

K AND S

THE INTERNATIONAL MAGAZINE

KART AND SUPERKART

MARCH 1985

75p

PROFILES:-

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McCallum**

**Tim
Parrott**

**Barry
Tomlinson**

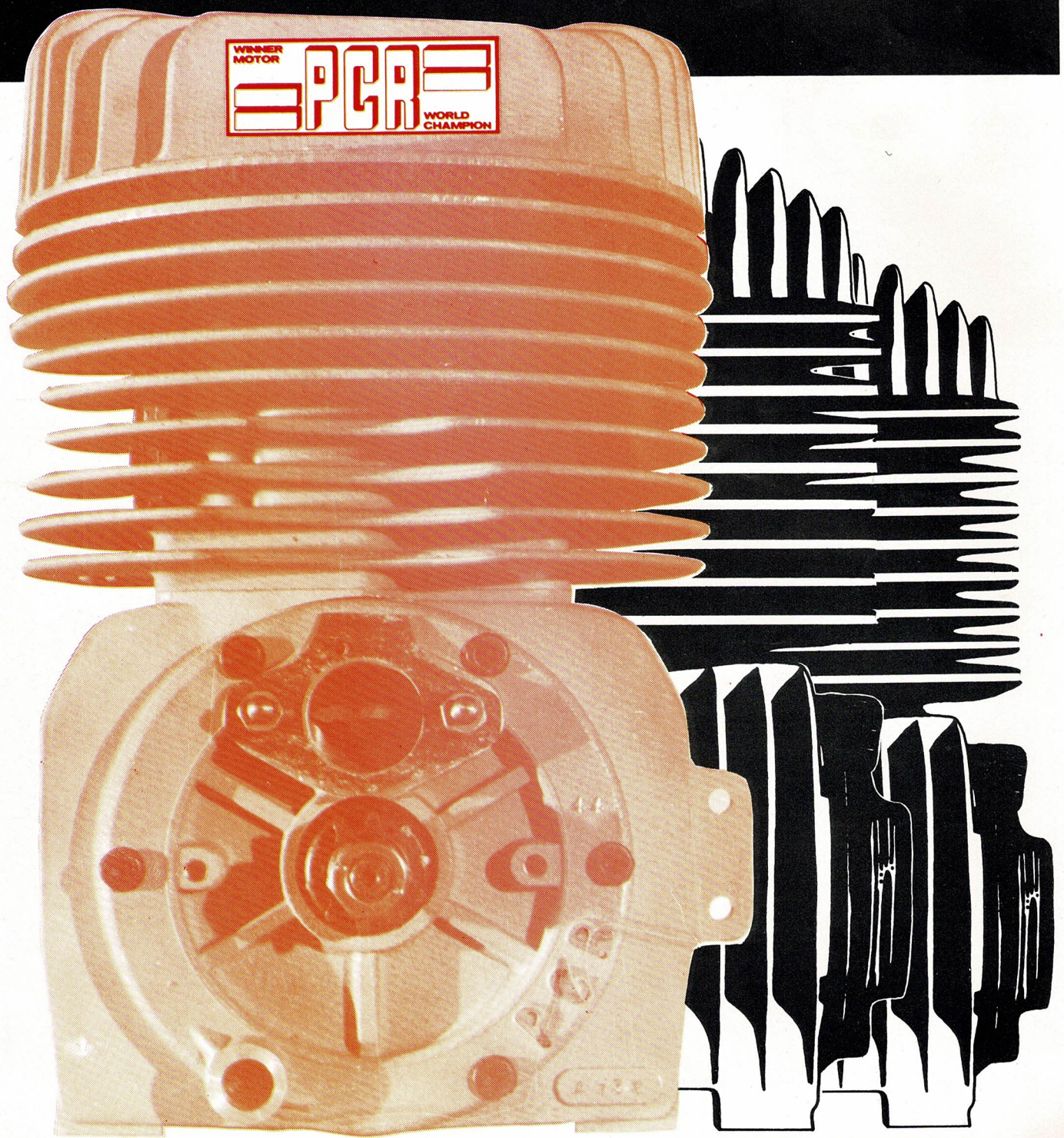


Peter McCallum



Class of 125 is back
Personality Columns

IF WINNING MATTERS



1st, 2nd, 3rd, 5th, JUNIOR WORLD CHAMPIONSHIPS

BOOSTER-BRITAIN-NATIONAL-INTERNATIONAL

Via Spolverini, 9-29100 Piacenza, Italy

Tel: (0523) 61607

K AND S

MONTHLY

FRONT COVER:

Dartford Karting
driver and Junior
Britain Champion,
Nicky Hart,
in action at
Snetterton

(Pic: Steve Fairgrieve)

No. 75



'Peak Revs' boss and 1983 250 National GP winner Alan Cheetham is enthusiastic about the inclusion of the KTM water-cooled engine in the class. The availability of the KTM and engine spares is very satisfactory. Three prominent names will feature this year in 250 Nat, all ex-125 and all KTM mounted — Mark Allen, Keith Bisp and Mark Webster.

It is believed Alan will be the only driver racing under the 'Peak Revs' banner, however, depending how things develop during the season, another driver may be recruited.

(Pic: Rodger Calvert)

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contents

2

Editorial, RAC update, news and views from around the karting world.

7

210 TALK

John Burns gives an informative step by step guide to 210 National preparation and rebuilds..

12

HINES QUARTER

The booming International scene, some surprise news about Knockhill, plus details of all the major European events.

16

Profile.....PETER McCALLUM

Scottish Champion several times in Class One, we examine Peter's motives for moving into 125 and his racing relationship with sponsor Duncan Coulthard.

18

100 SCENE

The regular look at the Class One side of things.

23

ENDURO RACING AGAIN

George Robinson discusses the differences between an enduro kart and the conventional setup.

25

Profile.....BARRY TOMLINSON

A look at this 250 National driver who this year is going it alone.

27

CLASS OF 125

Stuart Ziemelis examines possible ways of restructuring the 125 class.

31

Profile.....TIM PARROTT

A young man who, when not working or racing, devotes his time to securing sponsorship.

34

Bridgestone United Kingdom Championship regulations.

35

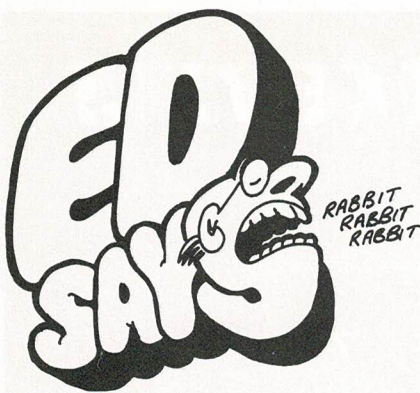
CLUB SCENE

The monthly glance at the club racing world, albeit this month a little short, but the weather can be held blameworthy.

38

WHERE AND WHEN

At last the season is under way and the programme for the coming month looks pretty crowded.



It has been voiced before and no doubt it will be again 'contact' driving *must* be stopped. It is said 'the pen is mightier than the sword', but when trying to summarise the general feelings of observers, the complaints of drivers so victimised and the use of the 'pen' as a lever to pressure the authorities into taking positive action, the results to date would suggest the 'pen' to be anything but mighty.

Apart from the obvious hazards of contact driving there is the enormous toll on equipment, often totally written off and, if the poor unfortunate cannot afford replacement gear, his or her racing is over until such time that enough funds can be scraped together to start again. Rather than on the decrease, contact driving is on the increase, if recent observations are anything to go by. It makes a respectable kart meeting look like a destruction derby! Surely if that's all the offenders want as a sport it would pay them to go dodgem racing, a lot cheaper and infinitely safer for everyone else concerned.

There is an answer, perhaps a hard pill to swallow — those drivers observed and there are many, deliberately taking or attempting to take out other drivers, should be suspended from racing anywhere and have their licences taken away for a minimum period. The length of the suspension could be calculated on a sliding scale, dependant on the severity of the offence. They should also be subjected to heavy fines by the R.A.C. Such action, drastic though it may be, might at last put paid to this intolerable practice.

The Cadwell Spring Trophy meeting a couple of weeks ago raises a few questions but not for the same reasons as above, more the safety aspect and the advisability of mixing experienced drivers with non-experienced. Of course no one wants to penalise the inexperienced or novice drivers by preventing them from competing in the class of their choice when they move from short to long circuit racing. Yet the transition is achieved too quickly, a novice driver can obtain his four signatures at four short circuit meetings and straight away can move to long circuit and race as a novice at meetings up to National status. The number of signatures required should be extended beyond four, perhaps even to as many as ten, before being judged proficient for long circuit. Even then there should be a restriction that prevents a driver from racing 250 International until long circuit conditions have been experienced in one of the national classes, regardless of whether or not the driver has already been competing 250 International on short circuit. Only by this or a similar means will it be possible to reduce the incident rate and make long circuit karting safer for all.

The first round of the new Bridgestone sponsored United Kingdom Championships is just around the corner. The response to the concept when it was first announced in this publication a few months ago has been overwhelming and registrations have been flowing in thick and furious. The initial meeting on 17th March at Rye House promises to be a bumper

event and hopes are it will attract large spectator turnout. It is nice to see Rye House again included in a major championship series after so long being denied one. Now that the Hoddesdon Kart Club has the lease on the circuit it has given added incentive to bring Rye House back to the forefront as one of the country's premier tracks.

Ed McCormick

KELGATE-GOFF FOR 1985

Engineering Services (Bedford) Ltd partners Derek Barnett and Malcolm Richardson are to sponsor Formula E driver Roger Goff this season. A budget figure has been agreed and details have been drawn up. Roger will be entered for meetings under 'Kelgate Zip/Goff Rotax', Kelgate being the familiar trading marque. The sponsor will be responsible for supplying kart, mechanics, driver entry fees, leathers and mechanics' overall which are to be of the paper, throw away type and the team colours will be black and gold.

A new kart with variable geometry has been developed by Engineering Services and one complete chassis and a spare frame will be provided. Further development work continues to make light-weight hubs and single wheel knock-ons, but these items will only be available to the team and are not intended for general production.

This sponsor/driver relationship is ideally located, with both parties situated in Bedford there are no communication problems. Roger will be responsible for all his own engine tuning and the close proximity of both parties make liaison over the testing of twin port front calipers that much easier.

The objectives are to present a racing team with a first class professional image along the same lines as a Formula One racing team and to produce an image equal to the performance of the kart. It will update karting in the eye of the public. Obviously the main emphasis is on winning and that will be the first priority on Roger's list when he looks to the forthcoming CIK/Bridgestone World Formula E Championships.



Roger Goff

(Pic: Rodger Calvert)

DEFINITELY ON THE MEND

Derek Shaw, father of Ian, 125 National driver, suffered a mild heart condition several weeks ago. We are happy to report he is well on the way to recovery and will be spending the next few weeks convalescing at home. K&S wishes Derek a speedy return to the paddocks.

Andy Martin of Car & Karting Centre is sponsoring Glen McAdam this year. Glen will be racing an Aero kart and Andy will be using a fullbodied 210 National.

RAC NEWS/CIK UPDATE

Helmet Standards

The RAC MSA have announced that 'SNELL 1985' has been added to the accepted crash helmet standards with immediate effect. Full details, colour, etc, will be made available shortly.

The CIK announce that the use of a rollbar and seatbelts in Formula E is allowed *but is not obligatory*. Seatbelts alone must not be used unless a rollbar is installed.

All karts must have two roll-over structures. The first roll-over structure must be in front of the steering wheel, not more than 25cm forward of the steering wheel rim and at least as high as the top of the steering wheel rim. The second roll-over structure must be high enough for a line extending from the top of the first structure to the top of the second, to pass over the driver's helmet when he is seated normally in the kart with his helmet on and the seatbelts fastened. The line must pass a minimum of 5cm above the top of the driver's helmet.

Fixing: Seatbelts (which must be 4 point fixing with shoulder and lap straps) must be securely fixed to the main chassis members. The rollbar must be braced.

Definition of Power-Valve

By 'Power-Valve' is meant any system which can alter by manual, electric, hydraulic, or any other means, the normal exhaust port timing, or the normal flow of exhaust gasses at any point between the piston and the final exit of the exhaust when the engine is running.

RAC additions!!!!

At the RAC Kart Committee meeting held on Wednesday 20th February the following points were agreed upon after discussion:

1. The Committee stated that the price of the water-cooled KTM engine which, is eligible for 250 National from 1st March, must not exceed £750 (plus v.a.t.) **and the price must include** ignition with coil, carburettor and engine sprocket.
2. The Committee also decided to allow kart clubs, if they so wish, 125 P&R karts to race with blue number plates and white numbers in 125 National where the class is sub-divided.
3. The RAC Kart 'Open Day' has been move from **8th June** to **Wednesday 22nd May** and will be held at 31 Belgrave Square, London between the hours of 10.30am and 1.00pm.
4. **Article 3.2.1.** in Kart Technical Regulations in the 1985 'Blue Book' which states: "Any driver, who between 1.1.75 and 1.1.85 has come in the first five places in any class (other than 100 Junior Britain or 100 Britain7 in the MSA British kart Championships, will not be permitted to race in 100 Junior Britain or 100 Britain," is to be reformulated to **allow** Junior International drivers to race in the Britain classes — **but not in the MSA British Championships**. Further information when it becomes available.
5. Mr Michael Southcombe was elected as Chairman of the Kart Committee and Mr John Sutton as Vice Chairman.

250 YAMAHA CHALLENGE 1985

There is a date change to the venue list published in the February issue of Kart and Superkart. The second round at Little Rissington moves from 5th May to 7th April.

Next month's features include:- Cadwell Park Spring Trophy meeting, driver profiles, plus news from our regular columnists. (These items correct at time of going to press). Publication date for April: Thursday 4th.

Unfortunately there is no Mainly Merlin column this month, but Chris will be back for April with plenty of news.

IMPORTANT!

All competitors in the Bridgestone united Kingdom Championships please NOTE the the times give in the A.S.R's for Hoddesdon KC, in the Series Booklet issued to all registered drivers, have changed. They now read as:

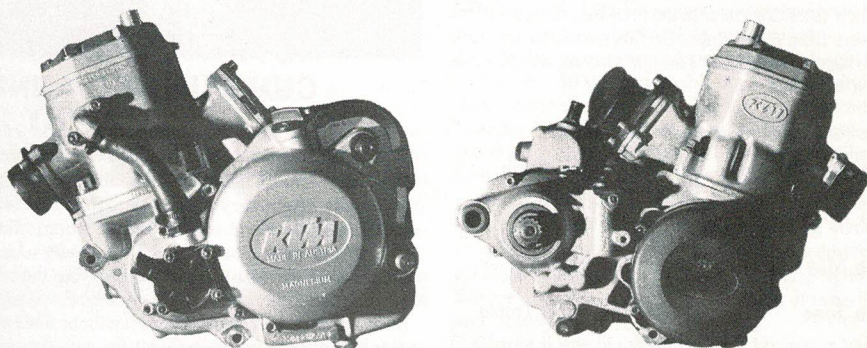
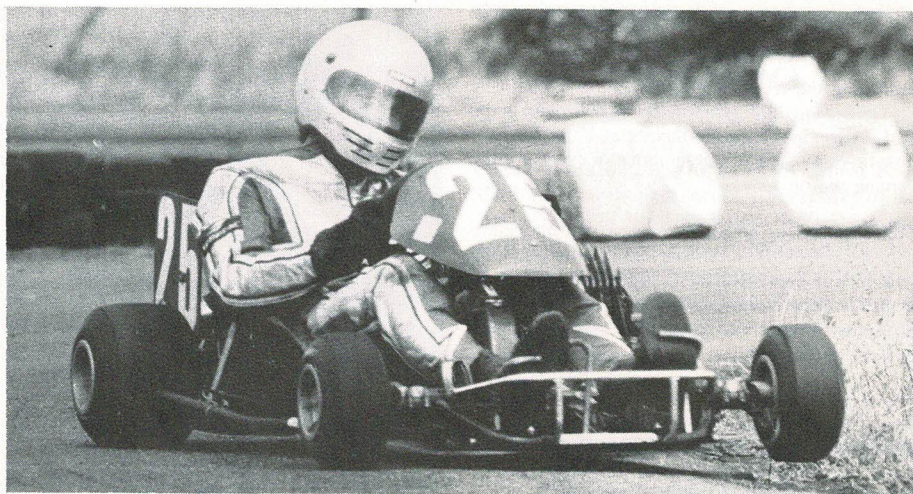
Signing on	— 8.00am— 9.30am
Scrutineering	— 8.00am— 9.30am
Practice	— 9.00am—10.30am
Lunch	—10.30am—10.45am
Drivers' Brief	—10.45am
First Race	—11.00am

The British Printing Industry Federation is to make a video film during early March in an effort to attract school leavers into the Industry. Enfield Printing Company who print *Kart and Superkart Magazine* has been selected by the Federation as one of the companies to represent the Industry and — wait for it — the Federation has selected *Kart and Superkart* as the representative magazine produced in Enfield Printing's range. The film will be shown around schools throughout the country by BPIF during the coming months. All good stuff, eh!

NORFOLK AND SUFFOLK KC

The new Competition Secretary of the Norfolk and Suffolk Kart Club is:

Mrs Anne Caswell,
9 The Fields,
Tacolneston,
NR16 1DG.
Norfolk.
Telephone: Bunwell 629.



Just two of the drivers up to 250 National this year with DTM water-cooling— Mark Allen (above); two views of the engine (below).....

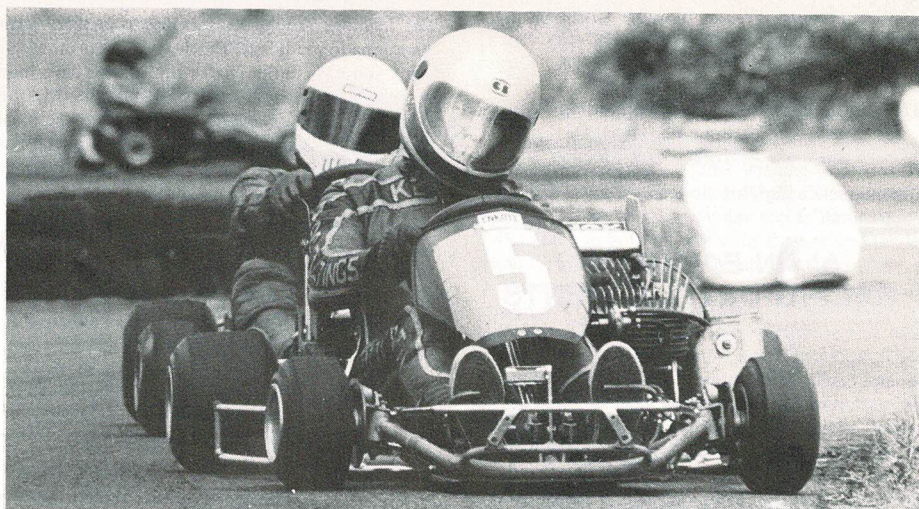
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Advertisements are only accepted subject to the above conditions.



.....and long time campaigner, Keith Bisp

(Pics: Top & bottom — Doug Rees)

JUNIOR WORLD CHAMPIONSHIPS 1985

The Junior World Championships and Junior Ladies Intercontinental 'A' will take place at Le Mans between 4th and 7th July. All Juniors interested in competing are reminded they must write to the RAC MSA (Mr Robert Langford) as soon as possible for an application form to compete in this C.I.K. event. On completion the application must be returned to the RAC along with the appropriate fee.

Mr Tony Temple has again been nominated as Team Manager and all Juniors who apply are asked to advise him as soon as they do so, in order that he can organise teams preparation prior to the event.

IF YOU WANT TO BE INCLUDED — DON'T DELAY — WRITE NOW!

To:

Mr R. Langford,
RAC Motor Sports Association,
31 Belgrave Square, London, SW1X 8QH

And advise:

Mr A. T. Temple,
8 Orchard Close, Forncett St. Peter,
Norwich, Norfolk.

FELTON CALENDAR AMENDMENTS

Following the recent announcement of a complete change to their 1985 race fixtures as published in the RAC "Blue Book", the Northumbrian Kart Club have now finalised their full programme of events for the coming season.

Major changes to the normal pattern of events centre around the revised Club Championship, which in 1985 will be held over 3 Rounds as opposed to the usual nine. The point scoring system has also been revised to take into account a drivers performances in the heats as well as the final.

The seven remaining dates are taken up with various other Championships including the Bridgestone UK Championship, Border Championship, North-Eastern Area Championship and Summer Challenge meeting. Hopefully all meetings will be sponsored.

Full details of all these meetings will be advertised as their dates draw near in the hope that they can attract drivers from other clubs. On this particular point the club assure us that all "Foreign" drivers will be made most welcome.

The full schedule of events is as follows:-

- 17th March** — The Cock of the North Trophy Meeting.
- 21st April** — Club Championship — Round 1.
- 19th May** — Border Championship — Round 1.
- 16th June** — The Felton Sprints Trophy Meeting.
- 21st July** — Bridgestone United Kingdom Championship — Round 7.
- 18th August** — Club Championship — Round 2.
- 22nd September** — The Summer Challenge Trophy Meeting. (revised)
- 20th October** — North-Eastern Area Championship.
- 17th November** — Club Championship — Round 3. (Final).
- 15th December** — Turkey Trot Meeting.

Note: Practice days are now on the First Sunday of each month.

ALAN EASTWOOD RACING DEVELOPMENTS

The first production batch of the new Kobra kart is totally spoken for and work is well under way on the second batch. Mick Mayers of Norfolk and Suffolk KC has ordered two and junior racer Matthew Kemp will also be using one. There is also a Works Team of two karts which will be raced in Senior Britain.

Chassis for 100cc and 125cc short circuit classes are readily available and production is already under way on a 250cc model which will be on the scene in the near future.

PLYMOUTH KART CLUB

From its early beginnings as a founder member of the Plymouth Sports Council in the mid '60s, the Plymouth Kart Club has had a varied existence. Some years just one meeting was run in a city barracks, other years there'd be no meetings at all.

In 1970 the controversial 'Drake 400' meeting was held in Central Park; with 200 drivers, 12,000 spectators and a true one mile road course with a 70mph lap average, it was sure spectacular. A certain M. Allen took both the Class 'one and two' honours!

