

ZIP KART
WORLD CHAMPIONS

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

'85
 RANGE

16/8
K AND S

THE INTERNATIONAL MAGAZINE

KART AND SUPERKART

MAY 1985 80p

Features include

Full coverage of the
 Bridgestone United
 Kingdom Championships,
 Round 2 at Wombwell,
 saw a different 100
 National winner emerge
 in the form of Steve
 Brogan

Below — back in the
 Series is 1981 winner,
 Worcestershire based
 Graham Waldron with
 support from Zip Kart



**RAC Long Circuit
 Championships — Easter
 Cadwell opening Round**

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 EV	£3.00
New NGK plugs - EG V	£4.00
Zip professional Tyre Pressure Gauge, Masta	£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
30mm HT ground finish axles	£12.00
25mm 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
1/2" x 5/16" steel machined 4-hole sprockets, 23-36T	£3.75
1/2" x 5/16" DID 428H chain (per metre)	£7.75
1/2" x 5/16" Rotax drive sprocket 17-28T	£10.00
1/2" x 5/16" 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	£199.95
G.P.A. visor	£20.00
Bell Star	£109.95
Bell Star Ltd	£139.95
Bell M1. Special Offer.	
Sizes 6 1/2 - 6 3/4 - 7 only	£89.00
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

ZIP RACEWEAR

All PVC suits are available in Red, Green, Black or Blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.	
Zip std. PVC suit	£32.75
ZIP NEW TEAM SUITS are in the latest fashion with stripes up the side of arm, leg and body and carry Zip logo on back and shoulders	£35.00
CIK F.1 designer suit (with elasticated back & cotton lining)	£55.00
ZIP NEW F.1 style CIK SUIT - A new standard in style and comfort	£46.00
Zip std. leather suits are available in colours and sizes as per PVC overalls but manufactured in top quality leather ..	£135.00
ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo.	
Manufactured in top quality leather ..	£148.00
Zip PVC racing boots	£16.50
Zip super leather boots	£27.50
Short leather racing gloves	£9.95
Long leather gloves	£13.25
Zip '84 suede boots	£27.50
Zip equipment bag '85 model	£10.00

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

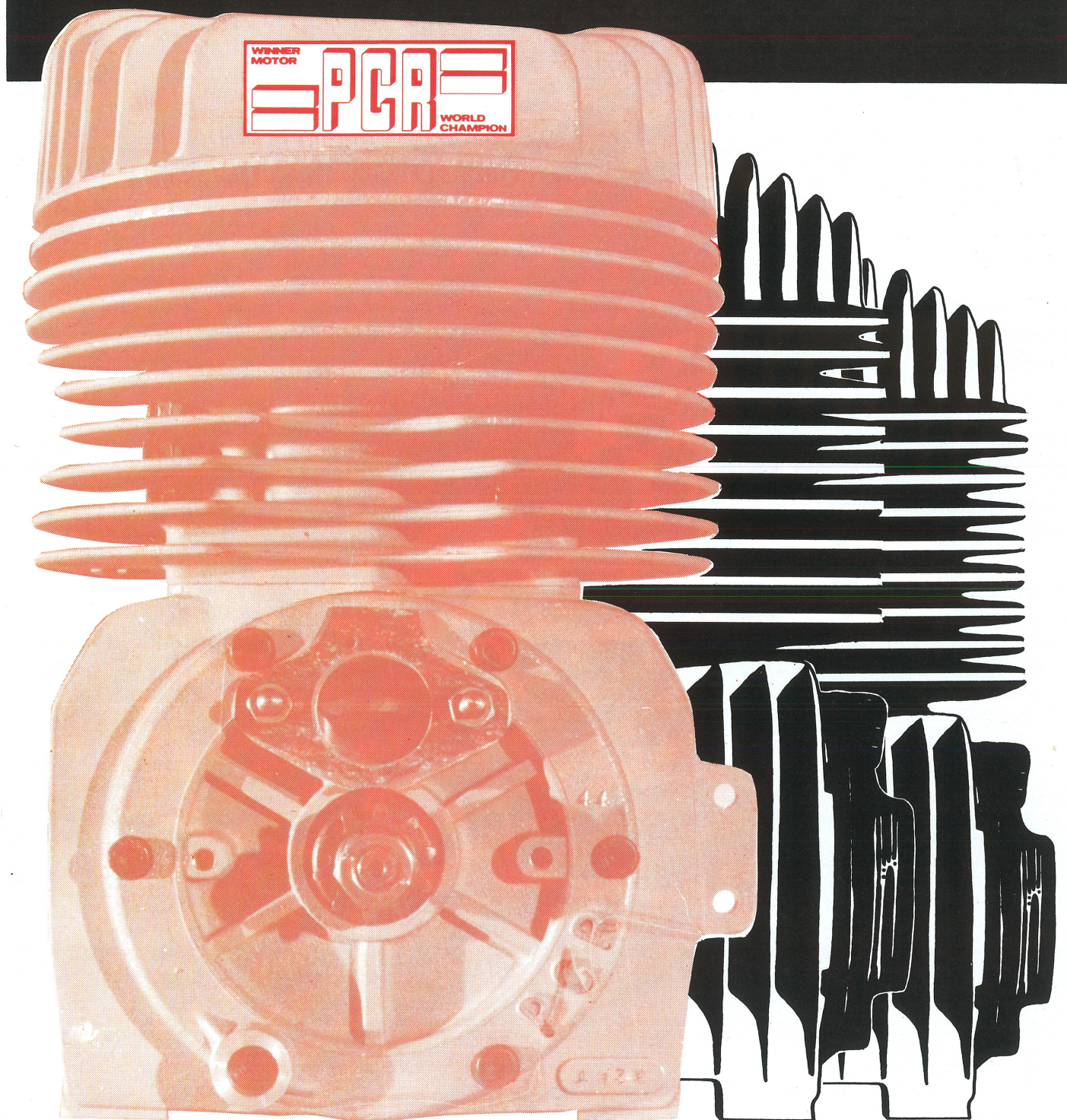
All prices subject to alteration without prior notice



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.

IF WINNING MATTERS



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

BOOSTER-BRITAIN-NATIONAL-INTERNATIONAL

Via Spolverini, 9-29100 Piacenza, Italy

Tel: (0523) 61607

ERS

EUROSTAT RACING
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.

Please contact Max Course on 0327-857846.
Unit 14, Silverstone Circuit, Towcester, Northants.

LOOK AT THIS!

Kimbolton

1st-2nd-3rd 125 National
1st-2nd 100 National Super
Clubman

HOW?

Roger Goff Tuning of course!

5 Pear Tree View

Elstow

Bedford

Ring: (0234) 66549

NOW!

