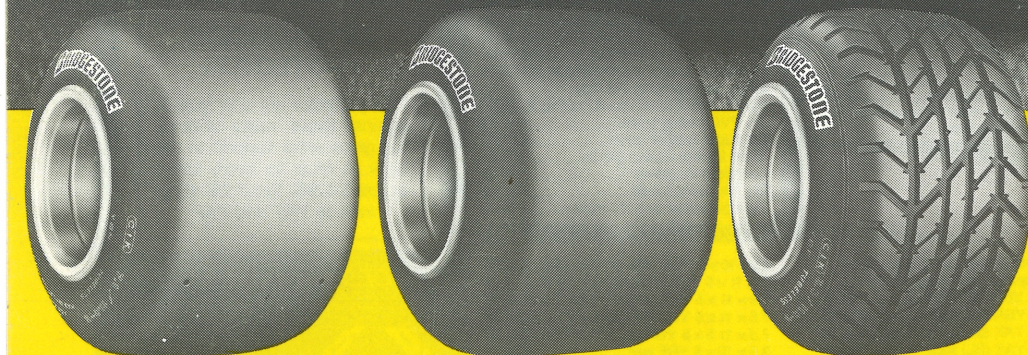


# BRIDGESTONE Tops on the Kart Chart.



DRY-1

DRY-1 SL

WET-B

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

*Bridgestone Kart Tires. They bring in the champions.*

## BRIDGESTONE

127  
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THE INTERNATIONAL MAGAZINE

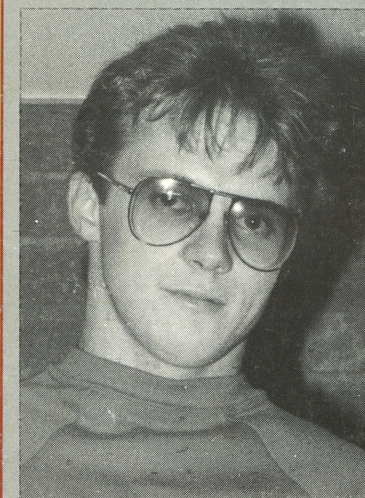
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**KART AND  
SUPERKART**

APRIL 1985 80p

### Features include

full coverage of  
the opening round  
of the Bridgestone  
United Kingdom  
Championships at  
Rye House

Below — last  
year's Series  
winner — current  
British 100  
National  
Champion, Gary  
Moynihan



**Cadwell 'Season Opener'  
Tranzealand Series  
World Championships Preview**



## PARILLA ENGINE PARTS

PLEASE  
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DETAILS

ALL  
SPARES  
AVAILABLE

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
Crank assy, inc. rod .....	£74.00
Crank half R.H. ....	£30.00
Crank half L.H. ....	£30.00
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Rotary valve, tuned, 45-72° .....	£5.70
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Cylinder comp. 3P .....	£60.00
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Cylinder D Port .....	£71.20
Liner 3P .....	£33.00
Liner TT .....	£34.80
Liner D Port .....	£39.60
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Connecting rod .....	£20.24
Connecting rod, selected .....	£25.04
Carb restrictor .....	£2.00
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### CHAINS and SPROCKETS 219 Type Chain and Sprockets

Rear sprocket 64-96 .....	£2.75
Engine sprockets 10 and 11T .....	£3.25
DID HT 110 link chain .....	£6.50
KC 210 chain .....	£7.50

### NEW ITEM! 10 too & 11 tooth sprockets to fit Arrow Motors £4.00

### KART COVER AND TOOLS

Kart cover, 100cc .....	£9.50
Seat cover, universal .....	£8.00
Kart stand, unsprayed .....	£10.00
3mm, 4mm, 6mm, 8mm, T-bar .....	
Allen-key .....	£1.40
10mm T-bar socket .....	£3.25
13mm T-bar socket .....	£5.25
Sprocket puller .....	£4.75
Motoplat puller .....	£1.95
Motoplat holder .....	£1.75
Gudgeon pin extractor .....	£3.25

### BEARINGS

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

### GOODYEAR TYRES

(CIK) 11-4.50x5 moulded wets .....	£14.00
11-6.00x5 (German) .....	£14.00
11-4.50x5 (German) .....	£14.00
11-3.50x5 large 10A .....	£7.50

### PISTONS

TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, K714, SS20, TT22, Arrow, Komet, TG7, K88, DAP, Manx etc. ... £11.00  
Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: Are they reinforced and have they got the new type steel ring locator?

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We tune any Class I engine to works specification. All engine work undertaken is done in D.K.'s workshop. D.K. Special Tuning - £50.00; Liners renewed from £30.00.

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No hidden extras, simply add 15% VAT and postage or securicor. C.O.D. is 50p extra. Ring your BARCLAYCARD or ACCESS number to us and we will post your order to you the same day. Postage rates on orders up to £10 = £1, to £20 = £1.50, over £20 = £2. Securicor Rapid Delivery in the UK instead of post = £3.50.

Mon-Sat 8.30a.m.-6p.m. Extended Opening Hours  
Wednesday 8.30a.m.-6p.m.

LATE NIGHT - FRIDAY - open until 8p.m.

## WHY PAY THE REST WHEN YOU CAN HAVE THE BEST FOR £50?

TKM's and HEWLARROW's in stock. Fully tuned off the shelf. Tuned TKM's.

Labour prices:-  
Strip, hone and rebuild .. £10.00  
Big end replacement .. £3.00  
Reboring and honing .. £2.00  
Resleeve and machine .. £8.00  
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D.K. Special Tuning .. £50.00  
Honing, crankshaft splitting and rod replacement while you wait (except Wednesday afternoon). We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec.  
NOTE: Cranksplitting and big end replacement, honing and crank trueing if required during rebuild will be done at no extra charge. Unable to bring your engine rebuild or tune to us - then we will collect and return to you, £8.00.

New liner fitted with spectacular DARTWAYS - £30.00 extra.  
Equipping your liner with DARTWAYS including removal and fitting - £30.00

D.K. Special Tuning including DARTWAYS £50.00

BOOSTER KART .....	£235.00
CHAIN .....	£6.50
SPROCKET .....	£2.50
KART ASSY .....	£15.00
ENGINE COMP. ARROW .....	£259.00
BRIDGESTONE YBN .....	£60.00
.....	£578.00
+ VAT .....	£86.70
.....	£664.70

Booster panels complete with brackets to fit only kart for £40 each.

Calling all export customers. With the excellent exchange rate and our large stocks and speedy service. Air mail - Air freight - Sea freight. THIS MUST make karting CHEAP for YOU. So Ring Dartford 22645 TODAY.

### GENERAL PRODUCTS

Castrol EP90 .....	70p
Castrol T.Q.F. ....	70p
Triflon (small) .....	£1.50
Triflon (large) .....	£4.00
PJ1 chain lubricant .....	£2.25
DAG heat dispersant .....	£2.50
Shell R oil .....	£3.40
Girling brake fluid .....	£1.00
PH grease .....	60p
Castrol R 20 .....	£2.50
Castrol R 40 .....	£2.50
Trackside hand cleaner .....	70p
ILC Var-clear demister .....	£2.00
Hermite Instant Gasket .....	£1.75
In-line petrol fillers .....	
large or small .....	£1.00
Mazda tyre gauges .....	£11.50
Chrome exhaust ends .....	£4.50
NGK plug caps .....	75p
PVC tank tape (large) .....	£4.00
Steel sprocket Class IV 1" or 25mm or 30mm .....	£2.75
Steering wheels .....	£7.50
Class IV rear sprocket carrier .....	£5.00
210 pistons c/w rings .....	£12.00
210 Motoplats c/w coil .....	£37.00
Class I Motoplats with coils .....	£39.90
Advance & Retard Motoplat .....	£37.43

## RACING PLUGS

Motocraft AG 603 .....	£1.75
Motocraft AG 403 .....	£1.75
NGK 8EV-9EV-10EV .....	£1.95
Special rubber plugs caps .....	60p
Plastic plug holders 6 plug .....	20p
NGK, B8EN, B9EN, B10EN .....	£2.25
8, 9 & 10 EGV .....	£2.25



BRITAIN'S  
LARGEST  
STOCKIST  
OF TKM  
ENGINES

## THIS MONTH'S SPECIAL OFFERS!

VEGA SL SLICK OR WETS .....	£74.00 per set
BRIDGESTONE YAK 7.1 and 4.5 .....	£70.00 per set
BRIDGESTONE YBK 7.1 and 4.5 .....	£80.00 per set

MODEL	PORT	BORE STROKE	
TKM FF99	3 Port	48 x 53.8	£238.50
TKM FF99	TT	48 x 53.8	238.50
TKM L90	TT	48 x 53.8	£269.10
TKM 589	3 Port	50.6 x 48.5	£238.50
TKM 589	TT	50.6 x 48.5	£238.50
Arrow KE	3	50.6 x 48.5	£238.50
Arrow KE	TT	50.6 x 48.5	£238.50
Arrow KE	D	50.6 x 48.5	£274.50

All the engines come complete with 10T drive sprocket, Tillotson carb and motoplat ignition.  
Engine mount and finger guard to fit arrow engine at extra cost:  
Finger Guard .. £7.61 Engine Mount .. £13.31  
L90 BP Super Motor comp .. £359.10  
L90 BP Motor comp .. £359.10  
Arrow TT BP Super .. £328.50

## MONEY MONEY MONEY MONEY MONEY MONEY DO YOU DRIVE A DART KART Kart & Superkart/Series One Hundred (Over 100 Rounds in 1985) 100 National Class

## WIN 10 ROUNDS WIN £2,500 CASH FINISH 10 ROUNDS WIN £1,000 CASH

### Bridgestone U.K. Championships - Round 1

Congratulations to:  
Craig Booth for winning Round 1 in Senior Britain on a Super Dart DK TKM  
(All equipment prepared Dartford's own technicians)  
Dartford's first £100 Cash goes to:  
Miles Hall for highest placed Dart in 100 National 'A' Final  
COULD YOU BE NEXT?

NEW NEW NEW NEW NEW NEW NEW WHAT'S NEW?  
DARTFORD BEARING LOCATOR TO FIT MOST KARTS FOR EASY CHANGE OF YOUR 30mm AXLE IN SECONDS. £15.00 per pair + VAT  
Booster panels complete with front cone .. £30.00  
Nerf bar set to fit above .. £10.00

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TT27 National Complete .... £340.00  
TT27 Jubilee Complete .... £499.00  
SS20 GB TT Complete .... £340.00  
Agents to sell above products in the U.K. required  
Apply in writing to Dartford Karting

## TKM Engine - 10% Off TKM printed price list (Dated 1st January 1985)

### \* DRIVER WANTED \*

Are you thinking about starting Karting? Then why not join the most economical and enjoyable class of all - THE BRITAIN CLASS. We are able to offer a Super Dart (the latest Kart from Dartford), Arrow TT or 3 port engine (the most proven Britain motor to date), Bridgestone YBN tyres (longest lasting tyre for racing). Combine these with the drive sprocket and chain and all the fittings assembled by expert Kart builders and you have got a winning combination with the knowledge of being 3 times, and current, BRITISH CHAMPION. All for £664.70 incl 15% VAT.

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

All prices subject to alteration without prior notice

# DARTFORD KARTING

97/99 LOWFIELD STREET, DARTFORD, KENT  
TELEPHONE YOUR ORDER ON DARTFORD 22645  
TO THE MAIL ORDER SPECIALIST  
Telex Number 8954766 PROSPEG

## PLUG - IGNITION - TOOLS etc.

Motoplat, 100cc comp '84 model ..	£44.00
Motoplat, 125cc Rotax ..	£66.50
Motoplat, 250cc Rotax, with back plate ..	£100.00
Motoplat, 250cc Yamaha with back plate ..	£100.00
Motoplat rpm gauge to suit all above ..	£49.00
Motocraft plugs ..	£2.25
NGK plugs E.V. ....	£3.00
New NGK plugs - EGV ..	£4.00
Zip professional Tyre Pressure Gauge, Mastia ..	£11.00
New Zip Super Tyre Pressure Gauge ..	£13.00
Precision dial gauge + adaptor ..	£20.00
Waterproof rubber plug caps ..	£0.90
3mm 'T' bar Allen key 'genuine Jacobs' ..	£1.60
4mm 'T' bar Allen key 'genuine Jacobs' ..	£1.60
5mm 'T' bar Allen key 'genuine Jacobs' ..	£1.60
6mm 'T' bar Allen key 'genuine Jacobs' ..	£1.60
Allen key foldaway set, in steel case, 2mm-6mm ..	£3.50
Tank tape, best quality, various colours ..	£4.75

## ZIP HIGH QUALITY DIE-CAST COMPONENTS

Rear wheel boss, 25mm or 30mm bore ..	£4.50
Sprocket carrier 100cc, 25mm or 30mm bore ..	£4.50
Rear disc carrier, 25mm or 30mm bore ..	£5.00
Zip Super engine mount ..	£15.50

## GENERAL KART COMPONENTS

Zip noise box (compulsory RAC) ..	£13.50
Genuine Zip Ferodo special pads ..	(pr) £6.75
Zip leather-rim steering wheel ..	£11.00
Zip 100cc glass fibre seat ..	£12.50
Seat cover, foam padded ..	£9.50
Kart cover, special Zip type ..	£12.00
Genuine rose rod ends, 8mm female ..	£3.09
25mm HT ground finish axles ..	£12.00
30mm HT ground finish axles ..	£10.00
Number plates, all colours (100cc) ..	£0.40
Tillotson filters ..	£1.30
Chain guard strips ..	£0.35
Plastic finger guard ..	£1.20
Plastic chain/finger guard ..	£1.80
Plastic continental fuel tanks with special fittings ..	£4.95
Alloy finger guard ..	£3.75

## ZIP SPUN ALLOY WHEELS

The original Zip Deluxe spun alloy wheels - not to be confused with pattern types.	
Front rim 5" x 2" ..	£2.60
Front rim 5" x 2 1/2" ..	£2.90
Front rim 5" x 3" ..	£3.00
Rear rim 5" x 4" ..	£3.45
Rear rim 5" x 3" ..	£3.00
Rear rim 5" x 2 1/2" ..	£2.90
Rear rim 5" x 2" ..	£2.55
'O' rings for above ..	£0.25

## STOPWATCHES

Cronus Dual Split ..	£30.00
Splitmaster ..	£108.00
Timeclip 1000 ..	£108.00
PVC case for SE, 3T, LC20D, 2D ..	£4.00
Timeclip 2000 ..	£130.00
Speedmaster ..	£139.00
Cronus 3T ..	£50.00

## CHAINS - SPROCKETS - etc.

All 100cc sprockets are fully machined and made of L70 material:	
219 pitch, 64T-95T ..	£3.50
35 pitch, 56T-82T ..	£2.60
219 pitch engine sprockets 10T, 11T ..	£3.75
35 pitch engine sprockets 9T, 10T ..	£3.50
DID 219 HT chain (110 link box) ..	£8.25
DID 35T chain (100 link box) ..	£6.60
DID 35T chain (10 metre box) ..	£57.50
1 1/2" x 5/8" steel machined 4-hole sprockets, 23-36T ..	£3.75
1 1/2" x 5/8" DID 428H chain (per metre) ..	£7.75
1 1/2" x 5/8" Rotax drive sprocket 17-28T ..	£10.00
1 1/2" x 5/8" Yamaha drive sprocket 23T ..	£10.00
Reynold link extractor (new model) ..	£19.00
PJ1 chain lubricant ..	£3.50

## ZIP (Bridgestone approved) DIE-CAST WHEELS

Complete set (100cc) with 15mm front wheel bearings. Available all widths ..	£39.50
Complete set (125cc-250cc). Available in full range of sizes ..	£36.50
All wheel sets supplied less rear bosses. Add £2.50 per set for valves and O-rings.	
Die-cast rear wheel 5" up to 8" width with O-ring and valve, less rear boss ..	£9.75
Die-cast front wheel (gearbox classes), less front boss with O-ring and valve ..	£9.40
Die cast front wheel (100cc) with bearings, valve and O-ring ..	£12.00

## HELMETS AND ACCESSORIES

All helmets are the latest specification BS1 2495-77 amend 5 or Snell 1980. The new Simpson 82 range of helmets designed for karting use.  
Simpson type 33 (original Star Wars) .. £180.00  
Simpson type 82 carbon fibre .. £199.95  
Simpson visor clear or tinted for type 82-32-14 .. £12.00  
Simpson visor old type clear or tinted .. £7.75  
G.P.A. F.1 helmet .. £200.00  
G.P.A. visor .. £109.95  
Bell Star Ltd .. £139.95  
Bell M1. Special Offer.  
Sizes 6 1/2 - 6 3/4 only .. £99.00  
Bell M2, new F.1 style .. £180.00  
Bell Tour Star visor, clear .. £4.50  
Bell Tour Star visor, tinted .. £6.80  
Bell visor M.1. & M.2. .. £16.00  
Bell Star I and II visor .. £4.50  
Bell Star visor .. £8.75  
I.C.L. Vari clear (demister) .. £2.20  
Zip Rotor Visor, a must in the wet £12.50  
100% Cotton Balaclava .. £2.25

## BRIDGESTONE TYRES

(National and Britain Class tyre prices include temporary currency surcharge)	
4.5 x 10 x 5 YBN (SL) slick ..	£15.00
7.1 x 11 x 5 YBN (SL) slick ..	£15.00
3.5 x 10 x 5 YAK (SL) slick ..	£18.50
4.5 x 11 x 5 YAK (SL) slick ..	£19.50
4.5 x 10 x 5 YAK (SL) slick ..	£19.50
6.0 x 11 x 5 YAK (SL) slick ..	£17.50
7.1 x 11 x 5 YAK (SL) slick ..	£20.50



# NEWS

### BRIDGESTONE SPECIAL

Start off the season with better traction.  
7.1 x 11 x 5 YBK .. £20.00  
6.0 x 11 x 5 YAK .. £17.50  
Limited period only

### NEW PRODUCTS

ZIP one piece wheels (available March '85)  
Complete set of 4 precision alloy wheels with valves and bearings where applicable.  
Class one .. £65.00  
Class four .. £60.00  
or in ultra-lightweight magnesium  
Class one .. £92.50  
Class four .. £90.00  
Single 'knock-on' fixing available to fit most karts .. P.O.A.

## "SOMETHING DIFFERENT"

### ZIP BACK/SIDE PROTECTOR

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

### PRICES PLUS VAT

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

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



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SERVICES LIMITED

ESSO CHAMPIONS WITH  
ALVARO BUZAID AND  
REYNARD

Successful kart drivers who are considering Formula Ford 1600 are invited to contact ERS for advice and for quotations to drive with a team of championship contenders in 1985.

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**'FAST' SPARES 'FAST'**  
C.O.D. C.W.O. Securicor  
**'WE'RE GETTING BIGGER BY BEING BETTER'**  
**125 & 250 ENGINE AVAILABLE (£570 + VAT)**  
**HMX SPARES, SILVERDALE ROAD, HAYES, MIDDLESEX.**  
**CLOTHING**

**SPARES**  
**ACCOUNTS AVAILABLE**

BARLOTTI 210 APV with spares £350. Also Barlotti 210 Haywood. £220. Tel: Ross On Wye 63007 after 6pm. ZIP/MERLIN YAMAHA long and short circuit trim. Wets and many spares £425. Colwall 40624 (Worcs).

REMROD ARROW trophy winner last year, shed full of spares, requires 1985 tyres, mortgage forces sale. £290. Maidenhead 38460.

125 BARLOTTI ROTAX '83. KMP tuned, very quick, trophy winner. Just rebuilt by KMP for season. Ready to race. £950 ono. 0276 20840 eves.

ZIP GP 125 ROTAX very fast, wet tyres and YBK's plus stand, ready to race. £750. Grimsby 822306.

**THE RUGBY CLUB OF LONDON HAS FOR SALE ITS FIAT VAN, IDEAL FOR ANY SERIOUS KART TEAM. TAKES TWO KARTS AND FIVE PEOPLE WITH EASE. RECENTLY RESPRAYED, IMMACULATE INSIDE AND OUT. ALSO ONE TOW-A-VAN BOX TRAILER WITH FULL AWNING.**

**FOR FURTHER DETAILS RING  
0327 857418**

**SOMETHING TO  
SELL?**

**Take a Mini-Ad**

**Tel: Hodd. 44201**

ZIP GP W/C TZ250 lots of spares, very fast, track test possible, £500 ono. Lane V3D TKM both brand new, only testing carried out. £400 ono. Tyres, spares etc. Track test possible. Both karts raced by 'Family Workshop' — no expense spared. Phone 01-703 3927.

1982 ZIP GP 250 ROTAX Superkart, completely rebuilt and ready to race with bodywork, engine 1984 spec. £1,500 ovno. (0480) 72213 (St. Neots).

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

## KART SCHOOL

Everything you need to know about racing a top 100 National Kart.

**at TILBURY RACEWAY**  
on Saturday: 9.30 till 1 pm

*for appointments phone*  
**DARTFORD 22645**

AERO 125, ROLLING CHASSIS, excellent condition, 6 short circuit races, from new. Long circuit bodywork. £350. Tel: 0353 722199.

DAP T70TT, FIRST BORE, 48mm, unraced, motoplant, exhausts, bored carb, all as new. £150 ono. Reading (0734) 694846.

BARLOTTI ROTAX 125, raced tuned, well set up outfit. £950 ono. 0276 22104/01-520 2595.

## FIBRE FLARE

*For high quality Fibreglass*

## KART PANELS

*Direct from the Manufacturer*

*Contact*  
**SYCAMORE MOULDINGS LTD.**

Sycamore Industrial Estate,  
Sycamore Road, Handsworth,  
Birmingham B21 0QW  
or call 021-523 0732

2 FULL-BODIED TUNED K80TT motors. Very fast and reliable. Used 6 times only, £300 each or £500 for both. Any reasonable offer considered. Tel: Brad (091) 2656954.

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COMPLETE ROTAX 125cc ENGINE and Zip GP short circuit racing chassis for sale. Kendal 29660.

100 NATIONAL ZIP 983 has done just 5 meetings, complete with Bridgestones wets, stand, sprockets etc. £195. Parilla, required rebuild £95. Christo Arrow, on early bore, just been rebuilt with new motoplant £150. Helmet, as new, with rotor visor £40. Tel: Northampton 36098.

125 ROTAX ON GP ZIP CHASSIS as new, many spares including engine. Offers. Ipswich 73698.

ZIP 984 SRS 125cc £1,300. Only done 1 race, unused YBT tyres, fairing and spares, helmet and leathers. Ring Gary 0493 740980 after 7pm. Disablement forces sale.

AERO 210 UPTON, discs, side tank, slicks, spare wets on rims, trailer, stand, special tools, cover, spares, £595 ono. Also 1985 spec. Boeri helmet £50. Worn once! Leathers available if required. Bourne End (06285) 24104.