Unfortunately a nasty accident reflected badly on the sport and this caused the City Council to adopt a negative attitude to Kart racing for nearly eight years. However, they eventually relented in a big way and the club was allowed to hold a couple of meetings on Plymouth's famous Hoe.



CUMBRIA KRC ANNUAL DINNER DANCE AND TROPHY PRESENTATION

Friday 4th January officially marked the end of Rowrah's 1984 season with the presentation of trophies to the new Club Champions and other luminaries. It was our third visit to the Shepherds Inn at Carlisle and, once again, they did not disappoint us with a truly marvellous meal. Congratulations are due to the management and staff of the Shepherds Inn.

After the meal, Club President Harry Strachan made a speech thanking everyone concerned in helping the Club throughout the past year, paying particular attention to the members of the St John Ambulance Brigade, without whom there would be no racing. The Club Chairman, Bob Ballantyne, then took the floor and during his short speech highlighted the past season, stating it to have been one of the most successful ever and wishing everyone well for the coming year. Then came the serious business of presenting the awards. The first one of these was to our new Kart Queen who is Miss Sally Ann Greenwood. Her first duty in this role was to assist Bob in the presentation of all the other trophies. Among those not normally listed was one for Sports Writer of the Year, selected by a panel consisting of the Starter, one of the scrutineers and Mrs Blair's husband. Surprisingly, their choice was Iain Blair who regularly trots out the reports. The Jennings Trophy for services to brewery shareholders went to John Docker, whose single minded determination to boost sales was most encouraging. Saddest moment of the night was the presentation of thank you gifts to the Dixon family who have retired from Rowrah. The gifts of crystal were presented on behalf of the Club by Mrs Ballantyne, Mrs Strachan and Mrs Stoddart.

When all the silverware was given out, the music started and dancing occupied the rest of the night, including the annual appearance of the Rowrah Formation Conga Dancing Team. A good night was had by all and with the next years date already fixed for 3rd January and over 150 attending this years' effort, booking tickets early is an absolute must.

TROPHY WINNERS AND CLUB CHAMPIONS

- 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
- Highest Placed Member in British Championship — Mike McDowell
- Champion of Champions — David Coulthard

At the first of these meetings such notables as Neil Hann, Roger Moth and Mark Allan competed in front of 5,000 spectators and over £500 was raised for a hospital charity. The late Westward TV filmed the event and showed a half hour film on the following Monday.

The second meeting saw Pete Rochford, Steve Plain and Andy Bundy in action, again in front of a huge crowd and once again helping to raise hundreds of pounds for charity.

These meetings were great PR exercises but proved exhausting to organise; a thousand tyres to be bundled, 200 straw bales to offload and reload, nearly 1,000 yards of barriers to erect and dismantle, and a mile of rope enclosure to rig — all up and down in a day!

So, after many appeals to the Plymouth Sports Council, and with the help of two Plymouth

businesses, the club was eventually granted the use of a large car park just 400 yards from the river Tamar and almost in the shadow of the two famous bridges. Three meetings were held in 1984, the highlight being the 'Kartmaster '84' final, won by Adrian Cottrell by just two points from Andrew Clarke. Nearly 3,000 spectators watched 'Kartmaster', so it proved to be a good promotion job. With majorettes, marching bands, racing sidecars and fast runs by Lotus and 205 to try and best Kart times (they never can), the Plymouth KC tries to add a bit of showmanship to its meetings.

In 1985 the club is going to run seven meetings, with the best five of seven to count for the club championship. The most prestigious event will be the Wessex Karting Association Championship on July 21st.

The bump on Fir Tree Straight has now been dealt

with so there will be no more grounding of chassis with showers of sparks — but there's still plenty of chances for late braking!

Fees will remain unchanged for '85, with club membership costing £4, while racing entry fees will still be £6.50 for members and £8 for non-members.

One point must be emphasised — **LESS NOISE!** With the track being a quarter of a mile from a housing estate, lack of noise is a **MUST**, so the club has no option but to be tough on transgressors. A point raised was; 'Why do none of the popular exhausts seem Blue Book legal?' Are they breaking the shops act by selling a product that doesn't do what its claimed to do?

With a track IN a city of 260,000 and just half a mile from the main Devon-Cornwall dual carriageway, the potential for the sports growth in this area is tremendous — please help the PKC to help **THE SPORT!**

HUNTS K.R.C.

Some snippets from the A.G.M. held on February 6th: New joint Competition Secretaries are:

Stu Perry
5 Itchen Close,
Brickhill, Bedford.
Telephone: (0234) 68844

Mick Nairn,
21 The Wharfe,
Brickhill, Bedford.
Telephone: (0234) 213811

250 National and 250 International will be run at Kimbolton circuit, provided a minimum of six combined firm entries are received by the Wednesday prior to the race meeting.

The grandstand and commentary box have been rebuilt and it is expected to have a regular commentator. Other improvements are imminent.

Mr L. Fielder of Broughton Lodge, Melton Mowbray, Leicester, LE14 3BW, runs a kart hire track in the name of Av 'A-Go Karting'. Mr Fielder runs Honda 300G's successfully and is trying to attract youngsters into the sport. He asks any Club Secretaries within a 100 mile radius to forward details of their club meeting dates in order that he may steer some of the keen youngsters their way. His telephone number is: Melton Mowbray 822750.

The track is situated on the Leicester/Nottingham main A46, 3 miles north of Durham Ox at the rear of the Broughton Lodge transport cafe.

NORTH OF ENGLAND P&R CHAMPIONSHIPS

Below are listed the regulations governing the 1985 six round championships for drivers in the 125 National P&R class.

Round 1, 3rd March — Bolton KC Three Sisters
Round 2, 28th April — Lion KC Three Sisters
Round 3, 26th May — Lincs KC Fulbeck
Round 4, 21st July — Wombwell
Round 5, 18th August — Bolton KC Three Sisters
Round 6, 22nd September — Lincs KC Fulbeck

At each of the six rounds points will be awarded to the drivers finishing in the first ten, on the following scale:

1st	50	6th	20
2nd	40	7th	18
3rd	35	8th	16
4th	30	9th	14
5th	25	10th	12

In addition, for each of the six rounds, any driver starting in any final will receive 10 attendance points towards the Championship total. The driver on pole — 5 bonus points, the driver 2nd on the grid — 2 points, for each of the finals. The best five rounds to count for the Championship.

A.S.R.'s: Karts are limited to 125cc single-cylinder air-cooled, piston and/or reed controlled induction motors with a minimum of three and a maximum of six gears. All karts and equipment must comply to the RAC rules governing the 125cc National class as published by the same. Grooved or treaded tyres will not be allowed on dry tracks. The decision of the Clerk of the Course as to a wet or dry track will be final.

Enrollment Fee: The sum of £10.00 will be paid to Reg Kay, 'Westcarr', Rutland Road, Goole, DN14 6LZ. Cheques or Postal Orders to be made payable to "P&R Racing Account". This amount must be paid in full before the first event. The organisers reserve the right to alter the number or venue of events in this Championship, should the need arise.

All entries to be sent direct to the club running the round, along with entry fee called by the club, which in turn will make awards for the event.

Final Championship Awards: These will be made from the £10.00 enrollment fee, to the first six places.

ROWRAH 125 P&R INTER-NATIONS MEETING

Plans are getting under way to hold an Inter-Nations meeting for 125 P&R drivers at Rowrah over the August Bank Holiday, (24th, 25th and 26th). Iain Blair, a strong supporter of this type of economy racing, provided separate races for P&R at the last August meeting and found it very well received. With interest being shown from Northern and Southern Ireland, Scotland, Jersey and many drivers from England, it could be a very big event.

Provisional plans at the moment would allow practice on Saturday with separate meetings on Sunday and Monday. Monday is not a holiday in Scotland or Southern Ireland, so we may lose some drivers for the second day. A barbeque is provided, one to make it a great weekend.

More news as it develops.

KARTS AT OULTON

Manchester and Buxton Kart Club have been invited to stage a meeting on **Saturday 23rd March at Oulton Park**, Cheshire, in conjunction with the British Automobile Racing Club.

The event is open to drivers of the Central and Cadwell Kart Clubs as well as all Northwest Karting Association drivers. The event is for 125 National, 250 National and 250 International and there will be a separate race for 125 P&R, providing sufficient entries are received. In any case there will be separate awards in all classes.

There will be two heats and a final. Entry fee: £15.00. All entries please to:

Mrs Hayley Priest,
8 Lamberton Drive,
Baguley,
Manchester 23.
Telephone: 061-945 2012

All entries must be received by Saturday 16th March.

Camping facilities are available at the circuit and there will be **no charge** for Trade Vans.

Apologies for the short notice of this event but the BARC only recently confirmed the invitation.

TIM PARROTT — SEALINK DEAL

Formula E driver Tim Parrott announced recently that he had secured sponsorship, in the form of special travel arrangements to enable him to race in the two overseas World Championship meetings this year, at Le Mans and Hockenheim. The deal has been arranged with Sealink British Ferries. Other news is in the pipeline about further major sponsorship for this season. Tim talks about full support, the biggest amount he has received yet. An announcement will be made when details are known.

OBITUARY

It is with great regret that we announce the recent death of Meg Polson, Secretary for many years of the North of Scotland Kart Club at Golspie and recently Secretary of the Association of Scottish Kart Clubs. Meg was well known throughout Scotland for her dedication to the promotion of karting in Scotland and her willingness to offer help in any way. She had been unwell for a couple of months prior to her death and she will be greatly missed.

GRAND OLD MAN OF KARTING

Charles Goff, 'Charlie' to everybody who knows him, came of age the other week — well, an age — in fact 65. Charlie has been around karting since it began back in the late '50's and probably knows more about it than anyone else. He lives in Elstow, near Bedford and operates 'Goff Racing' from his home and seems to spend more time karting than thinking about the house. In his prime, (the earlier one that is) Charlie was a painter and decorator — a mighty fine one too, as my office (Ed) bears testimony. He is a long standing member of Hunts Kart Racing Club and a devotee of all classes, following son Roger all over Britain and Europe, providing support and a wealth of experience and knowledge.

Charlie is one of the genuine 'backbones' of karting in this country and long may he remain so. I take this opportunity, on behalf of the magazine and karters everywhere, of wishing him a very happy and contented retirement and many more years association with the sport.

P.S. don't forget, you qualify for a bus pass!

TRAVEL TALK

Barfordian Coaches are offering extremely competitive travel arrangements for those wishing to follow the C.I.K./Bridgestone Formula E World Championships this year. How about a five day trip to Le Mans for £45 to take in both the Formula E event and the 24 Hours Motorcycle Race? What about five days in Hockenheim for the Formula E and World Endurance meetings at £57.50? More details in their advert on page 6.



Dear Sir,

I am writing with regard to a mini-ad which I placed in your February edition. The response has been impressive to say the least, with 2 enquiries from Canada, 2 from America, 1 from Eire and 29 from the UK.

I would therefore like to ask you readers to please stop ringing, because except for 3 of the TKM's (possibly the ultimate fun kart engines) it's all gone! In fact, the tyres, the PCR's and one of the TKM's had gone within hours of your publication on the Friday, and the rest by the following Tuesday.

In finishing, I would just like to say that there will be some more bargains appearing in the mini-ad section in the future, so why not keep your eyes open and be a bit quicker off the mark next time.

yours faithfully,
John Alcorn

BARFORDIAN COACHES

LE MANS RACING WEEKEND



Luxury Coach Travel

ROUND 1 World Superkart Series and 24-hour Superbikes Race.

Thursday 25th to Monday 29th April

ADULTS £45 + Insurance £4.25 Under 13yrs £39 + Insurance £4.25

FURTHER DETAILS TEL:

BEDFORD (0234) 870235

Also

HOCKENHEIM 11-15th July (Details Available)



PEAK REVS

KART CENTRE

BROOM STREET,
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210 TALK

by

John Burns

1985 could be the year of the Villiers. With the recession and general shortage of money, this is the cheapest class in gearbox karting and must surely come into its own.

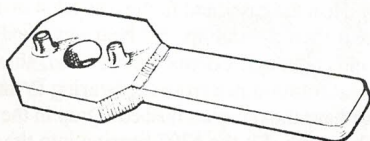
There is a saying about golfers that 'they never die but just lose their balls'. (Their saying, not mine — honestly!). Well, the same thing must be true of the Villiers lads because Tom Thacker tells me he already has over 200 idiots, (sorry, drivers) registered for the Villiers Club.

In the past, many Villiers competitors have changed to other classes because they claimed Villiers were unreliable. In the main the unreliability followed them to the other classes, proving that reliability lies in the hands of the mechanic, not the make of motor he races.

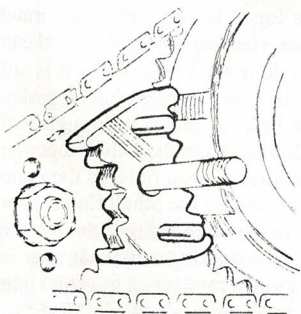
However, the Villiers engine does have one or two drawbacks. It is a very long stroke motor and will not stand the revs of modern engines. It was designed in 1957 and some of them look as if they have been in continuous use since then. Parts must be chosen carefully to ensure you don't end up with a pile of 'clapped out old bits', if you hope to be as reliable as other class drivers who buy new engines every year.

It is a true saying that 'a mechanic is only as good as his tools'. In this case the spanners will be slightly different; they will be marked with the old-fashioned Whitworth (English) sizes, rather than the metric which fit the rest of your kart. There is a simple reason for this — the engine you are working on is old and English!

You will also need a number of special tools and an engine stand. Firstly a Motoplat Flywheel Puller, plus a Strap Wrench to hold the flywheel. For the clutch side you will need a Sprocket Locking Tool, a Clutch/Sleeve Locking Plate and a Peg Spanner. To split the crankcase and crankshaft a Crankshaft Removal Tool will be a great help. A Dial Gauge and a Cranked Flywheel Allen Key for timing, a Torque Wrench and an Engine Stand. I made mine from some old engine plates and a piece of angle-iron.

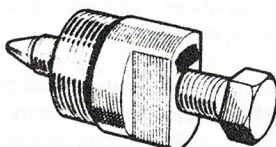


Peg spanner

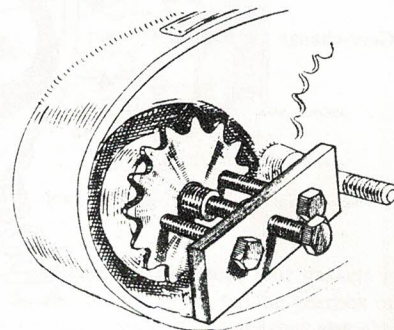


Sprocket locking plate

Flywheel Puller

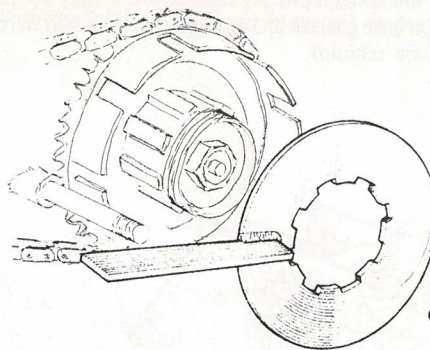


With the engine stand securely fastened to the bench or in the vice, drop the engine in place with the flywheel side facing you; usually only two bolts are necessary to hold it — one front and one rear. Unscrew the three $\frac{1}{4}$ " Allen screws that hold on the flywheel cover and remove. Use the Strap Wrench to hold the flywheel then remove the centre nut with a $\frac{7}{16}$ " ring spanner, (*never* try to unfasten by holding the engine nut or this would twist the flywheel screw in the Flywheel Puller) and remove the flywheel. This uncovers the stator and backplate. The stator is fastened to the backplate with three screws; leave these in place unless you wish to alter the timing. The backplate is held onto the crankcases by four 2BA Allen screws. Remove these and take away the backplate.



Sprocket extractor

Turn the engine round, clutch side facing, and unscrew the $\frac{5}{16}$ " nut in centre of outer chaincase. Remove the outer case, (watch out for the small dowel at the rear between the cases — it stops the outer case twisting round). Scrape off the gasket. Jiggle the engine Sprocket Locking Tool between the engine and clutch sprockets. Using the $\frac{7}{16}$ " Whitworth Socket Spanner remove the engine sprocket nut and spring washer. Using a Peg Spanner remove the cap nut, (it usually takes a tap with a hammer to start it). Flick out the eight clutch plates, 4 cork and 4 steel, using two small screwdrivers. The Clutch Sleeve Locking tool, (which can be made from an old clutch plate with a metal bar welded to it) is fitted into place and the centre nut removed with a $\frac{7}{16}$ " Sprocket Spanner. With the centre nut removed the clutch can be dismantled.

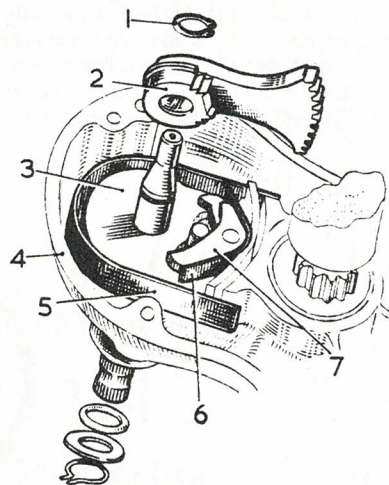


Clutch-sleeve locking plate

There are two types of inner sleeve spring holders, one has nine small springs which are usually supplemented by three inner springs for additional strength, or a large single spring. Remove the holder and inner splined sleeve, then flick out the inner clutch plate. Take extra care not to lose the rollers as you remove the clutch chainwheel and primary chain. You can remove the engine sprocket with a Sprocket Extractor, or turn a $\frac{1}{2}$ " spanner on its heel and use it as a lever. Three fingers will remove the roller track. The inner chaincase is held at the rear by a $\frac{1}{8}$ " nut and a stud which passes through the gearbox lug. Remove the inner chaincase — this exposes the gearbox sprocket and nut. It must be held firm, so attach a short length of chain to the rear of the engine stand and lap it round the sprocket. Before removing the nut and dished washer unscrew the small lock screw and spring washer. The sprocket then easily slides off. Turn the engine round. Unscrew the end cover fixing nuts on the gearbox and, with a hide hammer, tap the end of the mainshaft. This will unstuck the end cover from the box. The gear cluster and cam barrel will slide out as you pull it away. The $\frac{3}{16}$ " balls will fall from the sleeve gear inside the box. Using the hide mallet tap out the sleeve gear and remove the copper shim. If the sleeve gear bearing feels rough, warm the case and it will tap out easily. Watch out for the spacer on the outside. Remove the oil seal.

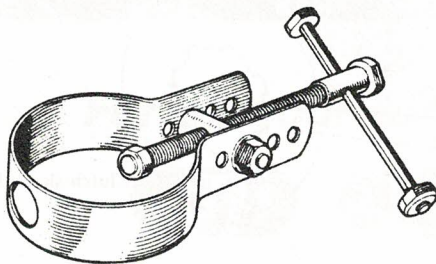
The gear change mechanism is retained in the end cover by a circlip on the gear operating spindle. This holds a steel washer and a rubber ring in place. On the inside of the cover, remove the circlip at the other end of the spindle and remove the quadrant. The two pawls and spring can then be removed.

Gear-change mechanism



1. Spindle circlip
2. Ratchet and quadrant assembly
3. Spindle assembly
4. Gearbox end cover
5. Gear-control spring
6. Pawl spring
7. Gear control pawls

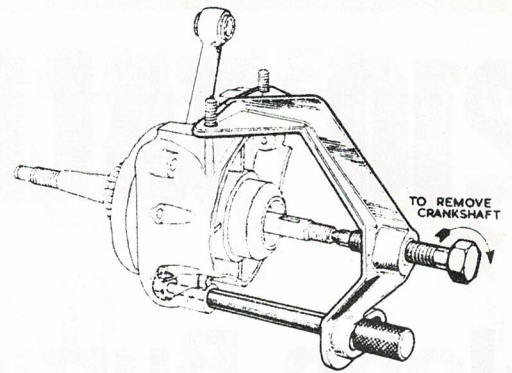
The four 13mm nuts and washers are easily removed. Lift off the cylinder head. Remove the head gaskets and lift off the barrel. The piston circlips are next, (I find a blunt penknife the most useful tool for this). Push out the gudgeon pin, (don't forget to use the short dummy pin to hold in the Small End rollers). If the pin is tight it may be necessary to use a Gudgeon Pin Extractor. Take away the piston and remove the dummy pin and Small End rollers, (take care, they are small and easily lost and pop up again in the most unexpected places, usually where they do the most damage). Remove the base gaskets and count them, (you will need the same number when you rebuild).



Band-type
gudgeon-pin
extractor

After removing the four $\frac{5}{16}$ " nuts, three at the rear and one underneath the gearbox shell, it can easily be slid away from the engine along the studs.

The crankcases are held together by 5 screwed studs and nuts, the centre two acting as dowels. Remove the nuts and tap out the studs. If the crankcases will not part it may be necessary to heat them in the vicinity of the bearings. Tap away the timing side case, then use the Crankshaft Removal Tool to push out the crankshaft, (the outer main bearing and spacer will possibly stay on the crank). It will be necessary to remove the circlip before the inner bearing can be removed. A bearing puller can be bought to pull the bearings off the crank, but most people manage by tapping a chisel between the bearing and the crank. Push out the oil seals as they will need to be replaced with new during assembly.



Crankshaft removal tool

After cleaning all the parts thoroughly we are ready to reassemble. The heart of any engine must be the crankshaft assembly, without a good crank your engine will never be smooth running and reliable. Luckily the Upton crank is very well made and will last for many years before a replacement is needed. What do we mean by a good crank? The shafts must run true to one another within .0005", (although some leave the Works at .003"). The crankpin must be very tight in the crankhalves, or the first time you slam it into bottom gear the halves will twist out of line and you will get a vibration that will shake you and the kart to pieces! The conrod needs to be straight or the piston will be slanted in the bore and seize on one side at high revs. You can tweak the rod sideways slightly with an adjustable spanner if it is out of alignment. The aluminium band above the piston ring will give an indication of this, being black on one side or polished alloy or scuffed on the other. There should be no up and down movement in the Big End bearing but it will slide from side to side between the crankhalves. It should have 0.025" clearance, which is built in on the newer cranks with a stepped pin but must be allowed for on the older type with a straight crankpin. As stated, the pin must be tight in the crankhalves, (if necessary use an oversize crankpin) about 0.004" interference is necessary and remember to hone out the Big End eye if an oversized pin is used on the old type crank. The Small End must be tried with rollers in place and the piston gudgeon pin must slide easily, though make sure the oil slot is in line. Check the 4 Allen screws which hold the aluminium blocks to the crankhalves. When they are tight they need centre-popping on the outside to stop them vibrating loose. Crankcases preferably of the 9E type as these are more rigid and do not crack as easily as the 11E. Both types are usually fitted with stuffers but some people are following the Japanese ideas and relying less on compression and more on the depression caused by the Ex-System.

