one set per meeting, plus one front and one rear and slide carburettors *will be permitted*.

Please Note: All Junior and 100 International drivers, unless there is a **minumum** of 20 drivers registering for these classes, it will not be a viable proposition to run them in the series.

The provisional venues and dates for the Series are as follows:

| | | | |
|-------------------|--------------------|-----------------------|--------------------------|
| 17th March | Rye House | 23rd June | Kimbolton |
| 7th April | Wombwell | 21st July | Felton |
| 28th April | Rowrah | 11th August | Little Rissington |
| 26th May | Dunkeswell | 1st September | Three Sisters |
| 9th June | Clay Pigeon | 22nd September | Rye House |

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CLUB SCENE

Rowrah

ROWRAH 1984 SEASON REVIEW

Flushed with the success of last years effort, and with nothing on the telly anyway, I've decided to do another season review and will continue to do so until you beg me to stop. Entries have been fairly stable with only the September meeting being cancelled due to lack of bodies thanks to the clashing Scottish Championships. 1984 saw the introduction of the new Booster class which led to 3 or 4 extra entries with a high of 5 at the two day meeting. No Cumbrian Boosters emerged during the year which can in no way reflect upon the Club, who strive to promote any class. Maybe the two new business ventures in Carlisle will encourage more youngsters away from the perils of two wheel sport.

JUNIOR BOOSTER

Dario Franchitti always had excellent, well sorted equipment to choose from and displayed natural talent from the outset. With the tutoring of Louis di Resta and Bryce Wilson, Dario had no equal at Rowrah and was in the hunt at the British Championships. I predict a bright future for this lad, but he needs to do a commercial championship to gain experience against class opposition. Two other winners from North of the Border were D. Scott and B. Forsyth, with Steve Armstrong being the only Geordie victor. On the equipment front, Jeta took 4 wins with Wright 2 and Gillard one. The dominant engine was Arrow with 5 wins, whilst TKM and DAP had one apiece.

JUNIOR BRITAIN

David Coulthard, last years Champion, was again the driver with the best results, taking five wins and this years Club Championship. David has good backing from the Hayton Coulthard organisation which is rewarded by extensive testing and tidy driving to bring home the goods. Vicky Starkey has improved steadily all year and is now capable of giving Coulthard a decent race. The newly opened concern of Hazard Racing provides her support and ex-100 Nat and Superkart driver, Duncan White, provides the inspiration at the meetings. He also looks after her engines which have been mostly reliable this season. The only other winner this year was Jeremy Griffiths, who came to Rowrah as a preview to the Super One round. He won the club meeting easily, but had problems at the Super One qualifying near the back of the final. A charge up to 4th shows the character of this lad who will progress further if support from John Mills continues. Wright supplied the winning chassis on five occasions, Kestrel took two wins and Jeta one. The engine front was rather more even, TKM winning four times, Arrow three and DAP one.

JUNIOR NATIONAL

No fewer than five race winners in this class, which saw its last season. David Price won the first and last race of the year, but commitments elsewhere kept him away from Rowrah and stopped him taking the Club Champs. Phil Chappell also won two meetings but moved up to the senior National class in mid season. From then on the battle was between John Lister and Kevin McBride, who both won one meeting as well as picking up points for other placings. In the end, it was McBride who picked up the most points to just pip Lister at the post. The other driver to take a win at Rowrah was James McKnight late in the season. He had progressed from the Britains and seemed better suited to the

different engines. The two day meeting produced two different winners, the aforementioned McBride and visitor from Scotland, Alan Innes who with his brother in the Booster class, made the long trek down to Rowrah and was amply rewarded with the silverware.

Lane chassis took the honours on three occasions with DAP and Zip two each and BM with one. Arrow had three wins, TKM and DAP with Parilla taking the other.

100 SENIOR BRITAIN

One of the smallest classes numerically, with the consequence that one driver was truly dominant. Lloyd Ross won every time he entered with consummate ease, underlining the superiority of his equipment. On the rare occasions when Ross did not enter, Alistair Stewart and Andy Harvey were the victors. Of the rest, Ray Robson was probably the better driver with his son Nicky certainly faster but more impetuous leading to time wasting spins. Mike Leonard was always off the pace, despite the purchase of new gear in time for the British Championships. Perhaps some practice in restarts would help his finishing record, as he seems to give up when he spins. He is always winding up Robson and threatening to beat him. One of these days he just might. Zip had six winners as opposed to one by Wright, with Arrow totally sewing up the engine stakes.

100 NATIONAL

The nine meetings produced no fewer than seven different winners (not counting the Super One round which gave another), eight drivers in second place and an amazing thirteen in the remaining top five places. Most prolific winner was Jim Forsyth, now team driver for Hazard Racing, with three victories. Always very fast, Jim is also good at coming from the back in the heats; essential for a decent grid position. Tony Donoughue has a well set up outfit and uses it to great effect with an aggressive but clean style. Continued association with the Deavinson concern can only reap further benefits for Tony. Roy Dickson returned after some time in the wilderness and was instantly competitive. Using a Dart with a self tuned TKM, Roy's experience showed throughout the year and given the new breed of hard charger he coped well with the opposition. John Jenkinson took a long overdue win which was some consolation for his early season disasters. At one time a candidate for the club championship, non appearance at the later rounds meant he had forfeited his claim to the title. Mike Little made one of his all too rare appearances at Rowrah to win on the second day of our Bank Holiday meeting. When he gets the breaks, Mike is a very good driver indeed but doesn't drive often enough to keep his hand in. Jason Plato was the winner on the first day of the holiday meeting, just beating new club champ Stu Davison. Jason is a very talented driver but tends to get fellow drivers and officials against him with his Superstar attitude. When he realises that meetings are not run for his sole benefit, he will become an excellent, *mature* driver. Stu Davison won only one meeting, the rain soaked November date when he revelled in the conditions. For the rest of the year, he was very quick but had difficulty passing place men before making an assault on the leader. With black helmet and leathers he is not easy to spot, and consequently surprises when he suddenly gets near the front.

Of the other drivers, John Docker looked to be having a good season with 8th at the British Champs until business pressures kept him away from the tracks. At first he seems very quiet, but at various times this year at meetings away from Rowrah, he's shown himself to be dafter than the rest of us. Lloyed Ross had a pleasing season in his

Zip, learning the ropes in his debut year. Although sometimes seeming nervous in crowded situations, his Lane tuned Parilla's generally kept him well to the fore. Louis di Resta was in the places on three occasions but doing the commercial champs tended to keep away from Rowrah as the year wore on. Ronnie Ross, Andrew Keenan, Andrew Fairless and Phil Chappell all went well throughout the year but we lost Willie Grieve into retirement after August following a terrible spell of engine breakages and bad luck. The Wright chassis is becoming ever popular and was responsible for five victories this year. Sprint, Dart, Gillard and TKM took one each in what was a very even contest. On the motor front, PCR had four wins with Parilla and TKM having two each and the Yamaha of Jason Plato taking the other win.

125 NATIONAL

Gary Docker provided the early season pointers, but had to give best to Duncan White on a couple of occasions. Kurt Luby actually had a pair of wins at the two day meeting, but had to be content with glory rather than silverware due to the ineligibility of his Minarelli. Docker missed out on the late season meetings due to the same business pressures which kept John away, whilst White also missed the odd meeting for reasons unknown. Duncan did, however win three races and the remaining meetings were won by David Davison and Alan Tolson with one apiece. The Zip 925 won no less than seven races and the two different Barlotti's (left and right hand mount) of Tolson and Davison took the others. Rotax ruled the roost on the engine side, despite the fact that Minarelli should have had two wins but for the disqualifications. There were a number of irregular competitors at Rowrah, the most famous of whom, Kurt Luby, has already been mentioned. Mike Ballantyne made only two appearances and failed to take first spot because of a struck throttle and a missed gear. These were to be his last races at Rowrah as he has now taken over as Race Secretary and cannot race as well. Roy Patterson brought his own unique brand of humour to the track but I don't think that John McCann will let Roy put an entry in for him again, Roy's interpretation of names etc being slightly different to that of anyone else.

210 NATIONAL

This was not a vintage year for the sports oldest class. Several novice drivers began the year but faded away as the season wore on. There may be several reasons for this drop-off but one possible cause may be that the drivers buy inexpensive gear (210 is usually the cheapest) and experiencing bother after bother until they get so fed up that they quit. Maybe the answer is more articles in the karting press to educate the drivers in their preparation to minimise the everyday problems of ancient Villiers equipment. We are losing too many drivers who, with encouragement, could boost the ranks of the sport.

However, back to this year. Stu Alsop and Andy Martin both managed three wins each but with Alsop gaining more places overall, he took the Club Championship title. John Brewis, as the second Car & Karting Centre driver, had a single win but always competed in a cheerful manner which is very refreshing these days. The only other winner of the year was B. Irving, one of the novices who persevered until it came good. Alsop and Martin conducted a half-hearted war of wits during the year, culminating in Martin's exclusion for failing to make the weight. The exchange of banter after the meeting between the

Continued.....Page 33

SUPER ONE SERIES 1985

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Dates for the series this year are as follows:

| | | | |
|-------------|-------------|-------------------|----------------|
| CLAY PIGEON | April 14th | LITTLE RISSINGTON | May 12th |
| ROWRAY | June 2nd | RYE HOUSE | June 30th |
| FULBECK | August 25th | WOMBWELL | September 15th |

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Full information and entry forms are available from:

Jerry Cotterill, 1 Mill Lane, Little Aston, Aldridge, West Midlands.
Tel: 021-353 3074

Profile . . . Tony Holmes

Tony Holmes was born on 14th October 1957 and educated at Sir Thomas Picton School in Haverfordwest. During his school years he concentrated his sporting activities on the Welshman's favourite game – rugby and became a member of the school team. He did have another sporting interest though, golf, and was successful in introducing the sport into the school.

Ten years ago Tony left school to enter the family business – a cabaret club and there he stayed until he turned twenty. Yet again he was to remain with a family business, this time as manager of their thriving bingo club, where he still is today.

Though his karting career spans a few short years his interests in motor sports go quite a way back, to the time he was a teenager. It wasn't until 1982, however, that time permitted his involvement and, initially, it wasn't in karting. He joined the Jim Russell Racing School and undertook six months instruction in Formula Ford 1600.

Around the same time, ex-karter Paul Fletcher, introduced Tony to karting and suggested he attend a practice session at the local kart track. During the session he tried his hand at a Class One outfit but found it a different proposition as the driving technique obviously differed greatly from the FF1600 characteristics. However he enjoyed the experience, but any thought about a career in Class One vanished when Philip suggested he take up 250 National. After making enquiries locally he came up with a Bultaco engine and a Zip Shadow chassis at a cost of £400. The karting career thus began and in his first race he finished third. He puts that success down to a fellow called Roy John who was soon to become a firm friend.

The decision to take up karting and forget about FF1600 was well-founded, during the first year he claimed many victories and was voted Club and Novice Driver of the Year.

1982 saw his first visit to Silverstone, as a spectator for the British Kart Grand Prix. After watching and enjoying all the racing he found that the 250 International class captivated his attention most. In that particular class there was a local driver, John Rees, competing and, afterwards, the two got together and John told Tony he was retiring from karting and his equipment was up for sale. There followed some negotiating until a price was agreed. So his introduction to long circuit karting began. Tony tested John's kart at their local track and found the experience and the power exhilarating. It wasn't until the start of the 1983 season that the opportunity came to try the machinery on a long circuit – the



Cadwell 'Opener'. He admits in those early days he went through a considerable amount of fibre glass! As time went on and experience was gained he managed a few good results in that first year.

The same year was his first drive in the Silverstone Grand Prix Non-Championship event. He feels he must have been jinxed that year, though he produced good heat results, a broken gear lever in the final put paid to any chances of accolades.

Last year, at the same venue, the jinx seemed to be around again. He blew the motor up during Saturday practice and returned to the pits depressed. However, determined to compete, if at all possible, Tony went to Martin Hines and bought a 1984 engine 'out of the box' and spent all afternoon and evening fitting the engine to the kart. Finally, at 1.30am on Sunday morning, the task was complete but, as he was entered in the Non-Championship race and there was no practice period allotted on the Sunday, he



"Success will come, one day."