## HT BOLTS — ALLEN SCREWS — NYLOC NUTS — ROD ENDS

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

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

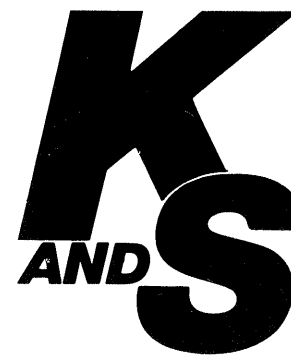
G.P. HONDA 250 National, G.P. Yamaha twin (water-cooled) Silverstone outfit TZ, motor 2 meetings from new. TKM Zip kart class 1 national £250. Wets and dries. 3 Watercooled Yamaha twin, 1 Honda 250 national. Extensive range of spares for Yamaha and Honda, barrels and crankcases. Numerous carbs. 34mm to 42mm. New and used Miky, Heihin and Lectron. Wheels and tyres both classes, new and used. All in good condition. 125cc Honda motor-crossover £300. Ring Robert Allen Ingrebourne 42655 anytime.

EX-NIGEL EDWARDS DAP T70TT plus Zip 981 for sale £350 ono complete. DAP T72 £175 ono. Many spares. Genuine reason for sale. Ring (06284) 5810.

FOR SALE. 100cc VIKING BloFrame kart, K77 engine, various spares and stand. Ideal for novice. £200. Tel: Chetsey 65482.

GO-KART 250cc. £150. Bargain. Renal tubing. Christchurch 486064.

1983 ZIP GP, '82 ROTAX fully tuned and just rebuilt, with wets and some spares, £1,300. Tel: 0327 857458.



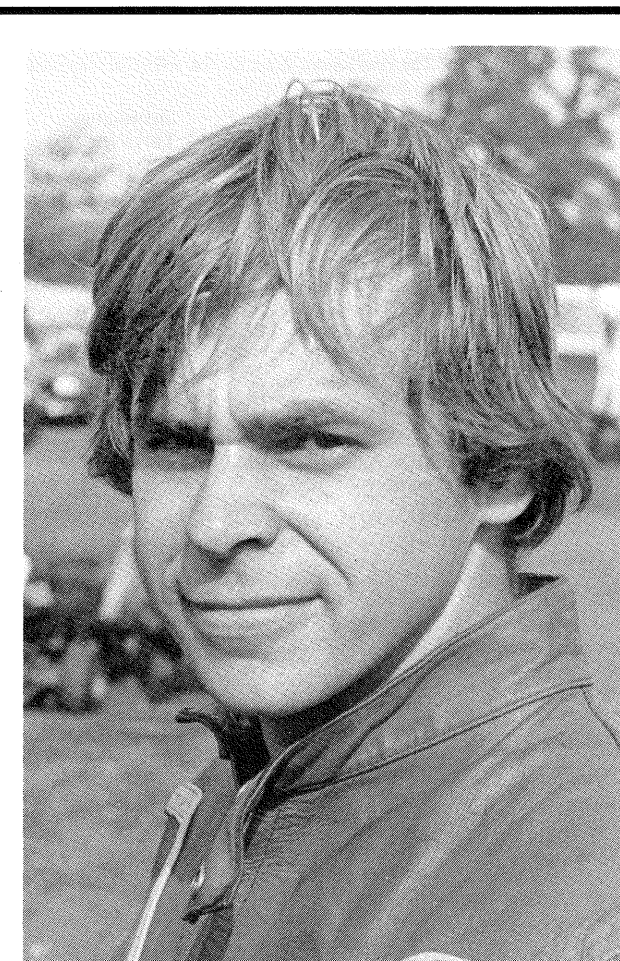
MONTHLY

## FRONT COVER:

One of the new Zip Team drivers, Andrew O'Hara, here leads Mark Salter during the heats of the first round of the Bridgestone United Kingdom Championships at Rye House.

(Pic: Steve Fairgrieve)

No. 76



Ian Shaw won the first round of the Zip Bridgestone 125cc Championships at Mallory Park on 17th March.

(Pic: Rodger Calvert)

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## BILL LONGDON

As you all by now know, Bill was involved in an accident at the February Cadwell 'Opener', the result of which will necessitate lengthy hospitalisation. He has been moved from Louth to Mansfield General where he is making satisfactory progress. Bill has asked us to thank on his behalf all the kind people who have sent cards, flowers, fruit, offers of help to his business, family and himself. He would like to thank Johnny Burns for ensuring his equipment was taken home and to all the people who travelled to Louth and Mansfield hospitals from various parts of the country just to say hello.

From the magazine and karters everywhere, Bill, we wish you a speedy and full recovery.

Current Junior Britain Champion, Nicky Hart, and the Dartford Karting concern have at last parted company. The reasons for the split are not known though it is understood it was an amicable move. Nicky is now with TKM.

## KIMBOLTON

Hunts Kart Club have not remained idle during the winter months, there has been a major overhaul of the Grandstand, the Commentary Box, Club Room and Entrance Office. With the addition of colourful flags and bunting Kimbolton now looks the part as a major U.K. karting circuit.

## MOTOR 100 — SILVERSTONE

Motor 100 is mentioned more fully elsewhere in this issue, but in order to show the 25 years development of karting, we are urgently seeking anyone who has old chassis we could borrow, preferably of the Zip marque, to illustrate the dramatic changes that have taken place over the period. So, if anyone thinks they can help, please contact *Kart and Superkart* as soon as possible on Hoddesdon (0992) 444201. Any equipment borrowed will be safely returned after the show.

## BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS

Don't forget, there is still time to register for this prestigious series. Excluding Wombwell on 7th April, there are still eight more rounds to run. Don't delay and you won't be disappointed. Cheques or Postal Orders for £10.00 should be sent to:

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Hoddesdon,  
Herts.,  
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By return post you will receive your official registration booklet, along with all clubs' A.S.R.'s.

## MARK ALLEN — LIGHTENING LINKUP

Mark Allen, who recently moved to 250 National on Long Circuit, announces a sponsorship deal with a local firm called Lightning Windows. The company specialises in the manufacturing and installation of high quality double glazing. Mark will be entered to race under their name and will be running with the company colours in 125 National on short circuit with his Dino/KMP Rotax for 1985. He will continue to race long circuit also with the 250 National Barlotti/KMP KTM water-cooled outfit. Although the sponsorship is basically for short circuit events, the name Lightning Windows will also appear on the long circuit bodywork in order to give his sponsors as much value for money as possible.

Ed McCormick

Steve Berrill of SB Kart Racing Services has been appointed the Rock Oil distributor to the karting trade for England. Direct or Trade enquiries welcome.

**Next month's features include:- Cadwell, First Round of the British Championships; Bridgestone United Kingdom Championships from Wombwell; Technical and of course our regular columnists views. (These items were correct at time of going to press. Publication date for May — Thursday 2nd). Again we apologise that there is no 'Mainly Merlin' column; Chris has been extremely pressured by work but he should be back for the May issue.**

## LYDDEN HILL PLEA

The Ace Kart Club is suffering at meetings through severe lack of entries, to the extent that the club has to run 125cc, 210cc and 250cc in one race to make the grids worthwhile. Support Your Club and Support Karting is the plea. Now here is your chance. There are to be three Festival of Speed events this year, catering for all classes and the meetings will be combined with cars. The dates are:

**12th May**  
**2nd June**  
**8th September**

Come on, Lydden Hill is a fine circuit and the Ace Kart Club wants to be able to live up to its name! Contact:

**Brenda Harris,**  
**71 West Street,**  
**Sittingbourne,**  
**Kent ME10 1AN**

## 210 CHALLENGE (1985)

The provisional dates for the 1985 210 Challenge are as follows:

<b>21st April</b>	<b>Shenington</b>
<b>19th May</b>	<b>Three Sisters</b>
<b>23rd June</b>	<b>Fulbeck</b>
<b>7th July</b>	<b>Little Rissington</b>
<b>14th July</b>	<b>Kimbolton</b>
<b>8th September</b>	<b>Chasewater</b>
<b>15th September</b>	<b>Shenington</b>
<b>6th October</b>	<b>Little Rissington</b>
<b>13th October</b>	<b>Chasewater</b>
<b>27th October</b>	<b>Fulbeck</b>
<b>3rd November</b>	<b>Three Sisters</b>
<b>17th November</b>	<b>Shenington</b>

The best 8 out of the 10 rounds count towards Championship status. There is no need to register, just enter the meetings and finish in the first 15 to score points.

## ROWRAH — 1985 REVISED FIXTURE LIST

The dates for the Cumbria Kart Club meetings have had to be altered a little. These are the revised ones and they will be repeated in 'Where and When' as appropriate:

<b>10th March</b>	
<b>14th April</b>	
<b>28th April</b>	<b>Bridgestone United Kingdom Championships — Round 3</b>
<b>12th May</b>	
<b>2nd June</b>	<b>Super One Series — Round 3</b>
<b>28th June</b>	<b>Border Championships</b>
<b>25th/</b>	
<b>26th August</b>	<b>National Permit</b>
<b>8th September</b>	
<b>13th October</b>	
<b>10th November</b>	
<b>8th December</b>	<b>Turkey Trot</b>

This should go some way towards dispelling rumours circulating in the South that Rowrah has folded. With a full programme of club meetings, as well as a round of each Commercial Championship, it can be seen that nothing is further from the truth!

## SHENINGTON KART CLUB

Shenington Kart Club wishes to apologise to all the competitors who turned up for the meeting on 17th March. Due to the weather conditions the Clerk of the Course considered it would be unsafe to race, therefore for the *second* time running the meeting was cancelled. However, the Club hopes to fit in at least one extra meeting during the summer to compensate and will advise accordingly of the date or dates.

## MERLIN EXHAUSTS

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## WHERE AND WHEN

### 7th APRIL

**CADWELL PARK** — British Championships — Round 1 (8 miles NE of Horncastle, on A153m Louth Road, Lincs)  
**WOMBWELL** — Bridgestone United Kingdom Champs — Round 2. (Dorothy Hyman Stadium, near Barnsley, South Yorks). Little Rissington, (RAF Base, near Stow-on-the-Wold).  
 West of Scotland KC

### 7th/8th APRIL

N.E.C. Birmingham, (Chasewater KC)  
 Kirkistown (N.I.) — 500 MRCI (Karting)

### 14th APRIL

**Clay Pigeon** — Super One Series — Round 1. (Between Yeovil and Dorchester on A37).  
 Jersey K&MC — Belle Vue  
 Tilbury, (Dunlop Road, East London, near Tilbury Docks).  
 Kimbolton, (10 miles SW of Huntingdon, off A45).  
 Rowrah, (near Frizington, Cumbria)  
 Chasewater, (Pleasure Park, Brownhills, off A5, Staffs.)  
 Banff & Moray — Granville Grubb Memorial.

### 16th APRIL

Nutts Corner (N.I.) — Ulster KC

### 20th APRIL

Nutts Corner (N.I.) — Ulster KC

### 20th/21st APRIL

**VALENCE, (France)** — Formula K European Championships — Round 1.  
 Zandvoort, (Holland) — Open International Dutch Championships.

### 21st APRIL

Nuthampstead, (1½ miles East of Barkway, off B1368 — Ware/Cambridge Road)  
 Pembrey, (12 Miles from Junction 48, off M4 — Llanelli/Kidwelly Road).  
 Sherington, (Off A422 Banbury/Stratford Road).  
 Plymouth, (Riverside Raceway).  
 Felton, (8 miles North of Morpeth on A1).  
 Three Sisters — Merseyside KC, (Off Junction 25, M6).  
 Crail, Fife, (Kingdom KC).

### 25th-27th APRIL

**LE MANS, (Bugatti Circuit)** — C/K/Bridgestone Formula E World Championships — Round 1.

### 28th APRIL

**SNETTERTON, (On A11 London/Norwich Road, 19 miles from Norwich)** — British Long Circuit Championships Round 2; 125cc Zip/Bridgestone Series Round 2. (Testing available on 27th).  
**ROWRAH, (Near Frizington, Cumbria)** — Bridgestone United Kingdom Championships — Round 3.  
 Blackbushe, (Near Camberley, Surrey).  
 Jersey K&MC — Belle Vue  
 Fulbeck, (8 Miles from Newark, Notts).  
 Dunkeswell, (5 miles from Honiton, Devon).  
 Castle Kennedy, (4-5 miles from Stranraer, on A75).  
 Glospe, (North of Scotland KC).  
 Snetterton Kartway, (On A11 London/Norwich Road, 19 miles from Norwich).

### 4th MAY

Kirkistown (N.I.) — 500 MRCI (Karting).

### 4th/5th MAY

Zandvoort (Holland) — Open Dutch International Championships.

### 5th MAY

Kirkistown (N.I.) — 500 MRCI (Karting).  
 Three Sisters (Lion KC) — (Off Junction 25, M6)  
 Clay Pigeon, (Between Yeovil and Dorchester on A37) — Club Championships.  
 West of Scotland KC

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## WATCH OUT!

During the first round of the Bridgestone United Kingdom Championships at Rye House on Sunday 17th March 1985 a brand new, unraced Parilla Jubilee TT27 engine, valued at £650 (including v.a.t.) was stolen from the rear of the equipment transporter belonging to Jack O'Hara. This intolerable act was carried out in a crowded paddock in broad daylight! We ask any of you, who thinks they might have seen anything suspicious in connection with the incident, to contact Mr Jack O'Hara at 103 College Road, Cheshunt, Herts., or c/o The Editor, *Kart and Superkart Magazine*, Pindar Road, Hoddesdon, Herts., EN1 0DE. For identification purposes, the engine numbers are as follows:

**FRONT—N02608**

**BACK—C1162**

## STEVE GILL — '85 PLANS

Doncaster's Steve Gill, who topped his 1984 season by winning the 250 International Non-Championship event at Silverstone last year, announces a full campaign this season in both the British and World Formula E Championships. His new '84 Zip Team equipment and existing equipment is being prepared by the capable Steve Berrill, who devoted much time and effort last season to Tim Parrott's campaign.

Steve's engines continue to be prepared by Chris Stoney of CSK fame. Several small sponsorship deals have been arranged — Rock Oil Lubricants, for whom Steve Berrill is the England distributor; Tsubaki chains will be supplied by Rickman Accessories and travel assistance was recently secured for continental events from Sealink British Ferries.

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Clubman of the Year  
 Lightning Windows Senior Awards

Sue and Tony Wilkins Award

### Winner

Adrian Coles

Adrian Chapman

Colin Witharal

Andrew Warton

Susan Filkin

Keith Bisp

Dot and Liz Symons

## 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.**



DOWN UNDER NEWS

The first ever Australian Formula One Grand Prix will be staged on the streets of Adelaide on 3rd November. The event is also to include a supporting kart race which will be run off before the start of the F1 race. The meeting is expected to be the most internationally spectated and viewed ever event to be staged in Australia and World wide television coverage will reach between 250 and 400 million people!

Reigning World Formula E Champion Lennart Bohlín is featured amongst the names who will be competing, along with SRS's Stuart Ziemelis. Other UK drivers are yet to be announced.

The meeting will undoubtedly attract all of Australia and New Zealand's top kart drivers. Chris Lambden, erstwhile editor of this magazine and now the editor of *Auto Action*, Australia's largest circulation motoring newspaper, is also expected to be in on the racing action. Australian driver, John Lawson, is currently in this country and will be seen in the company of Stuart Ziemelis during the coming months and until after the Silverstone GP. More news when available.

MOTOR 100

Silverstone racing circuit in Northamptonshire will be the venue where the centenary of world motoring will be commemorated during the Spring Bank Holiday of 25th to 27th May. This extravaganza will comprise 7,000 to 8,000 prime exhibits drawn from every corner of the globe and invitations have been extended to all the world's vehicle-producing nations, who will create the history of their motor vehicle and allied industries, while hints of fashion and cuisine will enhance the truly international flavour of this unprecedented event.

The inner area of the circuit will be given over to a series of unique theme displays, encompassing every period and type of motoring, from veteran motorcycles to custom cars and historic commercial vehicles to racing cars. In addition, over 150 marque clubs will be represented, exhibiting the very best of their members' machinery.

Furthermore, Motor 100 will be far more than just a great static show of motoring; throughout the duration there will be a non-stop programme of track events, sponsored by Shell UK Oil. The parades will relive the highlights of motoring history and include: Grand Prix cars, commercial vehicles, custom cars, past winners of the famous Le Mans and TT races, motorcycles, sports cars, karts, rally cars and the ultimate in road-going vehicles. A few of the displays already planned are, a line up of 80 Rolls-Royces, (one for each year of manufacture); a selection of 1,000 prime motorcycles assembled by the Vintage Motorcycle Club; the history of the commercial vehicle, portrayed by the Historic Commercial Vehicle Society and sponsored by the world's largest car manufacturer — Matchbox Toys! Add to all the above: a giant display portraying the history of motor racing; a collection of very special 4-wheel drive vehicles; dragsters; custom cars; record breakers; stock cars; hot rods; karts of course and even electric cars. There will also be a Christie's Classic Car auction, plus the action-packed track events. Her Majesty's Armed Forces will be displaying and there will be contributions by the police, the AA, RAC and other major motoring institutions — and much more.

Already 'Motor 100' has attracted a number of sponsors and major support for the whole event will come from the Daily Express, whose links with Silverstone go back many years.

It is an event not to be missed and one you will never forget — it is likely to be the biggest the world has ever seen.

Word is about the current World Champion, Lennart Bohlín, has ordered the preparation of two Rotax engines from Anderson Kart Centre and Lennart will be visiting the U.K. on 10th April to finalise arrangements for the forthcoming CIK/Bridgestone Formula E World Championship first round at Le Mans during 25th to 27th of April.

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CHESHIRE KART CLUB — DINNER DANCE

Cheshire Kart Club held their Annual Dinner Dance and Trophy Presentation at West Cheshire Farmers Club, Chrisleton, Chester on the evening of Saturday 16th February. After an enjoyable meal the members and guests were welcomed by the outgoing Secretary Mr M. B. Barratt. This was followed by the presentation of the trophies, which was performed by Mr G. Vickers. The evening was rounded off by dancing.

The 1984 trophy winners were:

The Motorcross Trophy (Junior Britain Champion): Dale Spruce.

The Noggin Shield (awarded to the Club Member highest placed in a National Championship): Steve Jones.

The Geoff Bryan Trophy (125 Short Circuit Champion): Peter Morgan.

The Flamingo Trophy (awarded for his racing, marshalling and administrative efforts): Geoff Glazebrook.

The Cheshire Trophy (125 P&R Champion): Mike Fowler.

The Five-Star Transport Services Trophy (125 Long Circuit Champion): Ralph Morgan.

The Bill Hillman Trophy (for success using a Villiers engine): Bob Pooley.

The President's Trophy (210 Short Circuit Champion): Steve Jones.

The Sandy Pettit Trophy (awarded to the Club Member for special effort): Mike Fowler.

The James O'Reilly Shield (210 Long Circuit Champion): Steve Jones.

Finally, the Club awarded (for only the fourth time in its history) Life Membership to the current Club Chairman, Mr Les Jones. The award, marked by the presentation of an engraved silver cup, was made to honour the service Les has given the Club and karting. Les was a founder member of the Club and has during his 25 year association served in all official posts of the Club. He holds an International Clerk of the Course licence and is a scrutineer. He is currently serving his fifth year as a member of the RAC Kart Committee.

NORWEGIAN SCENE

In Norway there are only three permanent kart tracks and, as far as the Superkart scene is concerned, they are not ideally suited for that type of machinery. In fact Superkarting has virtually died in Norway, whereas several years ago the numbers totalled 25–30 they now only amount to a mere handful of 4 or 5. Cost would seem to be the inhibiting factor and with the numbers so small there is the need to travel overseas to find competition, thus pushing the cost up further.

Another problem has been the attitude of the Norwegian authorities. Until recently the *minimum* age one had to be to hold a kart licence was 16. After successful lobbying the age limit has been reduced to 14, in an effort to catch the kids before they join the Moped brigade and are lost to four wheels entirely. The recent introduction of an 85cc class has shown encouraging results; in the first year the numbers of recruits has risen to over 40. The most promising of all the gearbox classes is similar to the U.K.'s P&R class, using 125cc homologated Moto-Cross engines in standard format. No tuning modifications are allowed — the only Mod permitted is the exhaust.

Sweden too is going through difficult times on the Superkart front, with the numbers of drivers falling drastically. Sweden shares the same problems as Norway, though Lennart Bohlín has been doing his utmost to alter the state of affairs. Price wise, tyres would seem to be the main culprit, but then, haven't they always.....

SENIOR BRITAIN

1st Richard Gladman Stratos/Arrow  
2nd Paul Murphy Wright/TKM

100 NATIONAL 'B'

1st Duncan Roberts Sprint/TKM  
2nd Brian Catchpole Zip/PCR  
3rd Phil Cartwright Cobra/TKM

100 NATIONAL 'A'

1st Chris Dagless TKM/TKM  
2nd Dave Banbury XK3/Parilla  
3rd Gary Parker TKM/TKM  
4th Nigel Goff Zip/PCR

210 NATIONAL

1st Paul Umney Zip/PUV  
2nd Alan Poole Zip/Villiers  
3rd Martin Riley Aero/Upton

125 NATIONAL

1st Mark Allen Dino/Rotax  
2nd Colin Poole Zip/Rotax  
3rd David Hopgood Cobra/Rotax

250cc (Combined)

1st Martin Pluck Barlotti/Yamaha SP

SENIOR NOVICE

Mike Booth Zip/PCR

JUNIOR NOVICE

Stuart Lee Dart/Arrow

Pembrey

SUNDAY, FEBRUARY 24th 1985

Cardiff Kart Club's first meeting of 1985 was run on February 24th at Pembrey. A small entry but with good entertaining racing. The weather was sunny but with rather a chill wind.

JUNIOR BRITAIN

The only Junior class was Junior Britain. A newcomer to the sport, Julian Williams, and a visitor from Clay Pidgeon, L. Rennison, with our two regulars R. Phelps and L. Middleton boosted our entry to four.

Heat 1 was won by L. Middleton from J. Williams after R. Phelps came to a halt after leading lap 1. L. Rennison came to a halt after two laps. The trouble kept him out of heat 2 which was led throughout by R. Phelps. L. Middleton took over second spot on lap 6 from J. Williams.

Heat 3 was led for two laps by L. Middleton before L. Rennison took over the lead. R. Phelps finished third.

The final was led by R. Phelps until the last lap when L. Rennison slipped past to win. J. Williams was third. L. Middleton had trouble and did not survive the first lap.

100 NATIONAL

In 100 National D. Morgan led heat 1 for two laps before P. Stephens passed him to take the lead. On the next lap both K. Davies and D. Francis relegated him to fourth spot. H. Williams finished fifth from M. Collard, who was having his first meeting in 100 National. J. Hogarth was seventh from R. Tout.