Heat the cases and fit the new 6204 bearing into the drive side crankcase and then the circlip. All bearings must be a tight fit in the crankcases and, although Loctite can be used, this is not advisable as it stops the heat transference from the bearing to the crankcase. Invest in new cases or have the old ones bushed. Drop in the spacer with the chamfer towards the crank. Fit the 6205 bearing into the cases. Although they cost much more than the standard plastic or fibre caged bearings they last much longer and the engine feels much smoother. Heat the timing side crankcase and fit the 4205 double bearing, then slide in the crank whilst it is still warm. Cool then smear the sealing surfaces with Hermetite instant gasket. Push the crankshaft into the drive side bearing and pull through with the engine sprocket nut. Tap in the studs and clamp the halves together, (make sure the faces to the barrel are parallel). When finished the crank must be exactly in the middle of the cases because the Small End is fixed into the piston without side play. If not in the middle either the bearing spacer will have to be skimmed or a shim packing added. It may be necessary to go through the above operation several times to get it right, but it will be worth it!

To fit the drive side oil seal push on the engine sprocket, then slide the sprocket onto the crankshaft and tap until the oil seal is in place. Grip the lug of the gearbox shell in the vice. Check the phosphor bronze bush for the layshaft by inserting the layshaft — it should turn freely but not

move up and down. Warm the case at the rear and drop in a new 6205 bearing. These bearing have a long life and need only be replaced when they begin to feel rough. Slide a copper shim onto the high gear sleeve pinion. If you need two hims to take the play out of the mainshaft, make sure the small oil holes line up, or it will starve the bearing of oil. The sleeve gear now fits into the bearing and may need a small tap with a hammer and a piece of wood to knock it up tight. A finger of grease pushed into the bearing groove and, using the forefinger, with the ball stuck by a dab of grease, push the fifteen $\frac{3}{16}$ " balls into the groove. The cap behind the layshaft bush should be tight — if necessary use Araldite to secure. Check the bronze bushes in the gearbox endplate, (same as before with the shafts). Leave the short thicker clutch pushed through the hole in the mainshaft bush and renew the rubber washer seal, if it is weeping oil. The pawl lift peg can be turned in the plate if it is warm, but heat the plate first. Push the spindle assembly into the case, after checking to make sure the peg is not bent, or the pawls which fit next will not swivel. Whilst fitting the new gear control spring and pawl spring check for fouling on the endplate or too tight a sandwich between the spindle assembly and the quadrant. Villiers advise fitting the left hand pawl first as this is subject to greater loading. If possible use a *genuine* Villiers quadrant; the pattern ones will not stand up to the strain.

Using your external circlip pliers, drop on the circlip. The rubber oil sealing ring, steel washer and wire circlip fit on the outside of the plate. Applying a small amount of grease fit the double rows of $\frac{3}{16}$ " rollers into the cam barrel hole and cover with the hardened steel washer.

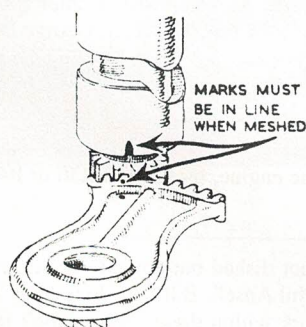
It is important to check the sliding gear forks on the cam barrel. When the forks are operated by hand the engagement of the ball and spring can be felt and there must be no roughness or binding between each engagement. To check, remove the splitpin from the sliding fork. Out will pop the spring and ball, (Upton sell a stronger spring for firmer contact). The hardened steel tube sliding fork peg is next; check this carefully — they crack and cause sticking gears. This is caused by over-enthusiastic use of first gear!

The mainshaft and layshaft splines must be checked and, if ends are rounded, they must be replaced. This also applies to the dogs on second and third gears and the inside of the two sliding gears without dogs.

Now here is the "demon tweak".

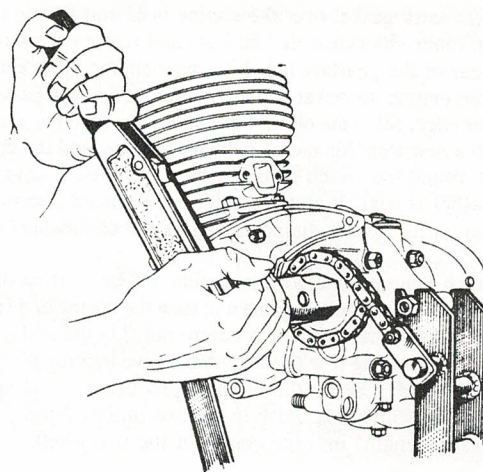
Assemble the shafts, gears and cam barrel onto the endplate, (don't forget the two spacer washers between first and second layshaft and third and fourth mainshaft). Because they are on the endplate you can see the timing marks on the third tooth of the quadrant — it is in mesh with the mark in between the teeth on the cam barrel.

Gearbox Quadrant



Fit a new gasket and check you have only two dowels between the endplate and gearbox. More than one person when fitting a different endplate has found an extra dowel and then they won't close up.

Carefully slide the whole assembly into the gearbox shell, taking care not to dislodge the balls in the sleeve gear. You may have to rotate the shafts to engage top gear. The endplate should be straight up, if not, pull off and start again, something must have moved out of place. Fit the washers, tighten the nuts and check. There should be about .005" to .010" play on the layshaft and mainshaft.

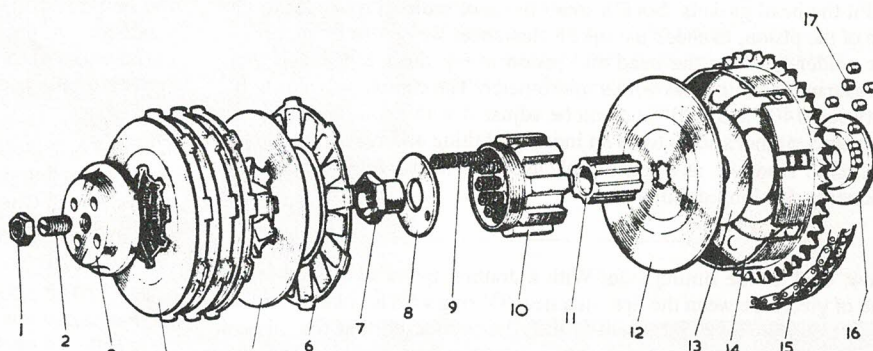


Final-drive locking plate

Bolt the gearbox on to the crankcases with about four gaskets in between. After fastening the engine into the stand, tap the gearbox oil seal into place then push in the spacer. Slide on the gearbox sprocket and dished washer, tighten the nut, holding the sprocket with the chain fastened to the stand. Put a small dab of Loctite on the small lock screw and spring washer before screwing into sprocket.

Villiers gearboxes were not originally designed for karting and the standard ratios leave a lot to be desired. However, there are some small improvements which can be used for different circuits. A higher first gear by substituting the 14T mainshaft for a 15 and the 28T ratchet gear for a 26 tooth. A higher second gear by placing a mainshaft dog gear in place of the layshaft dog gear, (you now have two chamfered gears). A higher third gear by changing the mainshaft sliding gear with dogs from 22 teeth to 24 teeth and the layshaft without dogs from 19 to 18.

An improvement being offered by Andy Martin are needle rollers at the ends of the gearbox shafts. This must reduce friction and help with the b.h.p. losses we always get in gearboxes.



Clutch assembly

- | | |
|----------------------------|-------------------------|
| 1. Adjuster-screw locknut | 10. Sliding sleeve |
| 2. Adjuster screw | 11. Hub |
| 3. Cap nut | 12. Back plate |
| 4. Pressure plate | 13. Shim |
| 5. Intermediate plate | 14. Chainwheel assembly |
| 6. Driving plate | 15. Primary chain |
| 7. Centre nut | 16. Roller track |
| 8. Spring retaining washer | 17. Roller |
| 9. Spring | |

After pushing a cork gasket over the engine boss and fitting a new oil seal into the inner chaincase, fit the case and tighten the nut and washer at the rear of the gearbox lug. Fit a new engine sprocket key. Before fitting the engine sprocket smear a touch of instant gasket or Araldite on inner edge. Slide the clutch bearing holder onto the gearbox mainshaft. With a new Renolds racing primary chain round the engine sprocket, roll it round the clutch sprocket then fit in the rollers. The copper shim washer is next. If clutch drag is experienced, the washer can be cut down on its outside diameter to give the chainwheel more clearance.

The inner clutch plate has teeth on its inside, check — they should match the mainshaft. Fit the inner spline and then the spring and spring holder. Fit the washer under the clutch centre nut, Loctite and torque to 390lbs/ins, whilst holding it with the clutch sleeve locking plate and Sprocket Locking Tool. Loctite the engine sprocket nut and spring washer and torque to 950lbs/ins. Push in the two thin pushrods, (they should be the same length) into the centre of the mainshaft.

Check the primary chain, it should have about $\frac{1}{4}$ " of play. Extra gaskets may have to be fitted to shieve this. I sometimes make gaskets of alloy or steel shim, this saves the bottom gearbox lug breaking if overtightened.

Four new bonded clutch plates and three standard steel plates, with a final thick steel plate, need to be fitted if there is any play on the 'ears'. Tighten the cap nut with the Peg Spanner and give a light tap with a hammer to finish off. The adjusting screw in the centre of the cap nut is screwed all the way in and then backed off one $\frac{1}{2}$ turn and locked with the nut. Remove the lock tool, screw in the centre stud, fit the gasket, (don't forget the small dowel in the back chaincase). Fit the outer cover and tighten the centre nut. If the clutch covers leak oil, bolt together and tap the inner one with a hammer, until they meet together — the alloy will give enough to allow this.

Screw the 4 barrel studs into the crankcase and drop the base gaskets into place. Put the Small End rollers in using the dummy pin. Fit the piston, peg at the rear. There is a spacer on each side of the Small End. If a new piston is fitted it may be necessary to file the bosses on the inside to obtain clearance of about .005" for them to turn. Push in the gudgeon pin, hard against the circlips to make certain they don't spring out. It is important to fit new circlips every time they are moved. Hold the piston ring closed and slide the barrel into place. If the piston has more than .008" clearance in the barrel it will be necessary to rebore to the next size. About .003" is normal clearance, but I have heard of people running with less, although whenever I try it's "seize up time". If you can manage it there is bound to be a useful torque gain.

Fit the head gaskets. Stick a small piece of multi-core solder to the top of the piston, to check the squish clearance. We do this by squeezing the solder between the head and piston at top dead centre and then measuring the thickness with a micrometer. The clearance needs to be between .040" and .070" and can be adjusted with extra head gaskets. Squish clearances seem to be an individual thing and vary from circuit to circuit. However, as a general rule use small squish for short circuits, widening for long circuits.

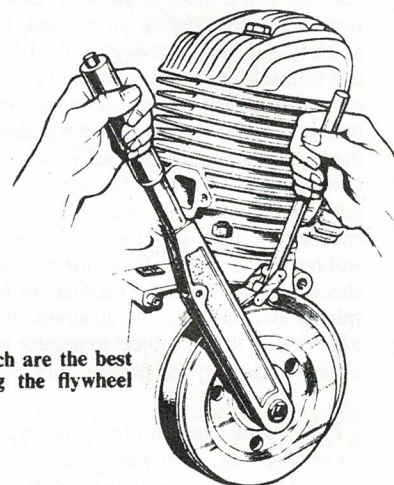
Now, back to the timing side. With a double lipped seal fitted and a dab of grease between the lips, fit a new 'O' ring with a smear of instant gasket on the cover. (You will already have checked that the oil seal boss is not too long. A Depth Micrometer is best for this purpose). Fasten to the crankcases with the 4 Allen bolts. If you have done the job right the crank will still turn freely. If not you will have to fit a gasket or, better still, turn some of the face off the boss. Fit a new Woodruff Key then a drop of Loctite on the thread and the crank taper. Fit the flywheel — use the Strap Wrench to hold it and tighten the nut to 750lbs/ins.

If you did not slacken the 3 Allen screws holding the stator, the ignition timing will not have moved. If you want to check it, proceed as follows:

Fasten the Dial Gauge to the top of the barrel, with the plunger in the centre of the piston. Zero the clock A.T.D.C. Rotate the piston backwards one $\frac{1}{4}$ ", then forwards until the clock reads 130 thou. At this point the hole in the flywheel and the stator line up and can be checked by inserting a small pin.

Timing can be varied and at various times I have run everywhere from 110 to 180 thou. Although all the timing books say advance ignition for higher revs, the Japanese have gone in the opposite direction and Bob Clewes (Motivation) has followed them. He has brought out a

Retarder Box, not only for the Villiers, but for every other class as well. He claims that, not only is the engine faster, but because it runs cooler it is more reliable as well. If you need to alter the timing at the circuit it may help to make a small tool, a piece of Allen Key welded to a bracket that enables you to move the stator without removing the flywheel.



A torque spanner and strap wrench are the best tools for undoing and tightening the flywheel centre nut

To pressure test any two-stroke engine the procedure is the same. Make a rubber bung to plug up the exhaust stub and another to block the inlet. Fit a pressure clock with a pump connection into the plug hole. It should hold 10lbs pressure for 5 minutes. If not, wait until the wife's out, bung it in the bath, watch for the bubbles and take the appropriate action. Don't leave it in the water too long — if air can get out, water can get in.

The majority of 210 drivers use Motiv exhausts and, providing they are fitted as instructed, there will be no problems, but if fitted too tightly or if the crank runs out of true and causes vibration, it will crack everytime. My own exhaust is a Quantum made by ex-Villiers ace, Frank Williams, and it has served me faithfully for many years. I often wonder why Chris Merlin, who is possibly the best known Villiers driver of all time, does not make a Villiers pipe.

The Amal carburettor has been used on Villiers for many years and gives no trouble. The Aces tell me to bore from 34mm to 35mm for the best performance. It is normally used in conjunction with a fuel regulator. A few drivers are trying the Mikuni and the Dellorto carburettors and, when the drivers find the right settings, these will probably take over, as in all the other classes.

Chrome or Nikasil-coated barrels have been used in other classes for many years but have missed the 210 Class. However, George Bett, last year's British Champion, has tried one and Andy Martin who won the last two long circuit meetings hopes to have them for sale this year.

Castrol 80 Hypay Oil in the gearbox and for the chaincase, either 8ozs TQF or a straight 30 oil. For the engine, try Castrol R30 or R40, 8ozs to a gallon of 4-Star petrol.

You will have noticed I have not dished out any advice on tuning — that is best left to the experts: Phil Ansell, Bill Longdon, Andy Martin. But if you must have a go, work within these limits: Don't raise the exhaust port above 7 degrees or advance the inlet more than 20 degrees. If you do you will end up with all revs and no torque.

The Villiers class seems to be up after a couple of years in the doldrums and there is no reason it should not go on for many years. At the moment there is no shortage of Villiers' spares and in the past I had good service from 'Peak Revs' and D.M.A. and Tom Thacker, all usually have their service vans at the meetings.

To end on a serious note, I am offering a prize to anyone who can prove whether "Evergreen" Billy Longdon invented the wheel or not. Positive replies only to, the 'Dog & Duck' not later than 11 o'clock.

MOTIV 125 P&R CHAMPIONSHIPS 1985

This year's Motiv 125 P&R Championship is to be run as an open championship. Instead of the subscription of £18 for the whole Series, drivers will contribute £3.50 at each meeting before they go out for practice. This contribution, together with that donated by the organising club instead of trophies, will go towards the prize fund.

To give the class its own identity, it will be using blue number plates with white numbers. The championship will be run over six rounds with a driver's best five results to count. Proposed venues and dates are as follows:

Three Sisters (Merseyside KC)	April 21st
Shenington	May 9th
Wombwell	June 9th
Little Rissington (Bromsgrove KC)	July 7th
Fulbeck (Lincs KC)	July 28th
Three Sisters (Merseyside KC)	August 4th

Regulations, finalised details and entry forms from Bob Clewes, 'Motivation', Bagnall, Stoke-on-Trent ST9 9JW.

IMPORTANT. Please send large stamped, addressed envelope.

125 P&R News

125 P&R is now really on the move. Scotland now has its own championship organised under Andy Whitefield and already has at least 20 regular drivers enrolled. Both Ireland and Northern Ireland have indicated growing support for this economical form of racing with around 50 drivers already prepared. Jersey has long had a very healthy group of drivers racing Hondas or Mugs. Every indicates growing support from further afield for both the MOTIV 125

P&R Championship and Reg Kays Northern P&R Series.

It is important at this stage of development of the class that all the new groups work to a standard set of regulations. To this end Bob Clowes the originator of 125 P&R has written the following regulations. The overall concept of the class is to provide racing at a price more people can afford to maintain. To this end there is wider choice on engine units, but tyres are restricted to those that are proved to give affordable mileage.

First and most important. All aspects of kart specification, safety and regulations governing the conduct of drivers and the organisation of the meetings are as Standard 1985 RAC Regulations. The only deviation from those regulations are as follows:

- 1) 125 P&R will use Blue number plates with white numbers. To RAC sizes both long and short circuit.
- 2) The Minimum weight of the kart and driver in racing trim at the end of a race with or without bodywork — 150kg.
- 3) Tyres. Price limits as RAC Regulations. Limited as follows:

- i) Short Circuits Dry Track.

Bridgestone YAK 350 x 10 x 5 SL
YAK 450 x 10 x 5 SL
YAK 450 x 11 x 5 SL
YAK 600 x 11 x 5 SL
YAK 710 x 11 x 5 SL

Dunlop CIK SL 450 x 10 x 5
CIK SL 610 x 11 x 5
CIK SL 710 x 11 x 5

Goodyear 450 x 11 x 5 (German)
600 x 11 x 5

Pirelli PKI 5P 4.6 x 10 x 5
PKI SP 7.0 x 11 x 5

Additional makes of tyre may be added to this list when it is proved they provide a reasonable wear mileage in normal summer conditions.

- (ii) Short Circuits Wet Track. As RAC Regs.

- (iii) Long Circuits Dry. As RAC Regs.

- (iv) Long Circuits Wet. As RAC Regs.

- 4) Engines. Any make of engine, gearbox, clutch unit will be eligible providing it meets the following specification:

- (i) Single cylinder. Direct Air Cooled.
- (ii) Piston Timed and, or Reed Valve Induction.
- (iii) All air and fuel for combustion must pass through one single bore carburettor.
- (iv) All motors must use its manufacturers standard stroke for that particular model.

- (v) The swept volume of the cylinder using the manufacturers standard cylinder diameter and the manufacturers standard stroke must not exceed 125,000 cubic centimetres. (0.125000 litres).

- (vi) Oversize pistons may be used up to a maximum of standard bore size plus 1.00mm, but only if original supplied as a manufacturers optional piston for that model. The stroke must remain as standard. This will financially increase the life of the cylinder.

- (vii) Ignition Type. Free choice.

- (viii) Intake manifold. Free choice.

- (ix) Exhaust system Free choice but must be equipped with an effective silencer to meet RAC Noise Limits.

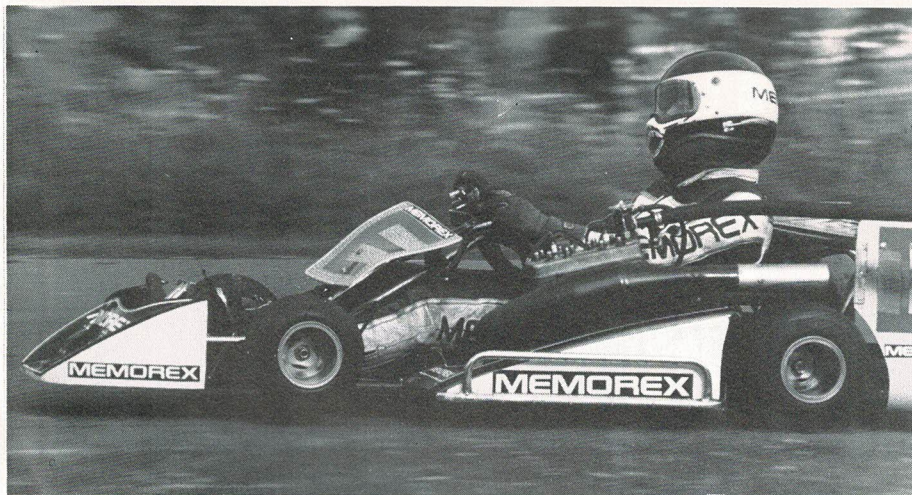
- (x) Tuning. As RAC Regulation 2/8/12 with the following clarification. The external appearance of the motor must remain identical to a standard model of that particular make and type. Cylinder length may be shortened to affect piston to cylinder head clearance. Cylinder head face may be machine to affect piston to cylinder head clearance. Barrel base gaskets and cylinder head gaskets may be added or removed.

- (xi) Engine Price Limit in standard specification, complete with gearbox, clutch and covers but without carburettor, ignition and exhaust must not exceed £750 + VAT.

CADWELL RECORD GOES!

In April 1982 Dave Buttigieg established a lap record for the 1.5 mile Club circuit of 1 minute dead, (90mph).

'Butty' is seen here aboard the Memorex outfit carrying the 'E' plate. (Pic: Rodger Calvert). Pic: Doug Rees.



On his return to Superkarts in his first outing in February, Derek Rodgers smashed it with a 58.8 sec lap, (91.83mph).