.....and it did, at Talbenny.

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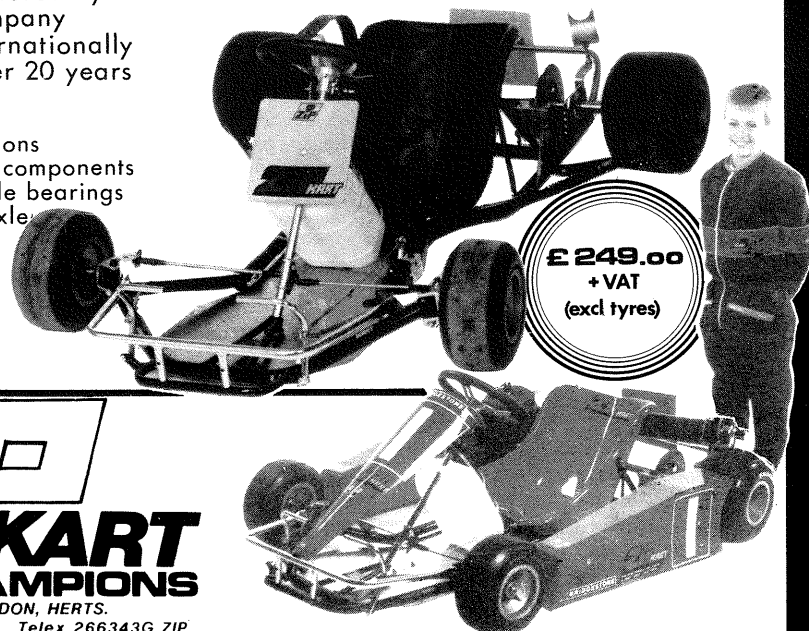
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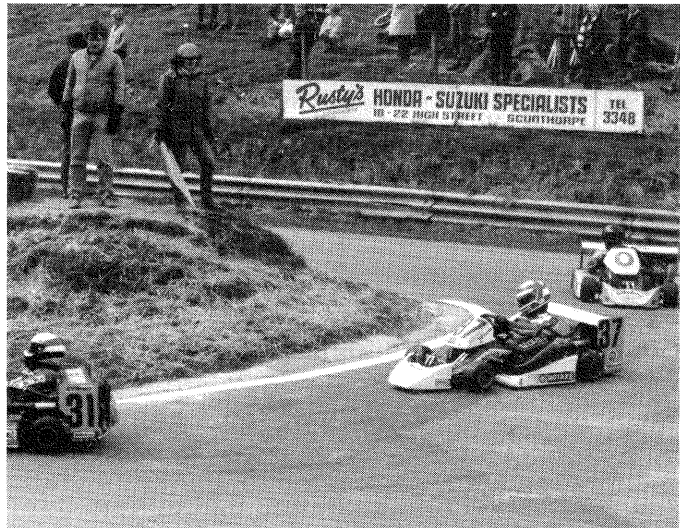
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Novice 250E at Snetterton.

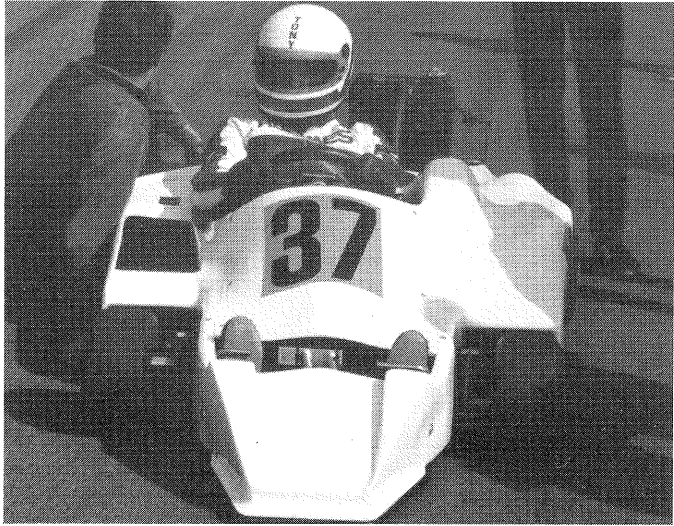
was unable to run the motor in. He tried in the warm-up area but unfortunately burnt out the clutch. As a result he missed the final and was not at all amused!

Tony married in November of last year but any plans for a family don't seem immediately on the horizon. When not karting his other interests embrace photography, shooting and the occasional game of golf thrown in for good measure.



Cadwell hairpin, Steve Rawson (31) leads while Richard Dean (0) looks on from the rear.

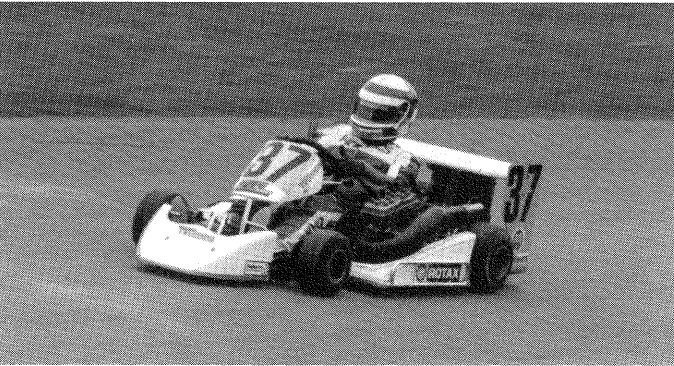
He finds all his races satisfying and his ambition is to better himself in every respect and, in karting, to eventually win major titles. He is pleased with the 250 Rotax and considers it reliable, though the clutch on earlier models left something to be desired. He does feel that the cost of replacement parts is a bit prohibitive. In the last year he raced the Zip GP and found it excellent though couldn't seem to get it handling right in wet weather conditions. His choice of brakes is the Kelgate 4 caliper system which needs no maintenance. On the business side of things he plans to expand and, this year, is starting an agency for Zip accessories.



Tony, with the full body, lines up for the 'GP' start.

As to the future of karting Tony feels it should progress into a more professional sport, as this would tend to attract more sponsors. Also it should have more television coverage to take it to the public and increase awareness. He feels strongly that the Non-Championship International race should be abolished because there are not enough 250 International drivers racing. "I don't think that anyone who devotes time and money to racing should be treated as a second rate driver!"

Lastly, Tony's engine for the coming season has been tuned by Roger Goff. "So, look out this year, International drivers!"



A creditable 7th at Mallory last year.

Rowrah

9th DECEMBER 1984

ROWRAH, TURKEY TROT

Sunday 9th December dawned bright and above all, DRY, to present the drivers gathered to do battle with near perfect conditions. The track was damp at first, but had dried out enough by the third heats to enable slicks to be used. As usual for our December meeting, the prizes were turkeys with a Christmas pud for those drivers who had had a fowl (?) day. All officials got one as well as the helpers to say thank you for the years work.

JUNIOR BOOSTER

Only two entered in this class, two heat wins going to B. Forsyth with Steve Armstrong winning heat one and taking 2nd in the other two.

Forsyth took advantage of his pole position to quickly ease out a small lead over Armstrong which was not altered all the way to the flag.

JUNIOR NATIONAL

A thrilling conflict had been promised in this class with only one point separating the two main challengers for the club championship, John Lister and Kevin McBride. Lister was entered in the senior National class which meant that McBride had only to finish 3rd to take the championship, and 4th to tie it. On past form this seemed easy, but an engine sounding rather flat and some handling difficulties provided a few problems to overcome before the final.

Pole for this was taken by David Price thanks to three resounding heat wins. Next on the grid was Vicky Starkey, having made the transition from the Britains.

As expected, Price shot off into the lead from the start with Wigan's Richard Smith 2nd and James McKnight 3rd at the end of lap one. McBride had taken over 4th and moved up closer to McKnight in 3rd by half distance. The positions remained surprisingly static until the end of the penultimate lap, when the squeal of tortured rubber signalled the end of Smith's race with a broken motor. One lap later, the chequered flag fluttered over the winner Price, McKnight took 2nd place with McBride's 3rd enough to win the club championship.

100 National

At the start of the day, championship points leader, Stu Davison was eight points clear of his nearest rival, Tony Donoghue. Tony was entered but didn't arrive, giving Stu the championship before the racing began. Several rapid drivers were in attendance as well as Mr. Davison, notably Jim Forsyth, George Price and Andy Fairless. Brian Smith made a return to the racing scene using David Coulthard's equipment. (He did take the blocks off the pedals, though). Pole was taken by Davison after a win and two 3rds, next was Forsyth with a win, 3rd and 5th. Row two comprised of Andy Fairless with two 2nds and a 5th and beside him sat George Price who had a win, 2nd and 11th which would have been 4th but for a 1 lap penalty imposed for grid jumping.

The grid rolled up to the start and, as the flag went up, the opposite pole rank made by far the better getaway to have Forsyth leading from Price, Fairless, Davison and Ross. A. Graham was beginning to pick up places as the race moved on through half distance with still no change in the top four, although Forsyth and Price, seemingly locked together, had eased away slightly from Fairless who had a similarly sized gap over Davison. Then, with seven laps gone, Price's chain flipped pushing everyone behind up a place. At the flag

then, Forsyth ran out a comfortable winner from Fairless, Davison, Graham and Carlos Maidana.

125 National

Back again this month was Duncan White who celebrated with three emphatic heat victories. Also returning was Roy Patterson, very relaxed after being in the company of Mr. Jennings (local manufacturer of falling down liquid) the previous night. He finished 8th in the first heat, teaching his kart the way round the track, and managed a brace of 2nds in the remaining two to line up on the outside of row one. Holding the middle place on the front row was G. Corder, using an ex-Kurt Luby Phoenix with Minarelli propulsion power. Last months victor, Alan Tolson, and the first P&R pilot, Malcolm Campbell, lined up on the second row.

The grid moved away together from the starters flag and safely negotiated the crest of the hill before disaster struck Roy Patterson just before the hairpin. Apparently, he and another kart touched, pitching Roy out to bounce down the track whilst his kart ran on into the tyre barriers. The other drivers hands went up immediately and the race was stopped. Roy was undamaged and, on hearing that his kart was in a similar condition, said something to the effect of "Gimme a push" and drove round to join the rest for the restart.

White made the best of the restart and although he was harried in the early stages by Patterson, had opened up a convincing lead by the time the chequered flag fell. Patterson, despite his earlier indiscretion, raced in a fairly lonely 2nd place but was as cheerful as ever at the prizegiving after racing finished. Alan Tolson found himself out-paced but salvaged some pride with 3rd position and Andy Harvey took away an Xmas pud for his labours in 4th.

210 NATIONAL

Four drivers contested this class with the late addition of Rod Harpham and Andy Martin whose mechanic was none other than Jason Plato, who is rumoured to be considering Formula Ford next year in addition to his karting. Harpham took pole with a DNF and a couple of wins while Martin had the other win but had a spot of motor bothers in the remaining heats. Novice Dave Coleman completed the front row after three steady but rather distant drives, giving him 3rd, DNF and 2nd.

As in the heats, the 210's were out with the 125's, making them rather hard to trace in the thick of the action. However, Andy Martin totally dominated the final which produced only one other finisher in B. Irving. Both Coleman and Harpham failed to finish this race giving us the statistic that in none of the four races did all the runners finish.

250 NATIONAL

Kevin Routh again made the long trek from Humberside worthwhile with a couple of heat wins to put his Phoenix firmly on pole position. Geoff Ross took the other heat win and the only other driver to finish a heat was Paul Beatyman who lined up on the outside of the front row. Mike McDowell was having another test run with the new Maico, but seemed to be succumbing to gearbox troubles, even though the engine itself is very quick.

Only Routh and Beatyman finished the final, in that order, with George Greenwood failing to persuade his kart to make any sort of noise and McDowell and Ross retiring during the race; Ross after a spin and McDowell with a probable recurrence of the gearbox malady.