ZIP GP 125 ROTAX 1984 full body, wets, lots of sprockets, spares etc. Plus short circuit trim, complete outfit to start racing. Very reliable. For more information ring 065 82 6317 anytime, ask for Gary.

SURESPEED

Engine Developments

ROTAX & MINERELLI MOTORS
LANCER, PHOENIX & WRIGHT KARTS

Secondhand karts & engines

including 250cc International Dino rolling chassis all complete, suitable for most 250cc motors POA.

For your tuning, service, repairs and advice

Contact:

JOHN BROOKS,
Coventry (0203) 611224

100 NATIONAL PREMIER KART rolling chassis as new £200. Also trailer 6 x 4 x 2 1/2 hinged tailgate and lid fully lockable £180. Phone: Worktop 773623.

ENGINES TEL: 01-573 6600 SPARES

FOR

HMX
KTM

'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

ACCOUNTS AVAILABLE

ADVERTISER INDEX

Anderson Kart Centre	6
Autotorque	28
CKC	17
C.T.R.P.	6
DAP	24
Dartford Karting	25
E.D.R. Karts	12
Goff Racing	9
K&S Subscription Form.....	23
K&S Registration Form.....	33
Gillard Engineering	14
Red Dragon Competitions	18
Redhill Racing	28
SRS	14
Zip Kart.....	12, 14, 18, 29

CHASEWATER KART RACING CLUB

TESTING DAYS

Saturday, Wednesday, Thursday —
2.00pm-6.00pm

Members £1.00 Non-Members £4.00

PROTECTIVE CLOTHING

Crash helmet to RAC standards, complete gloves not mitts or with open backs, one piece leathers or heavy duty PVC suits and boots or shoes must cover and protect ankles.

100 NATIONAL ZIP/ZIP 48.3 just completely rebuilt. Lovely first kart, nearly complete rolling chassis and more in spares, Shoei crash helmet BS2495, £330 or nearest offer. Tel: Andy 01-505 2537.

RETIREMENT SALE, 250 National, one meeting from new, Zip GP with Kelgate brakes, and Yamaha 250H, £1,395. Also Yamaha barrel with new piston and head £180. Tel: Kenny, evenings, Johnston 0437 890369.

GEORGE KING RACING SUITS

If you're short in the body or long in the leg
And can't get a suit from off the peg
Whatever your shape we don't give a hoot
We'll fit you out with a George King Suit

Simulated Leather Only

Any design made on submission of drawing
PHONE CALL or SEND S.A.E.
for measurement form. Available direct
order only.

Hailbury House,
Alexander Terrace, Pinxton, Notts.
Telephone: Ripley 813810

ENGINES ARROW tuned standard bore £195. Arrow, tuned 50.7 bore £200. Many spares, Honda CR125 engine, new with spares, kit. £325. Tel: 0302 831847.
LEWIS LEATHERS 5'8" x 40" chest, red as new £70. Amal 36mm carb, as new £35. Set of Carlisle wets on rims £35. Telephone: Shawbury (Salop) 250353 evenings and weekends.

Don't Miss Out!
Fill in the subscription form
on page 23

K
AND
S

MONTHLY

FRONT COVER:

Stuart Ziemelis had his first outing of the year in 125 National at Cadwell Park on the 7th April, but whether he intends to feature regularly on the racing scene this year is a matter of conjecture. Rumour would indicate he plans a 'lay-off' for '85 because of work commitments.

Stuart is pictured at Le Mans where he scored a decisive victory over British and Continental opposition in the 125cc support race at the World Formula E Championships.

(Pic: Steve Fairgrieve)

No. 77



Steve Stylin won the first round of the RAC Long Circuit Championships in Formula E to claim top points at Cadwell Park during the Easter Bank Holiday weekend.

(Pic: Rodger Calvert)

contents

2

Editorial, news and views from around the karting world.

7

EASTER TORRENTS

Styrin takes his first win of the season.

13

A look at the Ulster Karting scene.

15

BARC — OULTON PARK

19

BROGAN'S BREAKTHROUGH

Steve Brogan takes Round 2 of the Bridgestone United Kingdom Championship.

23

100 SCENE

26

PISTONS, RE-BORING AND HONING

A special Technical feature from Ian Reading.

30

CLUB SCENE

Regular News and Views from the Club Racing Circuits.

38

WHERE AND WHEN

Where and When to see karting during the coming month.

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts.
Telephone: Hoddesdon 444201 Telex: 266343 G. ZIP.
Directors: M. A. and M. W. Hines

EDITOR: ED McCORMICK

ADVERTISING: JAYNE MIICKSCHEL

Distributed by Seymour Press Ltd. 334 Brixton Road, London SW9 7AG
Printed by The Enfield Printing Company, Enfield, Middlesex.

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff. Conditions for acceptance of advertisements on page 3.

Copyright — Kart and Superkart Ltd., 1985

IT'S UP TO YOU!

With spectator numbers falling and the loss of our TV. Championship, this must be karting's most critical year. We have to get karting back into the public eye. One way is by local newspapers and local radio. Don't think you have to be a front-runner to get into your local media, because nothing could be farther from the truth. The 'local man makes good' is the sort of material regional papers and radio are on the lookout for. Give them information on forthcoming events in which you will be taking part and tell them how you hope to do and for heavens sake don't under-sell yourself! Most important, let them know how you got on at the meeting.

We have recently had a very generous offer from Stuart Ziemelis; he has donated a day's course of tuition at this kart racing school at Mallory, as a spectator prize at all of the major events this year and Martin Hines will be taking the prize-winning spectators for a few laps round the circuits in his Porche. This sort of information is worth a mention when giving the press and radio details on forthcoming events.

Therefore, do please pull your weight, it's for the benefit of us all, ultimately. If you need any help or further information, please 'phone Ed on (0992) 444201, or Carolynn on (0763) 42370.

letters.

Dear Ed,

May I through the pages of *Kart and Superkart* pass on my thanks to the many people involved in the recent joint car/kart meeting at Oulton park on March 23rd.

Firstly thanks to the BARC — for without them there would not have been any karts racing round Oulton this year. Thanks also to the RAC Steward, Steve Clayton and for forgetting all the other officials too numerous to mention. Last but not least, to all the participating drivers, who unfortunately didn't get much racing in, due to the meeting being cancelled as the track was water-logged.

I have also enclosed a letter I received from the BARC; I do hope that you will be able to print it and then hopefully I may get some feed back from the drivers who would like to race there again, (hopefully in much better weather conditions though).

Thanking you in anticipation
Kevin Priest
Chairman — Manchester and
Buxton Kart Club
8 Lamberton Drive
Baguley
Manchester
M23 9PR

Dear Kevin,

Just a brief note to say how much we all enjoyed the Kart Racing on Saturday. The reaction from our Club Members and all the Marshals I spoke to after the Meeting was that they would like to see more of Kart Racing.