HINES QUARTER

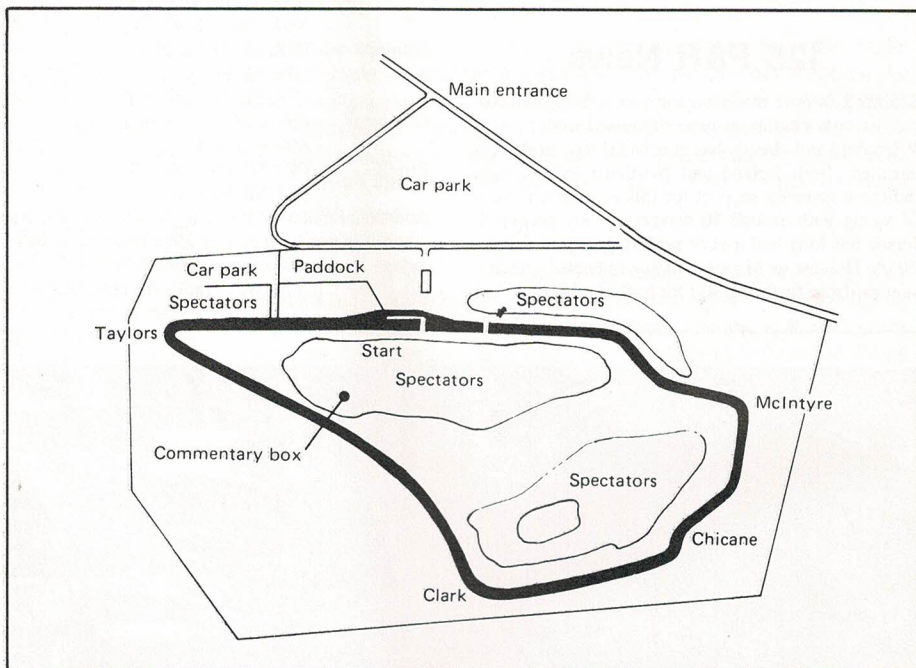
I raced at Knockhill many times in 1975-76 and thoroughly enjoyed the circuit and the excellent Scots hospitality. The event will be organised by the Central Kart Club and will cater for all classes, including a 125 P & R grid racing with blue number plates. The circuit owner, Mr Butcher, is giving the meeting his full backing, so make a note in your diary not to miss this one!

I have underlined on the International List of Dates the events that are a must for Formula E drivers and also the ones that are running support races for 125cc and 250cc and in some cases. Don't forget, in Formula E if you finish in the first 10 in an International event this gives you the required qualification for World Championship events.

Martin

The Booming International Scene

The Continent has finally decided that Superkarts are here to stay. After three or four years of not really knowing whether to push the image or not, it does seem to have exploded for '85. In France there are about eight events scheduled to run as main support races at Formula 3 events and, as you probably know, Le Mans has been moved forward because French television wants to broadcast the meeting after the resounding success of last year. I am sure the G.N.K., (Groupement National de Karting) the French governing body now see Superkarts as an excellent publicity machine for the sport. Their attitude to the class appears to have changed dramatically, which just goes to show the power of television. Apart from Le Mans the dates for the other French events are not yet to hand, however, you will see below we have received all the dates and venues for the Dutch, German and Belgian meetings. It is certainly quite a crowded calendar. Under each country's event I have given the name and address of the appropriate person to write to regarding entries. **Remember, to enter an event abroad, you must obtain a R.A.C. Visa to compete** and that costs £10.00. You will also need a **Carnet de Passage** to take your kart and equipment in and out of the various countries while also requiring the correct Medical Certificate and licence valid for International events.



There is also good news a little closer to home — **KNOCKHILL IS BACK!** Yes, for once all our Scottish friends won't have the long trek south, it's our turn to support their home circuit. The event will be 'International' for the Formula E class and National status for the other classes. It is hoped the meeting will become an annual event and the "International Race of Champions" as it is called will boast a large prize fund. Whether the event becomes an annual affair or not will depend on your support. The circuit is indeed worthy of a visit, it is very demanding and a pure drivers' circuit, with excellent surface and equally as good facilities. The event will be advertised on television and will hopefully attract thousands of spectators. The date for the meeting is 22nd-23rd June is an ideal location for a summer weekend away. The only meeting before is the Donington World Cup, three weeks earlier on 1st-2nd June and then there is Cadwell Park two weeks later.

The circuit will be open for practice all day on the Saturday prior, which gives ample set up time. Knockhill is situated four miles north of Dunfermline on the A823, which is just over the Forth Road Bridge from Edinburgh. The circuit measures 1.3 miles in length with a minimum width of 30 feet. It offers good camping facilities and there are trackside car parks accommodating 1,000 cars, affording viewing from vehicles. If you don't fancy camping there are plenty of good hotels in and around Dunfermline.

"KNOCKHILL"
Scotland's premier Circuit

INTERNATIONAL RACE OF CHAMPIONS

23rd JUNE 1985

*Enjoy a summer weekend
in Scotland*

"INTERNATIONAL RACE CALENDAR"

All events are for Formula E, some also run 125cc and 250cc single-cylindered classes.

Date	U.K. National	U.K. International	World Series	Dutch Organised	German Organised
March					
17th		<u>Mallory</u>			
April					
7th	Cadwell				
20/21st				Zandvoort	
25/27th			<u>Le Mans</u>		
28th	Snetterton				
May					
4/5th				Zandvoort	
18/19th				Zolder	
19th					Nurburgring
June					
1/2nd		<u>Donington</u>			
1/2nd				Zandvoort	
8/9th				Erding	
22/23rd		<u>Knockhill</u>			
29/30th				Colmarberg	
July					
7th	Cadwell				
11/13th			<u>Hockenheim</u>		
21st		<u>Mallory</u>			
20/21st				Diepholz	

Date	U.K. National	U.K. International	World Series	Dutch Organised	German Organised
August					
3/4th					Uetersen
9/11th			<u>Silverstone</u>		
17/18th				<u>Zandvoort</u> <u>Dutch GP</u>	Zolder
24th	Snetterton				
September					
1st	Cadwell			Assen	Salzburgring
15th	Mallory				Most/CSSR
29th	Cadwell			Zolder	
October					
13th	Mallory			Zolder	

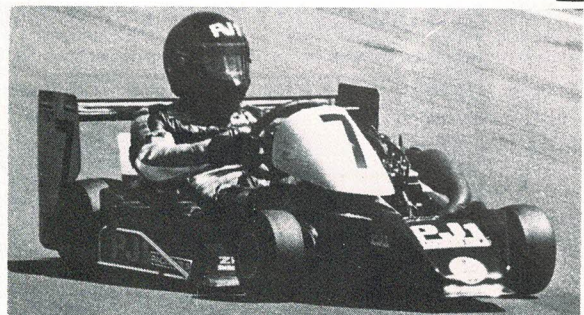
Dutch

Ronald Bon
KC250 Secretariaat
Lijsterstraat 27
3514 TA Utrecht
Netherlands

German

Herrn Ingo Meyer
Luhderfer Waldweg 26
2090 Winsen/Luhe
West Germany

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SS20	£55.27
Cylinder comp., TT22	£77.13
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Iron liner, TT22	£32.17
Head	£29.94
Piston, 3-port SS20	£6.00
Piston, TT22	£7.00
Ring set, Super	£6.00
Gudgeon pin, lightened	£2.47
Exhaust bend	£6.60
Vevey end pipe	£4.95
Crankcase (set), SS20	£59.89
Crankcase (set), TT22	£69.87
Crankcase (set), TT23	£79.86
Valve cover, Tillotson	£12.85
Valve cover, Tillotson, TT23	£12.65
Crank comp., SS20	£68.97
Crank comp., TT23, TT22	£72.60
Crank stuffers	£1.65
Crank pin	£2.75
Big end cage & rollers (Super)	£4.12
Big end washer, TT22	£55p
Connecting rod	£20.00
Small end spacers	65p
Small end shims	27p
Crank shim	27p
Valve locator	£4.40
Locator circlip	22p
Rotary valve	£4.00
Rotary valve TT23	£4.18

TKM ENGINE SPARE PARTS

Head	£28.80
Piston, complete	£11.00
Piston, bare	£7.80
Ring set (Super)	£4.75
Gudgeon pin (lightened)	£1.00
Cylinder stud	£2.00
Head nut (brass)	50p
Exhaust stud	35p
Exhaust bend	£7.75
Exhaust flex	£1.85
Silencer	£10.50
Oil Seal (ROLF high RPM)	55p
Valve cover (sloping)	£12.00
Crank complete	£65.60
Crank pin	£2.80
Cage & rollers (steel/silver plated)	£3.75
Big end spacer washer	60p
Small end rollers	90p
2mm x 13.8mm	60p
Small end washer (aluminium)	95p
Small end washer (steel)	31p
1mm thick	31p
Crankcase main bearing shims	30p
Valve locator	£4.96
Valve locator circlip	20p
Crank nylon stuffers	£1.20
Aluminium stuffers	P.O.A.
Copper rivets	33p
Cylinder Comp. 3P	£60.00
Cylinder Comp. TT	£64.00
Cylinder Comp. L90TT	£68.00
Crankcase Comp. 3p	£52.00
Crankcase Comp. TT	£60.00
Crankcase Comp. L90TT	£68.00
Crankshaft Comp. 3p + TT	£70.40
Crankshaft Comp. L90TT	£76.00
Crankhalf Drive 3p + TT	£28.00
Crankhalf Drive L90TT	£32.00
Crankhalf Mag. 3p + TT	£25.60
Crankhalf Mag. L90TT	£29.60
Conrod long/short	£20.24
Conrod Selected	£25.04
Rotary valve cover FF99	£12.00
Rotary valve Cover L90TT	£13.60
Rotary valve all models	£3.60
Rotary valve magnum, All mods.	£4.40
Rotary valve locator	£4.96
Liner 3 port	£30.24
Liner TT	£34.80
Gaskets, paper	16p

IGNITIONS

Motoplat, Class 1 comp. with coil	£33.25
Motoplat coil	£15.68
Dial gauge	£10.00
Extension	£1.50

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Mounting plate & Allen screws complete	£13.13
Cylinder head	£30.40
Cylinder barrel to head 'O' ring	£1.00
Exhaust pipe	£7.90
Cylinder barrel	£29.90
Cylinder liner, TT	£34.80
Cylinder liner, 3-port	£30.40
10T sprocket, fine pitch	£4.00
11T sprocket, fine pitch	£4.00
12T sprocket, fine pitch	£4.00
9T sprocket, std. pitch	£4.00
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 R.H.	£1.20
Crankcase N.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 Thrust washer	75p
Crankpin	£3.60
Connecting rod TKM	£20.24
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Engine mount clamps	£3.50
Rotary valve, tuned, 45-72°	£5.70
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Cylinder comp. TT	£64.00
Cylinder D Port	£71.20
Liner 3P	£33.00
Liner TT	£34.80
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Gaskets, paper	20p
Connecting rod	£20.24
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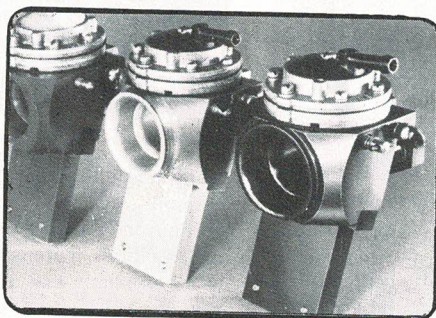
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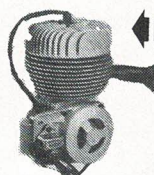
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Profile.....Peter McCallum

1984 was his first full season racing in 125cc National and he achieved a good number of finishes in the top six, including a fine second in the Donington World Cup. In 1985 he intends to try even harder and aim for a major title. Such a success would undoubtedly please his sponsor, Duncan Coulthard of Hayton Coulthard, the large Scottish haulage contractor.

Peter, 26-years-old, hails from Melrose in the Border Counties and was educated at Jedburgh Grammar School where he came away with 5 G.C.E. 'O' Levels. From the age of fifteen he has always followed motor racing of all kinds. The interest probably stemmed from the fact that a close cousin was involved in Stock Car racing in a big way — the only title he didn't win was the Stock Car World Championships.

Wanting to get into racing himself, Peter carefully appraised the market and discovered that car racing, of any kind, was beyond the reach of his pocket. Karting was the branch he finally settled on, it was highly competitive and moderately priced. So, at the age of 16, inspired somewhat by another cousin's boyfriend Mike Tazioli, a photographer with Ecurie Ecosse and a member of the Scottish Kart Team, Peter started in Juniors. It was coming to the end of the season and he only raced once in the Juniors at his local circuit, Charter Hall, which he describes as brilliant, often favoured by Micky Allen. The circuit is unfortunately no longer in use. That particular day he finished second, third and fourth in the heats and claimed a third in the final.

Thus followed eight years in Class One competition, during which time he raced six Scottish Championships and won five. In the latter days of Class One his association began with Dave Boyce of Boyce Engineering. A solid friendship developed, one that endures to the present. Aided by the undoubted talents of Dave Boyce Peter went on to establish himself as one of Scotland's top drivers. His highest place in the British Championships was third, a good result considering the quality of the opposition around. At the age of 21 he had 21 wins and 21 silver trophies to his credit, an achievement in itself. No kart team in the UK can be more travelled than the McCallum/Boyce setup, they raced at virtually every circuit in England and Scotland. The Class One days were drawing to a close, height and weight being a distinct disadvantage. He finished that episode in his racing career by winning the '81/'82 Rye House Winter Series.

There was persuasion as well from another source to try the long circuit scene, in 125cc National. The persuasion came from Duncan Coulthard of Hayton Coulthard haulage contractors. Duncan and Peter had already been associated for some time and had established what must be the longest standing sponsor/driver relationship in karting.



Duncan has up to 40 vehicles at a time on the roads



He won five out of six Scottish Championships

Duncan Coulthard used to race in karting years ago but family business commitments, at the age of 17, when he assumed solely the role of guiding and building the concern finally put the brake on his own racing ambitions. Through untiring efforts the business has developed into a formidable one. He owns ten trucks, has ten other owner-driver vehicles and often has up to forty on the road at any one time, hauling consumer goods such as milk, lemonade and sugar. In fact, all the milk that leaves Scotland is carried by Hayton Coulthard. His own karting days remain foremost in his mind and, in his son David, he is beginning to realise his own ambitions, with pride. He has ploughed many thousands of pounds into the sport. "It needs an image of professionalism, firstly in its appearance and secondly, that way it will sell itself." He also applies the same rules to his own sphere of work. "The art of being good in business is to sell yourself and your company." His vehicles are always immaculately turned out, it is the key to success. Duncan Coulthard is the best sponsor in karting, definitely the best in 125cc National, to quote Peter.

The 125 days got under way in 1983. Duncan already had a 125 National outfit, albeit a damaged one but completely repaired and race-worthy. He really wanted to sell to because there was a buyer lined up, but Peter was using it for testing. It was taken to Cadwell Park for his first long circuit outing, primarily to gain experience in handling the additional power and also to start picking up race signatures to get rid of his novice plates. The ultimate aim of Duncan was to prepare Peter for the British Kart Grand Prix. However, that 125 kart had to go and the only other available was a 250cc outfit which was raced at Three Sisters and Snetterton and other venues to grab those essential signatures.

Finally the Grand Prix arrived and Peter was as ready as time allowed. No one was backing him more than Duncan and when Peter took the lead he was literally over the moon. Unfortunately it was to be a short-lived elation — punctures were the order of the day that year and Peter, among others, didn't escape. His occurred on Hangar Straight — out went his lead and his chances. The rest of the season was no better, filled with trials and tribulations, though a wealth of experience was gained.

Not to be daunted there was the 1984 season coming up. Duncan had outfits ready and Dave Boyce had the motors prepared. With full backing again from Hayton Coulthard Peter embarked on what was to prove a moderately successful season. Everything seemed to be progressing well, with a third, fifth and sixth at Cadwell and a seventh at Mallory. The highlight was at Donington Park for the World Cup where good heat results earned him pole for the final. He made a good break and led into Redgate but the subsequent pile-up meant a restart. Again he made a good break but Stuart Ziemelis managed to pull away and remained untouchable. Both he and Peter led the race right to the end.

The night before the final, when Dave Boyce rang Duncan to tell him Peter had pole, he jumped straight in his car and drove down from Scotland to be there and give support and encouragement. Physiologically Duncan's presence must have exerted a lot of pressure on Peter to try to do well for the man who made his racing possible. Along with the knowledge there were four Hayton Coulthard trucks parked in the main parking lot and the commentator making several references to

them, must have heightened the feeling. Nevertheless he didn't allow it to affect his racing and drove very well. Who knows, had it not been for the restart the final result may have been different.

The high place at Donington was the peak of the season and heralded a change in fortunes. The Martyn Merritt Memorial meeting at Snetterton was the point of down-turn with the horrifying accident at Coram which delivered him into the armco at high speed. He escaped, badly shaken and prepared for the G.P.

Silverstone was to be a disaster. Relegated to the repechage he seized and had to sit out the final, watching from the pit lane. That was followed by another seize at Cadwell. Every avenue was explored to seek a way to avoid this recurring problem. Reckoning they had it sorted Peter and Dave set out with several other UK teams for Zandvoort and the Dutch Grand Prix. A fine circuit, he enjoyed driving it, but a further spate of seizures resulted in non-finishes, both in the pre-final and final.

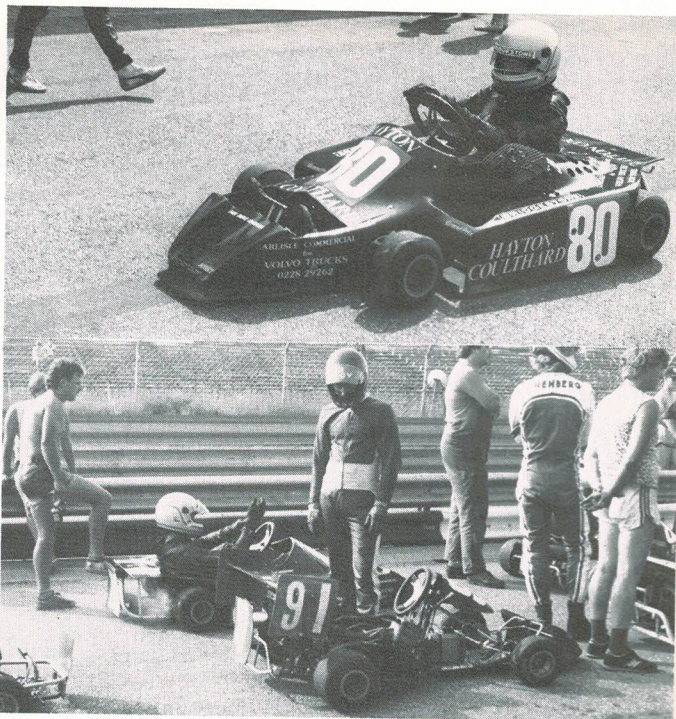
"It was a sort of Ian Shaw period," he reflects. After lengthy investigations they reached the conclusion that the fault was an exhaust one.

Having rectified the problem there followed a second at Mallory, a sixth at Cadwell during the autumn meeting, but another non-finish in the final round of the British Championships at Snetterton, though can be attributed to the atrocious conditions rather than mechanical faults. The season did end on a higher note though with a sixth at Mallory Park in October.

Dave Boyce's attitude is one of total dedication to all classes of karting. Peter swears by him and respects his knowledge of engine preparation. During the World Cup they had one problem, a ring went on what was supposed to be their best motor. After changing barrels they found the second to be just as quick as the first. Knockhill is frequently used for testing, relentless testing and the trials of new ideas. Though both men are married, Peter to Susan with an eleven month old son, Craig, their wives must be very understanding, with both men away racing every weekend!

The 1985 season is beginning to gear up and Duncan has supplied two identical 125 outfits. Dave is hoping they might just be able to run the season on only one of them in his efforts to reduce the Coulthard budget. They have great respect for the man and his devotion.

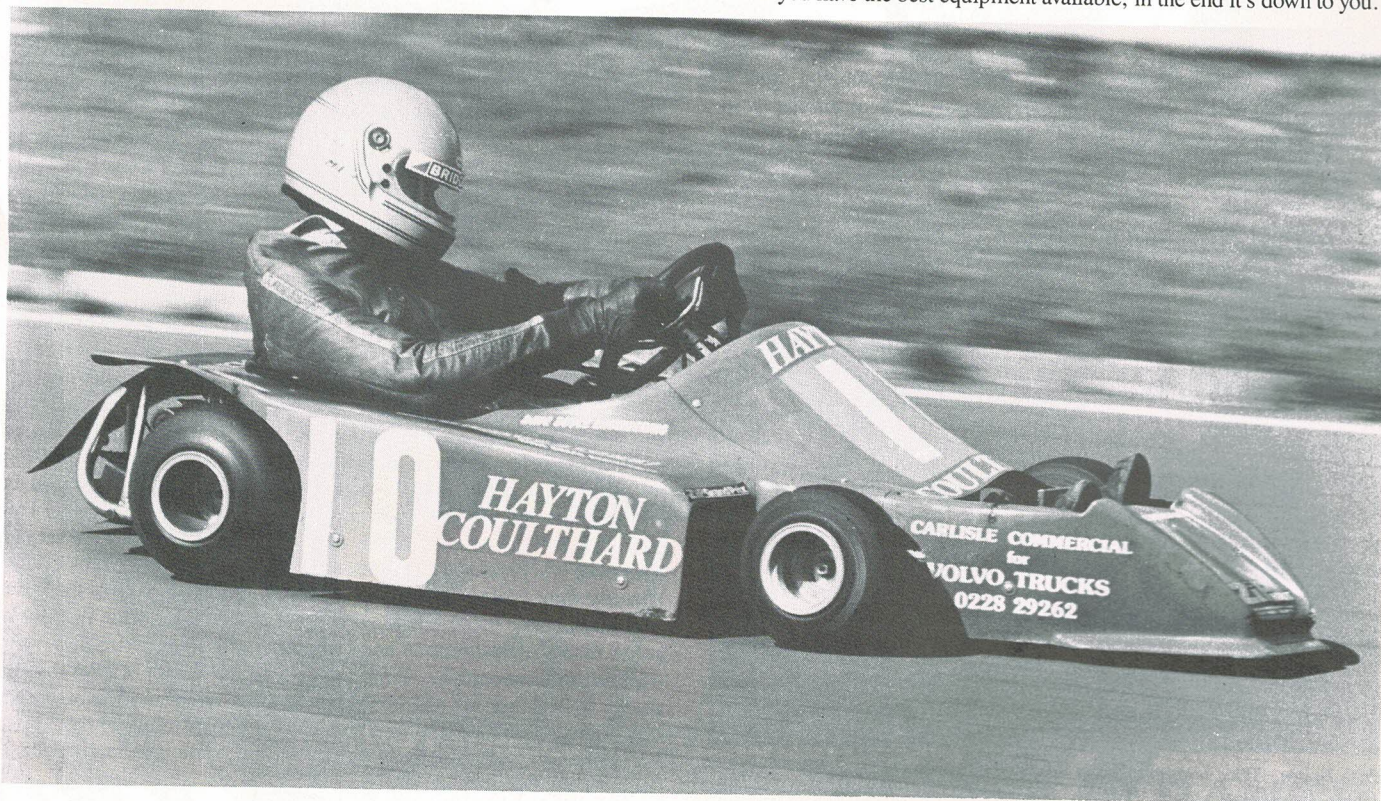
Peter is a little disappointed there are to be no supporting grids at the two overseas rounds of the World Formula 'E' Championships this year, but he appreciates that packed racing programmes are what must dictate. He looks forward to returning to Zandvoort again this year and hopes to achieve something worthwhile. There is talk of competing in the Irish Grand Prix, held annually at Nutts Corner circuit.