Heat 2 was a flag to flag win for P. Stephens from D. Francis who was second throughout. J. Hogarth was third from R. Tout and D. Morgan, until lap 3 when K. Davies moved up to take fourth spot. On the next lap both K. Davies and J. Hogarth came to a halt promoting R. Tout to third and D. Morgan to fourth. H. Williams was fifth.

Heat 3 had D. Francis leading K. Davies but the

positions were reversed after four laps. D. Morgan was third until P. Stephens relieved him of the place on lap 4. H. Williams was fifth until the last lap when R. Tout passed him. M. Collard was seventh from J. Hogarth.

The final was a three sided fight between D. Francis, K. Davies and P. Stephens. D. Morgan was third for only two laps before being passed by K. Davies. He made several attempts to get back at the leading three but the pace was fast and furious and eventually he settled for a safe fourth rather than a kamakaze attempt at getting among the leaders. D. Francis held the lead for seven laps from P. Stephens until on lap 5 K. Davies moved up to take over second spot. On lap 8 P. Stephens swept past both K. Davies and D. Francis to hold the lead to the flag. K. Davies made his move on lap 11 and took over second spot. H. Williams held fifth spot from lap 2 ahead of R. Tout and J. Hogarth. R. Tout slipped back to 11th place on the next lap promoting J. Hogarth who was now being chased by M. Collard. M. Collard took over sixth spot on lap 9. J. Hogarth finished seventh, J. Westwood eighth and R. Tout ninth.

125 NATIONAL

The 125 National field was a little depleted as at least two of our regulars had decided to do only long circuit this year. Our field was increased, however, by the return to racing after several years layoff of D. Roche. Heat 1 was a flag to flag win for M. Morris. He was harried all the way by P. Henderson who was really flying and took the lead on lap 6 only to lose it again and had to settle for second place. M. Barnes led R. Robinson and D. Roche until half distance when D. Roche secured third spot. E. White finished sixth.

Heat 2 was led off by R. Robinson but P. Henderson took over the first spot on lap 3. R. Robinson came to a halt on lap 6 promoting M. Morris to second and D. Roche to third. No change took place and the order remained to the flag. M. Barnes was fourth from E. White.

Heat 3 again had R. Robinson leading for the first two laps only to fall to P. Henderson and M. Morris, and one lap later to M. Barnes and D. Roche. P. Henderson came to a stop on lap 5 letting D. Roche into second spot. At the flag it was M. Morris from D. Roche, M. Barnes and R. Robinson.

The final was a twelve lap ding-dong between M. Morris and P. Henderson, the result was in doubt right up to the last corner. M. Morris led every lap with P. Henderson climbing all over him in an attempt to get past, sometimes getting alongside but never quite getting his wheels in front. M. Barnes held third to half distance then D. Roche took over. R. Robinson slipped back to fifth place and on lap 7 came to a stop.

210 NATIONALS & 250 NATIONALS

As only two 210 Nationals entered these were put on the back of the 250 National grid. C. Morris won all his heats and final, leading the 250 Nationals home on two occasions.

In the 250 Nationals Heat 1 was led off by A. Barr from P. Hannaford and M. Mitchell. J. Jones however was on his way up through the field and took the lead on lap 3. The order settled on lap 3 with J. Jones leading A. Barr and D. Mitchell. P. Hannaford slipped back to finish fifth.

Heat 2 was led by M. Mitchell for four laps before J. Jones once again took the lead from M. Mitchell. A. Barr finished third from P. Hannaford.

P. Hannaford led heat 3 for three laps before M. Mitchell took over the lead, while J. Jones came up on second spot. Two later J. Jones took the lead, A. Barr coming up to relieve P. Hannaford of third place. On the penultimate lap C. Davies moved up to fifth place behind R. John and passed him to take fourth on the last lap. The finishing order was J. Jones, M. Mitchell, A. Barr and C. Davies.

The final was led throughout by J. Jones. M.

Mitchell was second from A. Barr. P. Hannaford held fourth until coming to a stop on lap 7 promoting R. John.

250 INTERNATIONAL

The 250 International was dominated by I. Davies and D. Mitchell. I. Davies gaining two first and a second, and D. Mitchell two seconds and a first, A. Bufton three thirds.

In the final A. Bufton led D. Mitchell for the first lap before the positions were changed and the order was set for the remainder of the race. I. Jones ran into some problems losing several laps.

Harry Maund

JUNIOR BRITAIN

1st L. Rennison Jeta/DAP

100 NATIONAL

1st P. Stephens Hutless/Arrow/Parilla  
2nd K. Davies Hutless/Yamaha/PCR  
3rd D. Francis Kali/Yamaha

125 NATIONAL

1st M. Morris Zip 925/SRS Rotax  
2nd P. Henderson Zip/Rotax  
3rd D. Roche Zip GP/Rotax

210 NATIONAL

1st C. Morris Zip 925/APV

250 NATIONAL

1st J. Jones Zip/Salton Yamaha  
2nd M. Mitchell Zip Shadow/Bultaco

250 INTERNATIONAL

1st D. Mitchell Zip GP/Rotax  
2nd A. Bufton Zip GP/Yamaha

DUNKESWELL

Another successful season for the Dunkeswell Kart Club, despite holding no Championship rounds of any sort. Thanks to the fine summer the club ran five dry meetings to four wet ones.

The season saw a total of 781 competitors signing on, which averaged out at 86.7 per meeting. These drivers covered a grand total of 24,876 laps or 12,438 competitor miles and this at the cost of one broken collar bone, (gear-box class driver) and the odd 'hairy' moment.

The most popular class was 100cc Britain with 23.4 racers per meeting, while the least popular was 125cc National with an average of just 8 per meeting. Whether the change in the tyre rule will cause a decline in Britain remains to be seen, but 100cc National has gone from strength to strength until this season it was almost rivalling Britain at 20.3 competitors per meeting.

In the Britain class the most popular chassis was Jeta, (5 Final wins), with Zip, Sprint and Dart sharing the other four wins. The most popular engine was Arrow with 7 wins to DAP's two.

Jeta was also the most popular 'Class One' chassis overall, with eleven wins between Juniors and Britain, out of a possible of 18.

The gearbox classes were dominated by Zip: Zip/Rotax taking 9 wins from 9 starts in 125cc, (will the Minarelli change this in 1985?) and Zip/Various taking 8 wins from 9 starts in 210 National.

In 250cc it was tighter with Zip on 6 wins and Aero on 3. All these victories were scored on Yamaha power and, although the racers tended to spread, it proved a popular class with the spectators.



Continued.....

**100 NATIONAL & 100 BRITAIN**  
With the non-appearance of several 'named' drivers the field was a little light in entries. However there was no lack of quality.

Heat 1. It was Robbie Adams, Bob Kett, Bob Taunton, Lee Cranmer, Martin Tolliday and Lee Gage at the end of lap 1. By lap 3 Cranmer had moved up to 3rd and was visibly catching Kett. At lap 5 it was Adams from Cranmer, Kett, Gage, Chenery and Taunton. The order remained the same until lap 9 when Cranmer had a problem and began falling down the order. At the chequered flag it was Adams, Kett, Chenery, Gage, Taunton and Keith Baines.

Heat 2. From lap 1 it was Bob Kett from Gordon Chenery, Gage, Tim Bishop, Adams and Cranmer. By lap 3 the order remained the same for the leading three places, but Robbie Adams had moved up into 4th spot followed by Bishop and Cranmer. The order remained the same until lap 6 when Cramer went missing. At the finish of heat 2 the order was Kett, Chenery, Adams, Gage, Steve Scott (Nov), and Tim Bishop completed the top 6.

Heat 3. Despite having had two troublesome races Lee Cranmer made heat 3 his own with a flag to flag victory. Robbie Adams finished 2nd, followed by Chenery, Gage, Kett and Scott. Unfortunately Lee's motor seized just after crossing the line, robbing him of an opportunity to drive in the final.

**Final.** In bright sunshine and clear skies and this time before the BBC's television cameras, it was Robbie Adams and Gordon Chenery who occupied the front row of the grid. From lap 1 it was Robbie Adams out front followed by Kett, Gage, Chenery, Taunton and Tim Bishop. The order remained the same until lap 4 when Chenery displaced Gage for 3rd spot. For the next 6 laps the order was the same with Adams still uncatchable and Chenery making stabs at Kett's rear bumper continually. At the end of lap 12 Chenery passed Kett into turn one. Adams was too far out front to be caught and Bob Kett settled into a safe 3rd spot from Lee Gage, Steve Scott and Tim Bishop. Keith Baines headed the Senior Britain runners.

Hugh Caswell

<b>JUNIOR BRITAIN</b>		
<b>1st</b>	Nicky Hart	Dart/Parilla
<b>2nd</b>	Shaun Nicholson	Boxer/TKM
<b>3rd</b>	Ian Smith	CORD/Arrow
<b>JUNIOR BOOSTER</b>		
<b>1st</b>	Mark Thomas	Dart/Arrow
<b>Nv</b>	Adam Baker	Mustang/TKM
<b>JUNIOR INTERNATIONAL</b>		
<b>1st</b>	Emily Newman	Kali/Parilla
<b>SENIOR BRITAIN</b>		
<b>1st</b>	Keith Baines	Kobra/Arrow
<b>125cc NATIONAL</b>		
<b>1st</b>	Ron Banthorpe	Lancer/Rotax
<b>Nv</b>	Andrew Hornigold	Aero/Sachs
<b>210cc NATIONAL</b>		
<b>1st</b>	Ricky Jenner	Deavinson/Villiers
<b>250cc NATIONAL</b>		
<b>1st</b>	Mick Finnie	Zip/TKM
<b>250cc INTERNATIONAL</b>		
<b>1st</b>	Dennis Troman	Lancer/Yamaha
<b>100cc NATIONAL</b>		
<b>1st</b>	Robbie Adams	Zip/TT27 Parilla
<b>2nd</b>	Gordon Chenery	Slyda/TKM
<b>3rd</b>	Bob Kett	Mustang/FE Parilla

## Kimbolton

SUNDAY, MARCH 10th 1985

A major overhaul of the grandstand, commentator's box, club room, entrance office and the addition of flags and bunting had made Kimbolton look its part as a major circuit for the opening meeting of 1985. Unfortunately the weathermen got it right for once and predicted heavy drizzle arrived by the start of the third heats. Junior, Ricky Flynn, provided the most entertainment during practice when he chased his empty kart round and round the nearby field!

### JUNIOR BOOSTER

With Bobby Game moving to Junior Britain, Club Champion Tony Hardy comfortably won two heats and, with a third place, took pole with Oliver Gavin alongside. From the green light Hardy shot into the lead and Daniel Stilp followed from the second row through Stow corner. As they completed the first lap, the order was Hardy, Stilp, Gavin, Tomlinson, Lee and Moss tailing looking very unhappy in the wet. The order was unchanged throughout the race with Moss being lapped before the flag fell for Hardy, a clear winner from Stilp and Gavin.

### JUNIOR BRITAIN

Fifteen entries gave us excellent heats and eleven made the final, led out by David Jackson and Jamie Rhodes. Rhodes was first through Stow, followed by Jackson, Game, Reece, Kinsey, Gavin and Walton, with the rest trailing. Walton quickly passed Gavin and Kinsey while up front the two leaders pulled clear with Jackson looking for a way past Rhodes. On lap three Walton passed Reece and Rhodes took the wrong line at Kimbolton Corner which let Jackson through on the inside. Reece and Gavin tangled at Stow Corner; Reece restarted but Gavin was not quite so lucky. Walton got inside Game approaching Kimbolton Corner but Game outmanoeuvred him on the Straight and gave him no more chances. At the line Jackson was a clear winner from Rhodes, Game, Walton, Flynn and Novice Watts.

### 100 NATIONAL 'B'

Duncan Roberts was the clear favourite with two heat wins and a third. He led out the final with novice Mike Booth, Dave Midgeley and the other heat winner, Brian Catchpole, made up the second row. Roberts led Booth, Catchpole, Midgeley, Cartwright and novice Wilson. Booth found the pace too hot and was passed by Catchpole, Midgeley and Cartwright. Midgeley passed Cartwright on lap 3. Booth dropped a further place on lap six to Morrison and Wilson pulled up at the Willows. Roberts was an easy winner from Catchpole and Cartwright.

### 210 NATIONAL

Paul Umney dominated the heats with three wins but found himself in second spot on lap two, as Alan Poole took the lead. Umney was soon back in front followed by Poole, Marshall, Riley, novice Scoton and Geoff Hoden. Riley passed Marshall on the fourth tour and Marshall retired on lap eight with mechanical problems. Umney had a clear lead but this disappeared on the last lap as he slowed. Poole chased him to the line but failed by a short head to take the flag.

### 250cc (Combined)

John Ottery won all three heats on his National outfit. Martin Pluck and Paul Chambers competed well in the heats and Fran Rowthorne was fast in the first heat on his twin. Unfortunately Fran withdrew from the meeting and took no further part except as a spectator. Three competitors competed in the final, Ottery, Pluck and Chambers. Ottery led but spun twice in the wet

and decided to call it a day. Pluck took the flag with Chambers half a lap behind.

### 100 BRITAIN

The first heat winner was Mark Hawkes in his first senior race and, unfortunately, he threw a chain in the second heat and did not appear again. The other heat winners were Paul Murphy and Richard Gladman. Murphy and Gladman led out the final, followed by Glenis Poole and Glenn Taylor, with Simon McEever, (novice) bringing up the rear; Robin Gibbs had dropped out after the second heat with after-effects of flu. Murphy was first away with Taylor second and Gladman close behind. These three were contesting strongly, leaving Glenis Poole and McEever trailing. Gladman took Taylor on the second circuit as Taylor lost power and dropped back. On lap five Gladman passed Murphy and Taylor was twelve lengths behind and desparately trying to get back on terms. Gladman and Murphy exchanged the lead but Taylor tried hard, too hard, in the wet, lost it and ploughed a deep furrow in the muddy field. Gladman got clear of Murphy on lap nine and took the flag eight lengths clear of Murphy, Poole; McEever finished well back.

### 125 NATIONAL

Colin Poole dominated the heats, winning all three with Mark Allen getting two seconds. These two were joined on the front row by Maggie Dell and Keith Bisp. Allen led on the first lap followed by Poole, Bisp, Hopgood, Dell, novice Rodgers and No 2. Allen increased his lead and, Poole after his earlier domination, had no answer; a number of drivers were taking it very easy in the wet conditions. On lap two Hopgood passed Bisp for third and by lap four the leader was picking off backmarkers. Maggie Dell back in fifth was just holding off Rodgers and was almost caught on the line. Allen ran out a comfortable winner from Poole, Hopgood, and Bisp.

### 100 NATIONAL 'A'

The heat winners were Clive Wheldon, Nigel Goff and Ken Bowes, Ron Cox drove from the rear of the grid to finish second in the second heat. Cox led out of a formidable field of seventeen along with Gilbert. Gilbert went missing and Cox led on the first lap with Hunt moving up rapidly to second, followed closely by Dagless, Parker, Chenery, Banbury, Wheldon and Bowes. By lap three Cox was six lengths clear with Dagless now second and the leading bunch were clear of the chasing field. Cox lost some top end on his engine and was passed by Dagless on lap five, dropping further back on the next tour behind Hunt and Banbury. Hunt persisted in using the grass edging lap after lap and this was his undoing on lap eight when he got all four wheels on the grass and was passed by Banbury and Parker while Dagless was not eight lengths clear. Goff was moving up and was soon in fourth spot ahead of Hunt, Cox, Wheldon and Mark Parker, then Gilbert with the rest well back led by Richardson. Dagless comfortably took the flag from Banbury, Gary Parker, Goff and Hunt. The race had been fast and furious despite the wet conditions and was noticeably lacking in 'contact driving', perhaps the wide open spaces of Kimbolton meant that it was not necessary to knock the opposition off the track, or could it be the 'top names' were not present?

### JUNIOR BOOSTER

<b>1st</b>	Tony Hardy	Zip/TKM
<b>2nd</b>	Daniel Stilp	Sprint/Parilla
<b>3rd</b>	Oliver Gavin	Zip/TKM

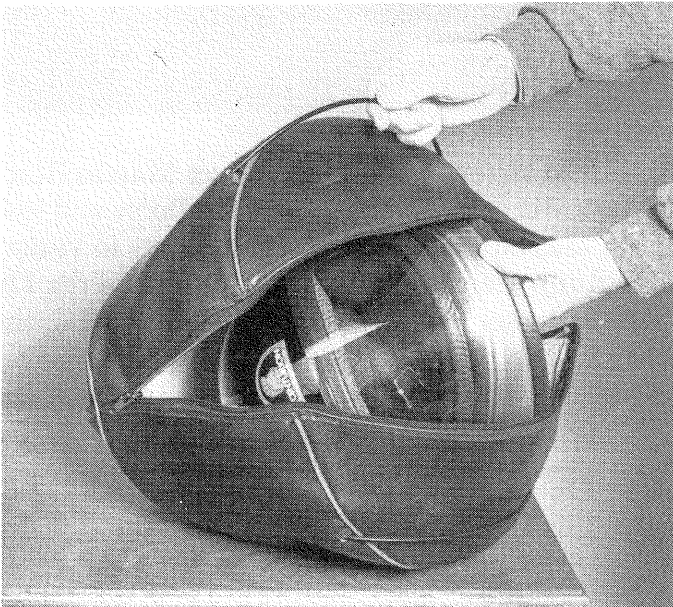
### JUNIOR BRITAIN

<b>1st</b>	David Jackson	Wright/Arrow
<b>2nd</b>	Jamie Rhodes	Zip/TKM
<b>3rd</b>	Bobby Game	Lane/Parilla
<b>4th</b>	Richard Walton	Zip/Arrow

## TRADING POST

Lion Marketing have introduced the SACH helmet bag to protect motorcyle and sports helmets from theft of damage. This patented, all-British, product is made from tough padded vinyl. The padded interior protects the helmet from knocks and abrasions, while the black outer cover, with its sturdy zip, keeps out the elements. Between the inner and outer fabric is a high-tensile steel rope safety cage designed to prevent theft when the bag is locked to a fixed position, such as a bench or a motorcycle helmet lock. Even if the bag is cut, the helmet cannot be removed — protection for what can be a costly piece of equipment.

The bag retails at £15.99, including postage and packing, direct from Lion Marketing, 125 Doncaster Road, Scunthorpe, South Humberside, DN15 7DJ. Lion Marketing are also looking for agents in the karting industry and would welcome enquiries from interested parties who would receive commission on orders received, which Lion Marketing would process direct.



Tridon Serflex Ltd., have come up with Multi-Clip, a unique fastener which will secure objects of almost any shape or size and could have particular applications in the karting field. The primary advantages of Multi-Clip are its ability to provide easy, secure fixing without the need for tools, coupled with the fact that it is re-usable. It consists of a flexible, threaded nylon band with a nut and collar for tightening. It can be used as an emergency hose clip, portable vice and for securing items to such things as roof racks.

This item is currently being evaluated by Zip Kart, but for further information, contact:

Philip Noble,  
Tridon Serflex Ltd.,  
Lupton Road,  
Thame,  
Oxon, OX9 3XB.

## WORLD CUP 1985

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

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

Please note that practice is available on Friday 31st May; the cost is £20.00 for the full day and £12.00 for the half day, to be paid to Donington Park or at the gate.

Anyone wishing to trade at the meeting should contact:

Miss Julie Price,  
Donington Park Racing Ltd,  
Castle Donington,  
Derby DE7 2RP

## CIK OPEN ALL AFRICA CHAMPIONSHIPS

It was typical English weather that greeted the first of the 1985 Series of CIK meetings at the superb Zwartkop circuit near Kyalami, Johannesburg, where a sudden vicious downpour disrupted the bright blue skies and brought chaos to the full line-up, by catching many competitors unprepared for this unwelcome intrusion.

The meeting, during the 14th to 16th February, saw Intercontinental 'A' and Formula E drivers competing for the honours. However, it was left to the Europeans to show the wet way home, with a classic demonstration of control by Switzerland's Peppo Gloggner with a seven second lead.

The pre-final and final were fast and furious under the now hot sunshine, with favourite and last year's winner, Germany's Dino mounted, Heinz Frentzen being displaced by Dutchman Frank Eglem who carried off the honours. Martin Prior found himself being helped through the tight left-hander by South African Champion Barry Taylor after valiantly fighting his way back to fifth. Second and third places went to West Germans Heinz Frentzen and Thomas Neubert respectively. Switzerland's Rolf Glauser found himself demolished after lying second for two-thirds of the race and put in a good account of himself. Zwartkop staged the first of two International events held in the South African Republic. The second was at the magnificent, though dusty, new circuit at the gold mining centre of Welkom in the Northern Free State, where congratulations must be given to the organisers for putting on a really first class event, matched only by South African hospitality and marred only by the presence of scorpions!

Timed practice gave Derick Irving, South Africa, on his Dino/Yamaha, pole position. Fellow countryman, Chad Wentzel, (Taifun/Parilla) occupied the number two spot; both drivers notched up the same time of 55.48 sec. Martin Prior, (Zip(PCR) sat on three with 56.14 and Peppo Gloggner on four with 56.19.

Again the competition was from the full International grid and the fierce unusually long, fast and hot circuit took its toll on the screaming engines. The first prize went to the 1982 CIK winner, South African veteran Derick Irving, who also remarkably and brilliantly came second in the Formula E class.

In Intecontinental 'A' the fastest race lap was accredited to Martin Prior at 55.41 seconds.



(Pics: Nigel Wakefield).



(Pics: Nigel Wakefield).



# THE KELGATE SHOW-STOPPER!

For the first time in three years the weather beamed kindly on Cadwell Park for the opening of the 1985 Long Circuit calendar. The customary 'Spring Trophy' meeting also played host to the inaugural rounds of several series to be held at the circuit this year — the Cadwell Championships and Superkart Series; 210 National Mansfield Wilkinson and 250 National series, along with the SRS backed series. Apart from a brief spell of afternoon mist rolling in to threaten the Villiers final, the day was clear and bright around the length of the 1.5 mile Club circuit.

## AROUND AND ABOUT

A swift glance around the paddock was sufficient to note the machinery and team differences from last year. On the Superkart scene was the emergence of Derek Rodgers and Philip Glencross from the ranks of 250 National, sponsored by Philip's Leaside Tyre & Exhaust company and backed by Russell Anderson's tuning and preparation finesse. E.D.R.'s Steve Styrin is joined this year by ex-250 National man, Richard Boston; Steve running a red outfit at this meeting. Engineering Services (Bedford) sponsored Roger Goff was running under the new 'Kelgate' black and gold livery and undoubtedly had put a lot of time into his engine preparation, as his performance showed. Martin Hines was pioneering the new Zip variable geometry outfit and his preparation lies in the hands of the latest recruits to the Hermitite Zip Team — Simon (ex-Barry Sheene man) and Nick, the tuner. Hines was alone otherwise; Carolyn had opted out, so too had Reg Gange, though he was there nosing about. Likewise Giles Butterfield lurking about the paddock with Glenn George; Giles sweating on his FF2000 sponsorship.