I should be grateful if you would pass on our thanks to all your Officials and Competitors, it was good

to have the opportunity of getting together and exchanging ideas.

Our Committee will discuss this first joint venture between our two Clubs at our next Committee Meeting in Mid-April and I have no doubt that they will ask me to contact you to try to arrange a similar event next year, when hopefully the weather will be kinder to us.

To the thanks of the Club, I would add my own personal thanks to you for making the day so successful in what were very difficult weather conditions. Having been faced with having to make similar decisions myself, I know how you must have been feeling on Saturday and if it helps in any way, I know you made the right one in abandoning the last two races.

With kind regards,
Yours sincerely,
Ken Mitchell,
Chairman/Clerk of the Course
B.A.R.C. (North Western Centre)

VALENCE

Opening Round of the European Formula K Championship 20th-21st April

An entry of only 19 drivers turned out at the French circuit of Valence to contest the first round of the 1985 Formula K Championship. This year the Formula K are running bodywork and some interesting innovations appeared. There will be a full report on the meeting in next months issue, but the results were as follows:

1st Marcus Grossman (D)	Tiafun/Komet
Kali Bodywork/Bridgestones	
2nd Martin Bott (D)	Tiafun/Komet
Kali Bodywork/Bridgestones	
3rd Lars Forsman	Birel/Komet
Birel Bodywork/Dunlops	
4th John Alcorn (GB)	Zip/Komet
Zip Bodywork/Bridgestones	
5th Richard Weatherley (GB)	Devinson/ Komet
Weatherley Bodywork/Dunlops	

OBITUARY

It is with great sadness and a sense of loss that we report the sudden and untimely death of one of Cardiff Kart Club's members, James Hogarth. James passed away after a very short illness. His interest in karting started long before he was old enough to compete, as a spectator at Llandow. He acquired his first kart and competed as a Junior, moving up to 100 National in the last eighteen months. Of a retiring nature James nevertheless competed vigorously but without enmity. He was 17 years old. Our sympathies are extended to his mother, father and sister. He will be sadly missed by all who knew him.



IT'S SUSPICIOUS THAT BOTH ED AND MERLIN
HAVE GONE MISSING AT THE SAME TIME - I'M
WORRIED ABOUT WHAT THEY MIGHT BE DOING
WITH ALL THOSE SHEEP!

ANTWERP STREET RACE

Alan Dell, 125cc National exponent from Camberley Kart Club, has passed on the following information received from an ex-Club member who met the BJM Kart Club Secretary, Jan Reymaekers, earlier this year, concerning a 'street' race to be held at Slachthuislaan, Antwerp on 22nd and 23rd June. The event is open to 125 drivers but it is also hoped to run a 100cc race as well, providing there is sufficient interest shown.

Details of the event are:

Location: Slachthuislaan, Antwerp.

Entry Fee: £10.00

Prizes: Cups for every driver, plus prizes in kind.

Programme:

Saturday: Afternoon Practice

Sunday: Morning — Signing On

— Scrutineering

Practice

Afternoon — Two Heats

Final

Evening — Prize Presentations

Technical Regulations:

Class 125cc — Chassis — Free
Engine — Free
Tyres — Bridgestone
SL (YAK)
Noise Level — 90Db

It is already certain that many top Belgian drivers will be competing in the event and they hope that there will be a good response from British and other European drivers. Interested drivers are asked to contact:

Jan Reymaekers,
Louise van Craenstraat 45,
2100 Deurne,
Antwerp,
Belgium

Telephone: 03 325 07 96

All enquiries to reach the above on or before 30th May please.

United Kingdom Clubs are also asked to advise Jan of the possibility of Belgians racing at Clubs throughout this country as there are a number of Belgian lads who would like to race over here.

MERLIN EXHAUSTS

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

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

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

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

HT BOLTS — ALLEN SCREWS — NYLOC NUTS — ROD ENDS

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

DIAMOND ENGINEERING Co.,
6 Woodfield Road,
Welwyn Garden City, Herts.
Tel: Welwyn Garden City (0707) 335141

ZIP GP ROTAX SRS TUNED, Bridgestone, Pirellis, Hart bodywork, spares, race history. Bargain £800 ono. Phone: Doug 0732 882407 evenings or 01-460 3583.

250 INTERNATIONAL ZIP YAMAHA completely rebuilt, Bridgestones, side tank, side pod, spare crank, immaculate condition, £485 ono. Tel: 021-472 4823 (day), 021-459 5263 (evenings).

ZIP YAMAHA 125 with wets, stand etc. 100% reliable. £425. Ready to race. Kenilworth 53057.

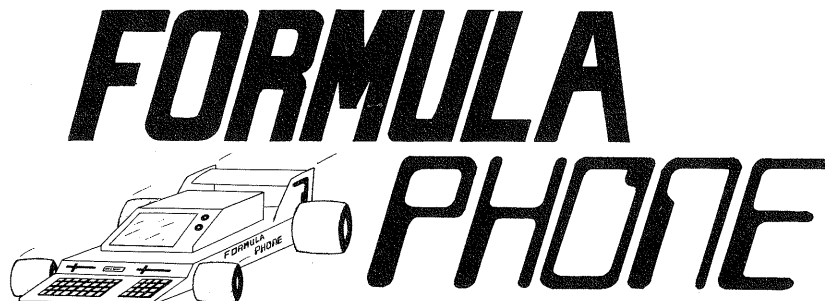
PHOENIX/ROTAX 125 L/C fully rebuilt for '85, quick and reliable, top 10 finisher throughout '84, many spares including engine, fully enclosed body, tyres. Will split open to offers. Also Ford 'A' Series Van converted for living/workshop. Day 0484 711720, evening 0422 201141.

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



WHETHER YOU ARE BUYING OR SELLING A KART, CALL

US NOW on 0860 317226

Registration fee is £15.00.

This service is free to buyers.

Mini Ads

Telephone in your Mini-Ads using
ACCESS, VISA, or BARCLAYCARD



All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.
Rates: 15p per word (£1.50 minimum charge)
Mini-Display Ads (boxed) are also available at £10 per column inch.

HAVE YOU GOT ANY BITS TO SELL OR SWAP?

WHY NOT USE THE COUPON BELOW!
ONE WORD PER SPACE

Don't forget to include your TELEPHONE number in the box!

Name

Address

Access/Barclaycard No.

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

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

SUPER PADDOCK KART TROLLERY for Superkart/
Gearbox outfit. Fitting with 'ball' wheels. No more back
ache pushing our outfits to and from the grid! £45. Also
Paddock Tyre Rack on wheels £20. Tel: 051 263 8528
(Liverpool).