Zandvoort '84, with Dave Boyce

Reflecting back over ten years of racing, the 1982 Scottish Championships at Banff comes easily to mind. In terms of the fierceness of the competition Scotland can be divided into two regions, North and South. When a man from the south races in the north he comes up against some really stiff opposition. 1982 was the first year of the PCR. Everyone was effectively writing them off but Peter stuck by the motor, raced it against the then British Champion, Andy Buchan, for 25 laps and won. A very satisfying race, one that was videoed and given wide coverage on Scottish television. As with many other drivers in all classes, he is a firm believer that karting could benefit greatly with more extensive television coverage — "It needs all the promotion and public support it can get."

As far as his future karting plans are concerned, Duncan is trying to steer Peter into 250 International. At the moment he is resisting and his contention is — first to start winning in 125 National to justify even considering such a move. "No matter how much Duncan may offer and if you have the best equipment available, in the end it's down to you."



March — still unpredictable weather, but we are nearly there — summer! Never mind you will have plenty to occupy yourselves with, particularly if you are competing in the United Kingdom Championships. For the first time ever the Series (K&S as it was) is starting this month — the venue Rye House, (another first). Yes, the home of 100cc karting has agreed to run a round of the Series. This will no doubt please many of the Southern contingent and should produce a substantial entry, however, to many others Rye will be a new challenge — don't forget the circuit layout has been altered recently. Hopefully we will see a good grid of 100cc Internationals. The UK Championship is catering for this class and has relaxed some of its initial plans to restrict tyres and carburettors — any C.I.K. Approved Bridgestone tyres can now be used and slide carbs are in. So, come on all you Super Heros. Now's your chance and, who knows, we may see some of the old International clan now riding in 100cc National, (Jack Brown, Ricky Grice, etc) joining in the action. John Alcorn intends to compete as many rounds as his crowded calendar will permit, starting with the first two — Rye and Wombwell. Let's hope this is the beginning of a 100cc International class revival!

Speaking of Ricky Grice, he looks likely to be the man to beat in '85. His 100cc National races to date — at Rye and Tilbury — have resulted in resounding wins. His TKM factory equipment is rapid and well sorted and so far there is little sign of reliability problems, except for braking his steering column whilst leading at Rye. Gary Moynihan seems on par with Grice so far this year, but has not had the consistency. So, if Gary is being beaten by Ricky, you can image the pace these two are setting — very, very rapid!

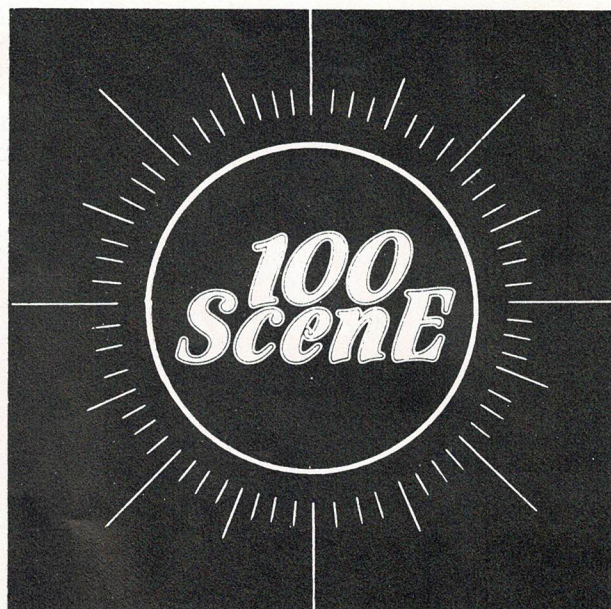
Previously I mentioned the opening round of the UK Championships taking place at Rye House, the other fixtures are listed elsewhere in the magazine. Rye is very fortunate as they are also scheduled to hold the final round as well. Northern participants will not be too happy at this as Rye requires a special style of driving. Even more disappointing is the fact that the Lincs Kart Club at Fulbeck have no championship race at all. It is understood that there was a problem with communications from the club and by the time this became evident the fixtures had been established and registered with the RAC MSA. Let's hope they are luckier in 1986 as their circuit and previous effort at running the final Kart and Superkart round in 1983 was excellent.

I noticed in last month's magazine the special rear axle carriers offered by Dartford Karting. This to me seems to be a very good method to change axles. The fixing is simple and is a boon to those of you who wish (quickly) to change a bent axle or replace with a different variety, allowing the possibility to change axle between heats.

Whilst on the subject of new equipment, as mentioned last month Terry Fullerton is now able to offer his new kart, (a "Red One" I think it is called). T.F. has now yet settled his plans for '85 year but the word is he is going on a promotional trip to Australia and also discussing



Jack Brown, 100cc International in the Series? here he leads Jeremy Cotterill (16) at Rye House
(Pic: Steve Fairgrieve)



possibilities in Italy. However, a possibility in the U.K. is that he will mastermind an attack on the 100 National, (or International) commercial championships with Paul Jackson doing the driving — interesting! Paul has been mechanic for Terry for some time and only recently has he got back into the driving seat (and to good effect). He is not alone in making a return to the karting circuits as two other faces from the past have become evident.

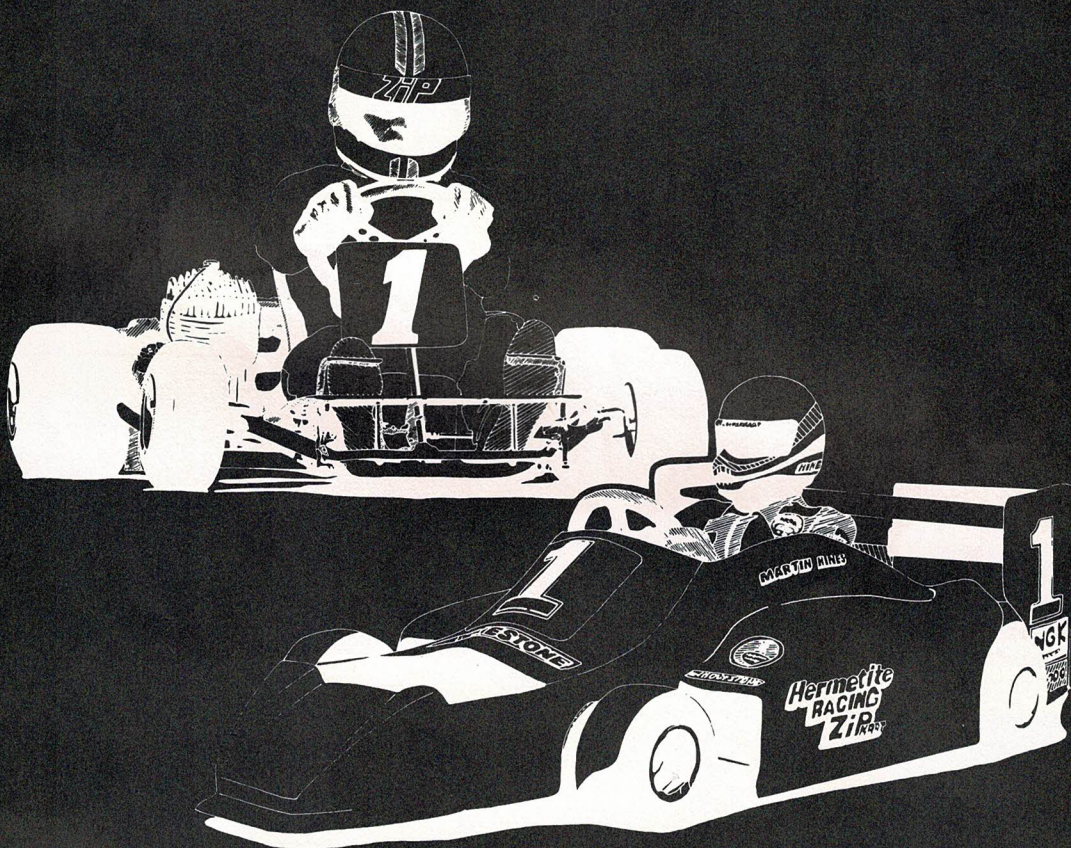
Doug Spencer has had several rides at Rye House using Deavinson equipment and, like Paul Jackson, has proved he can still handle a kart competently. No definite plans have been announced but maybe, ex-Junior British Champion/British Team Member, Spencer will be looking to the 100cc International Series this year?

The other face, belonging to that of Steve Davis, again in recent years Steve has spannered for several Deavinson riders, (latterly the Dewhurst team). He was the 100cc National British Champion nearly ten years ago and was out racing in February — I think that was just a one off but who knows!

Of the regular 100cc National contestants in 1984, two in particular have high hopes for the new season. Jeremy Cotterill has switched chassis for '85, dispensing with the Kali in preference for the currently very popular Wight Kart. Power will continue to come from the Rotax unit and word is about that father, Gerry, will distribute these engines this year.

Scott Banks is the other K&S contender who performed exceptionally well at the beginning of 1984 and is hoping to build on that this year and is now using DAP frames and engines. All things being equal this should enhance his chances these season.

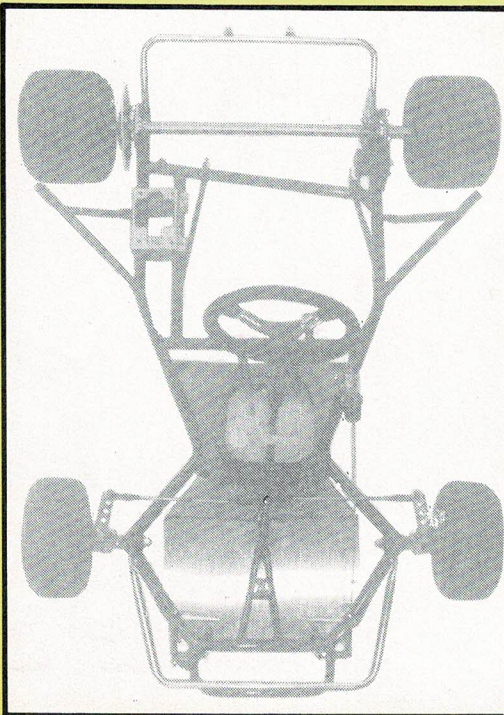
The Super One Series is also taking place this year which, considering it has six rounds, (none clashing with the U.K. events) means that the number of National series meetings will total 16 — and then there is the British Championships! A very crowded calendar indeed. It will be interesting to see who does what and which series attracts the most interest and support. If you are not aware the major difference between the two series is the rubber wear — the U.K. being supported by Bridgestone naturally specifies only this make, whereas the Super One has attracted interest from the new (to this country) Vega set up. Therefore it is predicted that at least 100cc National will use this variety. Already some interesting (and worrying) conflicts on track of these two tyre makes have occurred. Initial impressions are that the Vega looks softer than the Bridgestone and does appear to work extremely well, even at low temperatures. Time will tell though which offers value for money as the Vegas are still very much an unknown quantity. Next month it is hoped to have something to report on the first round of the United Kingdom Championships at Rye House and some information regarding the venues in May. Good luck if you are competing.



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'85
RANGE



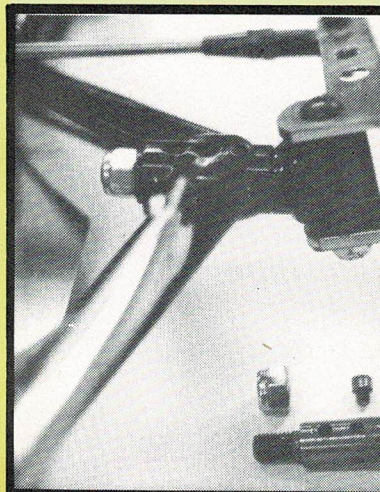
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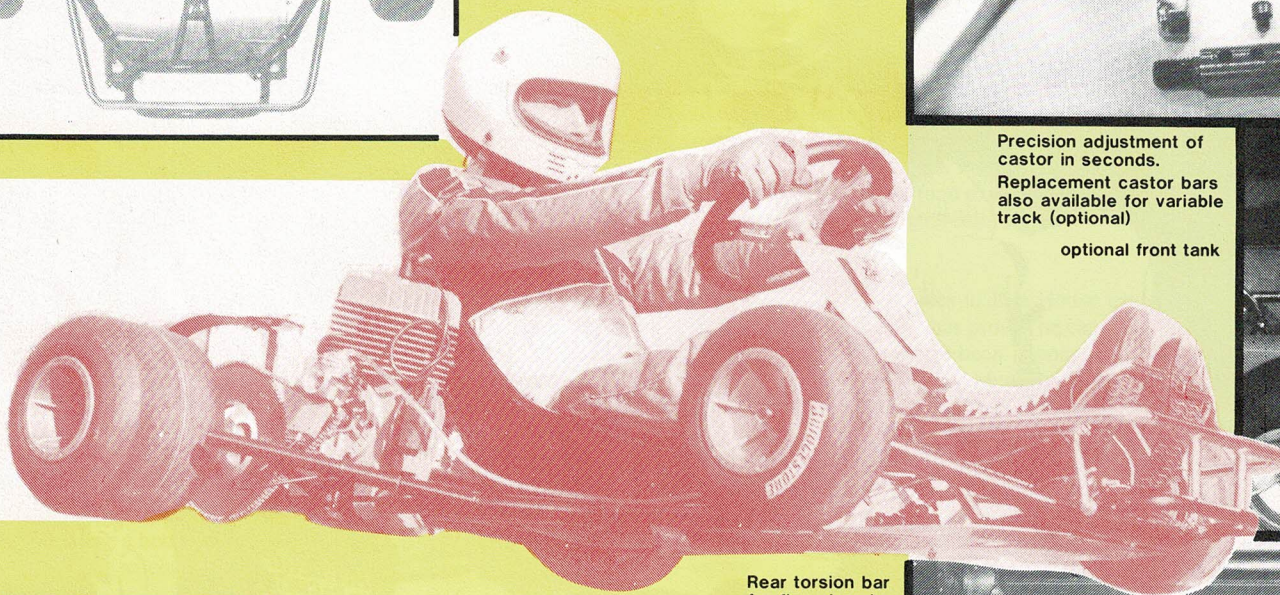
Most suitable for
100 National
100 International

1985 FE CLASS ONE &

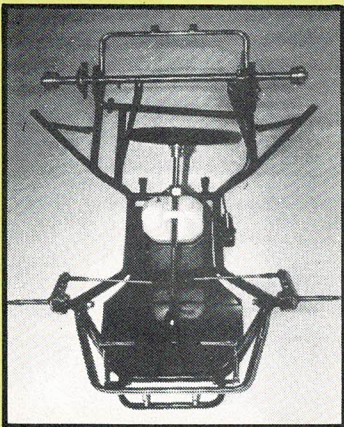


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castor in seconds.
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also available for variable
track (optional)

optional front tank



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for fine chassis
adjustment
(optional)

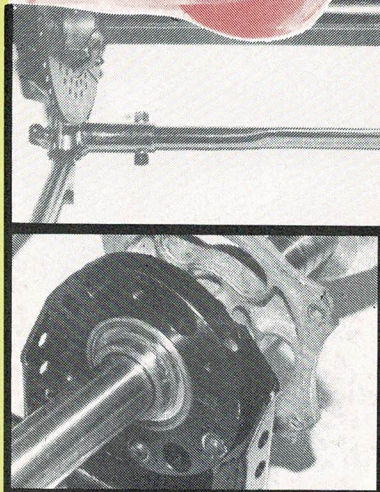


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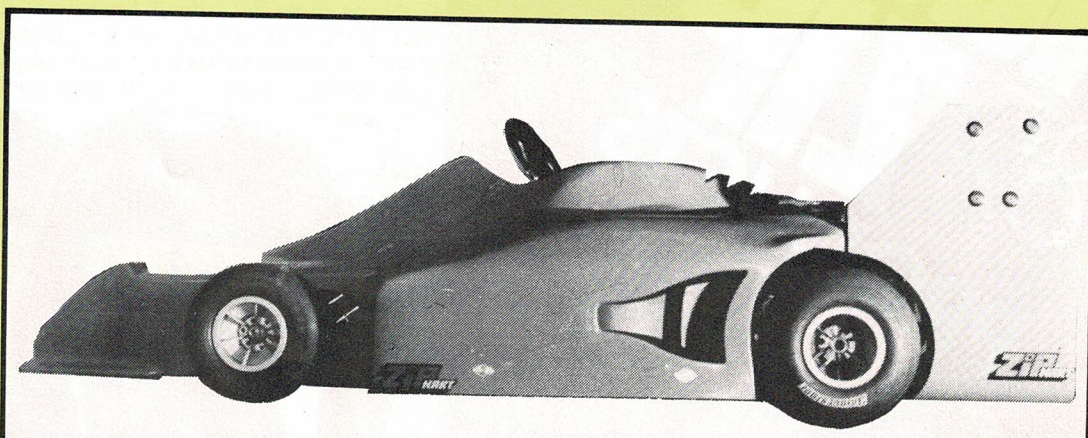
Most suitable for
Junior Booster
Junior and Senior Britain
100 National

Quick change
alloy bearing
hangers (optional)

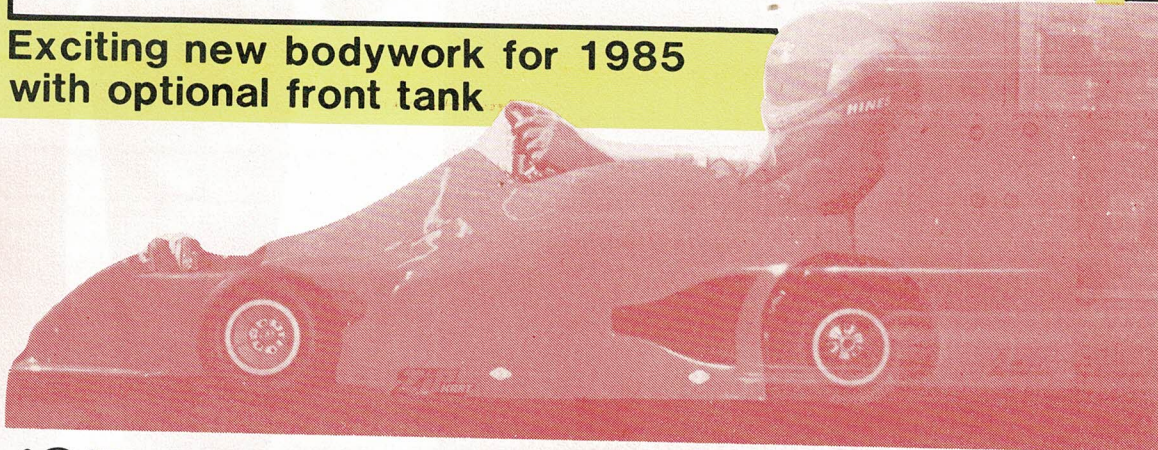


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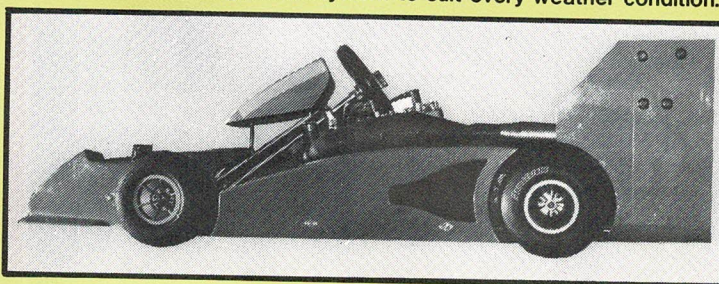


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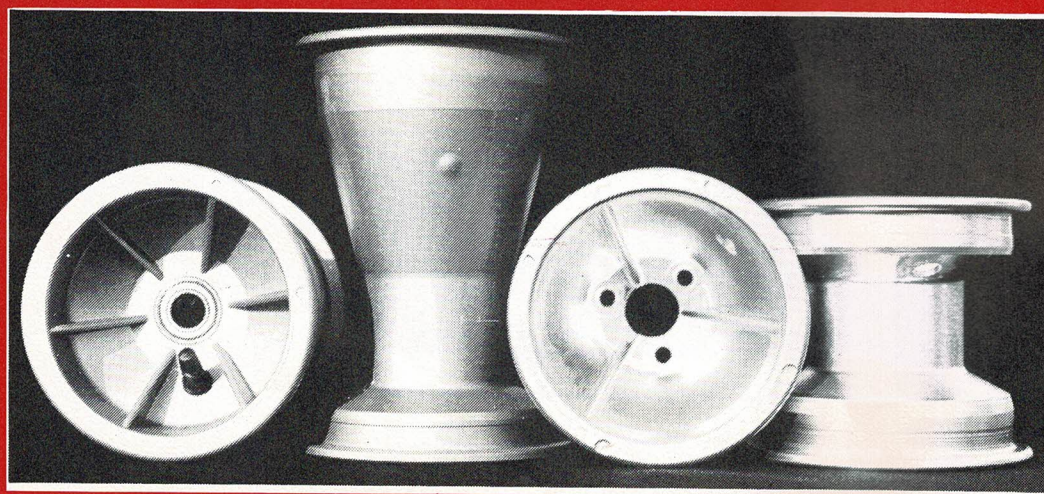
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ENDURANCE RACING AGAIN

by
GEORGE ROBINSON

Torvill and Dean, Jackie Stewart and Tyrell — all sports provide an apparently unbeatable team from time to time. Such are the thoughts of Endurance Kart teams about Kart Shop at the moment. Eventually another team will take over either through demise of the former or supreme effort of the latter.