250 National was the class that created the most interest and speculation. Although they didn't become official until the beginning of March, the KTM water-cooled engines caused quite a stir and people were eager to see how they would perform against their contemporaries, the YZ Yamahas. Pledged to the class are ex-125 National pilots — Mark Webster who, interestingly enough, was running an electron slide carb, rather than the Dellortos the other KTM boys were using; Mark Allen and Keith Bisp, whilst 'Peak Revs' Alan Cheetham who did a barrel on Saturday due to the petrol pump, Gloucesters's Mike Hodgins and Rob Bicknell have trying development work on the engine during recent months. Another 125 driver, also KTM powered, was Wayne Olerenshaw, but this time with an E.D.R. chassis. In fact the Ed Duckett concern fielded another two E.D.R.'s in National, piloted by Hipkin and Ian Woodcock.



Phil Glencross — Leaside backed Formula E Team.



Roger Goff took the Kelgate Sponsored Formula E to a fine victory.

**Roger Goff takes Kelgate to victory in Formula E over Martin Hines and Phil Glencross; Mark Webster's KTM shows Mike Doble and Rob Hipkin the way home in 250 National. John Newton returns to Villiers with a vengeance over Andy Martin and George Bett, while the 125 P & R of Graham Barker leaves Michael Walker little chance of the honours. In resounding fashion the full-bodied Stratos of Chris Stoney walks away with 125 National ahead of Roy Patterson and Colin Poole.**

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

Back to the Superkarts a moment; a couple of weeks prior Anderson was at Cadwell with Rodgers and Glencross to put them through their paces for a couple of test outings on standard motors to make sure everything was alright before any 'tinkering' was done. So also was Hines out at Cadwell earlier to confirm development work on the new chassis before trying it under race conditions. Out of the total entry of 98 for all classes, including late entries, the 125's again formed the bulk of the contingent, with 39 in the programme which gave us only one grid instead of the normal split heats situation, but it's early days yet. Again the motive power unit was the Rotax but the Minarelli is slowly encroaching into the class, with five listed in the programme, headed by the Phoenix

man himself, Kurt Luby. Phoenix also featured highly among the chassis marques within the class, showing two-thirds the number of Zip.

210 National fielded 14 entries, of those three were the late entries of Alan Ogden, Andrew Worton and Bill Longdon. John Burn's wasn't racing but was present, keeping a watchful eye over things. Not seen before on the long circuits, apart from the 'GP', was Doncaster's Brian Finn who clinched the Short Circuit Champs you may remember at Fulbeck in '83. Let's hope his is going to be a regular long circuit contender from now on — the class needs all the support it can get from the drivers, though Tom Thacker's admirable efforts are increasing the short circuit fraternity. Making a return to the class is the indomitable John Newton after last year's excursions in 250 National. Bil Longdon has been doing his motors for him and, as you will see later, he proved a match for the current British Long and Short Circuit Champion and GP winner, George Bett — but it is early yet to talk about a 'Who's Who'.

The 125 P & R class were all aboard Hondas and totalled ten, pretty good for the first long circuit outing of the year, with the promise of larger grids to come. This cheaper form of gearbox karting is catching on, especially in the Midlands and the North — Bob Clewes efforts are starting to reap dividends.

## PROBLEMS AND SO ON.....

All classes had their fair share of difficulties during the weekend, with several drivers scoring non-finishes in both heats and finals. The Cadwell 'Opener' is used by most as a 'sorting out' meeting after the winter lay-off, (no disrespect meant, John).

250 National's KTM legion probably came off worst. Mark Allen and Keith Bisp, two of the guys who swopped had a disappointing day. This year Mark and Keith intend racing 250 on long circuit and restrict their 125 efforts to short circuits only. Mark especially because of his allegiance to his sponsors at Sherington.

## JUNIOR BOOSTER

1st Barry Forsyth Wright/Arrow

## JUNIOR BRITAIN

1st Richard Smith TKM/Yamaha  
2nd James McKnight Zip/Arrow  
3rd M. Popham Stratos/Arrow

## 100 NATIONAL

1st John Docker Dart/DK TKM  
2nd Stu Davison TKM/TKM  
3rd Phil Chappel Lane/Parilla  
4th David Tooley Birel/Parilla  
5th Lloyd Ross Wright/Wright Yamaha

## 125 NATIONAL

1st David Davidson Barlotti/Rotax  
2nd Brian Winder Nevada/Rotax  
3rd Alan Tolson Barlotti/Rotax

## 210 NATIONAL

1st Brian Irving Barlotti/Villiers  
2nd Ashley Winter Aero/Villiers

## 250 NATIONAL

1st Tony Brown Phoenix/Maico

## 250 INTERNATIONAL

1st Barry Tolson Zip/Rotax  
2nd Brian Graham Zip/Rotax  
3rd S. Mattinson Zip/Yamaha

# Snetterton

SUNDAY, FEBRUARY 24th 1985

**Saying has it that the 'sun shines on the righteous'. The Norfolk and Suffolk Kart Club were for the second meeting in their Winter Series, blessed with glorious sunshine and ideal conditions for racing. Despite a foggy start to the day the clouds finally revealed a bright and warm sun which inspired some of the best racing in months at the Kartway. Best supported class was again the Juniors with 18 drivers on the grid.**

## JUNIOR BRITAIN

Heat 1 saw Oscar Newman gain a flag to flag victory despite pressure the whole race through from Shaun Nicholson and Nicky Hart. At the flag it was Newman, Nicholson, Hart, Ian Smith, Neal Gordon and Darren Kinsey.

Heat 2. At the end of lap 1 it was Simon Reeks from Gordon, Smith, Newman, Hart, Nicholson and Darren Whittemore. By lap 3 the order had changed and it was Newman again out in front from Hart, Nicholson, Smith, Reeks and Jason Baker. At lap 6 the top 3 runners remained the same followed by Jason Baker who had been moving up the order. Reeks and Whittemore completed the top six. Whittemore went missing on lap 8, promoting a consistent Neal Gordon to sixth spot, and that's how heat 2 finished.

Heat 3. First lap leader was Darren Kinsey, with Newman breathing on him very heavily. Hart, Reeks, Whittemore and Nicholson followed. The pressure was too much for the improving Kinsey and by the end of lap 2 it was young Oscar looking set for a hat trick. Hart followed with Nicholson, Smith, Kinsey and Reeks all driving on the limit. By half distance the order was Newman, Hart, Nicholson, Smith, Kinsey and Reeks. As in previous heats Baker was a slow starter but steadily moved through the field, lying sixth on lap 7, and disposed of Kinsey on lap 9 for 5th spot. At the flag it was Newman, Hart, Nicholson, Smith, Baker and Kinsey.

**Final.** The question was, could Oscar Newman make it four out of four? Shaun Nicholson did it in

# CLUB SCENE

## JUNIOR BOOSTER

Three young drivers ran in this class, but it was Mark Thomas who had four wins from as many drives. Michael Troman and Adam Baker worked hard for the Novice Trophy, and by a narrow margin Adam gained a second trophy for his mum to dust.

## GEARBOX (Combined)

With winter hibernation over for a few more gearbox men, eight drivers graced the grid. In the 125cc class, 'Rocket' Ron Banthorpe proved to be a hard act to follow and took two heat wins and the final and it was only Andrew Hornigold who upset the form by winning heat 3 and the Novice award. Ricky Jenner took the honours in the 210cc National Class and Dennis Troman collected the trophy in the 250cc International Class. Surprise of the day came in the shape of one Mick Finnie driving in his first 250cc National event looking very impressive with a style much unchanged from his previous 100 National 'B' season. Undoubtedly Mick is a man to watch for in future.

## JUNIOR INTERNATIONAL

Once again Emily Newman was the lone entry, and yet again provided a skilful display of driving.



Robbie Adams — 100 National winner.

(Pic: Steve Fairgrieve).



4th place in Junior Britain — Neal Gordon.

(Pic: Steve Fairgrieve).



# CLUB SCENE

## Summerlea

### SUNDAY, MARCH 3rd 1985

Sunday 3rd March saw the first meeting of the West of Scotland Kart Club for 1985. Despite the cold, overcast day and later rain the spirits of all concerned, especially the drivers, were not dampened. The racing started off in dry conditions but later rain added to the excitement.

#### JUNIOR BOOSTER & JUNIOR BRITAIN

Twelve drivers entered this class which was dominated by two young drivers from South West Scotland, namely Alan McNish and David Coulthard. Each driver entered in three heats and Alan McNish won all three closely followed by David Coulthard who finished second. In heat three David was in the lead but spun on a corner allowing Alan to take the lead and finish first, Alan went on to win the final with David again second.

#### 100 NATIONAL

There was a smaller than usual entry for this popular class at Larkhall but the driving was none the less thrilling with several slide-offs and the usual breakdowns which caused the lead to change hands often. The first heat was won by James Forsyth with Louis Di Rista finishing second. However, James could only finish third in the second heat with young Ian McLeish driving through the field to win with Douglas Cameron finishing second. Fortunes changed hands again in the sixth heat when Louis Di Rista won. Sam Brown was second and Ian McLeish finished third. Gordon Wilson who had a good season in 1984 had to struggle in the first heat when he broke a brake cable and retired from the rest of the day's competition. John Wright won the final with Sam Brown second and Louis Di Rista, an earlier heat winner, third.

#### 125 P&R

This event was won by John Brolley in a small field of four.

#### GEARBOX CLASSES

##### 125 & 210 NATIONALS

By the time the gearbox classes started the track was quite wet and the wet tyres had to be fitted.

Despite suffering considerable pain Billy Stoddart drove well and finished second in the first heat with Kevin Park winning. Billy had his revenge and drove brilliantly to win the second heat but in his third heat he had again to be satisfied with second place to Gilbert Keenan with James Gordon third.

In the final Gilbert Keenan won despite having a spin and Billy Stoddart finished second, and he was pretty sore by this time. We hope his back injury has cleared for the next meeting on the 7th of April.

**125 NATIONAL**  
1st Gilbert Keenan  
2nd Billy Stoddart

**210 NATIONAL**  
1st James Gordon

**125 P&R**  
1st John Brolley

## Rowrah

### SUNDAY, MARCH 10th 1985

The opening meeting of the Cumbrian season took place on Sunday 10th March. Despite the lowish entry, caused by drivers either not having their licences or waiting for Medical Certificates, we had some excellent racing in all classes. Many new faces appeared in a spectating capacity before joining the fray later in the season. Among familiar faces reappearing was John Docker, contemplating a full season ahead at a few Northern venues. Nicky Stamper was feeling his way back in after an absence of too many seasons. With trade van in attendance, he was confident that things would work out alright. One thing which surprised many of those in attendance was the rumour that Rowrah was in difficulties and in danger of folding. With all the hard work put in over the winter refurbishing the canteen and modifying the chicane exit, the exact opposite is true.

#### JUNIORS

Four Britains and one Booster contested these races with Richard Smith taking two wins in Britain and James McKnight winning the other. The two novices acquitted themselves well, with M. Popham using Ray Robson's old equipment showing the better and showing signs of obvious familiarisation. Barry Forsyth was the only Booster present but that didn't stop him swapping places with the Britains as he raced away to three heat wins.

The final provided an interesting clash as Smith, Forsyth and McKnight circulated in close company before McKnight dropped back slightly. As the race wore on, Forsyth was getting ever closer to the race leader and made several dummy runs at taking the lead away from him. Then, at the end of the penultimate lap, Smith slid just a little off line allowing Forsyth the advantage and the lead. Forsyth completed the last lap without incident to lead on the road and win his class. In the Britain class, Smith was the winner from McKnight and Popham.

#### 100 NATIONAL

Some incredibly close racing in the heats produced three different heat winners who occupied the first three places on the grid. Andy Fairless added a pair of 2nds to his win to secure pole spot, whilst John Docker sat alongside with a win, 2nd and 3rd. Jim Forsyth took the other heat win and, coupled with a 3rd and 10th, was sufficient to annexe the inside spot on row two. Others to fare well in the heats were Stu Davison, Phil Chappel and S. Power who all put up steady performances as did David Tooley whose DNF in heat two put paid to a higher grid position.

So the scene was set for what promised to be the best final of the day as the field rolled round to the starter. The flag shot up and Fairless darted into an immediate lead, Docker right on his tail. Halfway round lap one, Docker stole away the lead from Fairless, who launched his counter-attacks straight away. This was to no avail as within the next two laps his hopes faded along with his brakes as two quick spins heralded his retirement. This should have left

Docker free and clear but Jim Forsyth had other ideas, moving up to John's bumper and harrying him for all he was worth. Lap after lap he tried to find a way round Docker, and very nearly succeeded on one corner when John let his tail slide out a little too wide but swiftly recovered to keep the premier place. Two laps from home, the battled ended when Forsyth launched a do-or-die attempt by the hairpin and spun out. This did leave John in an unassailable lead to give him his first victory since returning to the circuits about eighteen months ago. Second place went to reigning club champion, Stu Davison from Phil Chappel, David Tooley (his first pot since turning Senior, well done David) and Lloyd Ross.

#### 125 NATIONAL

Six karts (including the P&R outfit of Andy Harvey) lined up in this class with Malcolm Campbell making his Rotax debut on Duncan White's outfit of last year. Duncan was on hand to offer advice and help as Malcolm had only driven a handful of laps the day before.

David Davidson won all three heats convincingly but once Campbell got under way he moved rapidly through the field to 3rd and a brace of 2nds. The thing that stopped him being more competitive was the fact that he wasn't used to the short throw hand clutch. Late entry (naughty boy) G. Garvey took up the outside of row one with his Star Rotax gear after some steady drives to find out the quirks of the track.

The flag went down in the final with Davidson making the immediate break from Brian Winder and Andy Harvey, Campbell having bogged down on the line. After deposing Garvey, Malc set off after Harvey and passed him on the next lap only to be taken out in the cruellest stroke of luck which eliminated Campbell, Harvey and Garvey on the spot. This only left three karts running in the order Davidson, Winder, and Alan Tolson, which was maintained to the end.

#### 210 NATIONAL

Only two drivers contested this class, and with Ashley Winter suffering misfiring problems, it seemed certain that Brian Irving would win the day. So it proved to be, although the racing was a little closer in the final, Winters persistent misfire meant he couldn't mount a serious attack on the leader and was forced to concede the contest. Thus Irving won but it is early in the season and fortunes change quickly in karting.

#### 250 (Combined)

Only one National entered, the brand new Phoenix Maico of Tony Brown. He expressed himself pleased with the motor but expects more from it when the new exhaust arrives from MOTIV. As he didn't put a wheel wrong all day (as one would expect from a Club Champion) he was on hand to collect the trophy for first place.

Mike Davidson was really on top form, winning two heats and looking set for the other one before a puncture sidelined him and handed the win to Barry Tolson. Tolson had his hands full with a rejuvenated Edgar Wills who made up his power disadvantage with some spirited driving (no he wasn't on theodka!) to take a 2nd and a brace of 3rds and the outside position of row one. Davidson's demise in heat one meant he took the centre place whilst Tolson held pole. The two novices lined up next, Brian Graham had a 2nd and a pair of 4ths whilst Barry Mellor was slightly subdued after a massive practice shunt two weeks previously.

The grid rolled up to the line as usual but suddenly Davidson raised his hands and pulled off the track. From that point on the final was decided as Wills was suffering from an intermittent misfire. This misfire caused Wills to stop twice on the track to receive advice from Davidson. After the lap scorers had sorted out the melee, Tolson was declared the victor from Brian Graham and Steve Mattinson.



Andy Martin (210 National), note reverse barrel

Their karts only arrived a few days before the event and had to be hastily built. Mark had radiator problems during the heats; he was running a header tank that wasn't sealing properly and consequently was sucking in air; likewise Keith. In the final Mark suffered brake problems and backed out of it for safety. Keith seized in the second heat and called it a day.

Others too had their share. In the first Superkart heat Rodgers took an ¼" out of a ring but still finished second. He was heard to say — "If it goes like that with ring trouble — bloody hell!" Hines had a motor detonating in one heat which meant he had to swop for the final. McCallum in 125's ran YBK fronts in the heats then changed to new rubber YBL's but had no chance to scrub in and found himself with a deflation on the line and thus retired. He thought it curious because the tyres stood up to test during the morning. In the first heat Ian Shaw wound up on the grass at the Hairpin and, so closely bunched were they that something like six or seven karts finished up climbing all over each other and looked like a Super-market check-out queue!

## THE HEATS

The first grid to roll out for the heats was 210 National backed up by the 125 P & R lads. Andy Maritn of Car and Karting Centre was to take the win over John Newton and Brian Finn, whilst Graham Barker's P & R out fit dominated the rest of the field. The second outing a little later saw a race long battle between the Villiers of Martin and Newton with George Bett also there in the thick of it. The end result was a good win for Newton, closely followed by Martin, Bett, Graham Sykes, Dudley Martin and Simon Quance. In the P & R class Barker notched up his second heat win of the day but not without threat from Birmingham's Kevin Fortnam and the man from Brian Heerey ground, Ian Waller; Michael Fowler and Tony Martin added to the list of the first five home.

The absence of rogers from 250 National in no way denigrated the quality of the class field. Mike Doble, GP plates and all was still running his YZ Yamaha, its reliability and power remained almost unsurpassed during '84, (no doubt due to the tuning expertise of brother Chris who spent a number of years in bike tuning and racing). If Chris Doble can't get a motor to perform well then it isn't worth a bent penny!

Mike's only real challengers during the heats were KTM mounted, Mark Webster, late of 125 National, Alan Cheetham and Melton Mowbray man Rob Hipkin with his EDR/TC Yamaha setup, as ever, was on the pace. The first heat resulted in a victory for Doble, with Webster and Cheetham close behind; Hipkin, Jamie Vale and Ian Bickerton completed the first six. The second outing saw a couple of retirements and only one incident which fortunately wasn't serious; Ian Bickerton spun coming out of Mansfield forcing John Atherton to take to the grass, there to sit and

watch the rest of the race. There was a fine old scrap at the front between Doble and Webster, with Webster hanging on closely to the GP man until near the end when he surged ahead to take the flag. Cheetham took another third while Barry Tomlinson, Stuart Innes-Smith and Brian Borwell were the next along.

Current British Champion, Kurt Luby, was the man to beat, as ever piloting the Minarelli — he won the first heat from Stephen Coward aboard a Motiv chassis and Motiv Rotax, followed by Roy Patterson. Adrian Wilcox, Stephen Hepworth and Richard Crump completed the first six. The Stratos mounted Chris Stoney who looked good earlier, dropped back with motor problems. In the next outing though Chris stamped his seal on things after Luby retired suffering brake troubles and his only real challengers were McCallum, Coward, Patterson and Ian Shaw. They finished in that order, while Hepworth managed to fight off Colin Poole, (running a 925 short circuit outfit that looked like a Class One against its bodywork contemporaries) — Boyd Barrington was next home.

There was one late entry to the Formula E list — Kelgate sponsored Roger Goff, who consequently found himself starting from the back of the grid or well down for the heats. Most eyes were looking at Goff, Styryn and Hines to grab the honours and at the 'outsider', Derek Rodgers, with a certain amount of apprehension; Hines with his new chassis and redeveloped body panels and Goff with Derek Barnett's innovations helped add to the speculation. Richard Boston, another unknown quantity, this year is in league with EDR and Malcolm of DRE preparation. It was Rick's first year in Superkarts; he



250 national action at the hairpin — Webster (9) KTM; Doble (GP); Bickerton (31); Allen (15) and Hipkin (55) just visible.

didn't have too much success last year in National, so there was also a certain degree of speculation around the Paddock as to how he would perform in the Big Ones.

In the first heat Goff managed to work his way through the pack to the fore. Hines had started well from the third row but was slowly hauled in when his motor began detonating. Steve Styryn looked to be struggling and not on his usual pace. It was Rodgers and Dean who were the men who posed the biggest threat to Goff and the rest of the clan. Eventually it turned into a Goff-Rodgers scrap with a fine display of racing from both men; Roger beat Derek to the line, with Derek narrowly avoiding a swerving backmarker on the finish straight as he crossed the line. Third home and driving extremely well was Richard Dean. Styryn, Hines and Glencross completed the first six, while Bryan Reader and Probe Data man, Trevor Causer, were next.

The second outing reversed the grids somewhat — Boston was on pole, Rodgers alongside with Trevor Cryer, Styryn on the next and Hines again on the third; Goff was near the back with Dean. All credit to Rodgers, he is quick, mighty quick but Goff showed tremendous form and was soon again locked in battle with Derek. Dean swiftly came up to join the duo and the pace at the front was frantic. In the end Derek Rodgers clinched the win just ahead of Roger Goff; Richard Dean was third, Martin Hines fourth — Philip Glencross took an admirable fifth, considering he reckoned it was a 'brown trousers' job most of the way! Steve Styryn, Trevor Causer and Bryan Reader followed up.

## THE FINALS

The Villiers and P & R lads led out the first finals of the day and the grids took on the following format:-

#### 210 NATIONAL

Bett	Newton	A Martin (Pole)
Smith	Worton	Finn
D Martin	Sykes	
D Thacker	Russell	Quance

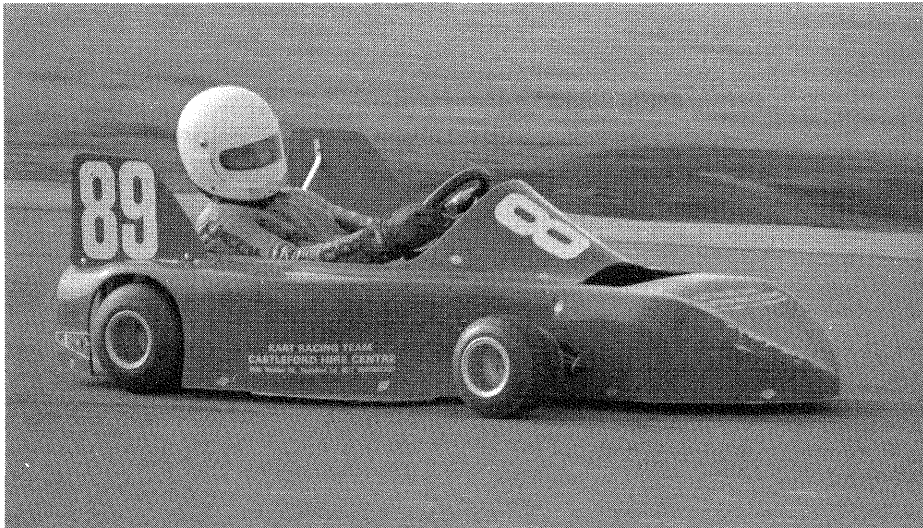
#### 125 P & R

Fowler	Fortnam	Barker (Pole)
Pycock	Wilkinson	Waller
	Wrisdale	T Martin

#### 210 NATIONAL

When the starter sent them on their way it was the No 1 plate of George Bett that led down to the Hairpin with Andy Martin and John Newton close on his tail. Into the second lap and Bett had relinquished his lead in favour of Newton; Martin was tucked up tight





125 National winner — Chris Stoney.

behind Bett in third. Into the next tour and Newton still hung on at the front, but Martin had managed to move up ahead of Bett and these two started to pull away from the British Champion.