JOHN JACKSONS IMMACULAR SRS prepared
Phoenix 125. Available with new Luby-tuned Minarelli
and two SRS-tuned Rotaxes. Extras include Minilites
with Bridgestones and Pirellis. Many spares. For details
call office hours 01-631 1844.

100 NATIONAL/INTERNATIONAL ZIP KART in
excellent condition. One Zip tuned Komet K88TT, fast
and reliable. Two sets DAP one piece mag wheels with
Dunlop tyres, one set national wets, and dries on wheels,
plus many other essential spares, very successful outfit,
£400 ono. All offers considered. Tel: Brad 091-265 6954.
250 NATIONAL ZIP/GP with L/C bodywork. Peak Revs
YZ250H. 7 meetings from new. £1,275. Tel: Morecambe
411789.

CLASS 1 KART ROLLING CHASSIS KIT new £90. Also
wheels, tyres and helmet. Kidderminster (Worcs)
752294.

PVC SUIT, RED 5'11" 38/40, matching wet weather suit,
gloves, boots (9), balaclavas, whirly visor and holdall,
£25. Tel: 0253 693359.

SPORTAC

Racewear

THE WORLD CHAMPIONS
CHOICE

Station Road, Gillingham, Dorset
Tel: 074 76 3910

ZIP GP 125 ROTAX 1982, used only one season.
Complete spare engine, both Merlin tuned, SRA rev
counter, 2 sets of slicks, 1 set of slicks used only once
and one set of wets. Also spare fibre glass, carbs, seat,
plus many extras. Everything must go, £1,200 ono.
Telephone: Cleckheaton 870388 (work) or Bradford
682041 (home).

DGR LINERS

All types of cylinder re-lined including air-
and water-cooled. Plated bores converted
to iron liners. Fast service at competitive
prices e.g. 125 Rotax £45 + £2.50 return
post with only 4 days turnaround time. Also
Zip Rotax short circuit outfit, 6 races only.
£900.

Tel: Dave Daytime (0902) 631238
or (0922) 39914. Evenings and
Weekends (0902) 726596
(Wolverhampton).

P.S. Contact me at Donington 1st & 2nd June on
Adrian Wilcox's van for a chat about liners.

Next month's features include:- Le Mans, first round of the World Formula E Series, Bridgestone United Kingdom Championships Round 3 — from Rowrah. Snetterton Central Kart Club Championships and Zip Bridgestone Series Round 2. Formula K European Championships. Endurance Racing. Plus of course our regular personality columns — Merlin will definately be back — he has promised to put aside his exhausts and lambs long enough to give us a scintillating column for the June issue which is due for publication on 6th June. (These items were correct at time of going to press.)

WHERE AND WHEN

12th MAY

LITTLE RISSINGTON — (RAF Base, near Stow-on-the-Wold) — Super One Series, Round 2

Boyndie — (3 miles west of Banff, Scotland)
Jersey K&MC — (Belle-Vue)
Guernsey K&MC — (St Sampsons)
Lydden Hill — (Near Sittingbourne, Kent)
Clay Pigeon — (Between Yeovil and Dorchester, on A37)
Rowrah — (Near Frizington, Cumbria)
Wombwell — (Dorothy Hyman Stadium, near Barnsley)
Tilbury — (Dunlop Road, near Tilbury Docks, East London)
Kimbolton — (10 miles southwest of Huntingdon, off A45)
Chasewater — (Pleasure Park, Brownhills, off A5, Staffs)

16th/19th MAY

JESOLO (Italy) — Formula K (135cc) European Championships, Round 2

18th/19th MAY

Zolder (Belgium) — Open meeting — all classes, except 100cc

19th MAY

FELTON — (8 miles north of Morpeth, on A1) — Border Championships — Round 1
Elough — (2 miles from Beccles, Suffolk)
Three Sisters — (Off Junction 25, M6) — Bolton KC
Nuthampstead — (1½ miles east of Barkway, off B1368, Ware-Cambridge Road)
Shenington — Off A422, Banbury-Stratford Road)
Crail — (Fife, Scotland)
Plymouth — (Riverside Raceway)

25th MAY (Saturday)

Nutts Corner — (County Antrim, N.I.)

26th MAY

DUNKESWELL — (5 miles from Honiton, Devon) — Bridgestone United Kingdom Championships — Round 4

Guernsey K&MC — (St Sampsons)
Pembrey — (12 miles from Junction 48, off M4, Llanelli-Kidwelly Road)
Castle Kennedy — (4.5 miles from Stranraer, on A75)
Golspie — (Sutherland, North of Scotland)
Three Sisters — (Off Junction 25, M6) — Merseyside KC
Shetterton Kartway — (15 miles from Norwich, on A11)
Fulbeck — (8 miles from Newark, Notts)
Blackbushe — (Near Camberley, Surrey)

31st MAY-1st JUNE

NUTTS CORNER — (County Antrim, N.I.) — Ulster Kart Grand Prix

1st-2nd JUNE

DONINGTON PARK — (On A453, Nottingham-Birmingham Road, 1½ miles west of Castle Donington, 3 miles off Junction 24, M1) — World Cup (International) — Organised by Bolton and Merseyside Kart Clubs

2nd JUNE

ROWRAH — (Near Frizington, Cumbria) — Super One Series, Round 3

Jersey K&MC — (Belle-Vue)
Larkhall — (Larkhall/Hamilton junction, off M74)
Lydden Hill — (Near Sittingbourne, Kent)

4th JUNE

Guernsey K&MC — (St Sampsons)

6th JUNE

Newtownards — (County Down, N.I.) — 500 MRCI (Karting Section)

8th-9th JUNE

WOMBWELL — (Dorothy Hyman Stadium, Barnsley) — Wombwell Jubilee Celebration Meeting

GOTEBORG (Sweden) — Formula K (135cc) European Championships, Round 3

CLAY PIGEON — (Between Yeovil and Dorchester, on A37) — Bridgestone United Kingdom Championships, Round 5

9th JUNE

CHASEWATER — (Pleasure Park, Brownhills, of A5, Staffs) — Chasewater Grand Prix

Boyndie — (3 miles west of Banff, Scotland)
Kimbolton — (10 miles southwest of Huntingdon, off A45)
Tilbury — (Dunlop Road, near Tilbury Docks, East London)

JOIN THE 210 VILLIERS DRIVERS CLUB

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

All Villiers engines & spares available, to members.

Membership fees £2

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

WANTED: Autocourse, Automobile Year, Rallycourse, Motocourse, Motorcycle Year, World Rallying annuals. Tel. (0978) 762048.