To put an Endurance outfit together does not involve any special skills although there can be no substitute for experience, the best way to find anything out in this world is to ask. Don't be too proud or pretend to be clever, just ask. Then listen! An awful lot can be learnt without expensive mistakes.

Assembling the chassis for Enduro use, first make sure all parts are in good condition and fairly new. Then fit each individually and make sure bumpers, floor tray, etc., don't have to bend when you tighten the bolts. Start off with all new nuts and bolts. Use high tensile bolts throughout, not these cross headed silver things many manufacturers provide because they look nice. They are also cheap, soft and made for roofing! Nyloc nuts throughout with a smear of Torqseal or Loctite is all that's needed. During the Brignoles 24 hour our team did not lose a nut and bolt; we lost loads of pistons, big ends, etc., but not a nut or bolt! So if the things hang together about right in the first place it should last for several six hour races barring accident.

Accidents come next. By experience we have discovered which bits bend first and have strengthened them accordingly. Stub axles were our problem. Early in the year the slightest knock seemed to twist the drag link and thereby put a kink in the track rod. Although none of these actually caused a pit stop they certainly cost us time during scheduled stops. The repairs are always a compromise, usually with a hammer and therefore you race with a bent kart, not as quick or comfortable as it might be.

Comfort is also high on the list of priorities. Roger Moth and I went to the first 6 hour at Cabourg last May with a very ill fitting seat, the steering wheel in the wrong place and the pedals too far back. We didn't think so at the time but we sure knew what wasn't right by half distance. We were bruised, broken and burnt — no way to go racing! I was in a better state after the 24 hour.

The rear axle assembly must be put together very carefully. All components should slide on the axle easily and be fitted until they do so. We found that the disc carriers gave some trouble so have fitted a rear wheel boss to the disc and solved the problem. I hasten to add that this idea is not original; I cribbed it from Remrod!

The brake is possibly the most important and potentially troublesome area. The average karter fits and forgets it until he doesn't stop one day! Last season we used the standard Zip 84 wheelstop system. The brake really worked remarkably well. The only problem is that the pads vary in hardness and are not that quick to change. From a sprint racing viewpoint the unit is perfectly sound, providing it is properly maintained. We are looking at Lockheed and Kelgate for endurances for two reasons. 1) They are self adjusting and 2) the pads can be changed in seconds.

The drive is another area that bears close scrutiny. The Swiss teams use the Hetchel Gear Drive system. It is trouble free and aids quick engine changes and is very expensive! To set up a Gear Drive for one kart with all the necessary spares including ratios and three front cogs with casings would cost about £1,000. You then have to persuade your chassis manufacturer to build the kart to suit it! Needless to add we soldier on with Did 219 and suffer the occasional breakage. These breakages can be kept to a minimum if you are careful to select good rear sprockets and carriers and get the whole lot properly in line. Providing that the axle is square in the kart and the crank is parallel with it, alignment should be no problem.

Wheels and tyres; front wheel balance is as important as ever. The balance factor does alter when they have been run so if possible I check

them after a short practice. Luckily the balance seems to be more affected on YAK SL tyres than YBK. The YBK's we use are usually brand new at the start and the fronts we replace at the 3-4 hour mark. The rear YBK's will last for a whole 6 hours, but we have found that they start to leak on the bead when they get tired near the end. Maybe we should use OKO, where is it these days?

The exhaust should be fitted in such a way that the springs quick release. There are a great many different types in use. It seems to be one area where the mechanic's imagination runs riot. Personally I believe simple is beautiful. My method utilises part of an Indesit washing machine and two 4" nails! I promise you it doesn't look as bad as it sounds and it hasn't dropped off yet!

Petrol tanks are specially designed and teams keep their own dimensions and baffles a closely guarded secret. Suffice to say that at Le Mans 8 litre capacity is permitted and five litres elsewhere. 7 litres was allowed at Brignoles. The idea is to reduce surge to a minimum so that all but the last drop of fuel is used. The modern fad of bottle tanks are quite useless. In my opinion they should be banned for the reason that they do nothing to improve the image of Class 1 racing. Last summer I heard a woman spectator remark to her husband "Oh look dear the boy that's winning has got a big bottle of orange squash between his legs". I ask you; do we need this? Second only to the legendary remark of a drivers girlfriend who held up a box of sprockets and said "Are these your prickly things darling?!"

Preparing engines for endurances is simple. Make it new inside, make sure it's fast, bolt it on and hope for the best! These days engines are needed in endurance racing. I would challenge any top national driver to put his best motor on and try to stay in front of the Swiss, Giovanni Bonano who won Brignoles or Bugatti who was also at Brignoles, with works PCR's. The works PCR engines are the ex-world championship short stroke motors. At Brignoles Bugatti's team had fourteen engines to choose from. They sorted the quickest three and scrapped the rest for spares. The top three teams of Bugatti, Bonano and Carigiet used YBK or Dunlop International rubber throughout and one reported using twelve sets of front tyres. Roger Moth, Mark Tilley and I used one set of YBH and three sets of YAK fronts. The weather was hot throughout the race and thus the SL tyres gripped remarkably well. However, our choice of tyres and set up maybe reflected in our final 4th place behind the aforementioned three teams. We used the Hewland Reduction Gearbox and 35 pitch chain for Brignoles. The gearbox has been proved to drag and thereby cost you 0.2 of a second per lap on average. We thought it worthwhile at the time for reliabilities sake. However, we did have problems with the gearboxes themselves. Although one engine did last for a total of fourteen hours before the big end failed, we then ran into lots of gearbox problems with the other two engines. By the twenty hour stage we were reduced to one sick engine on the kart and none in the pits to back it up. Eventually we had a lengthy pitstop to change sprocket carrier and drive back to 219 chain to complete the race. The racing winning team used PCR's belt drive system. One of their mechanics told me that they replaced the belt eight times. Any grit from the track that gets under the belt wears a hole in it which gradually gets bigger and bigger until the belt snaps. We were fortunate in that none of our engines blew up badly, but we did have four big end failures.

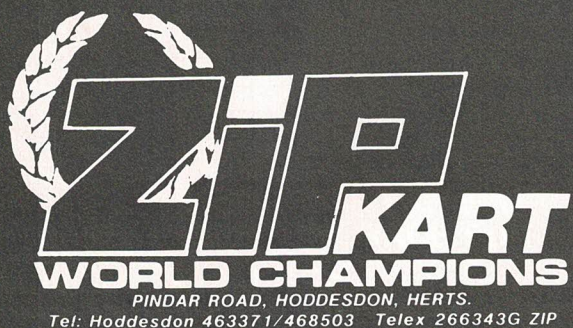
For 1985 Roger and I will probably persevere with our Arrow engines. We also have one PCR and will stick with our Zip chassis. Remrod, I hope, will have two teams this year. They have a variety of equipment and a selection of Parillas and TKM's for engines. Although the endurance calendar is not available yet, the first race is sure to be a six hour at Cabourg in mid-May. Followed by the 500km at Le Mans on the first Sunday in June. The track facilities in France are excellent with covered pits, cafe and washing facilities at all circuits. Saturday practice is most important. Practice on racing morning is very short and in many cases scrutineering is on Saturday afternoon by which time the teams have to decide which of their engines to use. Sunday morning is then final checkover time ready for the race start at 11 or 12 o'clock for a six hour.

Prize giving is either at the circuit or in the local town. Prizes are given down to fifteenth or twentieth place dependent on entries. At Caen where Mark Tilley and Thierry Ranchin finished second, they received an

oven each, in addition to the usual cups and booze.

Mark Tilley has been very helpful to us in lodging our entries through Thierry Ranchin in France. The earlier one does this the higher up the grid you are at the start, therefore there is less traffic and risks of an early shunt reduced. To race abroad a carnet must be bought through the AA or RAC. This is to indemnify the equipment temporarily exported and must have chassis and engine numbers plus a list of tools, spares, etc. A whole list is recommended. Also the French customs

have stickers and provided with these usually stamp the documents without a glance at the van or karts! The RAC should also provide a Visa for insurance purposes required when racing abroad. For the races in Northern France we leave by the 11pm boat at Portsmouth, docking at Le Havre at 7am and return by the Sunday night Le Havre crossing arriving Portsmouth 7am Monday. Ideal from my point of view because I lose no work time at all. As soon as the snow has gone and the weather is a little warmer we shall be out testing for the start of the new season and try to provide a Kartshop beating outfit in 1985.



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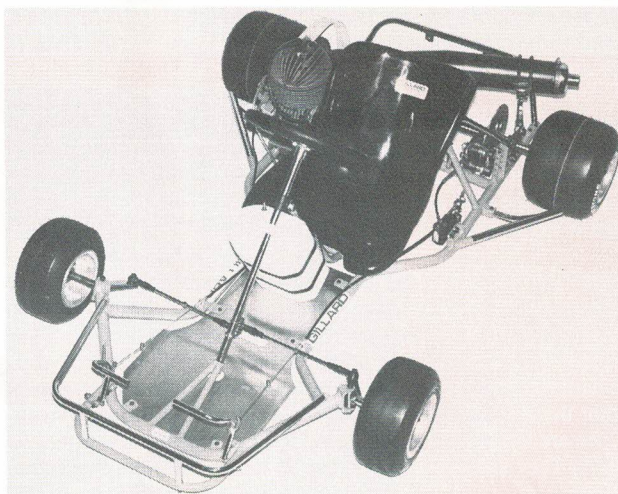
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Homologated specification.

Profile....Barry Tomlinson

Barry Tomlinson has been around karting for a long time and it was undoubtedly his father's association with the sport that inspired him. A driver with confidence, ability and experience he has for years strived for a major title, thus far such a title has eluded him. Often disappointed yes, but determination has seen him through the down periods. It is this determination that will eventually bear fruit.

The Greater London Borough of Enfield was the home of this 35 year old for a number of years until the family uprooted and moved out to Broxbourne in Hertfordshire where he began his schooling. Once through juniors he went on to Broxbourne Grammar School and, before leaving, had decided he wanted to train as a Civil Engineer. He graduated from the St Albans College of Building and joined an international construction company. That period saw a wealth of experience and knowledge — and marriage, the fruits of which produced two sons. The eldest, Mark, shed his novice plates before the end of last year and he competes regularly with Barry's encouragement in Junior Booster. For domestic reasons Barry sought a change of employment and currently works as a Civil Servant.

Just over eighteen years ago he went along with a friend to Rye House and found himself 'having a go' in that same friend's kart. Isn't that how it all starts? His first kart was a Blow mounted with a Villiers 2T Twin, the outfit prepared and looked after by father, Syd. Kimbolton and Debden were principally the short circuits where Barry learned his race craft and also picked up a fair number of trophies.

A change of equipment was on the horizon, a Zip chassis, Montessa mounted. In fact he still has a Brunt tuned Montessa, but Harry Rolfe was responsible for equipment preparation. Under the name 'Team Sybaree' he campaigned the Montessas on long circuits until the Yamaha twins started collaring the results market. With Alan Rodgers tuning the motors the scene was set to tackle the first Silverstone Grand Prix in 1978. Anything can happen at Silverstone and everything usually does. Barry has raced in each Grand Prix since the events began, but he has achieved more, in terms of results, on the rest of the UK long circuits. Competing in 250 International was becoming expensive for the Tomlinson setup and that was the deciding factor, so they opted for the, once more rising, 250 National class.

1983 is probably the most successful of Barry's contemporary seasons. With a number of finishes in the top six in National at the end of the season, he felt reasonably satisfied with his performances:- first in the Central Kart Club Championships; third in the RAC British Long Circuit Championships and in the Bridgestone Champion of Champions.

Towards the end of 1983 the boss of Leaside Tyres and Exhausts, Philip



Barry with dad Syd, (the one with hat!)

Glencross, whom Syd and Barry had been friends with for a considerable time, put forward his proposal to run a 250 National team in 1984 under the sponsorships of Leaside. Barry, along with Phil, was to be one of the drivers. The proposal was extended to current British Champion Derek Rodgers and 1983 GP winner Alan Cheetham of 'Peak Revs'. Details were drawn up, team colours decided, (the familiar blue and white) and the equipment ordered.

The Cadwell 'Opener' is more of a 'sorting out' event before the season really gets under way. With both Rodgers and Cheetham falling foul of problems and Barry trailing down the field with 'gremlins', the task was thrown in the lap of Phil to carry the torch for the team, he finished fifth.

For Barry Mallory Park was to prove more encouraging, with a fourth and a sixth at two successive meetings. The Donington World Cup where he felt confident he would finish high was a bit of a let down — he did though finish eighth. The Martyn Merritt meeting at Snetterton netted another eighth and Phil's first long circuit victory of the season.

By the time Silverstone came round again Barry was ready and, like a lot of other drivers, was hoping for more success than in the past.



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He gave a good account of himself in the heats and earned a front row position for the final. Unfortunately that was as far as his luck held out, but he was in quality company — it was a disappointing meeting for many. The trip to the Dutch Grand Prix at Zandvoort also ended in racing disappointment but, overall, it was an enjoyable experience. The weather was perfect and, as the whole Leaside entourage travelled in convoy from The Hook, akin to an army takeover of the circuit, the holiday atmosphere provided a suitable buffer to his racing problems.

It was back to Mallory Park later in the year for a wet meeting. After successful heat results, of all things a gear lever sheared in the final. But the sunny last Mallory of the year brought back hope and he finished fourth. All in all the results are representative of the competition in the class, when scaled with those of his contemporaries.

Looking back over his career he has enjoyed his racing and as long as he finishes a race derives a great deal of satisfaction, whether placed high or in the middle order. Mallory Park he particularly enjoys, he likes the circuit and the atmosphere. Barry races for racing's sake and will continue to do so as long as he is able.

He speaks highly of the Zip chassis and once everything is prepared finds it excellent to handle and drive. He has campaigned the YZ Yamaha

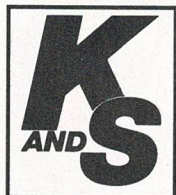
for several seasons now. It is a reliable power unit, as long as it has the attention it deserves.

Outside karting his other interests lie in sports 'that get the adrenalin flowing', parachuting being the most notable. He tries to get as many drops in as possible but is sometimes restricted by work and racing commitments.

In his racing he endeavours to be competitive and successful. He derives a great deal of joy out of his sons and watching them grow and develop and feels particularly elated when Mark is on the track mixing it with the best.

His views on the sport are similar to those of other drivers. "There should be less politics, it should be more professional and attract more of Joe Public, without losing any of its friendliness and should beware of outpricing itself."

With Phil Glencross and Derek Rodgers opting for 250 International this year and Alan Cheetham looking after the 'Peak Revs' household, Barry and Syd are back on their own, sticking with 250 National. Both feel equally confident it could well be a good year. If not, there is always another.....



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(Page 30 explains)

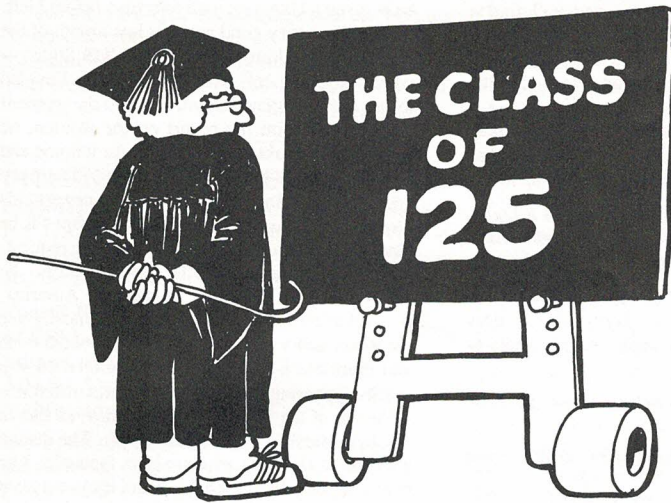


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STUART ZIEMELIS

At last it's back, what you've been waiting for.....it's, it's, the return of the Class of 125.....!

Apologies are in order, it's been so long since I put pen to paper in the direction of the column but, with the pressure of last year's busy season which, as drivers, you will appreciate, accompanied by the Daytona Beach trip which needed so much organising, it's only recently I've had the opportunity to sit back and think. I'm sure you all know by now that I returned from the States nursing a broken ankle, not incurred through racing I hasten to add. The 'Halls of Editorial Power' have seen fit to hang the label "Hopalong Stu" on me! Enough of that rubbish and on with the purpose of this column.

First, I should like to thank those people who took time out to reply to my various proposals mentioned last year, notably Iain Blair and, again I apologise for being unable to feature their comments before now. However, I don't think you'll find they have dated, on the contrary, they are just as pertinent now as when they were first written. To jog people's memories it has been necessary to reproduce parts of the text from the article that appeared in May 1984 to establish continuity. As you read you will see I have tried to cover a few issues which have been on my mind for some time and, also, have some snippets of information.

I'd like to comment on the case of Gary Bennett whose letter appeared in the December 1984 issue of this magazine. It was very disturbing and, in a lot of ways, a bitter condemnation of the authorities. It seems to me that after all the hardship Gary has suffered and the tremendous courage he has shown by his racing efforts, (he competently drives his own Capri in the U.K. and Europe) to be castigated by the RAC is appalling. I cannot see how Gary could endanger anyone by his racing to any greater degree than other able-bodied persons. After all, in the event of an accident where the kart does more than spin off, i.e., rolls over, the driver is normally, nine times out of ten, temporarily rendered unconscious or trapped to a degree and requiring help from the marshalls or rescue services. Therefore, his ability to walk away from the kart is irrelevant. In the event of such an accident the race is invariably stopped. As long as Gary is able to control his kart properly, using hand controls, I feel he should be given a fair chance to prove himself. The least the RAC can do is observe Gary and his ability to control the kart!

On the topic of separate classes within 125cc.....

I had a mixed response from readers about the article concerning general safety on Long Circuits. Some people were of the opinion it was directed at them personally; I can only say it must be a case of 'guilty conscience' because it was written without prejudice on my part. Conversely, other drivers were 100 per cent behind the proposals and expressed equal concern. To recap on the article here are some extracts, along with Iain Blair's letter which is a fine example and sums up the general feeling.

- "1. It is because there are too many karts permitted in each individual race?
2. Should novices be allowed to race with top level, experienced drivers?
3. Do the drivers lack basic racecraft and knowledge of the rules?
4. Should the starts be standing as opposed to rolling and in a two-by-two fashion, as in Formula 1?
5. Is there a lack in pre-race scrutineering; should the checks be more thorough and is the preparation of karts as good and professional as it should be for the speeds attained?"

I then went on to consider each point in turn.....

- "1. The number of karts in each race is, to my mind, too many. There should be a maximum of 25 to 30 on the grid, depending on the size of the circuit. This would have the effect of reducing the risk element at the start. Less karts = less chance of an encounter and therefore more room to manoeuvre on that all important first lap.
2. The current system of licensing employed by the RAC is now grossly inadequate, especially when you consider a 17-year-old complete novice, (no previous karting experience) can purchase a 140mph Superkart and, within 6 weeks, be racing with top level drivers on Long Circuits, even at International events. Now, there will be many who do not see my point, but if they think carefully about it they will and, if they are honest with themselves, I'm sure they will agree. Firstly, I think a novice should only be allowed to purchase a kart of National category then, after proving himself over a minimum of 10 short circuit meetings, be allowed to compete as a novice on long circuits. This would have the added effect

of increasing short circuit racing interest, as the numbers of gearbox karts is falling off on short circuits and would also give the driver valuable experience in kart racecraft.

It would rest with the RAC to ensure this was properly administered. Additionally, it would be a good idea to change novice plates from black to a fluorescent dayglow orange or yellow, so they can be seen, as I feel this is a problem in identification. Whilst one is gaining places through the pack, it is very difficult at speed to pick out the black number plates from everything else. I am in no way suggesting that novice drivers are the culprits in accidents but, by the same token, it is not fair for them to have to race with top level drivers at the beginning of their career and be up against experienced drivers who are travelling something like 20 to 30mph faster around and approaching corners, both during the race and at the starts.

3. I wonder sometimes just how many drivers fully understand the basic driving technique necessary to race. Racecraft must be learnt and understood. The RAC Blue Book lays down general guidelines for the conduct of drivers whilst they are racing, but I wonder how many people have read the Blue Book. A series of lessons at one of the country's many racing driving schools would definitely not be wasted.
 4. The rolling starts that we have been accustomed to could be blamed, as the rows often end up six, sometimes more, abreast before the first corner, making the pattern more compact and hence contact is a high probability. If the grids were formed at the end of the rolling lap, it would ensure that the grid formation was correct, produce slower starts, thus eliminating the likelihood of a first corner pile-up and also prevent bunching. An alternative would be to have two lines of karts, as in Formula 1 and in our own Class 1, at the start, keeping the track more open, giving less chance of first corner bunching.
 5. Should the scrutineering be carried out more thoroughly, using spanners to check wheel nuts, etc. This obviously would take more time, but it would be effective when a mechanic can replace something two minutes after it has been scrutineered, without anyone knowing.
- Do the drivers and mechanics take a professional outlook on their equipment, or are there sometimes stupid risks taken to enable the completion of a meeting? I have seen some very dangerous karts racing during my time and all I can say is that there are some very lucky people around. With top speeds now well over 100mph such risks cannot be taken and it shows a total lack of consideration for the safety of himself, let alone others, if a driver goes out to race knowing a component might not last the distance."

Iain Blair had this to say on the subject.....

"Dear Stuart,

Following your article in May's Kart and Superkart, I feel compelled to write in support of some of the most common sense proposals I've seen in a long time. As a scrutineer, I see all sorts of karts in various states of decay and the thought of some of them finding their way onto a long circuit is frightening. Unfortunately there is little one can do at pre-race scrutineering to predict how a kart will behave at speed, except to give the machine a rigorous mauling. When people complain to me about my pulling and heaving, I just pose the question — "If it comes off in my hand, what will it do at speed?" On long circuits I have noticed that scrutineering, with the exception of the Grand Prix, tends to rely on the driver looking for faults in his equipment. This should not happen, at this level the scrutineer should be ruthless and regular scrutineers must be told this.