Martin gradually hauled in Newton and cleared the latter's exhaust before much longer, leaving Newton sitting in the slipstream looking to counter advantage the move. Just behind Bett looked to be under pressure from Graham Sykes; Dudley Martin and Brian Finn were next up, locked in a furious struggle.

For four laps there was no change to the front placings — until Newton appeared out of Mansfield in the lead; Martin was a bit adrift in second whilst Bett was several seconds further back. Graham Sykes still held onto fourth and there was around a fifty yards gap back to Dudley Martin and Brian Finn, still hard at it.

Gradually Andy Martin closed on John Newton and the two toured round closely as a team for the remaining laps; the order to their rear did not change. At the line it was a good victory for Newton, with Martin second followed by Bett, Sykes, Dudley Martin and Brian Finn.

1st	John Newton	Zip/Longtune Villiers
2nd	Andy Martin	CKC Stratos/Villiers
3rd	George Bett	Zip/APV
4th	Graham Sykes	EDR/TT Villiers
5th	Dudley Martin	Zip/Villiers
6th	Brian Finn	Zip/Longtune Villiers

**Race Time:** 11 min 51.2 sec — 75.92 mph

**Fastest Lap:** (A. Martin) 1 min 10.0 sec — 77.14mph

## 125 P & R

The order into the Hairpin for the first time was Fortnam, Barker, Fowler, with Wilkinson, Pycock and Tony Martin next along. Into the second tour and the leading order hadn't changed, it was still Fortnam from Barker and Wilkinson, but Martin had managed to gain the advantage over Pycock.

Out of mansfield for the fourth time and Fortnam had gone, elevating Graham Barker to the leadership. Fowler still hung on in his slipstream and the gap back to Wilkinson in third had increased considerably.

Barker with Fowler close in tow increased the gap even further and left Wilkinson a lonely third. Pycock had fought back ahead of Tony Martin until the latter too fell foul of gremlins.

As they came up to the line for the final time Graham Barker and Michael Fowler were the first over the line.

1st	Graham Barker	Barlotti/Honda
2nd	Michael Fowler	Zip/Honda
3rd	Phil Wilkinson	Sprint/Mugen Honda
4th	John Pycock	Star/Honda

**Race Speed:** 69.68 mph

**Fastest Lap:** (K Fortnam) 1 min 15.1 sec — 71.90 mph

line to take the flag. Hipkin finished third after holding onto the place for eight laps. Barry Tomlinson took a fine fourth, followed by Bickerton, Atherton, Borwell and Vale. After a considerable gap Alan Cheetham appeared leading Wayne Olorenshaw.

1st	Mark Webster	Zip/KTM
2nd	Mike Doble	Zip/Yamaha
3rd	Rob Hipkin	EDR/TC Yamaha
4th	Barry Tomlinson	Zip/Yamaha
5th	Ian Bickerton	Phoenix/Owl Yamaha
6th	John Atherton	Zip/Yamaha

**Race Time:** 11 min 3.3 sec — 81.41 mph

**Fastest Lap:** (M Webster) 1 min 5.0 sec — 83.07 mph

## 125 NATIONAL

.....and their grid looked thus:

Stoney	Patterson	Coward (Pole)
McCallum	Grimes	Hepworth
Poole	Manett	Shaw
White	Milburn	Marsh
Dace	Keegan	Cobham
Luby	Tuckey	Crump

An unusual spot to see Kurt Luby occupy but it was dictated by his second heat retirement with brake problems.

The biggest surprise of all, when they came off the rolling lap, was to see Peter McCallum's hand fly in the air as they approached the line and tour into the pits with a tyre deflation.

Coward, however, was quick to take advantage of his pole position and led the pack down into the Hairpin; Stoney and patterson were with him, but Luby was flying through the field and worked his way up to fourth by the end of the first lap; Duncan White, not seen racing for some time, lay in fifth.

Into the second tour and Coward fell foul of Stoney and was forced into second. Roy Patterson was still there and Colin Poole had moved up ahead of White and was holding station with the best of them on his short circuit outfit. Then disaster for Luby when he coasted past the finish line with a thumbs down and motor problems, his race finished. The next pair through were Hepworth and Grimes.

Out front a fierce battle was being acted out between the irrespressible Chris Stoney and the limpet man on his bumper, Stephen Coward. Patterson was still in third spot, but Poole had lost his struggle with Hazard Racing's Duncan White and found himself relegated to fifth. The order behind was Grimes, Barrington and Ian Shaw; Shaw from the third row supported only by brother Andrew — dad Derek is still convalescing and looked after by mum — good job too, otherwise he'd have been there at the circuit!

It was the red Stratos of Chris Stoney that began to ease out a gap from the chasing Stephen Coward, whilst Coward in turn was fighting off Roy Patterson. White, Poole, Hepworth and Grimes followed line astern. Ian Shaw was next in eighth with Robert Marsh tucked up his bumper.

The halfway stage past and Stoney still held fast at the front; Coward was out with what seemed like a seized motor; Barrington also was gone, elevating Shaw to seventh spot.

Stoney had drawn out a massive lead ahead of the scrapping trio of Patterson, White and Poole; Grimes still managed to hold the attentions of Hepworth in check, as they carried on into the eighth tour.

There was little significant change to the order before the flag came out. Stoney was miles clear of everyone else while Patterson looked good for second. Poole managed to oust White from his third spot, whilst Shaw succeeded over Grimes and Hepworth, with Grimes holding the edge over Hepworth, until the last lap, when the latter fought back to sixth.

The order at the flag was a well deserved victory for Chris Stoney; Roy Patterson second followed by

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The season started early this year for those following the United Kingdom Championship Series, with Round 1 taking place at Rye House on 17th March. The weather, as expected, was unpredicable and Saturday was frustrating for those who wanted to get in some serious testing. Heavy rain and snow brought a premature halt to the proceedings and left most people in doubt about Sunday's prospects. Thankfully the day was cold and dry with just an odd flurry of snow making life difficult for the slick-shod drivers in a couple of heats.

Initial response to Series registration looked healthy and this was borne out in the 100 National entry. The Senior Britain class just boasted a grid full, while the Junior Britain and Booster groups were low in numbers. Unusually the class did not attract all registered drivers, (some obviously giving this round a miss!). However there was a sprinkling of non-registered drivers to swell the ranks and they obviously misunderstood the conditions; for racing in the Bridgestone United Kingdom Championships they *must* apply in writing, enclosing the registration fee of £10.00. By return post he/she will receive a registration booklet containing each individual club's A.S.R.'s and entry forms. Drivers are reminded that to score points in any of the Series rounds they must be registered with *Kart and Superkart Magazine*, Pindar Road, Hoddesdon, Herts. EN11 0DE.

The regular Rye House contenders were much in evidence, including old Deavinson Sprint campaigners John Weatherly and Doug Spencer. John is the older brother of Richard, (who has also been competing in 100cc National) and has recently risen to fame in the world of rallying — nice to see him back in karting. Doug Spencer has been off the karting scene for a long while, however, as commented in previous articles, he has had a couple of outings at Rye recently and, as a registered Series driver, looks as though he is back for some time. As always, Doug was ably assisted by a slim-line brother Ronnie. Another Deavinson equipment user was old hand Lee Crane. Apparently this was Lee's first race for several years and he showed flashes of promise. Regular Deavin supporters, Steve Brogan, David Cuff and Graham Roscoe all showed potential and the undisputed ability of the Deavin camp to perform well around Rye.

If there were a lot of Sprint drivers about, then there was an equal number of Zip campaigners. Of the regulars, London favourite Gary Prior continued to use Paul Carr tuned PCR's and showed a turn of speed which has been lacking of late. Jack Brown, as always, used Zip PCR's but preferred to use 6.0 rears rather than the almost universal 7.10 size, (without too many problems, either). Nigel Edwards was on his customary DAP/JM powered Zip and has attracted some support for the season from a commercial vehicle repairers — 'Thompson and Chappell', situated in his home town of Retford.

Neil Hann's weekend, as seems the norm of late, had mixed fortunes with his Zip frames. A change to Rotax power by Neil looks very promising and could be very competitive when fully sorted.



O'Hara, victim of theft. (Pic: Steve Fairgrieve).



Other Zip users included Andrew O'Hara, Jason Plato, Gary Till and a young hopeful called Graham Waldron! Graham has for several years been a spannerman for T.F. and latterly the Newmans, but for this season he is back to driving with power supplied by Mark Barnard.

Gary Moynihan was, as last year, with Simon Wright using Wright Karts and Yamaha engines. However, during the racing Gary was not as dominant as last season and it was evident the sprocket sizes he used during the weekend were similar to everybody else, (not 4 or 5 down as normal). Don't knock him, though, because a result like Rye, (5th) will only spur his team into remedial action. Ricky Grice was, as expected, ultra-quick on his well sorted TKM equipment, with two wins and a third in his heats. He rightfully claimed pole and shot off into the distance to take his first, (and obviously not the last) major race of 1985. Alan Turney observed the proceedings on Sunday and must have been highly delighted.

Making an appearance at the United Kingdom Championship event was the ever-popular Derek Higgins. Having been around many of the kart dealers, it was not unusual to see Derek appear on an unusual equipe — all Kart/Ferrari Parilla. The equipment was from the Ferrari stable and was handled to great effect by Derek. Again his natural ability came to the fore and was rewarded with a very creditable second place.

Young charger Jeremy Cotterill was going well at times but had some problems during the day. He continued on the equipment he used during the winter months — Wright/Rotax.

The weekend's proceedings were co-ordinated by Sarah Edwards who has been elected by the Organisers to administer the Series. Hopefully this will give continuity and stability to each of the meetings.

Of the 100 Britain drivers, the man to show head and shoulders above all others was Dartford Karting driver, Craig Booth. Craig drove superbly all weekend and dropped only one point all day — excellent, (a potential Series winner?). The junior winners were — Shaun Nicholson, (Britain) using F.R.E.D. Team equipment; Boxer frames and TKM engines and Dave Wilson (Booster), using Boxer/Arrow. A young driver, (10!) Jamie Spence had a very promising day in the Booster class and will soon be able to tell Dad a thing or two about kart driving — (Dad being ex-100cc National exponent, Dave Spence).

So, generally, a very good day's racing with some useful pointers to the future Series prospects. Round two moves north to Wombwell and should prove very exciting. The event is being held over the Easter weekend and should prove popular with drivers and spectators alike.

One disturbing note on the Rye front was the theft of an engine belonging to Andrew O'Hara. The motor was a Parilla Jubilee TT27, number 2608 and unused. Let's hope the culprit is found and gets his just desserts; it is not the sort of conduct we have come to expect from karting. Should anyone see this motor, then please report it to Mr Jack O'Hara or Ed at K&S.

Best wishes for your April karting, when hopefully the weather will be a little kinder.

Colin Poole, Duncan White, Ian Shaw and Stephen Hepworth. Next came Ray Grimes, Robert Marsh, George Milburn and Terry Keegan.

1st	Chris Stoney	Stratos/CSK Rotax
2nd	Roy Patterson	Phoenix/Patterson Rotax
3rd	Colin Poole	Zip/Goff Rotax
4th	Duncan White	Zip/Rotax
5th	Ian Shaw	Zip/Rotax
6th	Stephen Hepworth	Zip/Zip Rotax
Race Time: 11 min 24.2 sec — 78.92 mph		
Fastest Lap: (C Stoney) 1 min 7.2 sec — 80.35 mph		

### FORMULA E

With Goff, Rodgers and Dean dominating the heats, it was to be expected they would head the grid for the final and the first couple of rows took on the following appearance:

Dean	Rodgers	Goff (Pole)
Glencross	Styrin	Hines

Dean seemed to make the best of the dash down to the Hairpin though Goff and Rodgers were almost alongside him and the rest closely bunched behind. As they exited the corner it was Goff who led up to Charlies, with Rodgers hanging on in the tow and Glencross, Causer, Reader, Boston, Bullard and Hines following; Dean, however, had missed out and was lying well down the order. Those were the places when they finished the first lap. Trevor Cryer was a little further back with a lagging Steve Styrin, not showing his usual form.

Rodgers was closing on the flying Goff but unable to do anything about relieving him of the lead. Glencross was well placed in third, a short way adrift of the front pair and holding his own with Causer and Readr. Unfortunately Boston was out at that early stage

and Hines had moved ahead of Bullard with Cryer clinging to his tail.

The order on the next lap saw no change to the front six places, except that they were noticeably drawing away from the rest — Bullard, Cryer, Dean who was valiantly fighting his way back, Mark Todd, Colin Richardson and Colin Thompson.

Out front the lead pair were setting a furious pace and eased out a fair gap from third place Glencross. Hines, from sixth, was hauling Causer and Reader. On the fourth lap Rodgers finally hit the front with a slender lead over Goff, whilst further down the field Dean was arguing the toss with Cryer, desperately seeking a way through.

Into the next tour and Kelgate's Goff was back in the lead, though Rodgers certainly had no intention of giving up the chase and the two were a good thirty yards clear of Glencross. Meanwhile Hines had bettered Reader and was hot on the tail of Causer and managed to clear his exhausts before the tour ended. Dean had succeeded in pushing himself up to seventh by that stage and was aiming for better things.

Next time round and Goff's challenger Rodgers was off at Charlies after an unfortunate mishap with Mick Douglas, which resulted in Derek later being hospitalised.

The gap back to Glencross was now enormous; Hines was third along and slowly gaining on the Leaside boss. Causer and Reader were still *insitu*, whilst Dean looked pushed to make any further inroads.....

The order stayed the same over the next couple of laps, then Goff picked off Cryer as a back-marker. Hines had closed on Glencross and was shadowing each move; Causer was next up and Dean had moved ahead of Reader into fifth. Into the tenth lap and the red flags were out as the race was prematurely stopped to allow Derek Rodgers to be taken for medical attention. The finishing positions were judged on the

order over the line at the end of lap nine. So Roger Goff clinched the Spring Trophy meeting; after a superb drive in his first Superkart race Philip Glencross claimed second ahead of a threatening Martin Hines. Trevor Causer, shadowed by Richard Dean, and Bryan Reader completed the order to sixth. Cryer, Richardson, Todd and Thompson followed to tenth. The Bedford man took a fine win, driven with his usual, unquestionable ability and all credit must go to Derek Rodgers who smashed the Club Circuit lap record by breaking the 90 mph lap time set up by 'Butty' in 1982. A good enjoyable meeting marred only by a couple of unfortunate incidents. One has already been talked about but, with respect for the wishes of his family, the other will not, save to wish him a speedy and complete recovery.

1st	Roger Goff	Kelgate Zip/Goff Rotax
2nd	Phil Glencross	Leaside Zip/Anderson Rotax
3rd	Martin Hines	Hermetite Zip/Zip Rotax
4th	Trevor Causer	CTRP/Rotax
5th	Richard Dean	Zip/Rotax
6th	Bryan Reader	Zip/Rotax

Race Time: 10 min 20.9 sec — 86.97 mph  
Fastest Lap: (D Rodgers) 58.8 sec — 91.83 mph  
(New Record)

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April 1985

9



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Kart \_\_\_\_\_ Engine \_\_\_\_\_

Race Number \_\_\_\_\_

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

## 1985 CENTRAL KART CLUB MEETINGS

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

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

## ZIP-BRIDGESTONE 125cc CHAMPIONSHIP SERIES

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4. Must be using a Rotax Motor.
5. Must be registered for the series.

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

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for the final only to retire at Copse after a long battle with the front runners. At Le Mans he finished second to Lennart, proving he has the motor and is capable of winning. Poul Petersen, the Danish PVP chassis manufacturer, finished sixth in the 1983 series and, although his '84 score was considerably lower, he has been around the big circuits long enough to pose a considerable threat to the establishment if everything works for him. At Zandvoort last year he drove to a convincing second behind Perry Grondstra after a good race. A quiet and confident driver, Perry Grondstra, from Groningen in Holland, suffered during 1984 through domestic home club problems which precluded him from competing at both Silverstone and the Nurburgring. A seventh at Le Mans was his best score of the World Series but on his home ground at Zandvoort he took a resounding win in the Dutch Grand Prix. Young and keen Perry is a driver with flair and plenty of bottle. Norwegian Torgjer Kleppe who won the 1983 British Kart Grand Prix and European title took that year's World title to a tie with



Dutchman Perry Grondstra.

(Pic: Rodger Calvert).



Poul Petersen of Denmark.

(Pic: Rodger Calvert).

Martin Hines at Le Mans and came out second best. In 1984, though, the most points he picked up was three after a disappointing season. Now he talks about motor racing because of the lack of long circuit advantages in Norway. There are hints he would like to try Formula 3 but, again, the same old problem — finances. The indications are he will be back racing Formula E this season. The young Austrian, Franz Binder, failed to qualify anywhere in the points league in 1984 due to various mechanical problems. He is undisputedly quick, second only to Hines in timed trials during the Castrol-Pokal event at Nurburgring last June. His best performance was the Dutch GP where he finished sixth and, given everything goes right for him this year, Franz could prove a threatening force. Finally, a man we haven't seen on the long circuits since his 1983 season, is Dutchman Wouter Stolk who finished fourth at the Le Mans meeting and shared overall equal eighth with Giles Butterfield and Rob Kerkhoven. He also is a quick and able driver and who knows 1985 might just see him gracing the circuits again.

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Bedford based Roger Goff, now with the full backing of Engineering Services (Bedford), under the banner of Kelgate, this year has a more realistic budget upon which to calculate his chances of World title victory. Throughout last season Roger displayed all the qualities necessary to stay at the top. A few ‘niggling’ problems pushed him down to equal fourth position with Giles Butterfield but it was certainly no mean acievement and three points up on the previous year’s score. Roger will be making an all out assault on the Championships and if he fails it will be through no fault of his own. His fine victory at Cadwell bears testimony of his talent.



Kelgate's Roger Goff, wheels 'cocked' at Cadwell. (Pic: Iain Blair).

Giles Butterfield, whose efforts last year took him to equal fourth overall with Roger Goff, struggled through the elements and other problems to finish eighth at Le Mans, may well have looked his last upon karting if current ambitions are anything to go by. For some time Giles has been talking about getting into car racing — FF2000 by all accounts and has been working flat out since September to that end, reckoning the money spent by the Rugby Club of London would have been better deployed in that direction. Giles is a competent and dedicated enthusiast; he has deserved better fortunes than his karting efforts have produced. If he leaves it will be the sport’s loss, but if he does and succeeds, then motor racing as a whole can only benefit.

Last year Tim Parrott was in the unenviable position of competing the season with only one motor, restricted resources and backup. He admits he tried to do too much on too little. To remain competitive and stay in touch with the top names, one cannot afford to overreach without an adequate buffer, his attempts at the Nurburgring bear testimony. This year Tim has tried to rationalise his racing programme. He has obtained the extra power plant, more effective backing and, very wisely, decided to forego several of the UK long circuit meetings in favour of an all out attempt at the World Championships.

A man who hasn’t featured much in the World Series so far is long-term campaigner, Richard Dean. Excellent in the wet as he proved at Snetterton last year, he has the undaunted support of his father and the rest of the family. A man who operates on a tight budget, his season improved considerably last year when Russell began tuning up his motors. Once accustomed to the ‘new found power’ he kept more or less at the front for the rest of the year. All things being equal, including finances, he could well come out with an admirable score.



Richard Dean, on a tight budget. (Pic: Doug Rees).

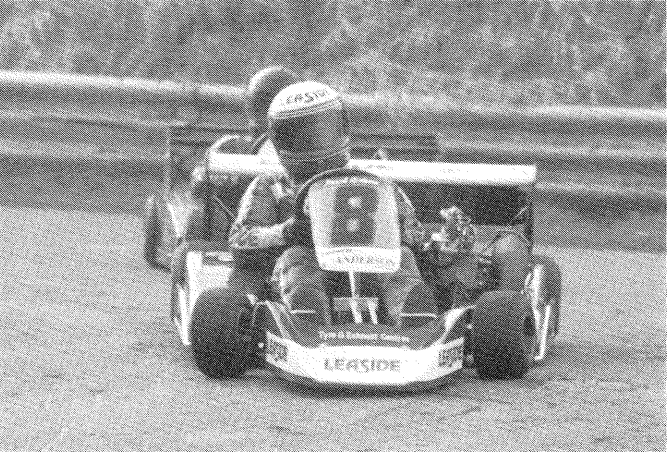
Two drivers who haven’t been around much lately are Rob Kerkhoven and Sandy Dalgarno. Both suffered seriously last year with mechanical problems and Sandy with a dispairing shunt at Silverstone, subsequently he dropped out of sight for the rest of the year, but not out of touch. Business commitments take up a great deal of Sandy’s time though he anticipates competing in several major meetings this year. Rob, it is hoped, will be back in the seat on a regular basis this year. His ability is renowned and he has a wealth of experience. He didn’t appear many times during the season, more’s the pity and had a fair share of troubles, both at Silverstone and Snetterton. A very reliable, competent and popular man who will always be a force to be reckoned with.

Brian Heerey won the first round of the series in South Africa last year but after that things took a downturn — at the Nurburgring it was a tyre, likewise at Silverstone and at Le Mans a water-logged motor kept his points score at 15. The highlight of his season was his World Cup victory, no mean feat against the class of the opposition. Perhaps not one of the best in the wet, but not a man to be under estimated. If everything goes right for him he will always be there — at the front.



World Cup winner — Brian Heerey. (Pic: Doug Rees).

This year sees the return to Formula E of Derek Rodgers under the Leaside banner along with Philip Glencross. Derek was always a very quick and able competitor when he raced in the class before. Several winter test days with his tuner, Russell, definitely looks promising, he hasn’t lost any of his verve or will to win. With Derek back in the seat this year could provide a lot of interesting scraps up at the front, as witnessed at Cadwell with Roger Goff in February when he smashed the lap record.



Leaside's Derek Rodgers. (Pic: Iain Blair).