250 INTERNATIONAL

Barry Tolson was back with a vengeance this month,

taking all three heats with little serious competition. Barry Mellor, last months victor, had a brace of 2nds but third gear went again together with something more vital to prevent his appearance in the final. S. Mattinson campaigned the erstwhile mount of Alan Tinnion, "Flying Kettle II", to a pair of 3rds and a non-finish to take up his position on the front row of the grid.

All in vain, however, as Tolson showed just who was boss, Rotax power making ground hand over fist over his nearest challenger, who was Mattinson. Not a good day for either Mike Davidson or Edgar Wills as they both failed to complete the race distance in all three heats and the finals. So, Tolson won by the country mile from novice S. Mattinson.

Iain "Whiskas" Blair
(In tests, 8 out of 10 kart owners said they preferred him.)

RESULTS

JUNIOR BOOSTER

| | | |
|-----|--------------|---------------|
| 1st | B. Forsyth | Wright/Arrow |
| 2nd | S. Armstrong | Gillard/Arrow |

JUNIOR NATIONAL

| | | |
|-----|----------------|---------------|
| 1st | David Price | DAP/GEP DAP |
| 2nd | James McKnight | Zip/White TKM |
| 3rd | Kevin McBride | BM/NBR TKM |

100 NATIONAL

| | | |
|-----|----------------|------------------------|
| 1st | Jim Forsyth | Wright/PCR |
| 2nd | Andy Fairless | Ferrari/TKM |
| 3rd | Stu Davison | TKM/TKM |
| 4th | A. Graham | Birel/Rutherford Arrow |
| 5th | Carlos Maidana | Wright/Arrow |

125 NATIONAL

| | | |
|-----|---------------|----------------|
| 1st | Duncan White | Zip/Rotax |
| 2nd | Roy Patterson | Phoenix/Rotax |
| 3rd | Alan Tolson | Barlotti/Rotax |
| 4th | Andy Harvey | Motiv/Honda |

210 NATIONAL

| | | |
|-----|-------------|-------------------|
| 1st | Andy Martin | Aero/CKC Villiers |
| 2nd | B. Irving | Barlotti/Villiers |

250 NATIONAL

| | | |
|-----|-------------|--------------------|
| 1st | Kevin Routh | Phoenix/RIP Yamaha |
| 2nd | P. Beatyman | Star/Yamaha |

250 INTERNATIONAL

| | | |
|-----|--------------|------------|
| 1st | Barry Tolson | Zip/Rotax |
| 2nd | S. Mattinson | Zip/Yamaha |

CLUB CHAMPIONS 1984

| | |
|-------------------|------------------|
| Junior Britain | David Coulthard |
| Junior National | Kevin McBride |
| 100 Britain | Lloyd Ross |
| 100 National | Stu Davison |
| 125 National | Gary Docker |
| 210 National | Stu Alsop |
| 250 National | Tony Brown |
| 250 International | Barry Tolson |
| Junior Tryer | Dario Franchitti |
| Senior Tryer | Malcolm Campbell |

Continued.....Page 31

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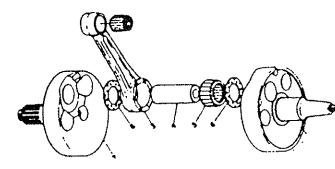
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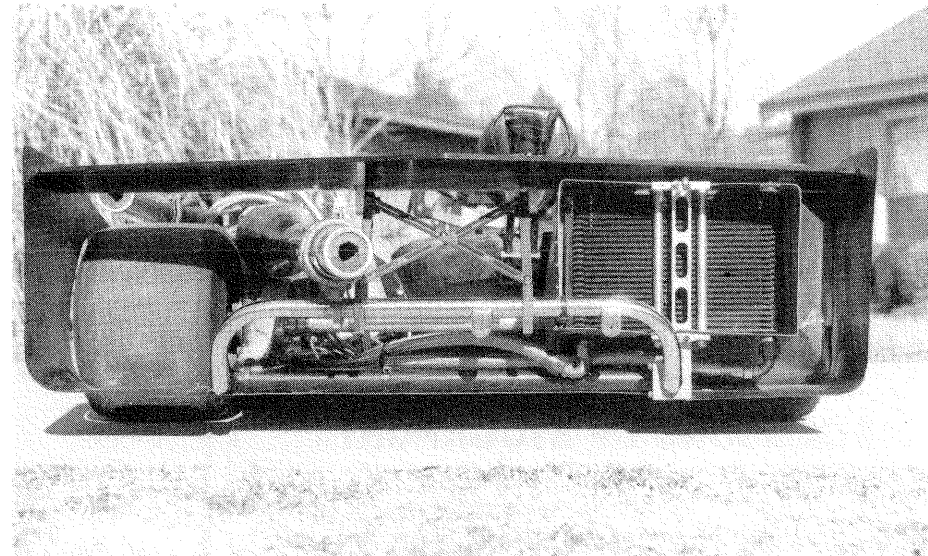
Do the Americans in fact now have the fastest 250 racing karts in the World? The result of Daytona with the claimed top speed on the "straightaway" of a shade over 150mph would suggest they have. John Gibson who won the 1980 Daytona Race in a Zip Yamaha, and has on previous occasions "starred" in this column for his "can kicking" prowess brought a very special kart of his own construction for another Daytona regular Jerry McCart to drive at the super fast Florida track. The Rotax powered JGR "Low Flying Airplane" (Gibson's words) had not turned a wheel before the meeting, but that didn't stop it flying away from top opposition in the main superkart race. It was unofficially clocked with a "speed gun" at slightly in excess of 150mph which I confess when John first told me — I had to think about! Wild claims if unsubstantiated backfire on people, so I asked John what gearing McCart was using, and what RPM he was seeing together with what tyres were used. He had 12,800-13,000 on the clock with 1-1 gearing and the large 12" Burris rear tyres. Which if you allow for tyre growth of even, only three quarters of an inch on diameter checks out at a shade over 150mph in 6th gear. He would have liked to have used a lighter gearing still, but simply didn't have the sprockets necessary. That is over 10mph more than the top men achieve between Abbey Curve and Woodcote — or Hangar Straight at Silverstone. And must easily qualify for the fastest ever racing 250 kart, whilst racing, in the World. Full marks to Gibson and congratulations to Jerry McCart on a great drive, with a small mention for me working it out on my calculator!



The JGR is much lower than the 'laydowns' of 15 to 20 years ago.

As the accompanying pictures illustrate the JGR machine is not revolutionary, but is much lower than anything we have seen in this country since the days of "laydowns" 15 to 20 years ago. The clean shape of it is achieved without the expense and use of a full body, it pleasingly still looks like a kart. So if one or two of these projectiles come to Europe — more specifically Silverstone this year, do we have to reconsider our current designs?

As it stands the design would not come within our C.I.K. Formula "E" regulations, but only on minor aspects. By the looks of it the overall length exceeds what is permissible, and the other two somewhat trivial infringements would appear to be the rather unnecessary rule of not using a full steering wheel, as it has the more attractive butterfly type of "tiller", at one time almost universally used in Britain and the rear exhaust sticks beyond the chassis. Minor details which if corrected would not rob the karts performance significantly. I asked John what fuel that are allowed to use in the Eastern side of America. They are allowed a "mix" if they wish, but according to John the Del Orto carbs will not cope with methanol or similar brew. He instead uses what is called their "Race Gas", not available at the road side pumps, which is approximately 106 octane, not as high as Avgas, but better than the old 5 star that used to be available here until recently.



Note the 12 inch rear Burris and the rear is aluminium, not fibre glass

For those who are not familiar with the Daytona track it is a banked oval. They use for most long distance bike, car and kart races both banked sections, one straight and the infield turns instead of the second

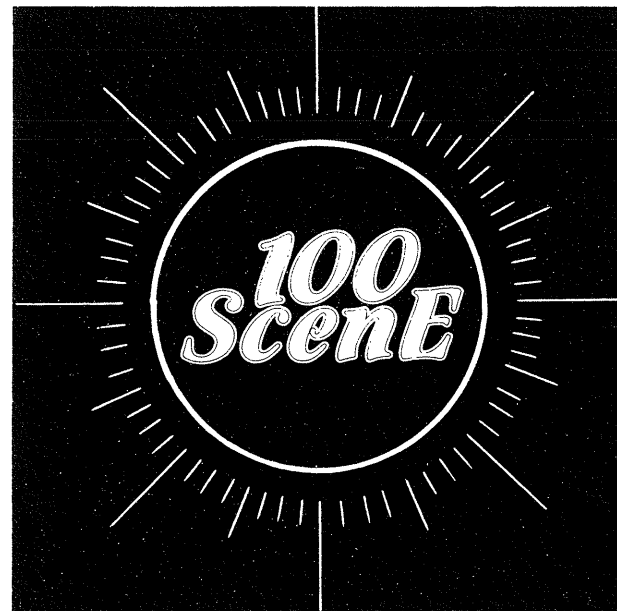
straight, a superb mixture of constant radius, tightening up turns down to second gear, and ultra fast banked flat out bends. The 250 twins are in sixth gear for something like 2 miles, which of course we don't even approach at even our fastest circuits here. Jerry McCart did however show a clean pair of heels to our best. Gibson is endeavouring to attract sponsorship to come to at least one European meeting, so I at least look forward to his progress if he does — meanwhile lock up your daughters and hide your fuel cans!

John told me that he was aware whilst working on the kart at Daytona of a very intent eye looking over his kart, so he introduced himself to the guy, and said who are you — "Terry Fullerton" was the reply — "I've read all about you kicking holes in fuel cans at Silverstone!" I don't think he will ever live that down. A rumour is circulating that a certain ex world champion has ordered some steel toe capped driving shoes for the British Kart G.P. but I'm sure it's not true.

The JGR kart is hand made solely by John Gibson at his North Carolina base, as he says, they take me at the moment a month to build each one — they are expensive. He now has not surprisingly quite a number of orders, and is working on an arrangement with Hines to import and sell Zip Karts alongside his own very worthy creations. A small but interesting point is that the rear is made of aluminium not fibreglass,

also from Gibson's capable hands, weighs only 3½lbs taking 30 seconds to effect angle alteration and John attaches quite a lot of the Kart's speed to its design.

Some time before Christmas Graham Liddle asked me to join him, to share the driving, delivering some of his rather up market hire karts, deep into the heart of Scotland to Aviemore, the year round Highland Pleasure Centre. Anytime spent with Liddle is fun, but the other reason for me wanting to go, other than the attraction of the Scottish Highlands, was to meet again the one time Class 1 Scottish Team and National Champion Tom MacLaren, who I had lost touch with some 12 years back. Up until about 1970 MacLaren ran a kart business, G.T. Racing, up in Edinburgh. Whilst he was most successfully active in 100cc, he did some time with both a Villiers before it was 210 National and also occasionally drove a Bultaco. I may be wrong but I think it was him who brought the Birel kart into the country first, he also handled the very popular at the time, American Eliminator Tyres. He has always been somewhat of a "wheeler dealer". He started a concession track, or hire track at Aviemore at about the time he packed up G.T. Racing. Having set it up, he then moved to sunnier pastures and settled in Malta. He followed that by buying some land in Tunisia it transpires, on this he built a very professional hire track which was more than successful. He ran his own karts on the track which by his own ad-



Let us hope that if you planned racing in January you were successful. The weather has definitely been against the karting clan. However, with the numerous winter series there is still plenty of opportunity to participate. Here are a few tips relating to tyres which can help in the cold weather:

- Increase pressures, say 4 or 5lbs, above normal.
- Use narrower rims than normal.
- Adjust track rods to give 1 or 2 degrees of 'toe-in'.
- Run a narrow rear track.

All the items mentioned should help increase the heat generated in the tread and speed up the process of tyre warming. Remember though, it is a process of trial and error, because various combinations may be better than others. Something that highlights the importance of warming up tyres is evident with "sideways" style drivers during winter months, notably Gary Prior and Derek Higgins, (it is understood that Derek is back racing under the Dartford Karting banner again). Both drivers throw their karts about and generate considerable tyre heat/adhesion and have always been front runners in cold conditions. So, experiment with your race set-up, you may be surprised.