ZIP/HONDA P&R ENGINE rebuilt and fully tuned. A.P. brakes, some spares, wheels, tyres etc. Also Star 250 rolling chassis. Day 0484 771720, Evening 0422 201141.
2 FULLERTON TUNED K80TT motors, very fast and reliable. Used 6 times only, £300 each or £500 for both. Any reasonable offer considered. Tel: Brad 091-265 6954.

DINO INTERNATIONAL ALMOST NEW fully adjustable, 3 sets dries, set wets, cover, stand. £200 ono. Parilla SS20TT, Higgins tuned, very quick. £175 ono. Crawley 37282.

SRA REV COUNTER wanted urgently. Tel: (0978) 762 048.

1984 SRS ZIP 125 ROTAX GP. Raced six meetings only. 1985 full body fitted, immaculate condition — no expense spared. Also wet tyres. Must be seen! £1,650. Phone: Dave (0642) 555371.

UNBREAKABLE FLOOR TRAYS

Make your own floor tray out of 1/8" black polypropylene. 8' x 4' sheet, self coloured black. Easily covers long circuit bodyshell.

061-678 9970

MIKUNI CARBURETTORS AND SPARES '2 - SPEC' 051-420 2222

**A division of Powertool Services,
22 Oldgate, St Michaels Road Ind Est,
Widness, Cheshire WA8 8TL**

AERO PANTHER ROTAX 125 kart complete, ready to race, offers around £795. Tel: 0443 228253.

BOX TRAILER, professionally built for superkarts, tools and tyres, 9 x 5 x 2. £175. 0353 2486.

RETIREMENT SALE — TWO NEW KOBRA chassis, one brand new £220, one 4 meetings only £200. Three Hewland 'D' port engines, fully tuned and very quick — one standard bore £220, one 50.8 and one 50.9, £200 each. Many chassis and engine spares, slicks, wets, etc. One purpose-built trailer £90. One Transit Van 'S' reg, 1600cc in good condition, £600. Ring Mick Mayers (work) Dartford 22221 extn 236, (home) 01-310 4568.

210 HAYWOOD ZIP, fast, trophy winner, very reliable, will mechanic for novice 1st meeting within 70 miles £350 ono. Details ring Ralph, Histon 3264, evenings.
PHOENIX ROTAX 125 IMMACULATE, only used 5 times, black chassis C/W full bodywork, Pirelli tyres, spare set wets, fully tuned motor just rebuilt, maintained by Phoenix. Urgent sale £1,500. Contact Jim Luby, Phoenix Kart 0942 721127.

EX-NIGEL MANSELL RACING KART trailer 13ft long with large awning, carries two karts, section for tools and small cooking area, all your work carried out under cover. Professionally made. Tel: Cirencester 3935 after 9pm.

SOMETHING TO SELL?

Take a Mini-Ad

Tel: Hodd. 44201

FOR SALE

Giles Butterfields 1984 C.T.R.P. prepared superkart.
This machine has not been raced this season, and is in full trim.
For further details on specifications and price call **0327 857458**

RIPSPEED INTERNATIONAL 01 806 4711

Starwars is back!

RAC APPROVED FOR OFF ROAD RACING ONLY Securicor £3.50

£126

BARCLAYCARD VISA DINERS CLUB INTERNATIONAL AMERICAN EXPRESS WHITE ONLY

54 Fore Street, Edmonton, London N18. Tel: 01-803 4355
shops at PINNER and LUTON also

CREDIT CARD ORDERS BY TELEPHONE

CHRIS LAMBDEN TAKES AUSSIE GP

The annual Australian Superkart Grand Prix was held at the Adelaide International Raceway on Easter Sunday, 7th April. The event, first staged in 1982, caters for four classes of karts — 250 International, 250 National, 125cc and 80cc Gearbox. The entry for this year's G.P. peaked others, with 65 drivers registered, all racing for the coveted 'GP' plates in their class.

Only the 250 International results are available and they are:

1st Chris Lambden	Zip/Rotax
2nd Bruce Jolley	Zip/Rotax
3rd Paul Lawson	Zip/TZ Yamaha

This information comes courtesy of Australian, John Lawson, who is currently in the U.K.

ENDURO SCENE

The 1985 Endurance racing season gets underway on Sunday 12th May with the Carbourg 6-Hour event. Carbourg, lying near Le Harve on the opposite side of the bay, promises to see a good turnout. From the United Kingdom, the following regulars will be attending:

Roger Moth

Mark Tilley

Reg Dormer and possibly Reg's brother, John Thierry Ranchion, the French driver from the Carbourg Club

George Robinson

Two weeks later, on 28th May, the team moves on to Le Mans for the 500Km Endurance race. Full coverage will be given in the magazine to these two meetings and others during the next few months.

Anyone interested in the Endurance side of karting is invited to contact *Kart and Superkart* for details.

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

The publishers accept no liability for any loss or damage caused by an error or inaccuracy in the printing of any advertisements.

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

All reasonable care is taken to exclude advertisements of fraudulent or objectionable character. *Kart and Superkart* magazine reserves the right to edit or delete any objectionable wording or reject any advertisement including pre-paid advertisements. Although every effort is made to meet the wishes of our advertisers, mistakes can and do occur. It is important that errors are reported immediately. Mistakes that arise in the course of publication must be notified to us within one month of insertion. After that time claims for credit cannot be considered. No republication will be given because of slight changes or typographical errors which do not lessen the value of the advertisement. All copy submitted is subject to approval of the advertisement manager.

Advertisements are only accepted subject to the above conditions.

PARROTT'S '85 DEALS

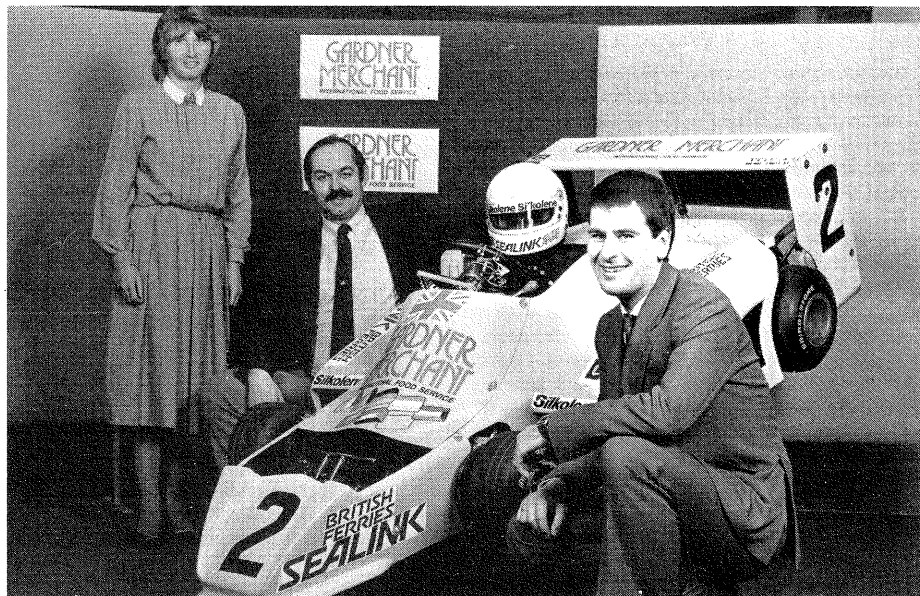
As mentioned previously, Formula E driver, Tim Parrott, has clinched extensive sponsorship for the 1985 racing season. Tim, a Catering Manager with Gardner Merchant who are part of the Truste House Forte empire, has the backing of his company for the current racing season. Gardner Merchant's intention is to use the image of a Superkart throughout the year in order to promote their services, not only at exhibitions and displays, but also by inviting present clients such as the Ford Motor Company and also potential customers to race meetings, where Tim's Gardner Merchant livery will be seen in action as an ideal promotion Vehicle.