It’s time to look at some of the foreign talent that could well pose problems for our UK contingent. France’s Eric Gassin was very impressive though he only raced two meetings of the 1984 series. At Silverstone he earned pole for the pre-final and annexed opposite pole

# TRANZEALAND SUPERKART SERIES

## Christchurch, New Zealand Report and Photos — Ian Love, President Christchurch Kart Club

With last minute sponsorship from Tranzeald, a National freight forwarding company and Versatile Garages, the 1985 Series got under way. This year the event was held over two meetings and not three as in the previous year. The first round was on the 10th January at Ruapuna Motor Racing Circuit, an extremely wide and smooth surfaced track measuring 1 mile, (1.6Km). Ruapuna is situated 15Km from the center of Christchurch. The day was fairly warm at 29°C (84°F), but blustery wind all day put paid to any chances of the lap record being broken. The racing was over four heats, with the worst race dropped to get a result and this was also the carry over points to the final round.

The first heat of the Superkarts saw current Swedish World Champion, Lennart Bohlin, with the Versatile Garages Rotax; John Hamilton of Christchurch, New Zealand Champion, with the Woolston Kart Sales Rotax; Paul Larsen, Great Britain, with the Phillip Mills Luxury Cars Rotax; Mark Prowse from Auckland, with the Up Date Fashions Rotax and Jim Rouse of Christchurch, with the Radio Avon Rotax. It was all set for a great Series. Larsen led out for the first heat, with Bohlin, Hamilton, Prowse, Rouse and Kevin Grenfell with the Stansbury Motors Rotax; Grenfell fell off the pace early. Prowse moved in behind the World Champion and challenged for many laps, only to pull out one lap after he passed Lennart. Hamilton and Rouse swapped places all way round the circuit only inches behind the cut and thrust racing between Bohlin and Larsen.

In heat two Bohlin had a look at the front, then Hamilton; Prowse got close, but at the chequered flag it was Paul Larsen with a single second covering Hamilton, Prowse, Bohlin with a deflating tyre and Rouse in fifth. The next outing saw Hamilton take a spin on the first lap and quickly drop back through the field. Bohlin was determined to take this heat and held off charges from Prowse, Larsen and Rouse. A driver that no one had taken any notice of was Robin Herron from Christchurch with a Rotax. He had come up from the back of the field, passed Rouse on the second last lap and put a challenge on Larsen at the chequered flag.

In the final heat Bohlin spun on the first lap, leaving it to Hamilton, Prowse, Rouse, Herron, Grenfell and the first of the Yamahas piloted by Geoff Champion of Auckland. Herron moved up behind Larsen who went into the lead when Hamilton started losing oil from his crankcase. Without warning Rouse took over, only to have Larsen pass him next time round. The result look set, but Herron made his move and passed Rouse coming into the straight for the last time and putting a challenge on Larsen.

RESULTS			
Paul Larsen	(Great Britain)	(55)	45 Points
Lennart Bohlin	(Sweden)	(36)	36
Mark Prowse	(Sweden)	(31)	36
Jim Rouse	(Christchurch)	(35)	27
John Hamilton	(Christchurch)	(27)	27
Kevin Grenfell	(Christchurch)	(29)	22
Geoff Champion	(Auckland)	(27)	21
Robin Herron	(Christchurch)	(21)	22

**125cc GEARBOX**  
Bob McWhinnie with the Eric Wood Suzuki X looked dominant in the first heat, but Steve Jones, Paterson Bros Tyre Service Suzuki Z changed that. Paul Crichton, Eric Wood Suzuki C, Charlie (One Shoe) Draper, Branston Tyres Yamaha J and Allan Walker, S.I. Computers Rotax were at all times in close company. Graham Stevens, TNT Couriers Rotax, took the next three heats with ease, but the results for the remaining places were always in doubt, Jones, McWhinnie, Draper, Walker, Daryl (Horn) Horwell, Burgess Autos Yamaha J and Russell Nant, R & N Sanitation Technicians Suzuki E, clammering for the honours.

RESULTS			
Graham Stevens	(Christchurch)	(45)	45 Points
Bob McWhinnie	(Christchurch)	(46)	36
Steve Jones	(Christchurch)	(35)	35
Allan Walker	(Christchurch)	(35)	28
Charlie Draper	(Christchurch)	(35)	27
Daryl Horwell	(Christchurch)	(26)	23
Russell Nant	(Christchurch)	(26)	21

**100cc YAHAMA**  
This was a very closely fought Series, although Murray Davies with the Woolston Kart Sales kart dominated, the racing was very close and was not decided until the chequered flag came out.

RESULTS			
Murray Davies	(Christchurch)	(60)	45 Points
Geoff Bone	(Christchurch)	(34)	34
Grant Clearwater	(Gore)	(27)	27
Fred Otte	(Christchurch)	(41)	32
Greg Cox	(Christchurch)	(32)	26
Andrew Wrighton	(Blenheim)	(23)	23

Following the racing everyone packed up super quick and headed for the Christchurch Kart Club rooms some 10Km away. It was drinks, barbeque, cook your own, drinks, telling lies competitions, drinks and the last departed at midnight. A nice finish to a great day’s racing — 12 races in 2 hours.



A group of 125cc karts come out of the hairpin — Steve Jones (Suzuki X) leads Charlie Draper (Yamaha H) and Allan Walker (Rotax)..



The second and final round of the Tranzealand/Versatile Garages Wheels Spectacular was held on Sunday 13th January on the streets of Christchurch and took in Moorhouse Avenue, a main three lane highway only a kilometre from the centre of the City of Christchurch.

8.00am and the TV crews started to arrive as the ceramic domes were being lifted (hammered) off the road — 400 of them! By 11.00am the circuit was ready, with hundreds of hay bales and car tyres lining the route. Just prior to noon the cycles went out for their warm up, followed by the karts. After the first practice session a couple of minor modifications were made to the circuit, mainly in the chicane, which I can assure you changed and was different on every lap! Paul Larsen was the first to come unstuck in this area and walked away very unhappy. As well as the karts there were Mini 7's and Road Cycling.

So, at 12.30pm the first race rolled out and by 1.00pm there were some 5,000 spectators, which at peak time ranged between 7,000 and 8,000.

100cc YAMAHA

Murray Davies elected to use his laydown outfit which proved to be a bit of a handful but looked really good to the spectators. Davies took the first two heats but came unstuck in the third heat twice, which two million viewers also witnessed! Geoff Bone was consistent with three second places but the driver making the move was Nigel Wilkinson. Wilkinson started off the back in the first heat and finished fourth; he took another fourth in the next and the final race he won after a torrid battle with Bone, Roger Middlebrook (Nelson), Brant Clearwater, Terry Sowman (Blenheim) and Doug Drake (Christchurch).

RESULTS

Geoff Bone	36 Points
Nigel Wilkinson	33
Murray Davies	31
Roger Middlebrook	28
Grant Clearwater	22

OVERALL

Murray Davies	76 Points
Geoff Bone	70
Grant Clearwater	49

125cc GEARBOX

Graham Stevens dominated the three heats; the challenges were all short-loved, except for Bob McWhinnie who was quite persistent with keeping Stevens honest. Daryl Horwell had a really bad day. After a big loose



Lennart Bohlin after his 3rd victory on the streets of Christchurch.

in the chicane and taking a newspaper reporter off at the ankles, he went out in the next heat and, in a bunch of late brakers, got pushed off the track to check the spectators! Once again it was Charlie Draper, Steve Jones and Allan Walker who filled the minor placings.

RESULTS

Graham Stevens	45 Points
Bob McWhinnie	36
Charlie Draper	29
Steve Jones	19
Gary Hecker	18
Allan Walker	17

OVERALL

Graham Stevens	90 Points
Bob McWhinnie	72
Charlie Draper	56

SUPERKARTS

Lennart Bohlin was under pressure from Mark Prowse for the entire race, but he did not weaken. Jim Rouse started off in third place but broke a chain letting John Hamilton through into third. Robin Herron put in a late bid after he passed Paul Larsen who was having problems, these being the only five to complete the race distance and that was a lap short, as the starter (me) ended the race one lap early.

Jim Rouse once again dropped a chain, letting Bohlin, Prowse and Hamilton take off. A bit further back there was a great dice between Grenfell, Champion and another Yamaha driver, Denver Lawson from Auckland.

Only thirteen drivers took the start for the final heat, the field was getting rather depleted. Into the first corner and John Hamilton clambered over the straw bales and took no further part in the proceedings; Prowse pulled out with no bakes and Lennart Bohlin was limping around at the front with very little brakes and his radiator starting to fall off. Jim Rouse clambered up through the field and got within striking range — and, you've guessed it, his chain fell off, again! However Herron had worked his way up through the field and closed on Bohlin. Everyone thought Herron was a lap down — the lap scorers and Robin knew different, but there were just not enough laps left and so Lennart took his third win.

RESULTS

Lennart Bohlin	45 Points
Mark Prowse	29
Kevin Grenfell	26
Robin Herron	24
Geoff Champion	23
John Hamilton	20

OVERALL

Lennart Bohlin	81 Points
Mark Prowse	60
Kevin Grenfell	48
John Hamilton	47
Robin Herron	45
Paul Larsen	45
Geoff Champion	44
Colin Wallace	29
Jim Rouse	27

Because there appeared to be a shortage of time, the two handicap races were reduced to a couple of laps, but unfortunately the handicaps were not adjusted.

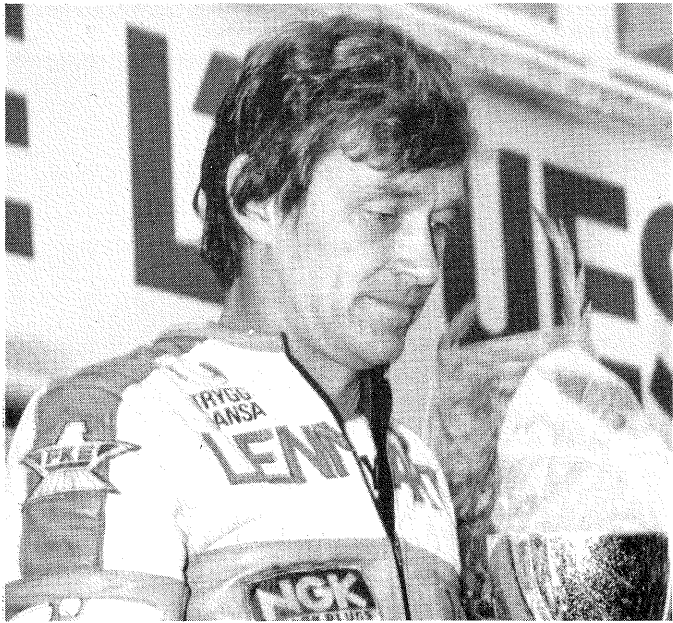
STAR HELMETS & VERSATILE GARAGES CONSOLATION

Allister Crampton, Cramp 100cc Yamaha special got away first and led for the first three laps, only to be passed by Clive Godfrey, (C&L Tooling 100cc Yamaha), and it was Godfrey who had the front for the next four laps. The field was starting to bunch up, Davies was motoring, but the laps were running out very quickly. With four to go, 'Big Norm' Wilson from Blenheim had a lap in the front before Nigel Wilkinson took command and the chequered flag. Only metres behind a big group disputed second — Big Norm, Doug Drake, Godfrey, Davies and Andrew Wrighton.

PREVIEW—1985 WORLD FORMULA E SERIES

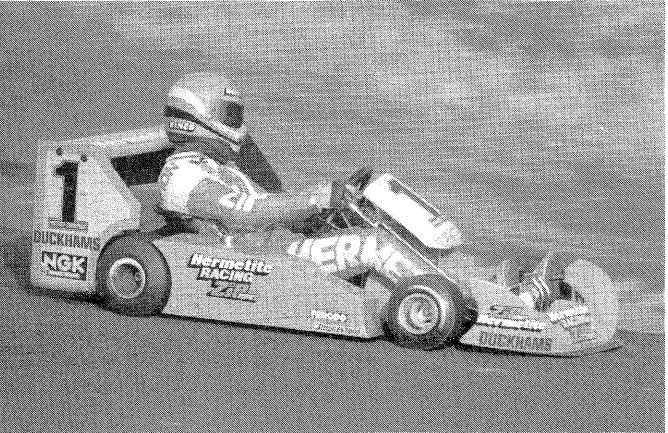
The first round of the 1985 C.I.K./Bridgestone World Formula E Championships will take place on the Le Mans Bugatti Circuit during the 25th to 27th April. The meeting corresponds with the 24 Hours Motorcycle event and the spectating figures are predicted to be high. Live French television coverage, as with last year, is promised and the event has the added bonus of seeing the 1985 European Formula E Championship plate up for grabs; it was won convincingly by Reg Gange in 1984 at the Nurburgring. This year the World Series will be held over three rounds, the other two — Hockenheim (11th-13th July) and Silverstone (9th-11th August) along with the British Kart Grands Prix. The difference this year is that only two out of three rounds count towards championship status. The points system remains unchanged — 15, 12, 10, 9, 8, etc., down to 1 point for 12th position. With two rounds to count the competition is certain to be fierce indeed; all the stops will be out to win and already there are very definite signs that the leading contenders will be treating the Series determindedly and seriously.

Top of the list must be Sweden's Lennart Bohlin who clinched the title last year in France and undoubtedly will be looking for the double scoop. Nobody can be under any misconception that the redoubtable Mr Bohlin will be resting on his laurels. As one of the few drivers from Europe who went to South Africa in February '84 Lennart was the only one to finish all four rounds and, in fact, could have won the Series on only two of his results. Both his business acumen and as an ambassador for the sport are beyond reproach and he has left his engine refinements in the capable hands of the Anderson Kart Centre.



Lennart Bohlin — current World Champion.

(Pic: Doug Rees).



Martin Hines, shaping up for a successful season. (Pic: Doug Rees).

Reigning British Chapon and World title holder in 1983, Martin Hines, finished but two of the four rounds putting the 1984 title beyond grasp, though his concerted efforts on the British scene outshone all his contemporaries and he is still the only man to have won the GP twice. The departure of Zip Kart's chief engine tuner, Russell Anderson, to set up business under his own banner created quite a stir in the Hermetite Zip camp and quite understandably so, but the methodical and highly competent Anderson was conscious of the need to consider long term prospects in a world of uncertainty. In the short space of time since his departure he has established a credence that he will succeed. No grass though grew under Hines' feet, all through the winter months research and development was continuing and two new faces appeared in the Team Room, one belonging to ex-Barry Sheene mechanic and preparation man, Simon and the other engine tuner Nick. Things seem to be shaping up well and the prospects for a successful racing season and relationship look good.



Reg Steve (Pics: D. Rees/D. Smith)

Surbiton based Reg Gange's undisputed racing talents will again be on display at Le Mans, defying all attempts by others to relieve him of the 'E' plates. Reg had as much misfortune, if not more, than some others during the 1984 season, but suitable recompense was the European title. Like Steve Stylin, Reg is one of the masters of wet conditions which is a strong test of ability. 1985 sees him still a very integral part of the Hermetite Team. He expects of himself a great deal, as does his very strong following, though conscious awareness of this in no way pressures him to do anything uncharacteristic. He finished second overall in the championships last year and will definitely be aiming for the big number One at Silverstone at the final round.

Steve Stylin, with continued backing from Ed Duckett's E.D.R. concern and the professional preparation given him by Malcolm of D.R.E., as usual is playing his cards close to his chest. His performance last year, in both British and World Championship respects, was marred only by tyre and mechanical problems which could have happened to anyone. Research and development has been carried out during the winter months and every indication from the E.D.R. camp is nothing short of optimistic.

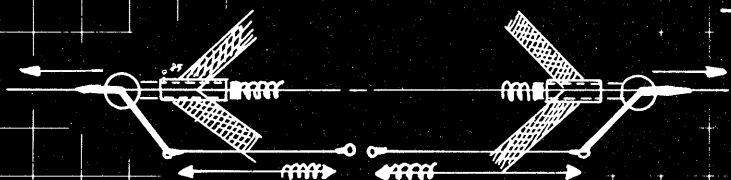


# '85 ZIP FOR Class One AND Class Four

## JUST SOME OF THE NEW FEATURES

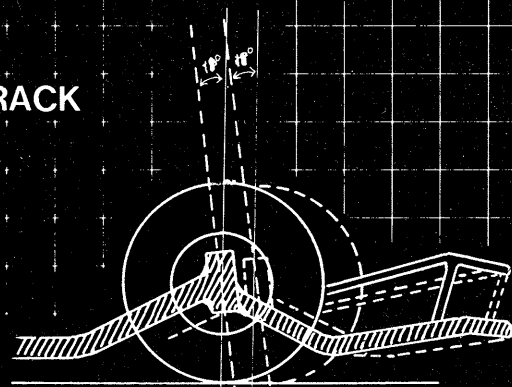
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'85  
RANGE

## RESULTS

- 1st Nigel Wilkinson  
2nd Norm Wilson  
3rd Doug Drake

## TRANZEALAND & VERSATILE GARAGES FASTEST 20 HANDICAP

A number of drivers missed the start, which caused a bit of confusion at the beginning of the race over 15 laps. Lyndsay Sword took the lead in the first lap with his LA Spraypainters 250 Yamaha, a lead he held right to the end. John Hamilton had given Sword over a lap start and, when he set off, he had the formidable task of passing over 20 karts to challenge Sword. Hamiton had a job to do and with professional ease he was up to fourth on lap nine. His first task was Geoff Champion and, with two to go, he put a challenge onto the Yamaha, but Champion had the bit between his teeth and sliced up the inside of Grenfell as the karts went into the Hairpin for the thirteenth time. As Sword took the chequered flag, three karts entered the finish straight — Champion, Grenfell and Hamilton. John came down the inside and pegged back Grenfell very quickly, pinned his ears back and started to pass Champion, but was a micro second too late.

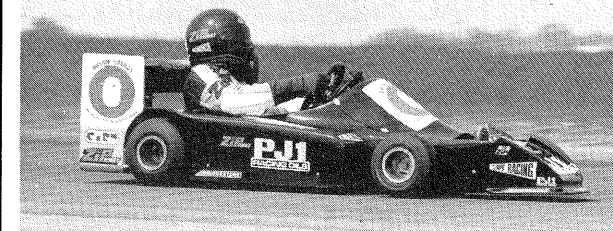
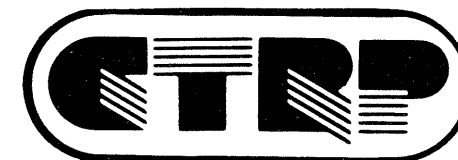
Just a bit further back a spirited duel went on between the 250's of Derek Wilson and Colin Wallace. These two were mixed up most of the time with the 125cc karts of Graham Stevens, Bob Mac, Steve Jones and Gary Hecker.

- 1st Lyndsay Sword  
2nd Geoff Champion  
3rd John Hamilton

125cc

- 1st Graham Stevens

At 4.45pm, after 17 events the Series was over and, seven minutes later, the traffic was flowing up and down Moorhouse Avenue once again. By 7.00pm all was cleaned up and the few who remained raced home to do the 3 S's and make for the do.

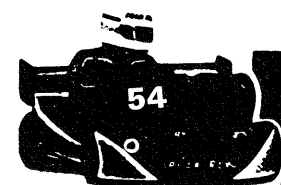


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.....£1,550.00



# IMPORTANT NOTICE

The Snetterton Championship round on the 28th April is NO LONGER a round of the RAC British Long Circuit Championships. This round has been transferred to KNOCKHILL on 23rd June to help International competitors of Formula E World Series and also support Border Karting, especially as the 210 National Long Circuit Champion, George Bett, comes from Scotland.

## SO LET'S HAVE ALL YOUR SUPPORT

Please note — the Snetterton Long Circuit meeting *will still* be held on 28th April and will host Round 2 of the Zip Bridgestone 125cc Championships.

# .....MARSHALLS.....

THE CENTRAL KART CLUB URGENTLY NEEDS RACE MARSHALLS FOR THE MALLORY PARK MEETING TO BE HELD ON 21st JULY. REMEMBER, IT IS A RAC CHAMPIONSHIP AND CLUB CHAMPIONSHIP ROUND AND WE CANNOT RUN THE MEETING WITHOUT MARSHALLS. SO, PLEASE VOLUNTEER YOUR SERVICES.

For details, contact: Ian Rushforth, 9A Sunny Grove, New Costessey, Norwich, Norfolk.

Or, alternatively: KART AND SUPERKART MAGAZINE, Pindar Road, Hoddesdon, Herts. EN11 0DE. Telephone: (0992) 444201

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## BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS

### Points after Round 1

#### 100 NATIONAL CLASS

Position	Name	1	Position	Name	1
1st	Ricky Grice	137	26th	Duncan Bulock	70
2nd	Doug Spencer	134	27th=	Graham Vernard	69
3rd	Gary Moynihan	133	27th=	Simon Richardson	69
4th	Gary Prior	123	29th	Mick Mayers	68
5th	Steve Brogan	122	30th	Gareth Howell	65
6th	Miles Hall	116	31st=	Ian Fairless	64
7th=	Graham Pettit	114	31st=	Ashley Sinclair	64
7th=	Jack Brown	114	33rd	Austen Metcalf	62
9th	David Banbury	112	34th	Darren Innocent	61
10th	David Cuff	111	35th	Bill Rulley	60
11th	Steve Tillett	109	36th	Graham Waldron	58
12th=	Nigel Edwards	107	37th	Robin Chuter	55
12th=	Jeremy Cotterill	107	38th	Jason Plato	54
14th	Graham Roscoe	105	39th	Mark Parker	50
15th	Darrell Beasley	104	40th=	Andrew O'Hara	45
16th	Jamie Beasley	100	40th=	Gerry Wainwright	45
17th	Malcolm Budd	99	42nd=	Rob Cooper	40
18th	Neil Hann	96	42nd=	Martin Prior	40
19th	Samy Hunt	93	42nd=	Frank Crankshaw	40
20th	Louis di Resta	92	45th	Nigel Goff	38
21st	Michael Day	88	46th	Ian Ross-Johnson	35
22nd	Chas Royston	87	47th=	Brian Noor	30
23rd	Gary Till	79	47th=	Dave Morgan	30
24th	Mark Salter	74	47th=	Ray Dickson	30
25th	Ron Cox	72	50th	Robert Gardiner	15

#### SENIOR BRITAIN CLASS

Position	Name	1	Position	Name	1
1st	Craig Booth	139	8th	John Willcock	92
2nd	Darren Gibbs	128	9th	Patrick Smith	85
3rd	Anthony Geraty	127	10th	Glenn Taylor	81
4th	Gavin Wills	121	11th	Mark Powell	75
5th	Steve Malkin	119	12th	Andy Clark	66
6th	David Hedger	115	13th	Shaun Hollamby	61
7th	Mark Gailer	111			

#### JUNIOR BRITAIN CLASS

Position	Name	1	Position	Name	1
1st	Shaun Nicholson	134	8th	James Rhodes	111
2nd	Oscar Newman	131	9th	Jason Weller	103
3rd	Rob Wilson	129	10th	Richard Moss	99
4th	Steven Webb	127	11th	Marcus Gavin	87
5th	Ivan Turner	126	12th	Lee Rennison	86
6th	Paul Rees	115	13th	Gina Moss	84
7th	Nicky Hart	113			

#### JUNIOR BOOSTER CLASS

Position	Name	1	Position	Name	1
1st	Dave Wilson	136	5th	Daniel Stilp	127
2nd	Oliver Gavin	130	6th	Scott Donnelly	122
3rd	Jamie Spence	129	7th	Russell Whitehead	113
4th	Scott Armstrong	128	8th	Dario Franchitti	99

## BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS

### ROUND 3

Venue: Rowrah

Date: 28th April

Entry Fee: £7.50

Competition Secretary:

Mr M. Ballantyne, 3 Eden Close, Gt Salkeld, Penrith, Cumbria. (H) 0768 838839 (B) 0768 81223



Stephen Webb — Junior Britain.