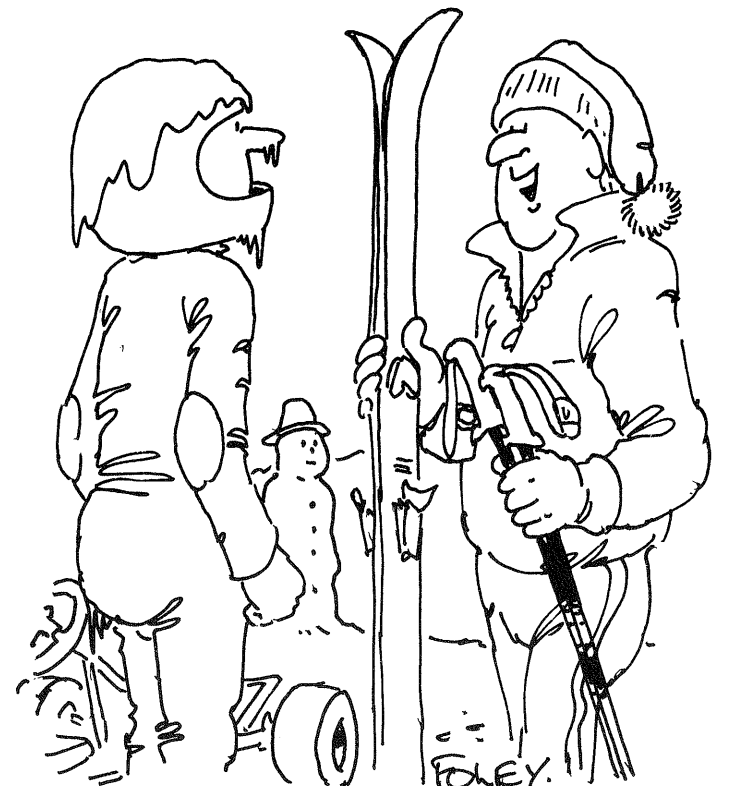
Whilst talking of testing/experimenting, now would be a good time to check and rebuild your carburettor. The carburettor is part of the performance jigsaw which is most overlooked but one which is very important — a good carburettor can make up for an ordinary engine. So dig out yours, which you probably threw into the toolbox after the last meeting, clean it down and prepare for dismantling. Remove the top by unscrewing the 6 bolts, the top will come off into 3 parts separated by two sets of gaskets/diaphragms. These should be replaced. Also remove the needle, this is situated at the end of the "V" which is on a bar pivot, (this is on the bottom or main body of the carburettor). The screw holding the bar pivot should be removed — but don't lose the spring situated under the lever! The needle sits in a brass/nylon seat, which should also be removed, (a special slim socket may be necessary). Under the brass/nylon seat is a brass washer — this must also come out. The washer, seat and needle should all be replaced with new ones. While the carburettor is stripped it is always a good idea to remove the mixture jets/needles and blow out all airways, etc, with a pressure hose. Re-assembly should be done with care and in clean surroundings. When rebuilt the carburettor should ideally be pressure tested to ensure there are no air leaks and that the release valve blows off at the correct pressure, (a carburettor pressure tester will now be required, or seek advice from your local kart agent). Should you wish to splash out on a tuned carburettor, there are plenty of suppliers around. However, ask around for people's opinions first and don't forget cheap is not always good value.

A couple of interesting snippets of information have developed recently. Firstly the title now being given to the Kart and Superkart

series — the U.K. Championships, sponsored by Bridgestone. Some title! As the series is to be over 10 rounds and caters for all 100cc classes, (providing sufficient entries are received) then the winners should be deserving of the title. (U.K. number plates maybe?). Secondly there are several changes going on at Belgrave Square, (the home of the RAC if you didn't know). Word is that Alan Burgess and Dave Hockey have stood down from the Kart Committee; a lot of experience and knowledge to lose at one go. Rumour is that Paul Newman (father of Emily) and Nigel Edwards, the Northern 100cc National driver, have been invited to sit on the Committee though confirmation is still awaited. Other changes are also rumoured but as yet no positive announcements have been made. Although these appointments have yet to be accepted and confirmed, the appointment of Nigel Edwards could only be a boon to karting, his valuable contributions at Committee level would be a benefit to the sport as a whole.

Speaking of the RAC and changes, you should by this time have sorted out a new helmet for 1985. The new standards being effective from 1st January have meant many drivers had to spend a lot of money on a new skid lid. Also intended to come into force from 1st January was the necessity to have a medical certificate. However, various delays have meant that these are now compulsory from 1st March, thereby giving people time to organise medicals, etc, (and the £20 or more which they will cost). There will undoubtedly be some 'hard luck' stories, as a few special cases may have problems — let's hope that there is an understanding view taken of such 'special' cases, (particularly those who have competed safely and competently in the past.

Lastly, word is about that new karts and engines are on the horizon for '85 and indications are that the 100 Scene is going to flourish this season!



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|---|-----------|
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| Small end washer (steel) | 1mm thick |
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| Rotary valve all models | £3.60 |
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IGNITIONS

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| Cylinder barrel | £29.80 |
| Cylinder liner, TT | £34.80 |
| Cylinder liner, 3-port | £30.40 |
| Chain guard | £6.45 |
| 10T sprocket, fine pitch | £5.95 |
| 11T sprocket, fine pitch | £5.95 |
| 12T sprocket, fine pitch | £5.95 |
| 9T sprocket, std. pitch | £5.95 |
| Output shaft oil seal | 50p |
| Rotary valve cover | £13.20 |
| Oil seal 25357 | 60p |
| Hub r/v drive hub | £4.96 |
| O' ring crank valve hub | 40p |
| Crankshaft nut | £1.20 |
| Crankcase R.H. Pair | £60.00 |
| Crankcase oil seal | 60p |
| Big end roller bearing | £3.75 |
| Cylinder head nut | 50p |
| Piston assy. all sizes incl. piston rings, and circlips | £11.00 |
| S/E Thist washer | 75p |
| Crankpin | £3.60 |
| Connecting rod TKM | £20.24 |
| Crank assy. inc. rod | £74.00 |
| Crank half R.H. | £30.00 |
| Crank half L.H. | £30.00 |
| Engine mount clamps | £3.50 |
| Rotary valve, tuned, 45-72° | £5.70 |
| Rotary valve, 45-65° | £5.00 |
| Cylinder comp. 3P | £60.00 |
| Cylinder comp. TT | £64.00 |
| Cylinder D Port | £71.20 |
| Liner 3P | £33.00 |
| Liner TT | £34.80 |
| Liner D Port | £39.60 |
| Gaskets, paper | 16p |
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| Connecting rod, selected | £25.04 |
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| Carb restrictor, stepped | £4.80 |

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| | |
|--------------------------|-------|
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| Seat cover, universal | £6.50 |
| Kart stand, unsprayed | £9.50 |
| 3mm, 4mm, 6mm, 8mm T-bar | |
| Allen key | £1.40 |
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| 3mm T-bar socket | £5.25 |
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| Motoplat puller | £1.95 |
| Motoplat holder | £1.75 |
| Gudgeon pin extractor | £3.25 |

BEARINGS

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

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| | |
|---------------------|--------|
| (CIK) 11-4 50x5 | £14.00 |
| moulded wets | £14.00 |
| 11-6 00x5 (German) | £14.00 |
| 11-4 50x5 (German) | £14.00 |
| 11-3 50x5 large 10A | £7.50 |

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TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc. ... £11.00
Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: Are they reinforced and have they got the new type steel ring locator?

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| DAG heat dispersant | £2.50 |
| Shell R oil | £2.40 |
| Girling brake fluid | £1.00 |
| PH grease | 60p |
| Castrol R 20 | £2.50 |
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| Class IV rear sprocket carrier | £5.00 |
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| 210 Motoplats c/w coil | £37.00 |
| Class I Motoplats with coils | £35.00 |
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| |
|--|
| TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc. ... £11.00 |
| <i>Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: Are they reinforced and have they got the new type steel ring locator?</i> |



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219 Type Chain and Sprockets

| | |
|------------------------------|-------|
| Rear sprockets 64-96 | £2.50 |
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NEW ITEM! 10 tooth & 11 tooth sprockets to fit Arrow Motors £3.75

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| | |
|------------------------------|-------|
| Motocraft AG603 | £1.25 |
| Motocraft AG403 | £1.25 |
| NGK 8EV, 9EV, 10EV | £1.95 |
| Special rubber plug caps | 60p |
| Plastic plug holders, 6 plug | 20p |
| NGK B8EN, B9EN, B10EN | £2.25 |
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| MODEL | PORT | BORE STROKE | |
|----------|--------|-------------|---------|
| TKM FF99 | 3 Port | 48 x 53.8 | £238.50 |
| TKM FF99 | TT | 48 x 53.8 | 238.50 |
| TKM L90 | TT | 48 x 53.8 | £269.10 |
| TKM 589 | 3 Port | 50.6 x 48.5 | £238.50 |
| TKM 589 | TT | 50.6 x 48.5 | £238.50 |
| Arrow KE | 3 | 50.6 x 48.5 | £238.50 |
| Arrow KE | TT | 50.6 x 48.5 | £238.50 |
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All the engines come complete with 10T drive sprocket, Tiltotson carb and motoplat ignition.
Engine mount and finger guard to fit arrow engine at extra cost:
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Also the SUPERDART must have been purchased new at DARTFORD KARTING or one of our main agents.

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mission were adequate but not marvellous. When tourism in Tunisia and consequently the hire kart business waned, he applied for planning permission for development — as he says “the only time I fought to close a kart track!” With Malta no longer being politically friendly and certainly not the place to rear two children any more he has returned to his “roots”, to re-vitalise his interests in Scotland. After over 20 years in karting his enthusiasm for the sport is somewhat exhausting for a mere armchair critic!

When you stumble across the average concession track at a holiday resort, they rarely do much to enhance the image of the more serious side of kart racing, being of a somewhat shoddy fun fair set up in character, that however is not the way the tireless MacLaren directs operations. The whole concept of the Aviemore track, in keeping with the rest of the complex is exceptionally professional and surpasses the amenities of many proper kart tracks, albeit miniaturised in layout. He now has a number of karts manufactured by Liddle, which incorporate a Honda engine and full fibreglass body. The “no messing” approach of the MacLaren man goes a step further by attracting sponsorship logos on each of the karts, so far obtaining support from British Rail, who take many of the pleasure seekers to Aviemore, Honda of course, the Barratts, the often “mocked” building developer, who at Aviemore have an absolutely superb “time share” set up, offer what would seem exceptional value and quality amenities, in what I suppose we call chalets, but came over to me as luxury holiday houses with every conceivable comfort and latest gadget. Tom MacLaren would seem to have the ability of making the most of his business contacts on the nearby golf course, he is a fanatic “goffer” too — and presumably seals the deal at the ‘19th hole’, assisted by whatever that stuff is they distill north of the border.

The marvellous aspect of Aviemore for someone in the hire kart business is the 12 month season, something which I don't suppose any other tracks enjoy. Tom is convinced that concession karting is a

potential catchment area for future kart racers, I can't agree that that is necessarily the case at the average seaside circuit, Aviemore having more affluent visitors may just turn out to be the exception. I hope that he continues to do well, it was nice to see him and a great pleasure to listen to the inevitable reminiscences.

The last time Derek Rodgers raced in 250 International was when he borrowed one of Chris Taylor's karts for the 1981 Oulton Park Meeting. By then he had made up his mind that he would do better, which he without question was in 250 National, and wouldn't race in the top class until he could do it on equal terms with the best. This season it looks as though he might be able to do just that. Phil Glencross of Leaside, a company that supplies exhausts & tyres to the populace of Outer North London, Welwyn & Harlow area, who raced with and sponsored the Peak Revs team last year, has now set his sights somewhat higher and is setting up a two kart team of Superkarts, for Derek and himself to do battle. They have bought two Zip chassis and four Rotax engines, which are to be built up by the talented Russell Anderson, now working on his own, which on form should present quite a threat to any opposition. With the engine experience Russell has and chassis setting up expertise, Rodgers at least will have no excuses. He does have one problem to overcome before contesting the World Championship events, and that is he doesn't currently qualify for the necessary Graded Licence, the RAC however may waive the normal procedure to gain one, if he acquits himself well at the early season meetings.