Having seen the results and publicity gained during 1984, Gardner Merchant decided to support Tim throughout the coming year and hope that their sponsorship will reap dividends in terms of success for this new venture.

Additionally, having supported Tim during 1984, Sealink British Ferries have joined with Gardner Merchant as the major co-sponsor for the team during this season. The name of Sealink British Ferries has already been seen on Tim's outfit and he will benefit from their valuable assistance in his overseas endeavours in this year's Formula E World Series.

For the third successive year Tim will use Silkolene Lubricants and Silkolene will remain the team's trade sponsor. Preparation will be looked after by Tim's father, Ken and mechanic Kevin Hawes and this year they are running an '85 Rotax, tuned by Anderson Kart Centre.

The team is officially known as Gardner Merchant with Tim Parrott Racing, the outfit liveried in the distinctive yellow body with red and blue Gardner Merchant and Sealink logos, respectively.



BUTTERFIELD'S F3 DEBUT

Ex-Superkart driver, Giles Butterfield's planned FF2000 deal has fallen through. That is the bad news but the good news is that he is now driving Group B F3 and, over the Easter weekend, obtained two signatures and testing continued during the third week of April. Giles is driving for Alan Dorking Racing in Group B and the other driver in Group A is Mark Galvin who competed in the recent round of the Marlboro British F3 Championships. Giles has his first race at Thruxton on 6th May. More news as it comes.

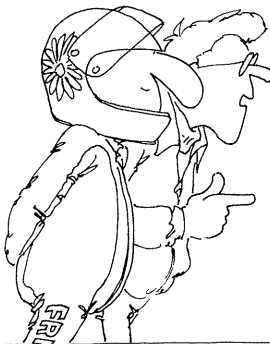
BY BARRY FOLEY

FRIGGIT

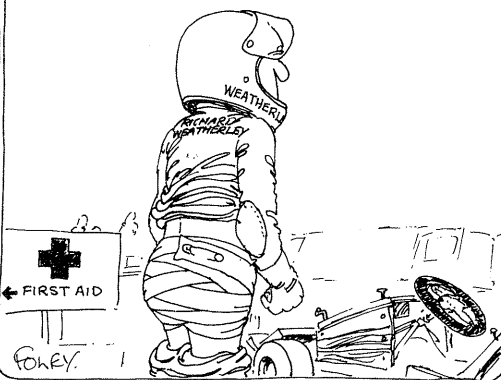
YOU KNOW, I THINK THIS NEW RULE OF COMPULSORY BODY WORK ON THE 135 KARTS HAS CAUGHT A FEW PEOPLE OUT...

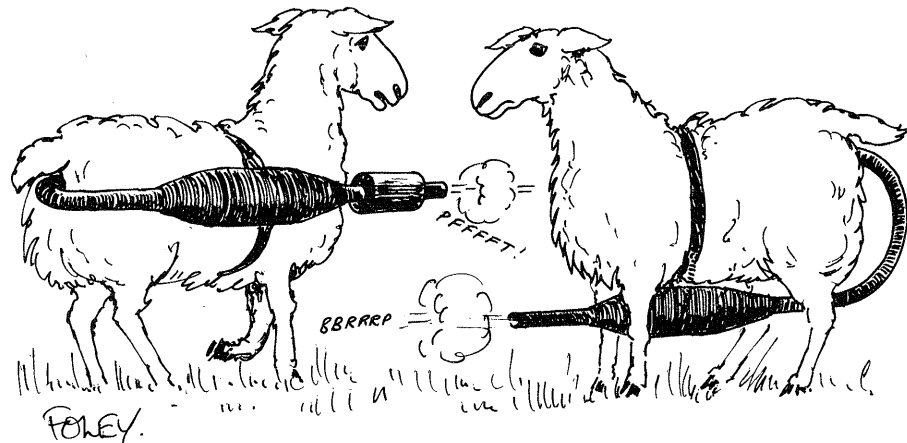


I KNOW - POOR OLD DICK WEATHERCOCK HAD TO BUILD HIS OUT OF PLYWOOD - MIND YOU I THINK HE HAD SOME PROBLEMS...



....WITH SPLINTERS...





IDO WISH MERLIN WOULD STOP TRYING TO COMBINE SHEEP FARMING WITH TESTING HIS BLASTED EXHAUST SYSTEMS!

GUERNSEY TWO DAY EVENT

Once again a two day event is planned for 21st and 22nd September. This involves a Hill Climb on the Saturday for all classes, with the Guernsey Team Championships for 100cc National 4-5 man teams on Sunday morning and the Guernsey Individual Open Championships for all classes in the afternoon.

It is guaranteed to be a hectic weekend, especially when taking into account the social activities in between the racing, which will include a barbecue on the Friday night and a dinner and presentation on the Sunday. The weekend will begin with a practice session at the track on Friday afternoon.

The 100cc National teams will consist of 4 men, with the option of a fifth member as a reserve. Teams will be accepted from Clubs or groups of individuals. Again Guernsey expects to raise a minimum of £600 which will be awarded to the teams. For anyone thinking of visiting Guernsey the Club will be glad to forward brochures of ferry operators, hotels, guest houses, camping, etc. Some of the Guernsey members are prepared to accommodate visitors in their homes.

The Club is also promoting a Hill Climb and race meeting over the Spring Bank Holiday weekend, 25th-27th May. The circuit racing will be on the Sunday afternoon and the Hill Climb on Monday. Social arrangements are also in hand for the weekend.

All interested parties are asked to contact:

Derek Ozanne,
Team Manager,
Anchorage Lodge,
3 Havilland Street,
St Peter Port,
Guernsey,
Channel Islands.