Shaun Nicholson leads 2nd placed Oscar Newman (22) in the Junior Britain final..



Grahame Pettit (21) leads Nigel Edwards (87) and David Banbury in the 'A' Final.



Grice, pensive, awaits the start of the final.





Jamie Beasley clinched the second repechage.

Moynihan who had a first, second and third to his credit.

After a couple of warming up laps they were soon off to a good fast start. Grice took the lead and a touch of wheels near the front of the pack resulted in Moynihan slowing. Richard Weatherly, who had started on the fourth row of the grid, became airborne, 'flew' over the tyres and bounced to a standstill coming out of Stadium Bend on the grass. Richard was unable to restart his outfit so watched the racing from the sidelines. At the end of the first lap Grice was three lengths clear of Gary Prior, Spencer, Moynihan, Higgins, Roscoe and Brogan.

A lap later Spencer was second and Higgins third, relegating Prior and Moynihan to fourth and fifth respectively. Michael Day was lapped in the fourth tour and Gray Till spun out with what looked like engine trouble. Moynihan squeezed past Prior down the back straight and, by

lap six, Higgins pressure on Spencer paid off, when he outmanoeuvred him to slip into second spot.

Ricky meanwhile had opened a comfortable lead and his smooth driving belied his speed. Higgins made a slight impression on this gap, but I feel this was because Ricky was driving with his head and had measured his effort very accurately. The leading six stayed in the same positions until lap nine when Roscoe 'blew up' and did not finish. This promoted Brogan and Cuff to sixth and seventh. The laps clocked by with the only notable dice taking place between Pettit and Edwards, much the excitement of the females in race control, as it was Graham's sister shrieking at one end and Nigel's wife Sarah screaming at the other!

Lap twenty arrived and then Brogan had overcome Moynihan and Prior to take fourth trophy and Jack Brown, who had had a rather uneventful day for him, worked his way into sixth place.

1st	Ricky Grice	TKM/TKM
2nd	Derek Higgins	All Kart/Parilla
3rd	Doug Spencer	Sprint/Parilla
4th	Steve Brogan	Sprint/Parilla
5th	Gary Moynihan	Wright/Yamaha
6th	Jack Brown	Zip/PCR
7th	David Cuff	Sprint/Parilla
8th	Miles Hall	Dart/Parilla
9th	Gary Prior	Zip/PCR
10th	Nigel Edwards	Zip/DAP

Our friends from St John held a blanket collection which netted them £76.00 to which the Hoddesdon Kart Club added a further £20.00. We thank them for their regular attendance for, without them, there would be no racing. Thank you to all our regular and guest officials, not forgetting that bubbling personality, Sarah Edwards, who also we persuaded to present the prizes. For her trouble she received several kisses! So there ended a fine afternoon's racing at Britain's premier 100cc circuit.



Graham Waldron just missed the 'A' Final by one position.

# MAINLY POLITICAL

If you read the January issue of *Kart and Superkart*, on Page 2 under the heading of RAC NEWS, we made the announcement that the Kart Committee was going to lose the services of Alan Burgess. This information was not at that time general knowledge and had only become available to yours truly via his usual underground 'mole' system. To save the 'mole' any embarrassment, (yes, quite a number of people have been accused of being the 'mole' — Doug Jest, Bert Hesketh, Dave Hockey, to name just a few) the message was printed in code: Bi...Bi...Bi...B which in fact when translated meant Bye...Bye...Bye... Burgess.

I certainly cannot be looked upon as a friend of Alan, but I do feel that some kind of acknowledgement should have been made by the RAC to show a little appreciation for the many hours of work that Mr Burgess put into karting during the years he served on the Kart Committee, both as member and Chairman. So, Alan, from someone who did not always see eye to eye with you, just a word of thanks for all the good things you did for the sport; I am sure you will never be forgotten.

It appears that Dave Hockey had also got his marching orders. One cannot help wondering if their services were no longer required as they both disagreed with the MSA crazy idea to enforce the Medical Certificate ruling for Short Circuit racing, both being under the impression that the rule was not required, any more than it is for most of the motorcycle sport and believing that too many regulations drive people away from our sport. To add insult to injury I hear, (via my 'mole' once again) that the powers that be have refused to renew Dave's Long Circuit Licence, (for medical reasons) a licence he has held for many years. Yes, I am sure we all agree that Long Circuit drivers should have a medical check-up and be in possession of a Medical Certificate. Surely, once a driver with a disability has passed a medical then, until his doctor refuses to give him a clean bill of health, he should be permitted to race with the disability which has been with him, in Dave's case for many years, or until such time that a Steward of the RAC puts in a report that such a person is a danger, or cannot control his kart properly.

Of course it may be that Dave has upset some of his former colleagues at the RAC regarding the apparent fiddling that has taken place with the homologation of the KTM motor he helped to push through. The Motor Sports Council issue very precise and thorough rules regarding homologation of water-cooled motors, in fact the Council extended the date for application for acceptance. Then they refuse certain motors because the requirements could not be fulfilled.

The KTM motor was accepted, the model being put forward by Dave was the model 543, at a price agreed by the Kart Committee of £750.

Well I never, the motor now being offered is Model 544 which has a nikasil liner and not a cast iron one as the 543. It also has a different stroke and my, my, my, just look at the price in the 1985 Motor Sports Year Book. Perhaps one should look into this motor sport publication and ask the question, is it worth the paper it's printed on? I can assure you there are plenty of grounds for complaint. For the last two years we have had the PCR motor omitted from classes. This year, as well as just forgetting the down-grading of the PCR motor to Britain classes, they forgot to list the Bridgestone YAK 7.1 tyre for National classes. It seems funny to me, as I was the person present at the Kart Committee Open Day who put forward the tyre change. What annoys one is the fact that, as far as the RAC is concerned, it only has to send out a few letters to clubs and that is the end of the matter. In fact they should be made to send a notification to all karts licence holders and any amendment should go out in all issues of the regulations.

I am at the moment compiling a few facts regarding a certain member of the Kart Committee and when I have all the evidence together I shall be back in print.

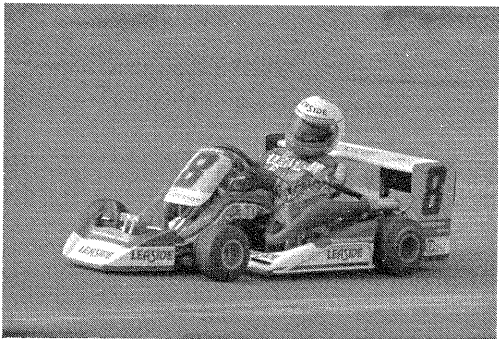
MARK HINES

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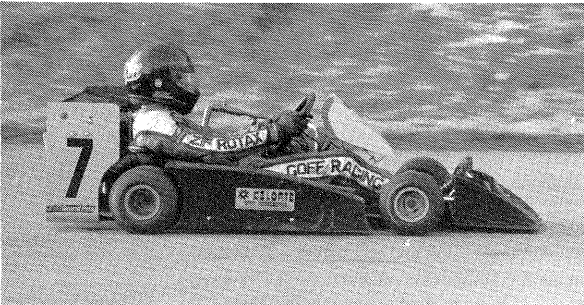


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GANGE GOES THROUGH!



Formule E winner, Reg Gange with second man home Derek Rodgers.

In superb style Reg Gange leads home the Formula E contingent from a hounding Derek Rodgers and Richard Dean; John Newton stitches up 210 National from Andy Martin and George Bett. Mike Doble returns to 250 National form, ahead of the KTM's of Mike Hodgins and Mark Webster, while 125 National sees Kurt Luby storm home over Ian Shaw and Colin Poole.

Report: Ed. McCormick  
Pics: Doug Rees

AROUND AND ABOUT

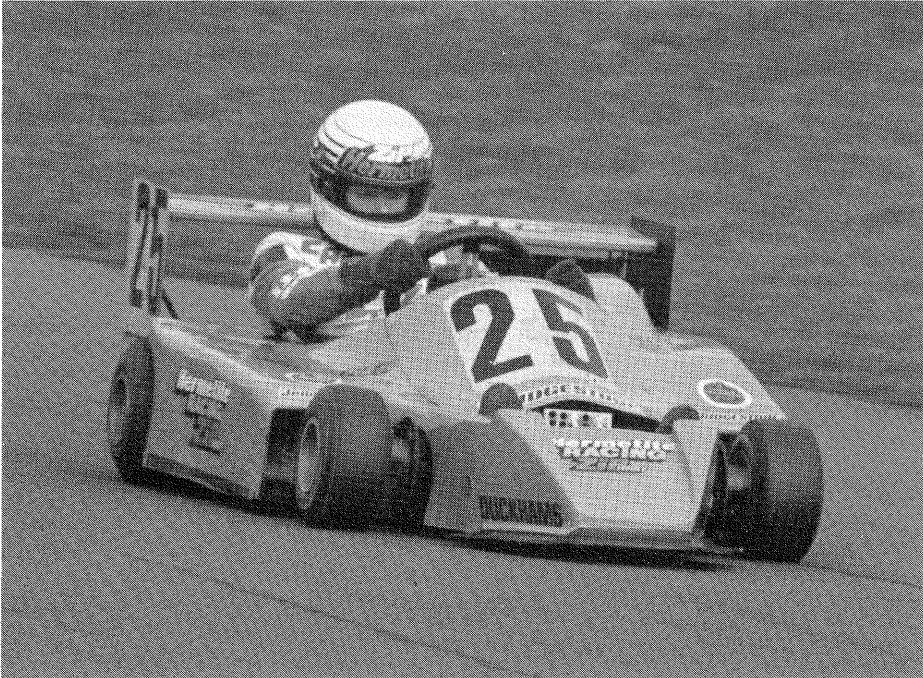
The weather was more akin to Cadwell Park than what is normally expected of Mallory Park, with snow showers on Saturday and a sprinkling overnight, but the excellent services offered by the CKC and Mallory Park ensured the circuit was clear on Sunday morning. Scrutineering was carried out effectively and efficiently and Clerk of the Course Peter Carter did his utmost to ensure the meeting started as nearly on time as the conditions permitted.

140-odd competitors, including late entrants, braved the weather and turned up for the event.

The contentious point and one which will probably remain so for some time, is how the KTM water-cooled will hold up against the air-cooled Yams. Out of the 26 250 National entries the YZ prevailed over the KTM by nearly 4:1 and Mark Webster's motor seemed the one likely to keep in touch with Mike Doble. Alan Cheetham was to fare a lot better than at Cadwell, in the heats at any rate, but there is still work to be done, generally, across the board; it is certainly not through lack of skill or race craft that the KTM seems to be playing second fiddle to the Yamaha, with no slight intended against Webster's success.

The two Taylors, Tony and son Paul, were the latest converts to the KTM ranks; Paul with help this year from Richard Wallace and running a neat-looking RW chassis. Saturday was spent running in the new motors and Sunday can hardly be classed a success, as both men will openly admit. Still, give them time.....

The 125's were again the class to watch for, with 70 registered competitors vying for the honours, in this the first round of the Zip Bridgestone 125cc Championship. A variety of chassis marques and motors were paraded out, but only those on Zip/Rotax gear counted for prize money and points.



Carolynn, after some heats problems, started from the back and came through to finish fifth in the final.

Russell Anderson is creeping into the 125 class as well as 250, with Duncan White's motor. Chris Stoney — well, he hardly needs mention at all, really.

In Formula E Tim Parrott has secured backing from his company, Gardner Merchant of Peterborough; Goffie, as previously announced, with Kelgate, known as Kelgate Kart Racing Team; Philpotts with George Andrews and Company; Trevor Causer with Probe Date; Leaside (take over the Paddock in a big way!) with Derek Rodgers and Philip Glencross and Paul Cook, ex-125 man, with help from Genesis Travel.

THE HEATS

125 National of course meant split heats and a Qualifier, with the first 10 from the Qualifier going forward to the rear of the grid for the main final. The first outing saw a McCallum, Stoney, Coward and Luby mixed bout at the front. All four seemed to have it sorted and it was basically a matter of the final finishing order. McCallum did well fighting off Stoney lap after lap, but losing it once or twice in favour of the Pontefract tuner. Luby, on the other hand, looked to be suffering a little and seemed a bit pushed at times to hang on at the front, but Stephen Coward was to prove the fly in the ointment when it came to that last lap dash — he scored the win over McCallum, Stoney and Luby. Robert Marsh and Howard Watkins completed the first six. Malcolm Clark, Steve Cowell, GP man Keith Glendening and Steve Thomas made the list up to ten.

The second outing and another batch took to the circuit and it was to prove more or less a two-way battle between Ian Shaw and Ray Grimes, with Colin Poole putting his nose in to stir up the action. After the eight laps though it was Shaw over Grimes and Poole. Ralph Morgan, Julian Burleton and Northern Irishman, Brian Kennedy, made up the first six. Nigel Wigg, Terry Keegan, Ian Westwood and Ian Beaumont followed to the flag.

The third session got under way with a very on pace Kurt Luby managing to fight off Chris Stoney and take the flag. Adrian Wilcox claimed third, with places to sixth going to Nigel Wigg, Mark J. Allen and Keith Glendening. Ralph Morgan held on for seventh, while Terry Keegan notched up another creditable eighth. Steve Thomas and Steve Hepworth were the next pair home.

The last session allowed for victory for ex-GP winner Colin Mills aboard his SRS gear and Colin Poole battled along for second. Julian Burleton improved with a third. Mark Carnwell was next and Brian Kennedy fifth. The rest to tenth were: Ralph Morgan, Howard Watkins, Phil Middlehurst, Malcolm



Nicky Hart, not so well placed in Junior Britain with a 3rd.

Heat 2 Craig Booth  
Anthony Geraty  
Steve Malkin  
Gavin Wills

Final

A nice orderly start for Booth confirmed his heat form to take the lead around Stadium Bend, pile on an unassailable lead and win easily fourteen laps later. Darron Gibbs held second for two laps but a mishap caused him to drop to eleventh. However, being the fast competitive driver that he is he clawed his way back through the field to earn third place trophy half a length behind second placed Anthony Geraty — a stirring performance this. Fourth was Mark Gailer who over came Steve Malkin in lap eight while managing to hold off the attentions of Mark Powell who finished fifth ahead of Malkin.

1st	Craig Booth	Dart/TKM
2nd	Anthony Geraty	Dart/Arrow
3rd	Darron Gibbs	Zip/ERE Arrow
4th	Mark Gailer	Gillard/Komet
5th	Mark Powell	Kali/Arrow



Craig Booth drove well to take the Senior Britain title.

100 NATIONAL

As said earlier, the largest group was 100 National and, with nine heats and two repechage in prospect, there was plenty of exciting and close racing for the spectators. The results of the heats were thus:

Heat 1	Steve Brogan David Cuff Gary Prior Ricky Grice	Heat 2	Doug Spencer Gary Moynihan Miles Hall Bill Tully
Heat 3	Graham Roscoe Graham Pettit Samy Hunt Gary Till	Heat 4	Ricky Grice Jeremy Cotterill Gary Moynihan Derek Higgins



Shaun Nicholson (winner) with Marcus Gavin (24) in Junior Britain.

Heat 5	Steve Brogan Richard Weatherly Gary Prior Jamie Beasley	Heat 6	Andrew O'Hara Mark Salter Doug Spencer Gary Till
Heat 7	Gary Moynihan Darrell Beasley Malcolm Budd Lee Crane	Heat 8	Ricky Grice Derek Higgins Jack Brown Jeremy Cotterill
Heat 9	Richard Weatherly Jason Plato Doug Spencer John Weatherly		



Jason Plato, relegated to the repechage, won the first session.

1st Repechage

A total of 16 drivers contested this and the result was:

1st	Jason Plato
2nd	Ian Ross-Johnson
3rd	Graham Waldron
4th	Robin Chuter
5th	Mark Parker
6th	Fank Crankshaw
7th	Rob Cooper

These drivers all qualified for the second repechage.

2nd Repechage

1st Jamie Beasley from second pole; 2nd Neil Hann from pole; 3rd Louis di Resta who was married on the 15th — what a fine way to spend you honeymoon! 4th Gary Till; 5th Michael Day; 6th Samy Hunt; 7th Chas Royston. Graham Waldron was unlucky to be qualified via the 1st repechage but only managed eight place in the second, which was just one place short of qualifying for a place in the final grid.

Final

Ricky Grice showed us what scintillating form he was in for 1985. Two firsts and a fourth in the heats had given him pole position from Gary



# ANOTHER ONE FOR GRICE!

Ricky Grice continues his form from last year by convincingly stitching up the opening round of the Bridgestone United Kingdom Championships from Derek Higgins and Doug Spencer. Good class wins to David Wilson (Junior Booster); Shaun Nicholson (Junior Britain); Craig Booth (Senior Britain).

Report: Alan Kilbey  
Pics: Steve Fairgrieve



Ricky Grice — 100 National winner.

This is the first year that the Bridgestone United Kingdom Championships have been held at Rye House and the Hoddesdon Karting Club was pleased to promote the first round. The tenth and final round will also be held at Rye House on September 22nd, when the Series prize presentation will also take place.

Over 100 of the cream of British 100cc karting had entered, the biggest group of course being the 100cc Nationals where we had 63 entries. 7 omitted to sign on but with the group system employed enabling as many drivers as possible to race against each other, a place in the final would have to be fought for and with two repechage or 'second chance' races, the final should hold all the cream. First of all to the other classes in the Series.

### JUNIOR BOOSTER

Probably the smallest, (in numbers!) of the groups present, but some interesting and competitive racing. The heat winners ran out as follows: — David Wilson with two firsts; Oliver Gavin a first and fourth; Jamie Spence with two thirds; Scott Armstrong a second, a third and a fourth — Daniel Stilp a third and fourth, while Scott Donely took the remaining third place.

#### Final

Dave Wilson led from the start, opened a lead which he kept to the finish. Second and third for every lap were Daniel Stilp and Oliver Gavin. Fourth at first was Russell Whitehead, but in the fourth lap he spun out, leaving his place to Jamie Spence with Scott Donely in fifth. Those positions also stayed the same to the chequered flag. This was the first time the Boosters had had sufficient entries for their own race, which the club would be pleased to repeat if the numbers are the same or better.

1st	Dave Wilson	Boxer/Arrow
2nd	Daniel Stilp	Sprint/PCR
3rd	Oliver Gavin	Zip/TKM
4th	Jamie Spence	Gillard/Arrow
5th	Scott Donely	Premier/Arrow
6th	Scott Armstrong	Dart/Arrow

### JUNIOR BRITAIN

Junior Britain managed to field a dozen karts for the heats and final, with trophies up for grabs down to fourth place. The heats results were as follows:

Heat 1	Ivan Turner Robert Wilson Shaun Nicholson Steven Webb	Heat 3	Shaun Nicholson Robert Wilson Oscar Newman James Rhodes
Heat 2	Steven Webb Oscar Newman Robert Wilson Nicky Hart		

#### Final

Robert Wilson led Oscar Newman, Ivan Turner and Shaun Nicholson at the start. In the second lap Steven Webb passed Nicholson for fourth. On the fourth lap British Champion, Nicky Hart, made a charge and moved up into fourth place as Robert Wilson came off to restart in ninth position. Nicholson was soon round Turner then, on lap nine, past Newman for the lead which he held for the remaining four laps, leaving Newman second; Hart third; Webb fourth and Turner fifth.

1st	Shaun Nicholson	Boxer/TKM
2nd	Oscar Newman	Kali/Parilla
3rd	Nicky Hart	TKM/TKM
4th	Steven Webb	Spyda/TKM
5th	Ivan Turner	Gillard/—



Dave Wilson clinched the Junior Booster final.

### SENIOR BRITAIN

Seventeen Senior Britain drivers turned up to contest the heats, the results of which took on the following aspect:

Heat 1	Darron Gibbs Craig Booth Anthony Geraty Andrew Clark	Heat 3	Craig Booth Mark Gailer David Hedger Gary Chapman
--------	---	--------	--

Clark and John Moore.

A number of well-known names found themselves relegated to the ranks of the Qualifier: Ashurst, Grimes, Wilcox, McCallum and Coward, were notable among the full grid of 41. With only the first ten earning themselves places on the rear of the main final grid the competition was very fierce. After concerted efforts the following names were promoted:- Coward, Grimes, Ashurst, Thomas, Wilcox, Beaumont, Mark J. Allen, Willetts, Carr and John Moore.

210 National numbers, through only 17 gave good account of themselves and the racing was worth staying for. In the first outing British Champion and GP holder, George Bett, stitched it up for himself, with late entrant Andy Martin of Car and Karting Centre notching up second, proving his reverse barrel Villiers had just as much pace as its conventional counterparts. Alan Ogden came third, while Graham Sykes, Gary Parker and Phil Featherstone made the balance to six. The second heat saw Ogden finish ahead of Bett, with Parker in third. Andy Martin did not fare so well this time, with a fourth; Glenn McAdam and Simon Quance were fifth and sixth. Featuring in the first ten in each heat as well, were — Tim Price with two sevenths; Rod Ellis with an eighth and tenth; Dudley Martin and John Underdown. John Newton, normally well-placed, oddly enough did not feature significantly and would sit well down the grid for the final.

250 National, after some hefty competition up front, threw out Mike Doble again as the force to be reckoned with. Mike won both heats in fine style, chased hard



Chris Stoney, after a 2nd and 3rd in the 125 heats, ended his final with a big end failure.

by Mark Webster in each case for second spot, but not quite as on the pace as at Cadwell. Third home was Alan Cheetham in the first heat and running better than at first Cadwell, but falling by the wayside somewhat to fifth position in the second session behind Barry Tomlinson and Mike Hodgins. Steve Matthews put in a fair performance with a fourth and a sixth. In the first heat Ian Bickerton and Mike Hodgins made fifth and sixth respectively, with Bickerton taking a seventh in the last outing.