Alan Cheetham who raced on only a few occasions last year will now have to uphold the Peak Revs banner with new KTM power himself, without Derek Rodgers capable help. He will in all probability be racing a chassis created from nearer his home base. After trying one of Jim Luby's Phoenix Karts he expressed himself well pleased and will now have two new ingredients to show off this year. Jim & Kurt Luby also went to Daytona, whilst having the necessary turn

of speed they experienced somewhat unexpected and obscure mechanical problems, but were well pleased with the business contacts made on the trip.

The forthcoming season has one very undesirable clash of dates. The first round of the World Championship at Le Mans, which you will remember is to precede the 24 hour motorcycle race there on April 27th is only one day away from the British Championship round at Snetterton on the 28th. Now whilst I would not consider the chance of missing the bonus of having karts in France, with the obvious extra exposure of such a meeting with world class bike racing and probably TV coverage as well, it should not be impossible to find another meeting to count as a round for the British Championship.

Whilst we all perish in what could be mistaken for a northerly latitude of the Actic Circle, you might like to know that Lennart Bohlin went to New Zealand to take part in the annual championships out there, in what is their early summer and Torjer Kleppe is in South Africa to compete in their annual event, tough life for some! The World Champion Lennart took only an engine this time, apparently he arranged to borrow a chassis from one of the many friends he made last year during his successful trip.

ZANDVOORT 1985

The dates for the Dutch GP have been posed as 16th, 17th and 18th August. The event caters for 125cc, 250 National and Formula 'E'. The Castrol-Pokal meeting will be held at Diebholz, Germany between 19th-21st July. Details about entries, etc, can be obtained from:

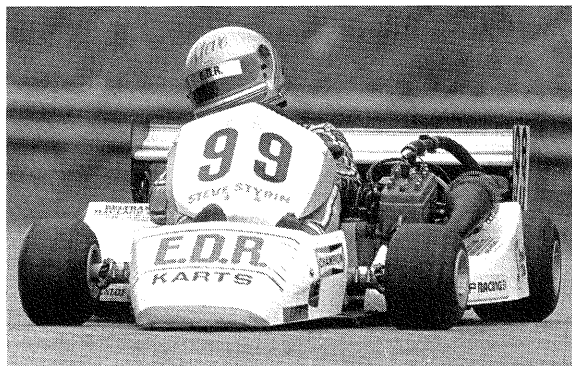
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P.C.R. 100 NATIONAL

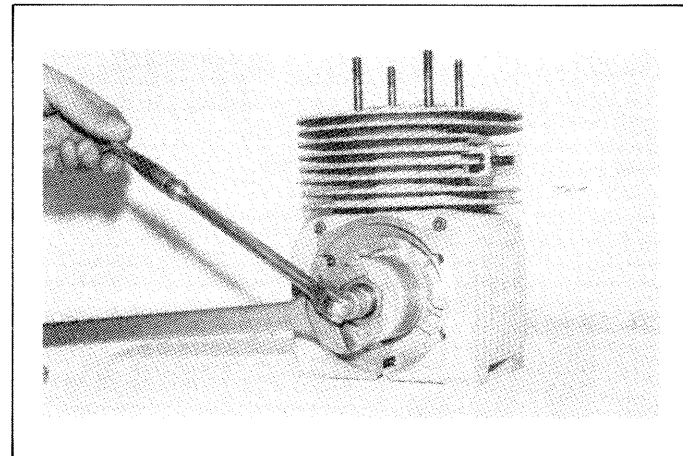
By popular demand K&S has been asked to reprint the strip and rebuild of the P.C.R. engine kindly provided by Jack Brown in April 1983.

REMOVE THE CYLINDER HEAD

Four 13mm nuts hold down the head and barrel. Remove these and lift the head off.

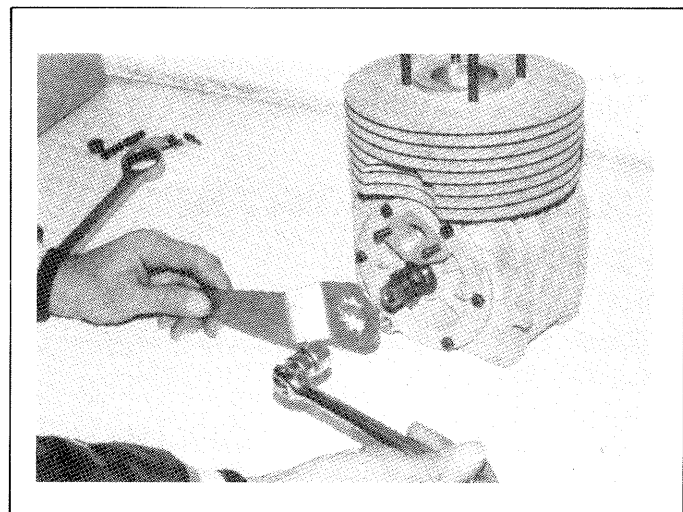
REMOVE THE IGNITION

Three 5mm allen screws hold the Motoplat stator plate to the engine. Remove these and the stator will come away from the engine. Take care when removing the stator as the cables to the coil feed through the casing.



To remove the rotor, hold the large nut on the rotor with a suitable spanner and place a 17mm socket and ratchet on the centre nut. A sharp rap on the ratchet should see the nut slack. Remove the nut.

Screw the correct rotor puller into the rotor and again fit the locking spanner in place. Tighten the centre of the puller until under pressure, and then strike sharply at the spanner, which should free the rotor. Be careful to catch the woodruff key and place on one side for future use.

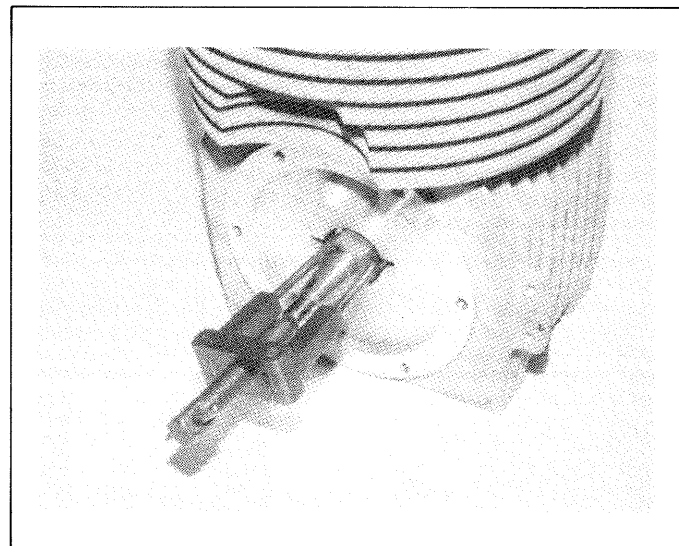


Turning to the opposite side. Apply the sprocket holder to sprocket and use a 17mm spanner to loosen the nut, again giving it a sharp rap. Put the sprocket puller on and lock the puller in place with a large spanner. Once again a sharp rap on a 17mm ratchet and socket will see the socket free. Watch for the woodruff key and save it.

REMOVE THE ROTARY VALVE COVER

Six 5mm allen head set screws hold the rotary valve cover in place. Remove these and the cover to reveal the rotary valve. Carefully remove the rotary valve – it should just fall off.

A circlip holds the rotary valve locating nut on the crank. Remove the circlip with a pair of circlip pliers. Remove the rotary valve locator. Depending on the individual engine this may be difficult. The locator has two holes opposite each other which can be used to remove it. Jackie has developed a nifty little puller to remove the locator safely. Alternatively, two probes can be inserted and with even pressure, used to lever the locator off.



Caution: great care should be used to avoid damaging the cases. Catch and save the woodruff key.

REMOVE BARREL

Lift off, then remove gasket:— noting position so as to return it in exactly same manner on re-assembly. Provided it is not damaged.

SPLITTING THE CRANKCASE

Remove the seven 5mm allen head set screws which hold the crankcases together. To separate the cases, lever the cases apart using the fins each side of the joint. Carefully apply a little pressure to each side in order to slide the cases evenly off the locating dowels.

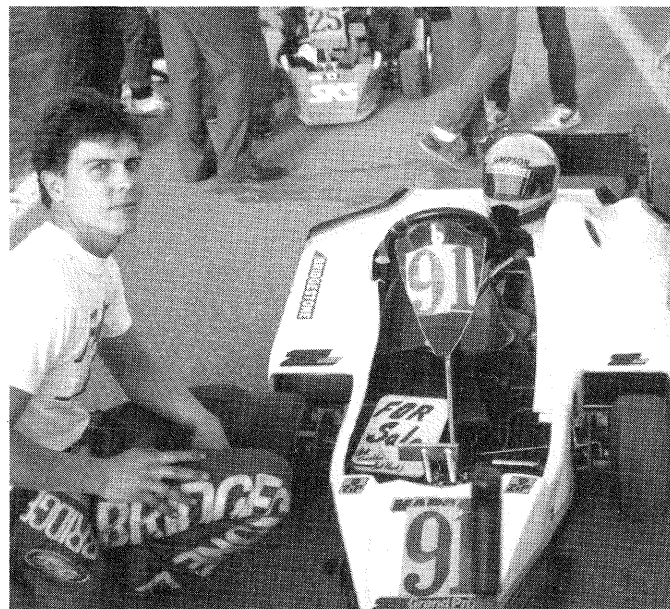
If one case comes free and the other remains on the crank, a sharp tap with a soft mallet should see it free.

PISTON

Remove the circlip from one side and throw away. Push the gudgeon pin out. Remove the piston, remove the rings, and check the gap in the bore.

MAIN BEARINGS

Remove the oil seal on the ignition side of the engine. It is a throw-away item, so just lever it out. That will leave the way clear to remove the main bearings. Heat up the crankcase on a gas ring, making sure that the heat distribution is even. The bearing may drop out on its own when the case gets hot enough. If it does not, then tap it gently using a copper drift and a hammer.



Scott Pruett, the man to watch

Year each year it is an ideal time for European drivers because we are in our non-racing period. After all it is about 20 degrees hotter out there at that time of year and really not all that expensive to get to, with the various cheap flights about. I am going back at the end of this year and I know this is the intention of the rest of the British contingent. So make a note if you want a karting holiday, it's a super event and why not take the family, I did. There is Disney World, Sea World, the Epcot Centre, Wet and Wild and Circus World, all only forty minutes away from Daytona.

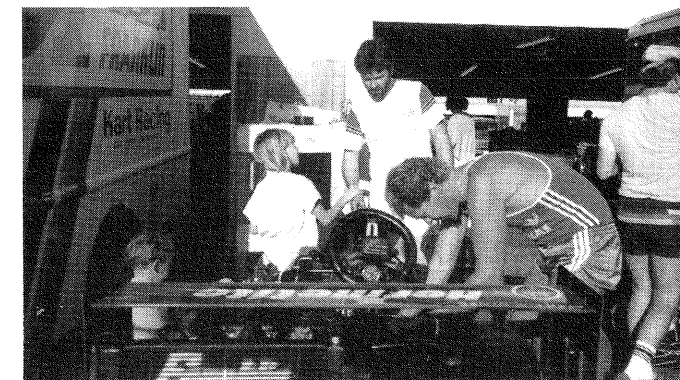


If you take the family — make them work! (We did hear he was looking for new mechanics — but really!).