There are, without doubt, too many karts on the grid and numbers must be reduced. This will not be popular with race organisers as it will undoubtedly create more

work. For tracks other than Silverstone, the number quoted in your article is ideal. Silverstone is wider and could therefore accommodate up to 45 karts. Whilst on the numbers, the Cadwell hairpin on lap one is not a place for the faint hearted and, to be honest, I don't know how you do it. To avoid this first corner free-for-all, an easy solution is to move the Club circuit start back up the main straight where it used to be, or start races from the long circuit startline. Standing starts I cannot agree with as the consequences would be a massive start-line shunts. This is from short circuit experience with a handful of karts, (some of them nearly hit me and I can't have that!). If the numbers are reduced then the grid formation could be 3 by 2 by 3 and 4 by 3 by 4 at the G.P.

One cannot do much about racecraft except wait until the drivers are experienced. No knowing the rules is unforgiveable, especially as the RAC must provide the Blue Book to most competitors at a Loss. I feel that dayglow yellow or orange would resemble Formula E colours too much. Dayglow pink is more striking and, using black numbers, these colour plates would stick out like a sore thumb.

I totally agree with the point about complete novice drivers being able to buy Superkarts with no previous racing experience. The regs were supposed to take care of this over three years ago but an obvious loophole still exists. As for the rest of the point, it really is good to find someone who has thought the problem through in a logical manner. If your proposal becomes legislation it will boost short circuit karting and get the bloke used to his equipment.

These are my views on the points you raised with some degree of expansion in parts.

I never knew Chris Poore, but any loss from the karting fraternity touches us all. If his death serves to bring about a change in the system which reduces the chance of an accident occurring, then he won't have died in vain. This is an issue which should unite all karters, not just the Long Circuit people. Together we can make your racing and my participation a whole lot safer.

Yours,
Iain Blair"

At least my observations prompted some response and I duly noted all the comments made. I don't blame everything on poor or bad driving. To reiterate, I think a lot of the accidents are caused by simply too many karts on the track at the same time. And you can see from Iain's letter it is a common point of complaint. The other point which caused a lot of contention was the mixing of experienced drivers with novices. To be fair to all I took a random sample around the country, seeking a suitable solution to the problem. Several suggestions cropped up, the most prominent being the splitting up of the class.

Obviously many 'Pros' and 'Cons' are at play here but, on the whole, the 'Pros' seem to outweigh the

'Cons'. At the end of this column you will find a coupon. All you have to do is complete it and return it to me as early as possible, or write if you don't wish to cut up your magazine and we can analyse the results, hopefully in next month's issue.

Personally my thoughts on the matter and I do know they are shared by at least 20 top 125 drivers, are that the class should be divided along the following lines:

1. The prime object should be to establish a *Lightweight* and a *Heavyweight* class, with the weight difference being substantial.
2. International status should be reintroduced for the *Light weight* class. The *Light* class, thus reintroduced, would allow water-cooled motors to be used — if desired.
3. That there be a form of grading, along the lines of Formula E:-
 - a) either by minimum number of results in the National class or,
 - b) by a maximum of years experience, again in the National class.

This would give the average sized 125 contender an actual chance of winning in 125 National. The 125 International class, which if you remember we used to have, would then bring us into line with the rest of the World, by allowing the use of water-cooled motors and also we could solve the problem of mixing experienced drivers with novices. Obviously running two separate classes would reduce the grid numbers for each race.

There is another advantage to this 'class separation' — the 125 National would then becomes more economical for the average competitor. It could even be restricted to *cheaper* tyres, etc., thereby making it more attractive, by putting it within the reach of the limited budget drivers. This would leave the 125 International class to the drivers who have sponsorship and who can afford the extra cash on new tyres, each meeting and so on.

I hope we can work along the lines of these suggestions and find a solution. It is a logical step — I hope you return the coupon with your views.

DAYTONA BEACH

When I received the kind invitation from Angelo Buffomante to attend the World Karting Championships at the Daytona International Raceway, to be held two days after Christmas, it was like a dream. From that time until we touched down at Orlando International Airport, Florida I hardly dared believe it true. It was the first time I had flown in a Jumbo Jet and the first time I had actually flown out of England, come to think of it it's only the second time I'd flown at all. So it was quite an experience, especially as I had not

been given a USA visa until four days before I left. Martin gave a very good account last month of the general atmosphere of karting — 'US Style' — which leaves me only two points to cover, I'm glad to say, the 125 scene in America and the women! Ed wouldn't print my report on the women; he said something about the need to take it home and go over a couple of points missed out! (There are enough meagazines of that ilk on the newsstands already Ziemelis — leave it out! Ed). But I'll be glad to give you a personal report on request. Anyway, I suppose I'd better briefly outline the 125 scene. The 125 class, as raced in America, is not that different to our own. They mostly use the Rotax motor although in its water-cooled form and there are a large number of fullbodied Zip outfits appearing over there. The main difference is the use of the famous 'laydown' kart, as shown in Chris Merlin's column last month. The design concept of the type of chassis is fantastic. The driver actually lies on his back and looks between his feet at the track in front. This obviously suits Daytona as they were very fast indeed, however, Kurt and I were able to show the opposition a slightly quicker route round the twisty bits. I found that was where I did most of my overtaking, elevating myself from near back of the grid to third in the one hour Endurance Race.

The preparation standards did seem to be generally high and, on the whole, very impressive. One rule which did impress me is the necessity to lock wire all steering, brake and wheel securing bolts — very sensible.

I ran a water-cooled 125 motor for the first time at Daytona and, although it took me all of the practice time to set up, I am pleased to report how reliable it was. I ran the motor for a total of three and a half hours and, as Martin described last month, 50-75 per cent of the time the motor is on full throttle. The only breakdown (whether you believe it or not) was due to a stone picked up after a kart left the track in front and smothered me in debris. How many water-cooled motors would stand that pace or the high temperatures for the one hour duration that the water-cooled motor was subjected to?

Shortly before Christmas, while I was attending the Royal Smithfield Show at Earl's Court, I had the great pleasure of meeting Mr Derek Warwick. Derek was exhibiting his father's famous range of trailers. I was introduced to him by a very good friend of mine who has known the Warwick family for many years. During our conversation karting was discussed and Derek expressed a wish for his younger brother to perhaps compete a season to gain valuable experience before moving into Formula Ford. It is pleasing to think that karting has the endorsement of such great drivers as Derek

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	'Pros'	'Cons'
1. Split class into Lightweight and Heavyweight YES/NO	Cut down numbers in each race	Still have mixed drivers
2. Split class Water-cooled/Air cooled YES/NO	Allow development of w/c motors for people who want to and have enough money. Should increase reliability	Increase cost for w/c class. Still have mixed drivers
3. Split class — Experienced/(Graded Drivers) Novices (Minimum of 2 years experience before being graded into 'A' Group. Also minimum No. of Top Ten finishes.)	Cut down numbers. Separate experienced from non-experienced drivers	

There is one disadvantage to the above suggestion and that is the addition of extra races to the already tight schedule at most long circuit meetings. Do you think such a move could be overcome without disruption to the meeting schedules? If yes, have you any suggestions how additional races could be slotted into the programmes?

Return to: Stuart Ziemelis, 19 The Green, Great Staughton, Huntingdon, Cambs. PE19 4DQ.

and I feel this type of encouragement can only do good for the sport.

I would like to express my sincere best wishes to Derek and join with you to wish him the best of luck for the 1985 World Championship season.

INTERNATIONAL EVENTS — 1985

Unfortunately the only international event to cater for the 125 class will be the Dutch Grand Prix at Zandvoort. The dates are — 16th, 17th and 18th August and the address to write for entries is:

**Ronald Bon,
KC250 Secretariaat,
Lijsterstraat 27,
3514 TA Utrecht,
Netherlands.**

It is a pity as I think our class is just as spectacular and the racing just as close, if not closer than the 250's. I understand the reason why there will be no 125 supporting grids at the Formula E World Series at Le Mans and Hockenheim this year is because both events coincide with another major motor sporting event; at Le Mans, the 24 Hours Motorcycle Race and at Hockenheim, the German round of the World Endurance Championships. There just would not be enough time to fit in practice, timed trials, heats and finals for two classes before the start of the other events. The same happened at Nurburgring last year when the Formula E had to slot in with the Group

C cars.

There is of course the 125 (Formula C and Intercontinental C) World Championships at Laval, France on 31st August/1st September and the regulations are obtainable from the RAC.

Finally, some general information on 125 racing in Ireland, courtesy Allard Johnston of Dublin.

"The extent of popularity of the 125cc class worldwide has also reached the Irish shores during the last couple of years. Here is my 'Irish' contribution. I am very pleased to inform you of the healthy state of 125cc karting in Ireland at the moment. The class has really taken off in a big way, the average entry exceeding 30 karts alone. In fact the class is now more popular than the 250cc Superkarts. In 1983 several new outfits appeared on the grids. 1982 championship winner, John Cassin, ran a very rapid Lancer/Rotax and the well known John Brennan, who used to race 210cc Villiers in Ireland and still does in England, races a Zip/Rotax, as does John Butler.

The Zip is extremely popular here, as are Dino and Aero, some of which are powered by Honda engines. The Phoenix has also 'arisen' here in the hands of Allard Johnston, 1982 125cc Driver of the Year and RIAC/AIKC third place man. The Phoenix is Minarelli powered as the RIAC deemed it legal in Ireland before the RAC did in England. It is very popular and has showed its pace well at Mondello Park.

The racing has proved to be very tight and competitive and provides the feature race at the meetings, with television coverage regularly evident. At present we have four tracks in Southern Ireland, along with road races in the summer months. We welcome overseas drivers warmly and hope that some of you can come over in the near future to strengthen our ranks. Details of race venues and dates can be obtained from:

**Michael O'Grady,
Race Secretary,
20 Shanliss Way,
Dublin 9,
Ireland.**

I trust that all you English racers will find Irish racing hospitality most enjoyable.

Let's all now look forward to the rest of 1985. By the time you read this Cadwell will have passed, marking the start of the new long circuit season.

Best wishes to you all.

I should like to give my personal thanks for the invitation and help I received from Angelo Buffomante and family, John Gibson, Randy for the assistance after my accident and to all at Franklin Karts. Once again thank you all, the Daytona trip was fantastic.

Before I go, here's an interesting fact. Take Mallory Park, for example: the maximum number of motorcycle sidecars permitted on the track to race at a time is 24 and karts is 60. These are the numbers recommended by the RAC/ACU because in their opinion the circuit can cope safely with such numbers. So why the vast difference; a chair outfit is not that much bigger than a kart? The C.K.C. limit the maximum number of karts to 50. I should be interested to hear your views on the matter.

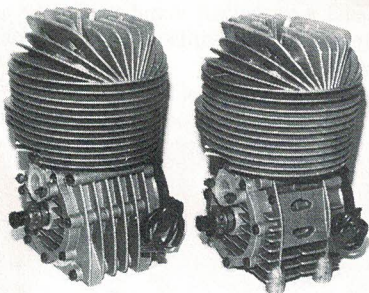
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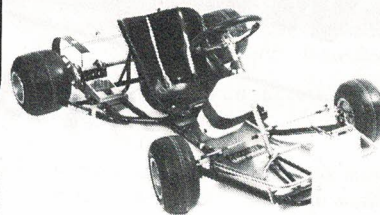
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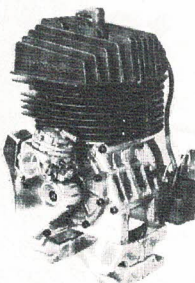
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Profile.....Tim Parrott

"He has enjoyed his best season so far, helped by a nominal amount of sponsorship. He only had one engine which at the more drawn out prestige meetings is obviously a severe handicap. I remember in the days when Roy Wooldridge 'ruled the roost' in 125, he commented on a number of occasions on a young driver called Parrott, one of the 'last of the late brakings'! I seem to remember him saying: "He rather keeps himself to himself, but always presents a very professional image, aided by smartly liveried helpers." (Quote from Chris Merlin in his January column).

Wakefield Infirmary, Yorkshire on 14th March 1962 was where and when Tim Parrott came into the world. He attended Scorton Grammar School in North Yorkshire until 1978, qualifying with five 'O' Level passes and claims there was no time or interest at school for any sport other than junior karting. After leaving school Tim attended Scarborough Technical College for two years to study catering and then spent another two years working as a chef in London to gain experience. He is currently the Catering Manager for Gardner Merchant Food Services Ltd, part of the Trust House Forte empire.

It was his father, Ken, really who interested Tim in karting. Ken himself started racing in 1960 and young Tim began his racing career at the age of 11 in 1973 — a slight clerical error of his birth certificate perhaps!

Ken built his son's first kart when he was four, so he was well and truly indoctrinated by the time he was eleven. A few years later he had progressed to practicing on an old Zip Caledonian and eventually purchased a Zip Bluestreak when he was halfway through his first year karting. During those early days he was racing against such notable drivers as Mike Wilson. For the first couple of years it is best to write them off against experience as no major wins came about until 1975 when he won the Northumbrian Championships. He repeated this in both 1976 and '77 and had his first try at the British Championships, also in 1976, where he gained a seventh. For the years 1977 to 1979 he devoted a lot of time and effort, after selection, to racing in the British Junior Team. Eventually the cost of tyres in 100 International forced him to examine closely other classes. 125cc National was growing and promised to provide some healthy competition and in 1980 Tim joined up with Tony Smith Racing on a Dino Yamaha but was to find the Yamaha non-competitive against the more powerful Rotax.

In 1981 he decided to try his hand at the RAC Short Circuit Championships and, in the race, led for three quarters distance and finished



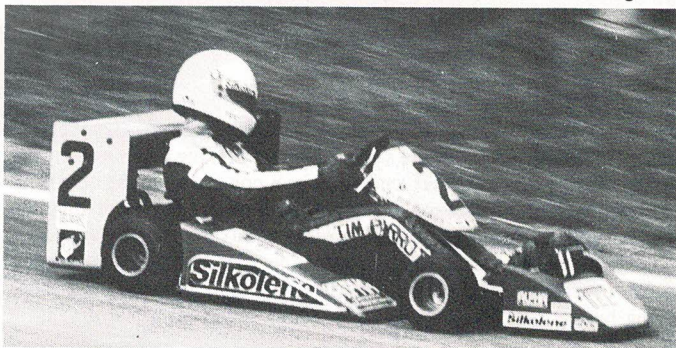
Ken built Time his first kart when he was four — he was well and truly bitten! (Photo: courtesy 'Daily Express', Manchester).



In 1975 he won the Northumbrian Championships

second after a furious scrap with Paul Molloy, in what he regards was one of his best ever races. In 1981 things took a downturn and they never really got the act together; he had sponsorship from A. K. Racing and everything went wrong. Likewise, 1982 turned out to be a disaster and a lot of time was wasted during the early part of the year. Eventually he packed the lot away and went off to buy a house!

Such is the karting fever that he went back before the last long cir-



Cadwell '84

(Pic: Doug Rees)

cuit meeting of the year and won, the first long circuit success in three years, with credit to Ken for looking after the motor.

1983 saw the first venture into Superkarts aboard a Dino Rotax outfit, but when he took it to Cadwell Park in April and, in a rain soaked final, any ideas of producing promising results abruptly vanished at Charlies in a multiple collision involving some ten karts on the first lap. Tim and Rob Kerkhoven were hospitalised for two nights and after that incident there followed a two month lay-off, mainly to prepare for his forthcoming marriage to Sue on June 25th and also to gear himself up for the new job as Catering Manager in Peterborough. The 1983 season finished off with a pleasing seventh place at Oulton Park in September.

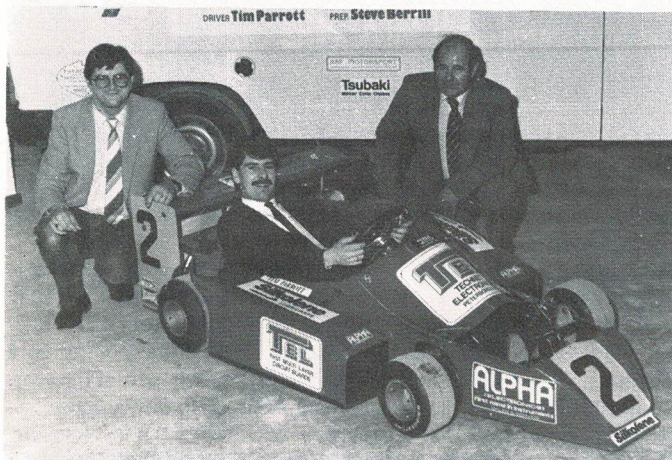
Before the end of the year plans were being laid for the next season. Tentative overtures had been made to various concerns seeking sponsorship and, by the time the spring of 1984 arrived Tim had secured support from Technet Electronics Ltd, (TEL) based in Peterborough, Silkolene Lubricants and Alpha Electronics, both of whom had supported him in the latter part of 1983.

The season started with an encouraging second at the Cadwell 'Opener' after a race long scrap with Reg Gange, followed by fourths at both



1977-79 he raced in the British Junior Team

Mallory Park and the second Cadwell. Things certainly seemed to be on the up for Tim, he had proved he had the equipment and determination to mix it with the best and, don't forget, he only had one motor.



1984 sponsors TEL have had to pull out of karting due to major expansion plans (Pictured: Steve, Tim and Ken)

The TV Times World of Sport Superkart Challenge was a series Tim was eager to contest, to give his sponsors the media exposure they were after. He finished third in the second series but a big end washer went on the slowing down lap and rendered him a non-starter in the next race.

From then on the season went downhill with a series of niggling ignition and gearbox problems, especially at Silverstone and Nurburgring. He raced the last two meetings of the year finishing second and fourth at Cadwell and Mallory respectively after running on a shoe-string budget — "that most people would spend on a test day!"

Not a man to let time idle by Tim has spent the quiet months relentlessly seeking sponsorship for 1985. Due to a quarter of a million pound expansion project TEL reluctantly withdrew from karting promotion. He has managed to negotiate favourable travel arrangements with Sealink British Ferries in order to compete in the two overseas rounds of the World Series and hopes to pull off a major deal in the near future, one that would ensure his regular appearance on the scene this year. Reconciled to the possibility that his efforts might fail he has decided he will only contest the World Series and probably the World Cup at Donington. He is in the frame of mind that, whatever happens, he's going to go quicker or not race at all. "I hope to put the last couple of years' wrongs right."

"You ask about my most satisfying race — I suppose it was the 1981 British Short Circuit Championships where I led the final with my Yamaha against Paul Molloy's Rotax, until the reed valve went and Paul hauled me in, but it was one devil of a scrap before he finally crossed the line first."

"Last year I used a Zip Rotax combination. It was the first time I'd used a Zip since my 100cc days and was surprised how easily it was to drive quickly and consistently."

"I don't have many other interests, or in fact time for anything else than earning money and racing. If I'm not working I'm preparing the kart and when not preparing the kart, most of the time is spent writing to potential sponsors." "Within the next couple of years I'd like to make an all-out attempt on the World Championships, with a proper budget. Outside karting our only other plans are to start a family — when time and money allow."

"There is only one way for Superkarts to progress and that is professionally. They are a feasible proposition to most companies, they just need presenting correctly with the right image. No one should expect to sit on their backsides and wait for a sponsor to turn up with a bag of gold. You've got to make 101 per cent effort to persuade sponsors you're worth it. I spend a lot of time at meetings on the appearance of the karts and the team — if a company puts money behind you they should not expect anything but first class appearance and effort, on and off the track."



1983 saw marriage to Sue

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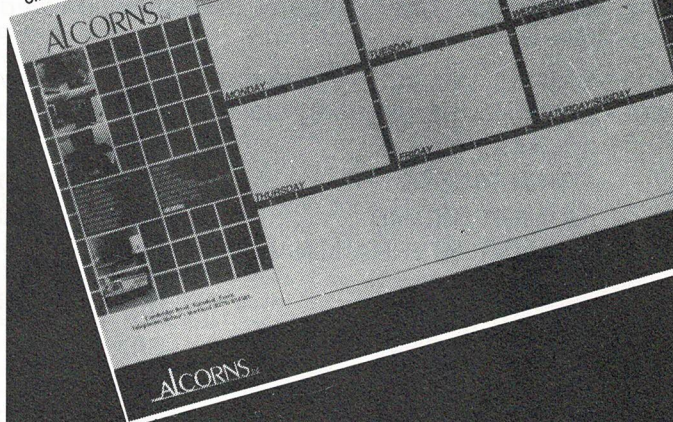
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UNITED KINGDOM CHAMPIONSHIPS

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 response 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

I wish to register for the Bridgestone United Kingdom Championships.

NAME: _____

ADDRESS: _____

TEL: _____ AGE: _____

I race in Class _____ and I am

currently a member of _____ Club.

Please reserve racing number _____ or _____

All applications must be accompanied by a cheque or P.O. for £10.00 (registration fee) payable to 'KART AND SUPERKART', Send to Kart & Superkart, Pindar Road, Hoddesden, Herts. (Please send an S.A.E)

Rye House

SUNDAY, FEBRUARY 3rd

Thankfully the temperatures had risen to around the 10°C mark for this, the second round of the Hoddesdon Kart Club 'Winter Series'. Certainly an improvement on the previous round's conditions when everyone froze things off they weren't supposed to! An interesting appearance were several sets of Vega tyres with Jeremy Cotterill and Andrew O'Hara running them, both men expressing satisfaction at their performance.

Everything that day was fiercely contested in all classes, with the final heat of the 100cc National 'Supers' looking more like the British Championships than a club meeting. The 'Premiers' too showed a lot of hot action, with Ray Ledwith taking the first heat, but coming up against some stiff opposition in the second from Steve Cave who put himself in a commanding position, until he took to the grass at a fast rate of knots when he developed steering problems. Senior Britain showed Darren Gibbs in a truly dominant form, he clinched his second heat with a lead from the start while Stephen Hamilton had to content himself with second. In Junior Britain, Nicky Hart didn't have things all his own way, Shaun Nicholson took the flag in the second outing.