In Formula E, with a total grid of 25 and up against Gange and a recovered though very sore Derek Rodgers, Roger Goff took both heats by storm for his new sponsors Kelgate Kart Racing. His main opposition came from Steve Stylin in the first heat though Stylin was having some brake problems but hung onto second, ahead of Leaside's Rodgers. Dean, Gange and Causer made up the rest of the first six. Though he had led the first heat for a couple of early laps, Zip boss Martin Hines dropped back to finish seventh and bettered that by only one spot in the second outing — chassis handling seemed to be the culprit, though Hines didn't seem unduly perturbed about his results.

In the second heat Goff had the lead, chased hard



Dave Thacker suffered a disappointing day in Villiers.

all the way by Reggie and the relentless Rodgers. Richard dean notched up another fourth while Tony Holmes did better and claimed a fifth. Bryan Reader, Trevor Causer, Philip Glencross and Paul Cook completed the first ten. Steve Stylin looked set to tackle all opposition in the second heat but, after about four laps, his radiator was spewing water at a furious rate and he was forced to retire, packed his gear and went home before the final. Carolynn didn't fare too well in the heats, mainly because she had to borrow an outfit, a full bodied one as it happened and not

quite well down and she was slightly perturbed when the motor oiled up in the pits lane, but she got there in the end.

### 210 NATIONAL

The first final of the afternoon, following the 125 Qualifier, was the Villiers and though the entry was fairly small, the racing had been very keen and competitive. One pole sat George Bett, with Alan Ogden, Andy Martin and Gary Parker occupying the other places. John Newton whose fortunes had taken a downturn, sat on the back row.

Off the line they went at the start of their ten laps, with Bett, Martin and Ogden leading the queue through Gerrards, but Newton was steadily working his way through the order and, before the fourth lap got under way, he had moved up into second spot behind Bett and was trailing Ogden along in the slipstream. Fourth along was Stratos-mounted Andy Martin who had no intention of remaining in that slot for much longer than was necessary. A lap later he was automatically promoted when Alan Ogden was forced to retire.

Past the halfway stage and Martin had pressed the attack until he assumed the lead, with Newton in second and Bett third. Then there began a couple of laps which saw constant lead changing between these top three who had stretched a considerable distance between themselves and the rest of the field. Newton fought determinedly against all opposition until he was back at the front and there he managed to stay for the remainder of the race and notched up his second win of the season. Andy Martin held on for second and led home George Bett. Some distance behind came Graham Sykes into fourth, followed by Glenn McAdam and Tim Price. Ellis, Underdown, Quance and Dudley Martin completed the order to tenth. ►



210 final, George Bett (1) leads Andy Martin (61) and eventual winner John Newton (2).



1st John Newton  
2nd Andy Martin  
3rd George Bett  
4th Graham Sykes  
5th Glenn McAdam  
6th Tim Price

Zip/Longtune  
CKC Stratos/Villiers  
Zip/APV  
Zip/Longtune  
Aero/CKC  
—/—

Klassen, Andrew Knott and Wayne Olorenshaw.

1st Mike Doble  
2nd Mike Hodgins  
3rd Mark Webster  
4th Steve Matthews  
5th Kenny Tibbs  
6th Barry Tomlinson

Zip/Yamaha  
Zip/KTM  
Zip/KTM  
—/—  
Zip/Yamaha  
Zip/PR Yamaha

Race Time: 9min 7.2sec — 88.81mph  
Fastest Lap: (G. Bett/A. Martin) — 53.1sec — 91.52mph

Race Time: 8min 34.3sec — 94.49mph  
Fastest Lap: (Mike Doble) — 50.0sec — 97.20mph



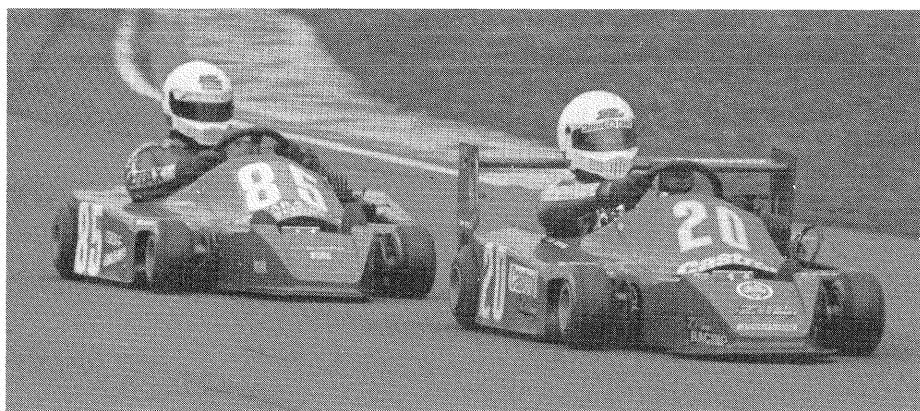
Mike Hodgins, a fine second in 250 National.

## 250 NATIONAL

His heat performances gave Mike Doble pole position, while Mark Webster's two second finishes put him alongside. The next couple of spaces at the front were filled by the KTM's of Mike Hodgins and Alan Cheetham.

At the lights it was the trio of Hodgins, Doble and Webster that swept off the line and led down to the first corner. Round through the Esses it was still a bit of a free-for-all at the front row, out of Shaws, Mike Hodgins still had the edge over Doble and Webster, though the pressure was pretty strong. Alan Cheetham was hanging on well in fourth and looked as though he might demote Webster at the early stage.

The next tour, however, Mike Doble showed the remarkable turn of speed of his YZ as he brought its power in to leave Hodgins and Webster in second and third, respectively; Cheetham sat comfortably in fourth. Behind Alan, Paul Sadotti and Ian Bickerton were closing but not posing a serious threat. And so the race progressed at the front, with Hodgins and Webster unable to make any inroads on the flying Doble. Cheetham hung onto fourth ahead of Paul Sadotti until they both went missing, which saw Steve Matthews now in fourth and leading Kenny Tibbs and Barry Tomlinson. That was the order to the flag, while the positions to tenth were — John Bunyard, Paul



Ian Shaw (20) and Colin Poole (85) finished 2nd and 3rd respectively in 125 National.

## 125 NATIONAL

The 125 National class attracted the greatest spectator following and for good reason too — there was plenty of talent up front, all vying for the honours — Luby on pole with Chris Stoney, Colin Poole and Julian Burlton sharing the rest of the row; Ian Shaw and Colin Mills sat on the second rank.

At the green from Ian Rushforth they tore off down

to Gerrards with Luby and Stoney heading the pack. Not everyone got away clearly off the line — Dave Haughton did a spot of grass cutting first, while Richard Crump and Nigel Dale had an accidental knock on and spent the race watching from the sidelines. By the time they came out of the Elbow Luby was in the lead while Stoney hung tightly in the slipstream, followed by Brian Kennedy shadowed by Colin Poole. Julian Burlton and Ian Shaw were also making inroads, likewise Malcolm Clark. Out front Luby continued to hold the lead but he was under severe pressure from the Stratos of Chris Stoney and lost it to him by the completion of the fourth tour. Poole was hanging on in third, then Shaw, Burlton and Clark. Through the Esses and Luby had relieved Stoney of the lead and was back in control, though Stoney wasn't giving in without a fight. A short way back Colin Poole was being pressed by Ian Shaw, whilst Clark, Burlton and Kennedy were engaged in their own bitter dispute.

And so it continued for a further lap, until Luby appeared on his own with quite a considerable lead; Stoney had gone, a big end failure and only four meetings old. The battle for second spot was raging in earnest with Shaw looking set for a decent finish, provided his only motor lasted the distance. Colin Poole, as ever, was driving well and pressing the attack home, but Shaw was determined to hold him off at all costs. A little to the rear Clark, Kennedy and Burlton were still scrapping it out and Adrian Wilcox was fighting a rearguard skirmish with Nigel Wigg, Gary Ashurst and Ralph Morgan.

At the flag it was Kurt Luby with Salford's Ian Shaw deservedly leading the rest home — Colin Poole, Julian Burlton who had won the battle for fourth, Brian Kennedy and Malcolm Clark. Adrian Wilcox, Nigel Wigg, Gary Ashurst and Ralph Morgan maintained their positions until the end.

1st Kurt Luby Phoenix/Minarelli  
2nd Ian Shaw Zip/Zip Rotax  
3rd Colin Poole Zip/Goff Rotax  
4th Julian Burlton Zip/Rotax  
5th Brian Kennedy BJK Zip/Cranford Rotax  
6th Malcolm Clark Zip/Rotax  
Race Time: 8min 49.99sec — 91.71mph  
Fastest Lap: (Kurt Luby) — 50.5sec — 96.23mph

In the first round of the Zip Bridgestone 125cc Championships, the results and points to tenth were as follows:

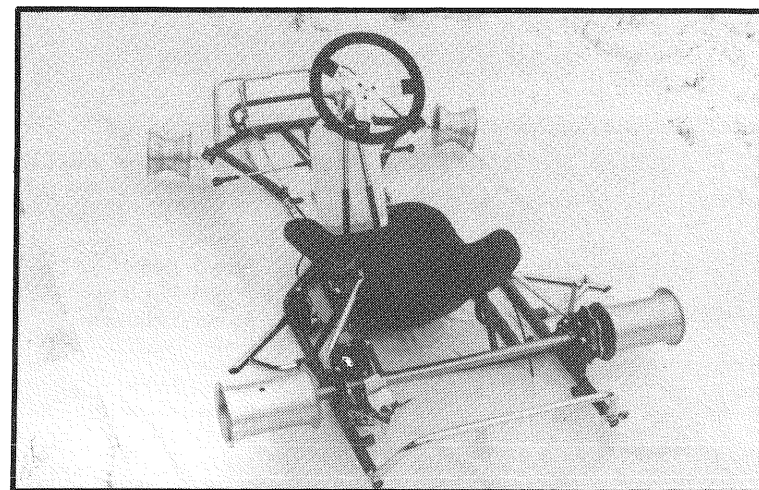
1st Ian Shaw	11 points	£75.00
2nd Colin Poole	9	£50.00
3rd Julian Burlton	8	£50.00
4th Brian Kennedy	7	£50.00
5th Malcolm Clark	6	£50.00
6th Adrian Wilcox	5	£50.00
7th Gary Ashurst	4	£50.00
8th Ralph Morgan	3	£50.00
9th Mark Carnwell	2	£50.00
10th Neil Willetts	1	£25.00



No doubt about his form, Mike Doble ran home to a good win.

# GILLARD ENGINEERING

Are pleased to announce that they will be offering this superb chassis, less tyres, to the highest placed Gillard kart in any class in the Bridgestone United Kingdom Championships.



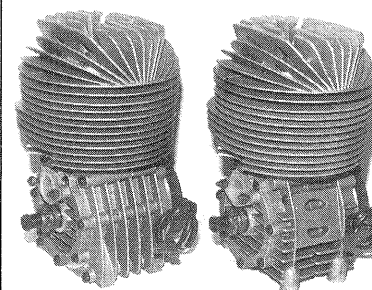
If you race a Gillard Kart and have not yet registered for the Series, there is still time. **Do yourself a favour.**

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

## DAP RACING ENGINES (Mick Worth)

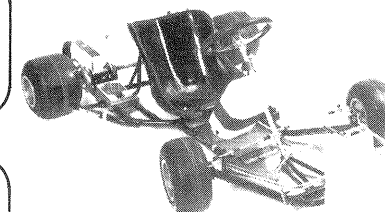
897 Uxbridge Road, Hillingdon, Middlesex, England.  
Tel: 01-573 1963. Cables: DAPWORTH

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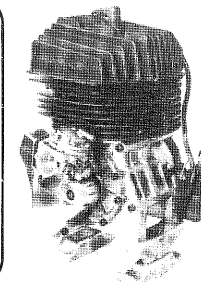
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**TUNING** (All Class 1 Motors) Tuning to the highest International and British Class standards, as chosen by many top drivers in both Europe & the UK. Britain Classes — £100: International/National — £100-£165.

1st CLASS USED EQUIPMENT ALWAYS FOR SALE

**CALLERS BY APPOINTMENT: 10am to 5.30pm Mon-Sat**



# BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS

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

The series will be held over ten rounds, the best seven from the ten to count towards championship status and is open to the following classes, providing a minimum of 20 drivers register for the class:

CLASS	TYRES	WEIGHT RESTRICTIONS
JUNIOR BOOSTER	B/S YBN 4.50 x 10. 7.10 x 11	105 kg.
JUNIOR BRITAIN	B/S YBN 4.50 x 10. 7.10 x 11	115 kg.
JUNIOR INTERNATIONAL	B/S YAK 4.50 x 10. 7.10 x 11	115 kg.
SENIOR BRITAIN	B/S YBN 4.50 x 10. 7.10 x 11	132 kg.
100cc NATIONAL	B/S YAK 4.50 x 6. 6.00 x 11 7.10 x 11	132 kg.
100cc INTERNATIONAL	Any Bridgestone tyres.	125 kg.

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

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

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

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

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

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

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

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

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

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)

## FORMULA E

The heat results put Roger Goff on pole position, with Derek Rodgers, Reg Gange and Richard Dean sharing the front row; Martin Hines sat on the second rank. Off the line at the lights, Goff, Rodgers and Gange breasted as a trio and shot down to Gerrards for the first time. As they completed that initial lap Goff had established a slight advantage and Gange was leading

Rodgers close behind. Unfortunately Roger Goff's advantage was soon to disappear when he retired with a nipped motor, likewise Hines though his was one of a handling problem. Reg hung onto the lead with a threatening Derek Rodgers tracking him round the circuit like a limpet. Richard Dean hung on in third as the field slowly began to spread out and he drew clear of fourth placed man, Paul Cook. After a gap Mick Walker headed up Trevor Causer, Phil Glen-

cross, Richard Boston and Simon Rhodehouse. Carolynn, who started from the back, was gradually working her way through the field and by about the halfway stage was settled into seventh. Out front Reg was still fighting off the attentions of Derek who sought every way in the book to get through and it undoubtedly took a lot of grit to hang on in there with a suitful of damaged ribs.

A couple of laps from the end Gange began to encounter backmarkers, worked his way through and put them between himself and Rodgers. This caused Rodgers to be held up a bit and he lost some ground and there wasn't really enough distance left to run to make up the lost advantage.

As they came out of the Elbow for the last time Gange crossed the line and took his first victory of the season, Rodgers was only a little way adrift in second. Third home was Richard Dean after another

fine drive. Mick Walker was next along, with Carolynn just to his rear in fifth; Paul Cook completed the first six. Tony Holmes, Phil Glencross, Simon Rhodehouse and Steve Fenny brought the number to ten.

1st Reg Gange	Hermetite Zip/Zip Rotax
2nd Derek Rodgers	Leaside-Anderson Zip/Anderson Rotax
3rd Richard Dean	Zip/Rotax
4th Mick Walker	Zip/Rotax
5th Carolynn Grant-Sale	Hermetite Zip/Zip Rotax
6th Paul Cook	Zip/Rotax
Race Time: 7min 51.8sec — 103.00mph	
Fastest Lap: (Derek Rodgers) — 46.2sec — 105.19mph	



Mick Walker — 4th.



Richard Dean — 3rd.

## THE 1985 BORDER CHAMPIONSHIPS

Cumbria KRC, Northumbria KC and West of Scotland KC are pleased to announce a joint venture which will be known as the Border Championships. This will involve one meeting at each venue with all three rounds counting.

**THE DATES ARE: Felton, May 19th  
Larkhall, June 9th  
Rowrah, July 28th**

The entry fee for each meeting will be £10, £2 of which goes towards Championship trophies with a prize fund if any cash is left over.

Classes will be Jr Booster, Jr Britain, 100 Nat, 125 Nat, 125 P&R, 210, 250 Nat, 250 Int, subject to 10 entries being received for each class. Other classes will be run on request but outside the championship.

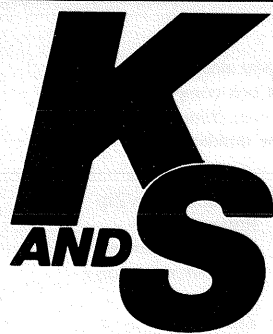
Saturday practice will be available at a cost of £1 per kart at all meetings. All three meetings will be run with Restricted permits so novice drivers are not excluded. The points scoring system will be the same as the 1984 K&S Championship.

For further details of the Championship, contact the Race Secretary of any of the participating clubs.

**FIRST ROUND.....FELTON 19th MAY**

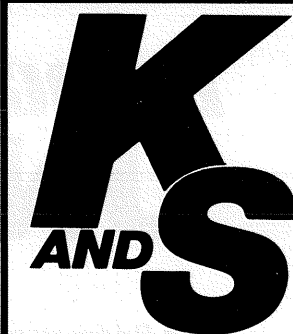
**Send your entry NOW to Ron Dickson,  
Hexham Road, Throckley, Newcastle-Upon-Tyne**





1985

RACE



APRIL

7th **CADWELL PARK**  
RAC British Long Circuit Championships Round 1.  
(1½ mile Club Circuit) — 125 Nat/210 Nat/250  
Nat/Formula E.  
**Wombwell**  
Bridgestone United Kingdom Championships  
Round 2.

14th **Clay Pigeon**  
Super One Series Round 1.

20/21st **Zandvoort**  
(Holland) — Open International Dutch  
Championships  
**Valence**  
(France) — Formula K (135cc) European  
Championships Round 1.

25th/27th **LE MANS**  
(Bugatti Circuit) — CIK/Bridgestone Formula E  
World Championships Round 1.

28th **SNETTERTON**  
RAC British Long Circuit Championships Round 2;  
Central Kart Club Championships Round 2; 125cc  
Zip Bridgestone Series Round 2. Testing facilities  
available on 27th.  
**Rowrah**  
Bridgestone United Kingdom Championships Round 3.

MAY

4th/5th **Zandvoort**  
(Holland) — Open International Dutch  
Championships

12th **Little Rissington**  
Super One Series Round 2.

16th/19th **Jesolo**  
(Italy) — Formula K (135cc) European  
Championships Round 2.

18th/19th **Zolder**  
(Belgium) — Open meeting, all classes, except 100cc

19th **Nurburgring**  
(Germany)

26th **Dunkeswell**  
Bridgestone United Kingdom Charmpionships Round  
4.

JUNE

1st/2nd **DONINGTON**  
World Cup (International) — 125cc/210cc/250cc/  
Formula E  
**Zandvoort**  
(Holland) — Open International Dutch  
Championships and Castrol-Pokal.

2nd **Rowrah**  
Super One Series Round 3.

8th/9th **Erding**  
(Germany)  
**Goteborg**  
(Sweden) — Formula K (135cc) European  
Championships Round 3.

9th **Clay Pigeon**  
Bridgestone United Kingdom Championships  
Round 5.  
**Wombwell**  
Silver Jubilee Celebration meeting.

15th/16th **Little Rissington**  
RAC British Short Circuit Gearbox Championships.  
125cc/210cc/250cc/250cc International.

21/23rd **Geesthacht**  
(Germany) — Intercontinental 'A' European  
Championships Round 1.

22/23rd **KNOCKHILL**  
International Race of Champions —  
125cc/210cc/250cc/Formula E.

23rd **Kimbolton**  
Bridgestone United Kingdom Championships  
Round 6.

29/30th **Colmarberg**  
(Germany)

30th **Rye House**  
Super One Series Round 4.

JULY

4/7th **Le Mans**  
(France) — Junior Ladies Intercontinental 'A'/Junior  
World Championships.

7th **CADWELL PARK**  
Cadwell Club Championships —  
125cc/210cc/250cc/Formula E. (Full long circuit).

11th/13th **HOCKENHEIM**  
(Germany) — CIK/Bridgestone Formula E World  
Championships Round 2.

13th/14th

**Three Sisters**  
(Bolton Kart Club) — RAC British Championships  
for 100cc Britain/100cc National.

20/21st

**Vojens**  
(Denmark) — Intercontinental 'A' European  
Championships Round 2.

21st

**Felton**  
Bridgestone United Kingdom Championships  
Round 7.

**MALLORY PARK**

RAC British Long Circuit Championships Round 3;  
Central Kart Club Championships Round 3; 125cc  
Zip Bridgestone Series Round 3. Testing facilities  
available on 20th.

20/21st

**Diepholz**  
(Germany)

27/28th

**Nurburgring**  
(Germany) — Formula K (135cc) European  
Championships Round 4.

AUGUST

3/4th

**Uetersen**  
(Germany)

**Clay Pigeon**

RAC British Junior Booster/Junior Britain/Junior  
International/100cc International Championships.

9-11th

**SILVERSTONE**

**DAILY EXPRESS/HERMETITE**  
**SPONSORED RAC BRITISH KART**  
**GRAND PRIX — 125cc/210cc/250cc/250cc**  
**International Non-Championship/CIK**  
**Bridgestone Formula E World Championships**  
**Final Round.**

11th

**Little Rissington**

Bridgestone United Kingdom Championships  
Round 8.

16th/18th

**Liedolsheim**

(Germany) — Formula K (135cc) European  
Championships Round 5.

17/18th

**Zandvoort**

(Holland) — Dutch Grand Prix — 125cc/250cc/Formula E.

24th (Sat)

**SNETTERTON**

RAC British Long Circuit Championships Round 4;  
Central Kart Club Championships Round 4; 125cc  
Zip Bridgestone Series Round 4.

25th

**Fulbeck**

Super One Series Round 5.

SEPTEMBER

1st

**Laval**

(France) — Formula 'C'/Intecontinental 'C' World  
Championships.

**Assen**

Open International Dutch Championships.

**CADWELL PARK**

RAC British Long Circuit Championships Round 5.  
125cc/210cc/250cc/Formula E. (Full long circuit).

**Three Sisters**

Bridgestone United Kingdom Championships  
Round 9.

12/15th

**Parma**

(Italy) — Formula K (135cc) European and World  
Championships Final Round.

15th

**MALLORY PARK**

RAC British Long Circuit Championships Final  
Round; Central Kart Club Championships Round 5;  
125cc Zip Bridgestone Series Round 5. Testing  
facilities available on 14th.

**Wombwell**

Super One Series Round 6.

22nd

**Pembrey**

Welsh Championships

**Rye House**

Bridgestone United Kingdom Championships Final  
Round.

28th/29th

**Zolder**

(Belgium) — Open Dutch Championships.

29th

**CADWELL PARK**

Club Autumn Championships —  
125cc/210cc/250cc/Formula E. (1½ mile Club  
Circuit).

OCTOBER

13th

**MALLORY PARK**

Central Kart Club Championships Final Round; 125cc  
Zip Bridgestone Series Final Round.

12/13th

**Zolder**

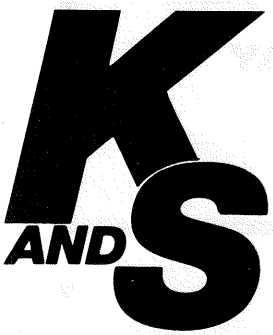
(Belgium) — Open Dutch Championships.

NOVEMBER

22/24th

**Hong Kong**

Asian Pacific Championships — Intercontinental 'A'.



CALENDAR