Telephone: 0481 21655

1985 250cc YAMAHA CHALLENGE

Round one of the 1985 Yamaha Challenge took place at Little Rissington on Easter Sunday. Unfortunately the weather was terrible and most of the day's racing took place in heavy rain.

Heat One saw John Coaker get off to a flying start, closely followed by last year's Championship winner Bob Kennings. In third place Novice Ian Slater was driving very well in such appalling conditions. On

lap three Kennings took the lead and carried on to a comfortable victory from Coaker; Rotax powered Dave Hodder was third, with Ian Slater finishing a very creditable fourth.

The third heat saw the weather brighten and the track start to dry out. Once again Kennings led from start to finish, followed closely by Paul Pedelty. In third place was Dave Hodder and fourth place went to Peter Hughes.

The final naturally had Kennings on pole position and, as the flag dropped, he shot into the lead once more and never really looked like being challenged. The track was nearly dry and the sun was shining for most of the race. John Coaker followed Bob from the start, with John Tonkinson and Dave Hodder behind. It looked as if this would be the finishing order but, two laps from the finish, Paul Pedelty sorted out an ignition problem and came from ninth to finish third, relegating Tonkinson and Hodder to fourth and fifth respectively.

The second round of the Challenge was held on 21st April at Three Sisters and will be reported on in next month's issue.

If anyone can assist with sponsorship in any way, please contact: Paul Pedelty on 021-353 1041.

?

Would anyone knowing the whereabouts of Bill Armstrong or Bill himself, please contact Ed Duckett urgently. Bill was stationed here in 1983-84 at a USAF base and we believe he has now returned to America, possibly New Mexico. Any ideas? Contact: (0203) 665295.

NOW AVAILABLE! — New *Kart and Superkart* stickers, (16¼" × 5½") for use on karts, transporters etc. All Traders who take *Kart and Superkart* will have these stickers on display on their Trade Vans to advertise to the public that they stock the magazine. The stickers are available to you as well, at £0.60p, from:

Kart and Superkart Magazine,
Pindar Road,
Hoddesdon,
Herts. EN11 0DE

letters..

Dear Ed,

Due to the low response to the Yamaha Challenge this year, I have decided not to help run it. Paul Pedelty, however, has been going ahead and all communications regarding the Series should be addressed to Paul at the following:

4 Parkside Way,
Streetly,
Sutton Coldfield,
West Midlands.
Telephone: 021-353 1041

Yours in sport

Alan Paxton,
90 High Street,
Chase Terrace,
Walsall,
Staffs.

Dear Ed,

I am very pleased with the English kart scene and would be grateful if you published the following in the next issue of *Kart and Superkart*:

As a new inexperienced Formula E driver, I had my first race at Mallory Park organised by the Central Kart Club. My first impressions of the British kart scene were full of nice surprises and earns all my compliments to drivers and officials.

Living in a country in which karting is becoming almost impossible because of Government regulations about circuit races, (nothing over 100cc allowed, noise regulations, lack of circuits — there are only two permanent short tracks and no long tracks) I was feeling a little jealous about the facilities you have in Britain and decided I would like to take advantage of them.

I can only congratulate all the people backing the sport in Britain. The ambience of Mallory Park, despite the snow and rain, was just wonderful!

A lot of thanks and you will see me again.

Yorus sincerely,

Peter Tschanz,
Thunstrasse 4,
CH-3700 Spiez,
Switzerland.

Ron Brassey is desperately trying to obtain a copy of Issue No 3, (March '79) of *Kart and Superkart*. Ron needs this issue to complete his collection and is willing to offer £5.00 to anyone who can come up with the goods. Contact:

R. R. Brassey, Esq.,
"Silverdale",
Tallarn Green,
Malpas,
Cheshire.

Tel: 094 881 636

RAC MSA APPOINTMENT

The RAC MSA has appointed Martin Whitaker as Press and PR Executive. Martin succeeds Ann Bradshaw on her departure to take up another appointment. Martin Whitaker is currently Deputy Editor at *Motoring News*.

125 ZIP YAMAHA good condition, ideal outfit for beginner. Spare wets on rims, nose, bubble. £395. Tel: (0788) 814147 evenings and weekends.

ZIP FX1 PRE PRODUCTION MODEL, unraced, complete rolling chassis. £250 ono. Ring: Petersfield 66255 day or Rogate 373 evenings.

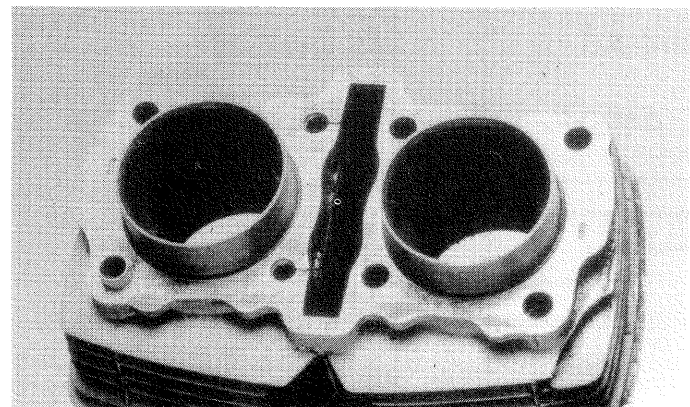
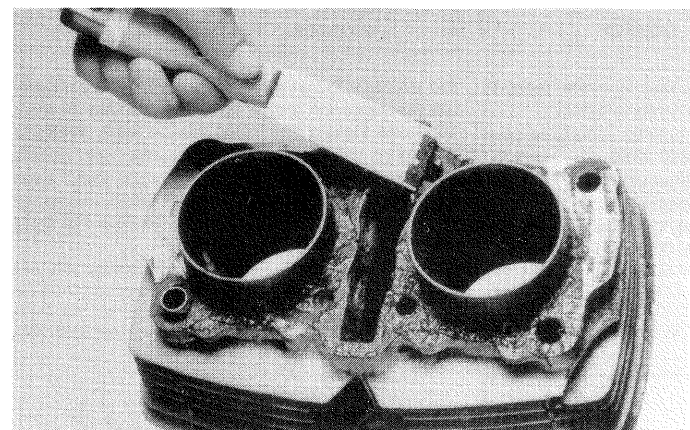
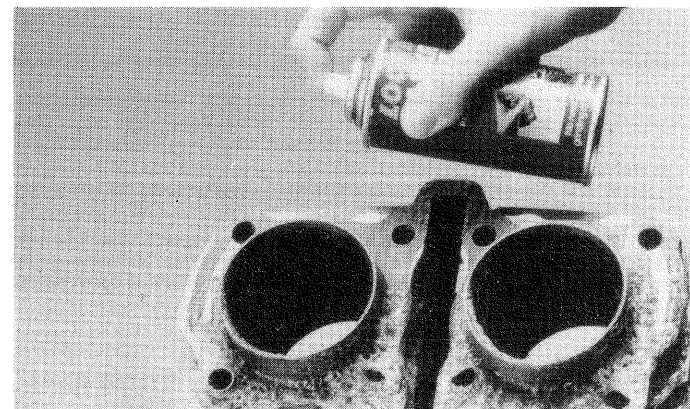
ZIP 984 C/W Hewland T-port for National or Britain, rebuilt throughout, complete and ready to race. £395. Ring: Petersfield 66255 day or Rogate 373 evenings.