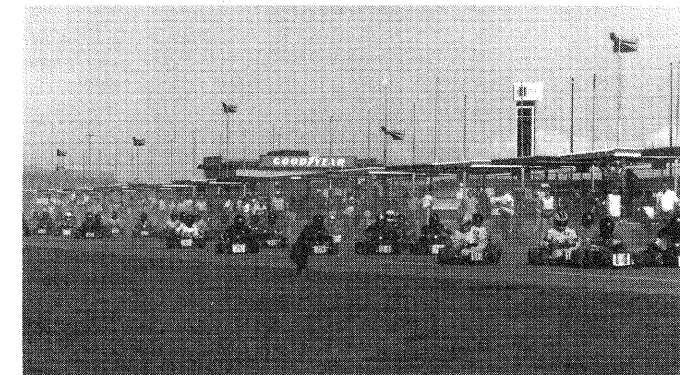
You can imagine, with an event like that, there was certainly going to be some prize giving. Nobody was left disappointed on the Monday morning following the Sunday races. There was a Champions Breakfast from 9.00 to 11.30am where some four to five hundred drivers attended. Breakfast indeed with a healthy plate full of eggs, bacon, sausage and hash beans, followed by toast, Danish pastry and coffee. That set the scene for a two hour prize giving at the end of the morning's proceedings, with in excess of £32,000 worth of trophies and prizes distributed. Quite a mind-boggling affair!

It was a tremendous event but the entry fees are fairly high at Daytona Raceway. \$35, which is about £30 and that was for one

race only. So on long circuits in this country, with the entry fees around £25 for two heats and a final, we don't do bad really.



Steve was there, as usual, he loved them big trucks!



Typical 'Enduro' start.



The top men in the W.K.A. — George Kugler and Carl Overton.

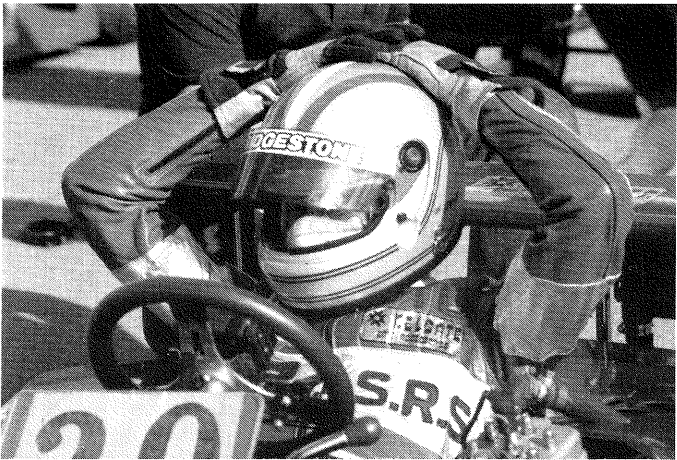
Pro Races are the thing that is now being put into motion on the west coast, with Bob Hyman and Terry Ives being the two men putting in a great deal of time and effort to get things moving. Bob has managed to get the series as a supporting event with some of the big car meetings, hopefully to get it across to the American public and television what Superkarts can really offer. In their Pro Races there is normally a prize fund of between \$5000 and \$10,000 per event. No bad ay! Bob you may recall had a nasty accident at Silverstone the other year when he severely damaged his ankle. I am pleased to say this did not dampen his enthusiasm and he now runs Zip West in Los Angeles. Hopefully he may also be over here for the World Series this year.

Lastly before I finish I would like to thank George Kugler, Carl Overton and Angelo Buffomante for the hospitality shown to us all which made it a most enjoyable trip.

I would also like to take this opportunity to wish all karters a healthy and successful 1985.

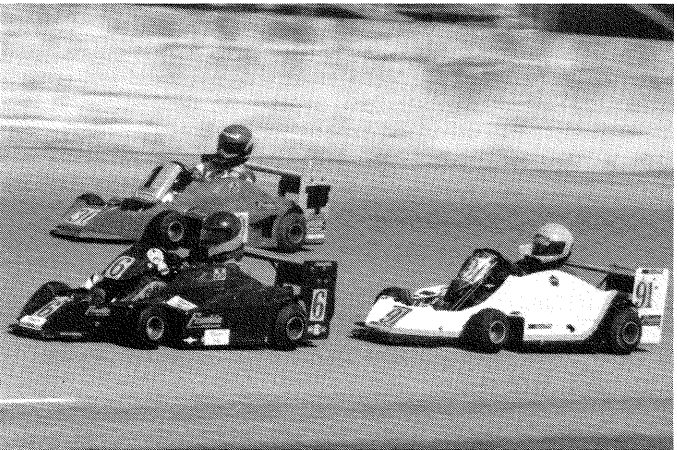
Martin

money but no one seems that interested in promoting the whole thing, although I feel sure it won't be long before that situation is put right.



"A suitable caption escapes me!"

In the racing the British contingent did not disgrace themselves but on the other hand we did not dominate the proceedings – Kurt Luby blew a motor, John Jackson put up a great performance but had a few mechanical mishaps, Stuart Ziemelis went very well to finish third overall in the One Hour Unlimited B Class from 60th on the grid. I finally finished fifth overall after a radiator went in the first heat and I drove home without any water and spun out in the second heat when trying to take the lead. The standard of competitiveness at Daytona was considerably higher than the last time I went there in 1979, in fact the lap times have improved by some 20 seconds in the Superkart class.



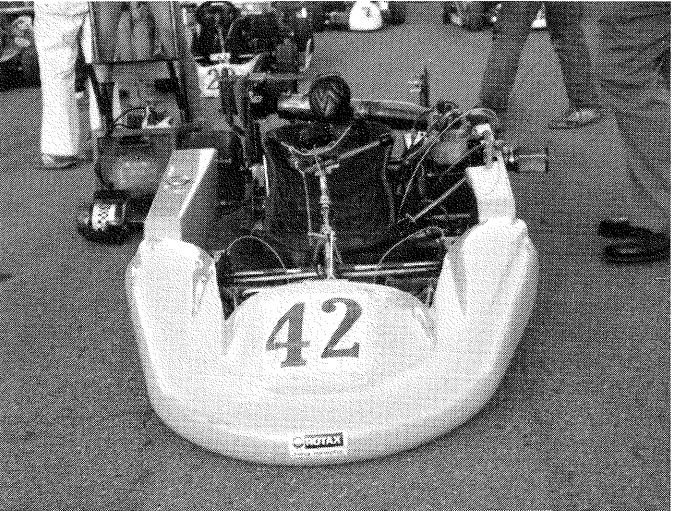
Meyr (6), Hines and Pruett (91)

There are some very capable drivers who have promised to come over and compete in the World Championships in Europe this year. I feel there are a few I should mention, firstly the winner of the Daytona event, Jerry McCart, who at Daytona was piloting a lay down kart manufactured by John Gibson which certainly suited the Daytona circuit. I feel doubtful though if it would suit the normal type of motor racing circuit. The general feeling at Daytona was that, while being very quick in a straight line, it is not as quick around the corners, in fact he was losing out a bit on the infield, but that should take nothing away from Jerry, he went extremely well and is a top class aggressive driver. Second overall was Scott Pruett in only his fourth outing on a Superkart and in my opinion he showed he is the best driver in the States at present. Scott comes from California and in the other three races he has competed in out there, on his Zip/Zip Rotax, has smashed all three track records. Third overall was Terry Ives who, as we all know from '83, is a very good driver. As each season passes he is becoming more and more a major force to be reckoned with. Finally, fourth overall was Doug Meyr who is one of the driving forces behind Superkarting on the East Coast side and is the owner with brother Greg of Franklin Karting which distribute Zip Kart. I should mention that Greg Meyr is an outstanding driver in the rapidly growing 125cc class and, had it not been for an unfortunate mishap, would have probably won the B Unlimited.



Jerry McCart (1) the winner with John Gibson and the laydown outfit.

In the B Unlimited class which was a one hour event, (as are most of the races in the W.K.A. organisation) the 125cc karts compete against 150cc lay down karts running on methanol and alcohol together with various other combinations. The order of the day for the one hour races is electrical starts, because the regulations do not allow you to push start. I must admit it does look considerably more professional, having all the karts started like F1 cars and it does avoid the possibility of any unfortunate accidents occurring with pushers. All the karts are lined up against the pit lane in a Le Mans type formation, they are then instructed to start engines 30 seconds before the start, then the flag drops and away they go. This can, however, result in an exciting first corner and to avoid this for the first lap you do not turn into the infield but use the complete oval for one lap, then turn into the infield at the start of the second lap.



Laydown with Rotax and familiar number!

What is also different is that the races are run on a time basis as opposed to laps. The Superkart events were 15 minutes long and, after that time, whoever was leading was classified the winner. To help drivers there is a large clock by the side of the circuit and if you can drag your eyes away from the track for a second you can see how much longer there is to go. It is very important at Daytona as it is all about slip-streaming.

The Americans were indeed excellent hosts and helped whenever possible. As the event is held between Christmas and the New

REBUILD

Rebuilding the engine is virtually the reverse of the strip down. However, special care should be used with the following:

REPLACING MAIN BEARINGS

Heat up the cases 'evenly' and the cold bearings will drop into place. If they don't, the cases are not hot enough!
New oil seals just push in, or use a socket nearly the same size as the outside diameter of the seal to act as a drift and gently tap home.

REPLACING CRANKSHAFT

Spray a little oil or Tri-Flon on the shaft and main bearings and press home. Place a little grease or vaseline on the crank-case gasket to hold it in place and press the cases together. Great care should be used to make sure the con rod and piston are in the correct position during assembly otherwise the piston may be badly damaged.

WOODRUFF KEYS

There are three woodruff keys used during assembly. One locating the rotary valve locator, the second under the drive sprocket and the third for the ignition rotor. A small tip is to slightly tap them down on the leading edge, that's the end nearest to you as it faces you in the groove. When tapped down slightly it presents a small taper which levels up when the relevant part is pressed home.

ROTARY VALVE

After replacing the rotary valve locator make sure the retaining circlip beds home into the groove. The eyes of the circlip will settle each side of the protruding woodruff key when fitted properly.
When fitting the rotary valve, make sure the piston is at Top Dead Centre. It is possible to get the rotary valve on the wrong way round, and the only way to tell is to try it both ways. The rotary valve works in a clockwise direction and the 'window' in the valve will be partially open over the inlet. The 'leading edge' of the valve is the side of the window which will block off the inlet as the valve turns clockwise. The leading edge when fitted should be the furthest of the two positions from the inlet port.
Place gasket on rotary valve cover and make sure the small hole in the gasket lines up with the pulse hole in the case. Also check this when fitting the carb gasket. Fit the cover.
The barrel base gasket should be replaced as it was removed, if it is in good condition. Make sure gasket does not obstruct transfer passage. If it does, carefully trim the offending part of the gasket away.

BARREL REPLACEMENT

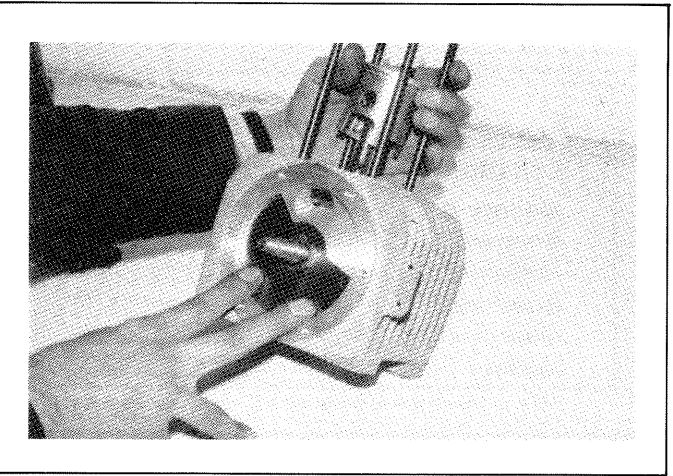
Using competition oil, liberally spray main bearings and big end before replacing barrel. Also spray a little oil on the bottom of the barrel to help the piston and rings slide into the bore.
Locate the rings evenly each side of the locating pins on the piston and squeeze the rings together with your fingers. Place the barrel on the barrel studs with the other hand and lower towards the piston. Great care should be used when sliding the barrel over piston and rings.

IF IN DOUBT – DON'T! START AGAIN ...
When the barrel is fitted, then replace the head, which indicates which is the front by a slight slanting of the fins to the rear.
TORQUE DOWN HEAD NUTS TO 12 ft.lb.