100 NATIONAL PREMIER

The 100 National Premier was the first group to parade out for the Finals and, after a couple of laps to sort out the grid positions, the starter sent them on their way. Ray Ledwith had the lead before they reached Stadium but was crowded by Gillard mounted Grahame Vennard who was reluctant to give an inch to Ledwith. It wasn't long before these two stretched out a considerable gap from the rest of the field, containing Gareth Howell, Steve Cave, Terry Saltmarsh and John O'Hara. Because of the sparsity in the grids, the 100 National Novices were run off the back of the Premier grid and, as the laps progressed, they began to intermingle with the Premier lads. One Novice driver in particular, John Widgestone as he was named over the tannoy and running race number 21, (I hope I have spelt his name right because he wasn't listed in the programme) showed perform-

ance and true grit when he soon began to mix it with the best of the Premiers. Whilst Ledwith and Vennard were out front, Cave headed the next group of Howell, Saltmarsh and John O'Hara. It was this little bunch that Widgestone concentrated his efforts on and had soon settled in behind Cave and timed right the pounce that put him in the lead of the secondary group. Cave was to lose yet another place, to Gareth Howell, by the three-quarter stage but managed to hang on ahead of Saltmarsh and O'Hara. Ledwith then took the win after a scorching effort, from Vennard, Widgestone and Cave.

SENIOR BRITAIN

Senior Britain hosted a modest field, with only nine listed in the programme. Gibbs made the best of the start and led into Stadium at a furious pace from Stephen Hamilton, closely followed by David Smith, Glenn Taylor, Jamie Thompson, David Bryant and Matthew Reavell with not much in it. Gibbs began to stride out a respectable lead with Hamilton crammed up his exhaust, a lead he was to maintain for three laps until Hamilton managed to find a way through. The race was certainly not without incident — Glenn Taylor overdid things entering Stadium and had a spectacular 'off', all but showering the crowd with straw from the bales. He escaped unhurt and managed to rejoin the proceedings but was well down the order. Up front Hamilton was fighting off Gibbs and Gibbs, in turn, was holding his own with Smith. Then Hamilton was off through the complex infield section and Gibbs found himself back in the lead and drove the remaining laps to take the flag. However Gibbs was later disqualified from the results as he was deemed responsible for the demise of Hamilton. That promoted David Smith to the winner's rostrum; second was David Bryant, followed by Jamie Thompson who fouled his chances of a higher place with a spin earlier in the race. Fourth and fifth spots were occupied by Matthew Reavell and Glenn Taylor, respectively.

JUNIOR BRITAIN

Junior Britain and the Britain Novices numbered thirteen in the programme while the Boosters ran off the back of the grid. It was to be a contest of wits and determination between Nicky Hart and Shaun Nicholson for the whole of the fifteen lap final with nobody else really getting a look in. It wasn't long either before they began to pick off backmarkers in the form of the Boosters and the slower members of the Britain fraternity. Nicky was to lose his advantage

by the halfway stage when Nicolson posed what turned out to be a successful challenge and wrested the lead, there to sit until the end. Stephen Webb profitably held onto third place and a trophy whilst the first Booster kart home was driven by Jamie Spence.

100 NATIONAL SUPER

The 100 National Super brigade took to the track to demonstrate to the crowd what an ordeal the early Christians had to endure when faced with the lions! Sat on pole position was Jack Brown after his fine heat performance. British Champion, Gary Moynihan, rested alongside whilst the next row comprised of Jeremy Cotterill and Ricky Grice; Andrew O'Hara was tucked in behind Cotterill. Several laps were required to sort out where they should or should not have been and, eventually satisfied, the starter let them go. A full grid of 23 karts tore into Stadium Bend for the first time, as close as they could be without climbing all over each other. This sandwiching effect produced the inevitable middle order chaos halfway round Stadium when accidental contact swept about ten karts into the straw bales. Most managed restarts but the unfortunate few, one of whom was Martin Prior, had to sit the event out on the infield grass. Gary Prior also, although restarted, suffered damage to his exhaust which was to be a precursor to problems later.

Commencing the second lap Moynihan had the front, Grice was tucked up his bumper, then it was Brown, Cotterill and O'Hara in very tight formation. As they cleared the infield Grice ousted Moynihan from the lead and prepared to streak ahead, but such was not to be, the British Champ hung on grimly in the slipstream. Several yards adrift it was still Brown, Cotterill and O'Hara. Whilst the leadership was the subject of very serious conflict, so did the immediate order behind develop along the same lines, when Cotterill and O'Hara both challenged the resisting Brown for third place. It took something like a quarter of a lap before these two were through but Brown stubbornly hung on at the rear, waiting to pounce should a crack appear in their defence. Into Stadium again they came with Moynihan neatly cutting off Grice's attempts to nip through on the inside. Hot on their tails charged O'Hara and Cotterill with O'Hara leading and trying to keep Cotterill from gaining the advantage on the inside, but Cotterill persisted, took fractionally to the grass, there was contact and O'Hara spun off into the bales. He managed to restart but was well out of leading order contention. Cotterill charged ahead after the lead pair, with Brown following close astern. The earlier damage incurred by Gary Prior's outfit manifested itself when his exhaust parted company with the engine and he pulled because he was being black flagged.

The race progressed with Moynihan still fending off Grice in what had developed into a routine manoeuvre until, that is, the closing stages of the race. Stadium was the only place where Moynihan fell foul of his own practices. He went fractionally wide into the corner, Grice was almost alongside when there came the inevitable crash. Grice came off best after almost engaging with the straw bales, while Moynihan suffered a severely damaged front offside stub and a shredded tyre which precluded him from the results. Grice clocked up the victory while Cotterill held off Brown for second. Steve Brogan and Steve Tillett occupied the next two places.

100 NATIONAL PREMIER

1st Ray Ledwith	Sprint/PCR Parilla
2nd Grahame Vennard	Gillard/Sirio x 2
3rd Gareth Howell	Gillard/Parilla x 2
4th Steve Cave	Gillard/Parilla x 2

100 NATIONAL NOVICE

1st John Widgestone	—/—
---------------------	-----

SENIOR BRITAIN

1st David Smith	Boxer/TKM FRED
2nd David Bryant	Sprint/Arrow x 2
3rd Jamie Thompson	Gillard/Arrow x 2



Steve Tillett (14) leading Gary Moynihan (1) and Jeremy Cotterill in 100 National Super

(Pic: Steve Fairgrieve)

CLUB SCENE

JUNIOR BRITAIN

1st Shaun Nicholson	Boxer/TKM
2nd Nicky Hart	Dart/Parilla x 2
3rd Stephen Webb	Spyda/Arrow x 2

100 NATIONAL SUPER

1st Ricky Grice	TKM/TKM x 2
2nd Jeremy Cotterill	Wright/Rotax x 2
3rd Jackie Brown	Zip/PCR x 2
4th Steve Brogan	Sprint/Parilla x 2
5th Steve Tillett	Gillard/Parilla PCR

Snetterton

SUNDAY, JANUARY 27th

Just one week before the Norfolk & Suffolk Kart Club staged their inaugural meeting of 1985 the Kartway was covered by an even eight inch layer of frozen snow. Thanks to the Club's Safety Officer, Steve Baker, and a small work party two weekends of hard work in atrocious conditions resulted in the replacement of over 200 straw bales and the restrapping of hundreds of tyres. All in exact position with the snow completely gone, January 27th dawned a bright and sunny but very cold day and the weather men promised fair weather — for once they were right!

With a number of icy patches on the track salting was necessary before practice could commence. Guinea pigs as always were the Juniors and some found the icy spots to their perils. Dean Caswell completed a spectacular pirouette of five consecutive spins virtually airborne and finished up on top of a four foot high bank, driver and machinery free from damage. Meanwhile a few other young drivers were testing the strength of the newly strapped bales.

Due to the re-running of a number of other meetings because of the previous weeks of bad weather, it was inevitable that the entries would suffer and the first round of the Winter Series was indeed a little light in that quarter, although the quality of the field made up for this without a doubt.

JUNIORS

A combined grid of 15 Juniors opened the meeting and some skilful driving was very apparent.

Heat 1 — with Shaun Nicholson on pole it was relatively easy to forecast the first lap leader, who was closely followed by Nicky Hart, Dean Caswell and Oscar Newman. At the end of lap two Newman had taken Caswell and Nicholson and Hart had established a small advantage. By lap four the order

was still the same but Caswell had dropped from the leader board after a spin, thus the order was Nicholson, Hart, Newman, Smith and Kinsley completing the top five. The order remained the same to the flag.

Heat 2 — From the flag it was Oscar Newman from Ian Smith, Dean Caswell, Hart, Nicholson, Whittemore and Neal Gordon. By lap 2 Nicky Hart was into 2nd spot closely tucked in behind young Oscar, Shaun followed with Smith and Whittemore next up. By half distance it was Hart who had displaced Newman for the lead with Shaun looking menacingly on in 3rd place. By lap 9 Nicholson was through and breathing down Hart's neck and at the commencement of lap 10 Shaun snatched the lead from the British Champion in no uncertain terms to claim a second victory. Hart was 2nd, Newman 3rd, Smith 4th, Whittemore 5th and Caswell 6th.

Heat 3 — Could Shaun Nicholson make it a hat trick? This capable young driver certainly had every intention and he proved there was no-one who could stop him. The finishing order was Nicholson, Hart, Newman, Smith, Caswell and Neal Gordon.

Final — By the time the flag dropped for the final, Nicholson was almost addicted to victory and claimed every lap to win. Oscar Newman followed driving a good race with Nicky Hart 3rd. A battle 'Royal' was apparent for 4th spot between Ian Smith and Dean Caswell which was only resolved when Dean suffered almost complete brake failure. The finishing order was Nicholson, Newman, Hart, Smith, Whittemore and Caswell.

JUNIOR BOOSTER

With two new faces on the grid in the form of Adam Baker and Michael Troman it was these two young men who had the formidable task of taking on Mark Thomas who now has a complete season's racing experience under his belt. The task was a little too hard and Mark emerged the winner on each of his four outings. Both Michael and Adam gave a stirring performance on their first outing and it was a very proud Adam who collected the Booster Novice trophy. The Club's Booster drivers have doubled in numbers and therefore some more competitive racing is anticipated throughout the year.

JUNIOR INTERNATIONAL

Emily Newman was the only entry in this class and as always gave a skilful exhibition of driving — what a pity no-one was on hand to give this young lady a race.

GEARBOX (Combined)

Five gearbox karts graced the grid and it was that seasoned campaigner Ron Banthorpe who claimed 4 victories, but not without some harrassment from new

Club member 16-year-old Andrew Hornigold, driving in the 125cc class. Andrew was delighted with his 2nd place and Novice trophy and is clearly a driver to watch in the future.

100 NATIONAL

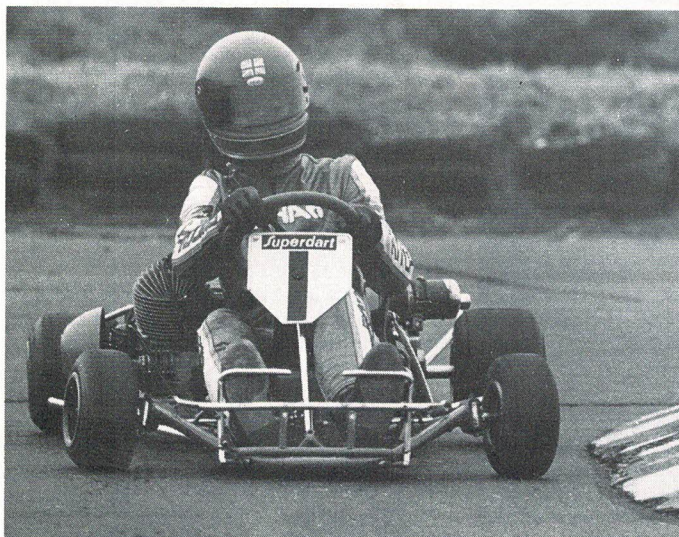
Although the grid was small due to a number of drivers' non-appearance the field was full of quality drivers who produced excellent racing enjoyed by all present.

Heat 1 — It was Robbie Adams from Bob Kett, Darren Gibbs, Gordon Chenery, Lee Cranmer at the end of lap 1. At lap 6 the first 3 places were the same but Gordon Chenery had slipped down the order. At lap 8 it was still that 'little bulldozer' Robbie out in front followed by Gibbs, Cranmer, Kett and Derek Higgins who displaced Kett on the final lap. At the flag it was Adams, Gibbs, Cranmer, Higgins, Kett and Chenery.

Heat 2 — Darren Gibbs got a flyer and was hotly pursued by Cranmer, Andrew O'Hara, Lee Gage, and Chenery. By lap 4 it was Gibbs, Cranmer, Chenery, Gage, Adams. O'Hara having a troubled day had gone missing. Lap 7 saw a new leader in Lee Cranmer followed by Gibbs, Chenery, Gage, Adams and Bob Kett completing the final six. Cranmer made no mistakes and led the remaining three laps. The final order was Cranmer, Gibbs, Chenery, Adams, Gage and Kett.

Heat 3 — The leader at the end of lap 1 was Derek Higgins from Chenery, Cranmer, Adams, Gage, Gibbs and Kett. The order remained the same until lap 7 when Bob Kett with a puncture dropped back through the field and Cranmer decided it was time he took the helm from Higgins. Adams followed with Chenery, Gage, and Bob Taunton completing the top six at the flag.

Final — With the temperature noticeably lower, but under a still clear sky, it was Lee Cranmer on pole with Robbie Adams alongside as the flag dropped. At the end of lap 1 Chenery from grid 3 had disposed of Adams and was breathing heavily on race leader Cranmer; Adams followed from Gibbs, Kett and novice Steve Scott. The order was unchanged until lap 5 when it was Cranmer, Chenery, Adams, Gibbs and Kett. The following lap saw yet another puncture for Bob Kett and he began descending through the order. By lap 7 the order was Cranmer then Chenery, Adams, Gibbs, Higgins and Scott. Higgins went missing on lap 8 novice Scott was now up into 5th with Bob Kett trailin gin 6th place. With Lee Cranmer now pulling away steadily from the pack a fierce battle was raging between Chenery and Gibbs which resulted in them both going off at the start of lap 12. Gibbs was unable to restart and Chenery performed a circus act when attempting to restart after the throttle jammed open which sent him one way and the ramrod kart



Nicky Hart finished third in Junior Britain

(Pic: Steve Fairgrieve)



Lee Cranmer (11) — 100 National

(Pic: Steve Fairgrieve)

leapt the bank — luckily Gordon was uninjured and after eventually restarting took 7th place. With these two key drivers missing Robbie Adams and now secured a safe 2nd place with Steve Scott 3rd. Bob Taunton driving a steady race had claimed 4th spot — the unlucky Bob Kett struggled home 5th and Lee Gage completed the top 6.

Hugh Caswell, Press Officer

JUNIOR BRITAIN

1st Shaun Nicholson	Boxer/TKM
2nd Oscar Newman	Kali/Parilla
3rd Nicky Hart	Super Dart/Parilla
4th Ian Smith	CORD/TKM
5th Darren Whittemore	Lancer/TKM
6th Dean Caswell	Zip/FE Arrow

JUNIOR BOOSTER

1st Mark Thomas	Super Dart/Arrow
NovAdam Baker	Mustang/TKM

JUNIOR INTERNATIONAL

1st Emily Newman	Kali/Parilla
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125cc NATIONAL

1st Ron Banthorpe	Lancer/Rotax
NovAndrew Hornigold	Aero/Sachs

210cc NATIONAL

1st Ricky Jenner	Deavinson/Villiers
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100 NATIONAL

1st Lee Cranmer	Gillard/Parilla
2nd Robbie Adams	Zip/TT27 Parilla
3rd Steve Scott	Cobra/Parilla
4th Bob Taunton	Lane Barlotti/Parilla
5th Bob Kett	Mustang/FE Parilla
6th Lee Gage	Wright/Yamaha




Higgins retired on lap 8 of the 100 National final

(Pic: Steve Fairgrieve)

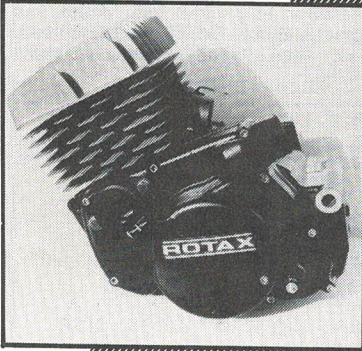
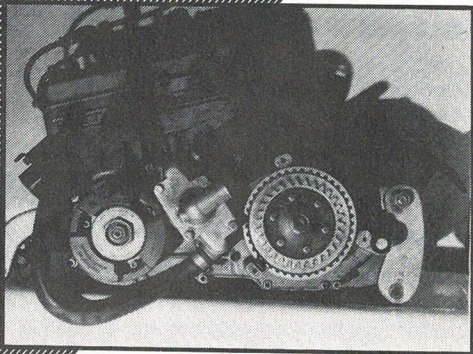
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WHERE AND WHEN

16th March

KIRKISTOWN N.I.

17th March

MALLORY PARK (Kirkby Mallory, off A47, Leics)

CKC and 125 Zip/Bridgestone (Testing 16th)

BOYNDIE (Banff)

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368, Ware-Cambridge Road)

THREE SISTERS (Cheshire KC — Off Junc. 25, M6)

SHENINGTON (Off A422, Banbury-Stratford Road)

PLYMOUTH (Riverside Raceway)

FELTON (8 miles north of Morpeth on A1)

23rd March

OULTON PARK (Near Tarporley, Cheshire)

BARC meeting for 125, 250 Nat & Formula E

NUTTS CORNER (Ulster KC)

24th March

PEMBREY (12 miles from Junc. 48, off M4, Llanelli-Kidwelly Road)

FULBECK (8 miles from Newark, Notts)

BLACKBUSHE (Near Camberley, Surrey)

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31st March

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DUNKESWELL (5 miles from Honiton, Devon)

SNETTERTON Kartway (15 miles from Norwich, on A11)

5th April (Good Friday)

ELLOUGH (Beccles KC)

7th April

CADWELL PARK (8 miles NE of Horncastle on A153, Louth Road, Lincs)

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LITTLE RISSINGTON (RAF Base, near Stow-on-the-Wold)

7th/8th April

N.E.C. Birmingham (Chasewater KRC)

Would Clubs please note that dates for 1985

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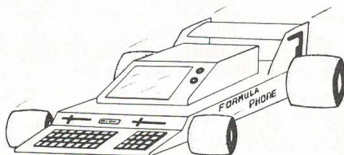
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ADVERTISER INDEX

Alcorns	33
Anderson Kart Centre	33
Barfordian Travel	6
C.T.R.P.	13
DAP (M. Worth Racing Engines)	29
Dartford Karting	14
E.D.R.	33
Gillard Engineering	24
Goff Racing	13
K&S Subscription Form	25
Kelgate Kart Accessories	26
Minilite	32
Motiv	15
P.C.R.	IFC
Peak Revs	6
Redhill Racing	15
Zip Kart	37

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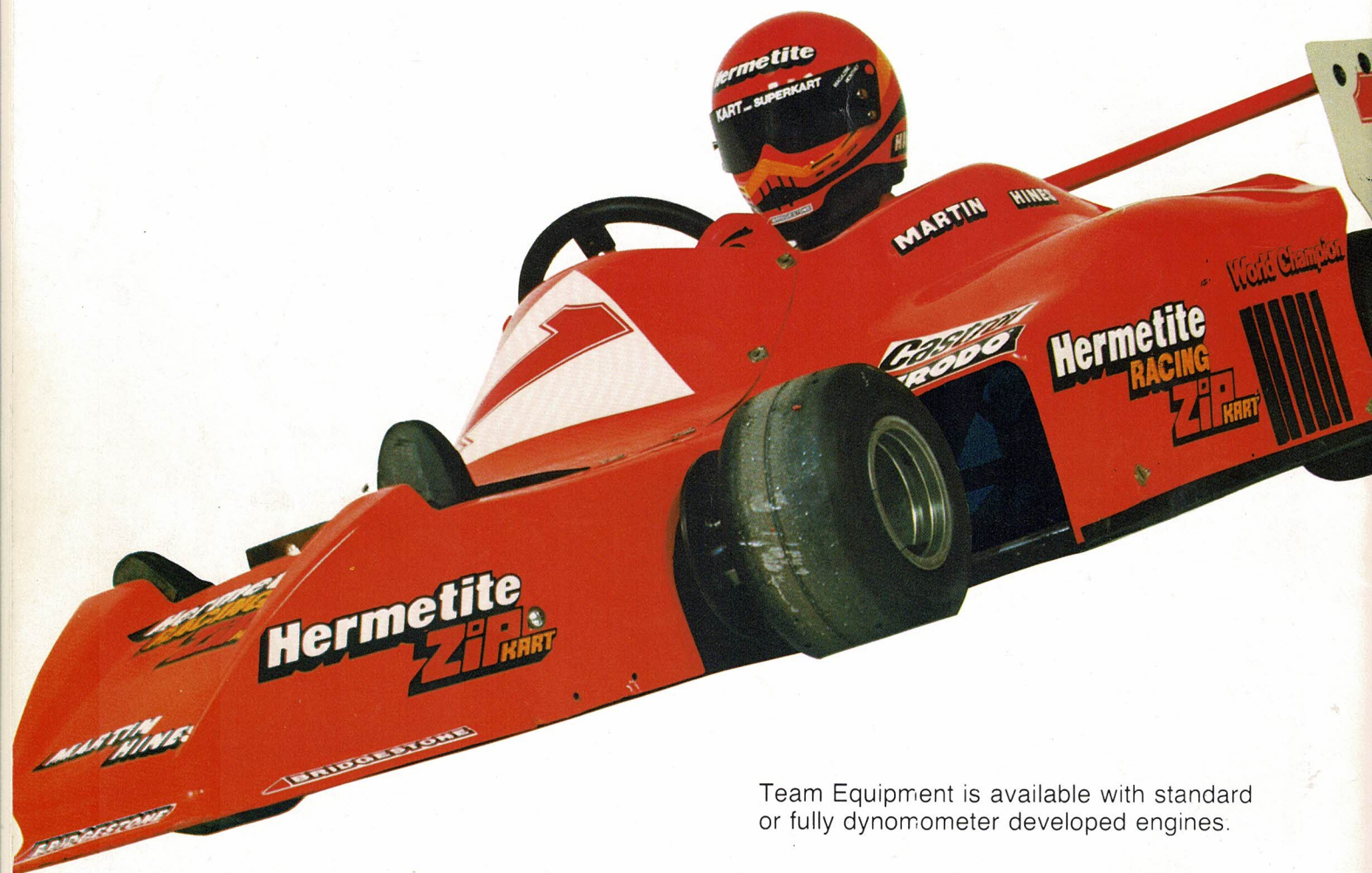


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