TIMING THE ENGINE

Using a dial gauge find T.D.C. and then turn the engine backwards 2 point 3 turns (2.3mm ignition timing). The mark on the rotor should then line up with the mark on the stator. If not, adjust the stator until it lines up and then tighten the three allen head set screws and re-check, starting from T.D.C.

Jackie Brown



Pistons

Check after every meeting and replace every 4 meetings.

Crankpin

Change every second major rebuild.

Rings

Change after two meetings.

Crank Assembly

The crank should be checked for true-ness during every rebuild. It should also be checked after a heavy seize or a flipped chain.

Compression

At T.D.C. the compression chamber should hold 9.5cc of oil, ideally.

Main Bearings

Main bearings should be replaced after every 5 meetings or after a wet meeting or a heavy seize. If they feel at all gritty – change them.

Small End

Pretty tough – change every major rebuild.

Oil Seals

Change every meeting.

Bore and Liner

Re-bore after every four meetings or when clearance anywhere is 4½ thou. or more.

Big End

Change every four meetings.

Rods

Change every major rebuild.

Race Plugs

Champion N52 or N54
Motocraft AG403 or AG603

JOIN THE CLUB — WHY?

Everyone has to be a member of a club to race, so the most sensible thing to do is join a club that gives you the greatest benefits!

THE CENTRAL KART CLUB is always striving to promote long circuit racing. In '82, '83 and '84 they brought you the richest long circuit championships, and organised events at Thruxton, Snetterton, Mallory Park, and Brands Hatch. In 1985 they will once again organise the Champion of Champions series, 4 rounds of the British Championships, the Martyn Merritt Memorial meeting, arrange practice days prior to events and even throw in a few discos.

AFTER ALL THAT, WE'LL STILL SAVE YOU MONEY!

Each member will get:

- Entry fees reduced by £5.00 at all club events.
- Practice fees reduced by £2.50 at special practice days, prior to events.
- 5% discount on equipment purchased at meetings from the ZIP service van.
- Advance information on all international events and practice days.
- Club disco at most events.
- The richest Club Championship in the U.K.
- For 125cc drivers the £4,000 Championship Series.

SO SUPPORT THE CLUB THAT SUPPORTS YOU

Full membership £15 per year (you can recuperate this in 2 entry fees and 2 practice days alone...)

NAME _____
ADDRESS _____
TEL: _____ (home) _____ (bus)

I race in class _____
Kart _____ Engine _____
Race Number _____

All applications must be accompanied by your cheque or P.O. for £15, payable to 'Central Kart Club'. Send to Rushforth, 9A Sunny Grove, New Costessey, Norwich.

If you race 125 or 250 Int, do you wish to race in Europe YES/NO

1985 CENTRAL KART CLUB MEETINGS

| Location | Practice | Race Day | Status |
|--------------|----------------|-------------------|-----------------------|
| Mallory Pary | 16th March | 17th March | 125cc Series* |
| Snetterton | 27th April | 28th April | RAC B.C./125cc Series |
| Mallory Park | 20th July | 21st July | RAC B.C./125cc Series |
| Snetterton | 23rd August | 24th August (Sat) | RAC B.C./125cc Series |
| Mallory Park | 14th September | 15th September | RAC B.C./125cc Series |
| Mallory Park | 12th October | 13th October | 125cc Series* |

*These meetings include all L.C. Gearbox Classes.

ZIP-BRIDGESTONE 125cc CHAMPIONSHIP SERIES

THE RICHEST 125cc SERIES IN EUROPE; cash, tyres and awards in excess of £4,000, open to all drivers with the following qualifications:

1. Must be a member of the Central Kart Club
2. Must be driving a ZIP Kart.
3. Must be using Bridgestone Tyres.
4. Must be using a Rotax Motor.
5. Must be registered for the series.

The meeting will be open to all 125cc National drivers, but the prize fund is only open to drivers who meet the qualifications. Qualified drivers will take preference on entries.

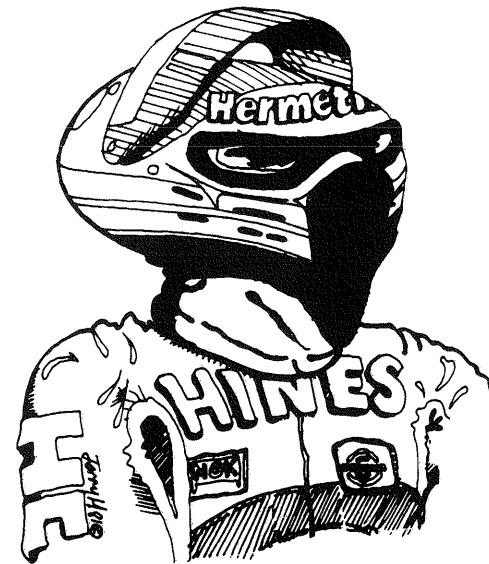
I WISH TO REGISTER FOR THE 125 CHAMPIONSHIP.

My Race Number is Club Membership No.

Name

Address

I enclose registration fee of £5.00



HINES STATE SIDE



They even put a sign out for us!

During the Christmas and New Year period, along with Stuart Ziemelis, John Jackson and Kurt Luby, I visited the W.K.A. Winter Nationals and World Enduro Championships at Daytona Beach, Florida. It was indeed a heavy schedule for everyone, as we all left on 27th December and arrived late that evening in Daytona and the only practice left was between 7.30 and 9.30 the next morning. What made it all a little more bearable was, that after leaving Heathrow in temperatures about 0 degrees Centigrade, we arrived 10 hours later in Florida where it was 25 Centigrade. As you can imagine it was an early rise the next morning to get the karts out of the packing cases and mobile.

As you approach Daytona for the first time it presents an awe-inspiring view. All you can see is the enormous wall around the circuit and the famous name – Daytona U.S.A. – as large as life displayed in the sky. It is then that you realise this peculiar wall surrounding the circuit is of course not a wall but the banking of the circuit! If you have never seen it, it is difficult to imagine. In some places it appears almost vertical but is in fact at about an angle of 45 degrees and you can certainly not walk up it. You might just get up it on all fours. Probably the most daunting thing of all is when you turn out of the tight infield into the first of the banked corners, it's like driving into a brick wall! At least that's what you think you're going to do but you just keep your foot in and rapidly change up through the gears until you are flat out in

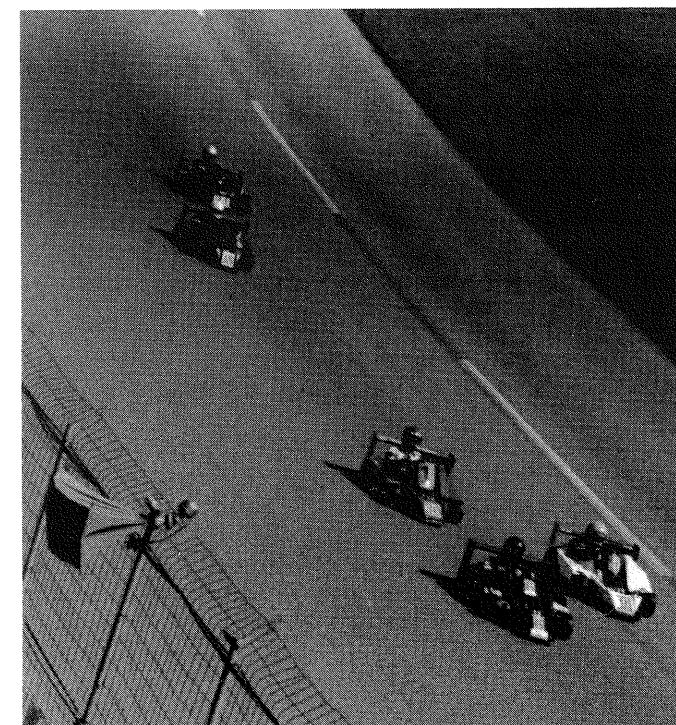
sixth. By this time you are about two-thirds through the first bend on this gigantic Wall of Death. It is then you realise, not only is there a long straight for the engine to rev its little heart out on, but another banked corner the same as the previous one and, wait for it, another long straight, then, yes you've guessed it, another banked corner. Even then you have the long straight past the pits before the engine can finally have a breather, as you come down from what must be 150mph to a peculiar tight left hand corner which is taken in second gear before going into the tight and narrow infield.

Lap times came down to approximately 1 min 55 secs, giving an average speed of around 115mph. The only fault with the circuit I felt was the infield section should have been a little quicker and wider to give a nice even feel about the track; it did just seem a little unbalanced. Nevertheless, apart from Silverstone, it is a fantastic circuit to drive and experience, certainly worth the trip even if you only did ten laps. The rate of engine fatalities was incredibly low considering you are sitting there flat out in sixth for something like 1 min 25 secs!

If you think that is amazing, how about this. During the Daytona Week the W.K.A. doesn't only run the long circuit enduro championship, they also run in with the same Winter Nationals Sprint Racing on a normal kart sprint circuit a couple of miles down the road. On top of that they also run a Dirt Track event on a speedway type oval.

Over here we consider 400 entries at Silverstone a really big event, whereas at Daytona on the long circuit they had 907 entries, the sprint event some 200 while the dirt track had about 350. When you consider it was all part of one championship, hosting 1457 entries, then we really have not started yet. You might well ask how many drivers do they have in the States. The W.K.A. (World Karting Association) has 30,000 drivers and that is just the W.K.A. because in the U.S.A. there are two governing bodies. On the West Coast they have the I.K.F. (International Karting Federation) whose membership is reported to number 40,000 drivers! Karting is certainly not dead in the States. You may recall in 1983 Terry Ives came over to race in the World Championship rounds at Jyllands Ringen and Silverstone. A long way to travel, but Terry who also went to Daytona and lives on the West Coast in California, drove for 55 hours to get to Daytona. That is enthusiasm for you.

It was reassuring to see at Daytona more gearbox karts than ever before with a very healthy showing of 125cc and 250cc Rotax machines. In fact, the Superkart entry of 44 was considerably higher than ever before. That may not sound a lot out of the 907 but remember they have a fair amount of classes in America, in fact they had 17 classes in all at Daytona. On that basis the average entry was around 54 per class. The amazing thing is that with all those drivers and the amount of money there is in karting in America there were only about 400 spectators at that incredible venue. The racing gave the few spectators excellent value for



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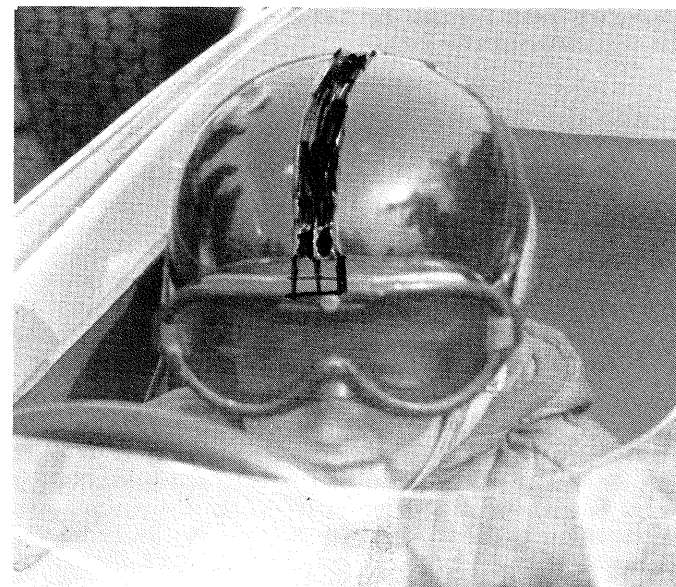
Profile. . . . Brian Heerey

He was third in the 1983 Bridgestone/C.I.K. World Formula E Championships and started the 1984 season well with his South African win, then things started to go downhill, culminating in a disappointing season for him. The most significant highlight to we his public was his World Cup victory. One thing though about Brian Heerey, you can't keep him down.

He arrived to a racing orientated family in January 1959 and was virtually weaned on motor racing. Having a 15 years older brother, Howard, about to go into the sport and a father, also Brian and deeply involved, it was probably to be expected. Gatley Primary School triggered off Brian's education and led to Hulme Hall Preparatory and eventually to Hulme Hall Senior where he left at the age of sixteen. He professed no real interest in things academic, more interested in things mechanical. He did, however, gain six C.S.E. grades. Whether through modesty or not on his part, it was difficult to extract this information; thankfully his father was a little more forthcoming.

As stated, he left school at sixteen but, just before leaving, acquired a secondhand Garelli moped on that 16th birthday—only to be immediately banned from taking it to school! Not to be deterred by authority and fed up with the old one, a new Garelli followed, was promptly tuned and, much to the consternation of the neighbourhood, became the envy of the local 'Moped Gang', of which our Brian quickly became the leader. It was logical progression to follow in his father's footsteps and enter the family garage business as an apprentice motor mechanic. Perhaps father Brian, exasperated by his younger son's 'wayward tendencies', finally decided to apply the 'thumbscrews', or recognised his natural leanings and accepted him into the fold.

Young Heerey knuckled down eventually and attended Stockport Technical College to work on a City and Guilds programme. He is currently in his fourth year and is a self-employed motor trader, sharing his father's Used-Car pitch and premises. As said earlier, motor sport has dominated Brian Heerey's life from the moment he could stand up on his own. The activities of brother Howard all but controlled the household. In terms of lifetimes father Brian must have expended three—at least—in the pursuit of, firstly, Howard's interests and latterly Brian's. Howard did a lot of successful motor racing in the 1960's; in saloon cars, Clubman Sports and Formula 3—he was the BRSCC Clubman Champion in



2½-3 years old (early '60s) at the wheel of Howard's F3 Brabham. Don't know who drew the 'go-faster' strip on his lid!



Brian in 1980 with Mother and Father at the Buxton K.C. prize giving

1966 and 1967 and held 11 lap records simultaneously at different circuits. Consequently from the age of about two years Heerey the younger was 'mechanic' at all circuits, from Castle Coombe in the south to Ingleston in the north—even Monaco! Howard now lives in Australia—another loss to British motor sport.

Heerey is quite a character, he has an affinity with things mechanical. Midway between the ages of 16 and 17 it was exit moped and enter cars. He devoted a lot of time and energy building a Mini equipped with a 1275cc engine and all the 'mod cons' that went with the period. A driving test was booked for his 17th birthday and he duly passed on the day. Such was the attitude of Brian Heerey then that he considered the authority of law and order something to be challenged; there were many encounters with the 'Old Bill'. Unfortunately Brian's exploits were not as clandestine as those night adventures related a couple of months ago by Chris Merlin. He was finally pulled by the Law doing 80mph plus over the local railway station's humped back bridge!

The incident jolted him into an awareness that perhaps his activities were bordering on the dangerous, to say little of anti-social. He decided it was time to try driving fast in more appropriate surroundings. Though cars held his interest he had in fact been driving an old 250 kart on a local disused R.A.F. camp and, after a visit to Longridge, decided to start competing.

An old Blow Hustler was purchased from the local grammar school but its Villiers engine was incomplete, so a visit to the premises of the late Len Fletcher secured what turned out to be a 'quick' cast iron barrel. That was the beginning of a reasonably successful season and Brian collected several trophies for his efforts. Later in the season, having secured his father's interest and support, a Bullitt chassis was purchased from Peak Revs and a new Upton Villiers mounted on it. That outfit proved to be too heavy and rigid, it had definite handling problems so a new Zip GP chassis was ordered for the 1978 season.

The Villiers class was at its peak at that time with many well known names—Steve Styrin, Phil Ansell, Owen Jones, John Newton, Bill Longdon, John Field and Richard Dean, etc competing. He competed reasonably successfully at Morecambe, Longridge, Chasewater, Wombwell, Fulbeck, Cadwell and so forth. That was the year of the first British Kart Grand Prix at Silverstone where he managed a third place, only to receive the champagne cork in the eye whilst on the rostrum! This resulted in a six months lay off, however he returned to Silverstone the following year, 1979 and achieved his first major win in the Villiers class. He led home Will Hoy, Phil Ansell, Richard Dean, Clive Leeson and



1979 — Into the Cadwell hairpin under heavy braking on the same 210 outfit used to clinch the GP.

Owen Jones, the result of an accomplished climb from the sixth row, a stupendous battle that Brian remembers to this day.

The following year, 1980, he changed to 250 International with a Zip/Yamaha and managed to finish fourth overall in the Zip Champion of Champions series. 1981 saw the advent of water-cooling and the emergence of the Rotax engine which was to form the springboard for future development and dominance. It was mainly for financial reasons that Brian and his father steered clear of the Rotax and decided to convert the air-cooled Yamaha equipment to 'G' specification water-cooled. It proved to be a disastrous decision and, although he just about managed to stay on the pace, it was a very disappointing and mechanically expensive season. By that time W.P.T. had been giving Brian some very useful and appreciated sponsorship and, when 1982 arrived, it was suggested he drive the Tony Smith Mugen Honda double. Brian is still of the opinion that with more development work the Honda could have been competitive, but that was not to be and the least said about the episode the better for all concerned, except that for Brian it was a 'lost' season.

1983 arrived, he was without a drive and was considering giving up altogether in favour of spending more time trying to earn a living. However, late into the season the urge was on him again and he purchased the ex-Owen Jones 1982 Zip/Rotax. Father tweaked and updated both the engine and chassis and again he was reasonably competitive, using an early '80 engine as a spare. At last he began to benefit from some good results, including a double win in the TV Times World of Sport Supercart series, third in the Silverstone GP to Torgier Kleppe and Steve Stylin, second at Le Mans in the final round of the World Series and a win at Oulton Park. He finished the C.I.K. World Championship with a total of 23 points to Martin's 25.

Last year started well, he took his 1983 equipment to South Africa and won the first round of the '84 World Series. This resulted in a late start to the U.K. season as his equipment did not arrive back in time. In the meantime Brian had been offered by Martin Hines a full-bodied Zip outfit to drive on behalf of PJ1 Oils. W.P.T.



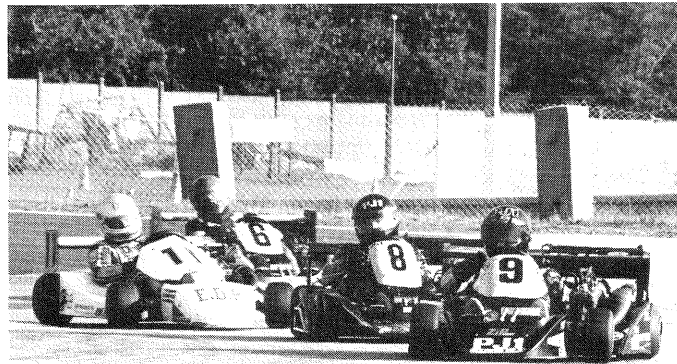
came up with an '84 Rotax, to be followed by another from Chris Taylor of CTRP so, in theory, he should have been better placed than ever before for a really good season.

He made a good start with the PJ1 outfit by winning the Donington World Cup, only to be followed by endless engine and tyre problems. Disintegrating big end cages were the principal cause of blown motors, but he does hasten to add that in no way was the synthetic oil to blame as after initial doubts and a brief return to Shell and Castrol only resulted in even more failures. Tyres were an even bigger problem, the Silverstone GP was a tyre failure on the third lap, resulting in a high speed exit on Hangar Straight due to centrifugal force increasing the diameter of the tyre to such an extent that it fouled an exhaust bracket.

Nurburgring was a combination of both engine and tyre trouble. After the Pre-Final a big end cage was found to be cracked in his only remaining engine so, after cannibalising two engines to make one runner in a very short space of time, he arrived back on the dummy grid having overlooked the replacement of a front wheel valve cap. By the third lap it had deflated to such an extent as to make the kart undriveable.

Le Mans was similar, except that the results were determined by the atrocious weather conditions. In the Pre-Final he had a spin onto the grass which filled the engine with debris causing a big end to seize shortly afterwards. The spare engine was fitted for the final and he started from the back of the grid. Due to wet electrics the engine misfired from the start and refused to clear, consequently he finished in a lowly position.

The season culminated at Mallory Park on October 14th and on the first lap of the final, when exiting Gerrards, a rear tyre left the



Le Mans '84, during a very close heat, Brian leads Goff (8), Stylin (11) and Gange (6) (Pic: Doug Rees)

rim and he went backwards into the barrier. Although luckily unhurt he was requested to take a ride in the ambulance for a check over at the Medical Centre. Altogether it was a very disappointing end to a season that had started so well. As yet Brian has no karting plans for 1985.

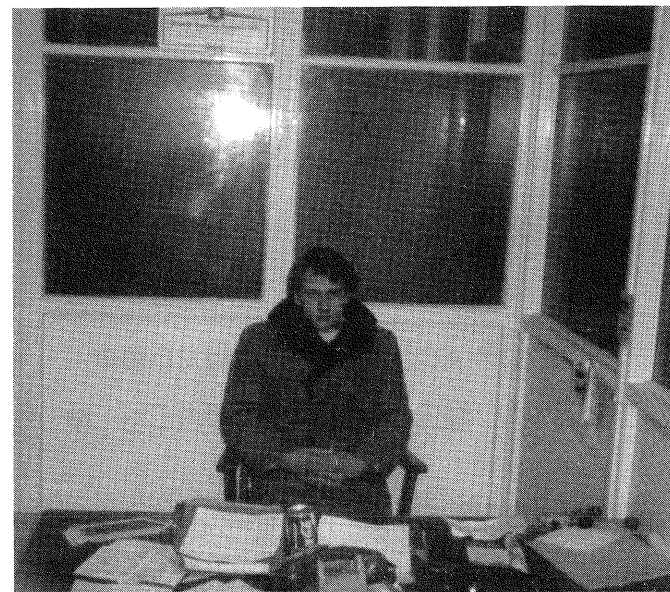
Looking back over his racing career it is difficult to pick out his most satisfying race. Perhaps his first major win in 210 National at the 1979 GP because it was a race long battle and only decided on the last corner, Woodcote, of the last lap, or perhaps his first 250 International win at Oulton Park when he started middle of the grid and managed to overtake everyone and narrowly beat Martin to the finish. The eyebrows lift a bit — maybe the 1984 World Cup win, because after running second to Lennart Bohlin most of the race, he was suddenly relegated to fourth by Martin and Reg on the last lap but managed to rectify that in the chicane.

He has been on Zip equipment for some time now, the chassis is good and handles well, the best he's had the opportunity to drive. The Rotax engine he considers unbeatable but still fragile and a little unreliable. When using the full body he admits to not being happy with it, especially in traffic. It's alright if you're out front and it performs well on circuits such as Silverstone, but perhaps he did not have enough practice or perseverance with it.

Brian is ambitious and would like to try his hand at car racing, preferably FF2000 or Formula 3 but thinks it unlikely, it takes

sponsorship and "I am not very good at selling myself, also I'm too preoccupied with my present activities". He loves water skiing and is out whenever possible, he has a half share in a good boat. What with selling cars which involves weekend work and karting there is little time left for anything else. It is business requirements that preclude him from attending Saturday practices and any kart test days.

Karting needs to progress if it is ever to outstrip its old image. It needs more public awareness, the speeds and spectacle of a good Supercart race have to be taken to the people. This could possibly be achieved by staging some of the events together with motorcycle or car races that are being fully televised. Television is the key to



1982 — 'Depressed' motor trader at work!

attract all those badly needed sponsors. "No doubt Martin has thought of all this and nobody tries harder or better than him."

Brian comes across often as an uncomplicated individual who adopts a casual approach to his racing. Nothing could be farther from the truth, though sometimes impetuous his attitude to racing is very serious. He is a skilled and competent driver who has learned his craft over many seasons. It is only when you look beneath the veneer that you see and appreciate the real Brian Heerey.

Though he shrugs his shoulders and says he has no plans for 1985, don't be misled, he still has his equipment, nothing has been sold and Cadwell is not far away.....



Not so depressed motor trader at play! (With Gina and mechanic and friend, Martin Hind).

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