THE NEW WAY TO REMOVE OLD GASKETS

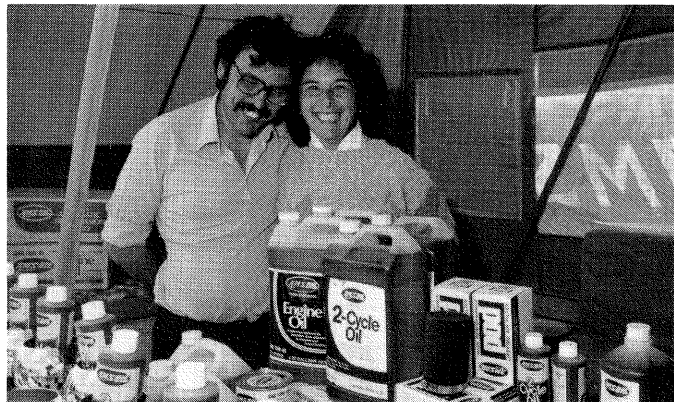
Gasket Remover, a new easy method of removing baked-on gaskets and gasket dressings, has been introduced by Loctite UK.

It is simply sprayed onto the flanges bearing the hardened sealant or gasket. A chemical foaming action during the next five to ten minutes then softens the old material, allowing it to be scooped up with a wooden scraper or putty knife. Subsequently, all that is necessary to prepare parts for reassembly is to wash them down with water and dry off with a rag.

Gasket Remover can also be used to clean carbon deposits from cylinder heads and blocks, manifolds and valves. The new Gasket Remover is supplied in a 150ml aerosol can and normally retails at £2.79, including v.a.t. It is now available from stockists throughout the UK.



TRADING POST



AMSOIL

Amsoil is a synthetic 2-stroke giving optimum performance at lean mix ratios and is imported from America. There are independent dealers selling in the United Kingdom, not only the 2-stroke oil but also a complete range of synthetic lubricants, such as Di-ester Synthetic as used in jet aircraft and Amsoil Gear Lub.

Recommended ratios for the 2-stroke oil are:

Road bikes — 100:1 — richer for racing

100cc Karts — 30:1

Gearbox Karts — 40:1

The advantages of Amsoil — 'wet' in the engine with a high film strength. It is magnetically attracted to metal and provides excellent lubrication. It burns clean with no Spark Plug fouling and will not load-up during prolonged periods of idling or slow operation. It is advised not to run-in on Amsoil but use a different oil for that stage, then change to Amsoil. Piston rings remain free and clean for improved compression and combustion. Excessive carbon build up on piston domes and exhaust ports eliminated.

It is understood that one quart of Amsoil will be presented to every trophy winner at this year's Donington World Cup on 1st and 2nd June, though this is yet to be confirmed. The same will apply to the 100cc Championships. Philip and Simone Burrows, who are importers of Amsoil products, have been involved in karting for about a year now and have seen a number of successes from the products, ranging from 100cc to 250cc International. They are committed and enjoy the sport and regularly support meetings and also offer to speak at Club Nights about the products. They are seeking further trade outlets in the United Kingdom and would like to hear from any interested parties.

Phil & Simone Burrows,
4 Chester Road,
Winsford,
Cheshire,
CW7 2NQ.
Telephone: (06065) 54366

Swarfega has been in continual use for many years, but now DEB Limited offer 'Waterless Swafega Road Pack'. White in colour, rather than the regular green, it is formulated to wipe off with the paper towels provided and leaves the hands clean and dry. Details from:

Martin Williamson,
Assistant Sales Director,
DEB Limited,
Spencer Road,
Belper,
Derbyshire,
DE5 1JX.
Tel: (077382) 2712

11 and lap 13 Millwood went missing leaving the order Bishop, Church, Tolliday, Whiting, Scott and Bridges. On lap 14 Whiting driving one of his best ever races moved up into 3rd place and Dale Bridges displaced Scott for 5th place. Bishop had slowed noticeably on the last lap, but not enough for Church to catch him. Whiting finished 3rd followed by Tolliday, Bridges and Scott.f

100 NATIONAL ‘A’
A disappointingly small field appeared for the premier league, but the quality made up for the lack of numbers.

Heat 1 — It was Robbie Adams away like a bullet and no-one could get on terms with the young Londoner. At the end of lap 1 it was Adams, Kett, Chenery, Gage, Gomeche and Higgins. With Adams still out in front at lap 5 it was Higgins who followed with Cranmer, Gage, Chenery and Mayers fighting over the top six places. By lap 6 Cranmer had displaced Higgins and was chasing hard after Adams, Gage was still 4th followed by Chenery, Mayers and Higgins. This was the way heat 1 finished — Adams, Cranmer, Gage, Chenery, Mayers and Higgins.

Heat 2 — This heat was a benefit for Lee Cranmer who had a flag to flag victory, his only real opposition was from Club 100 ‘A’ champion Mick Mayers. At the flag the order was Cranmer, Higgins, Mayers, Kett, Gage and Adams.

Heat 3 — It was Gordon Chenery who made a fine start and led at the end of lap 1 from John Raper, Higgins, Cranmer, Royston and Mayers. Lee Gage crept into the top 6 by the end of lap 2 and Robbie Adams joined him the following lap. At lap 6 it was Higgins in front but not for long as he went missing at the beginning of lap 7, the order being Chenery, Royston who had now taken 2nd place, Mayers, Adams, Gage and Gomeche — this is how heat 3 finished.

Final — Mick Mayers took the lead at the end of lap 1 from Adams, Cranmer, Gage, Royston, Chenery and Higgins. On lap 2 Cranmer swopped places with Adams and began meancing Mayers. By the end of lap 3 Cranmer was again leading the pack from Mayers, Adams, Higgins, Gage and Chenery. With Cranmer pulling away from the field, the order remained the same until lap 9 when Higgins went missing. At lap 10 it was still Cranmer from Mayers, Adams, Adams, Chenery, Gage and Bob Kett. Whilst Cranmer drove a relaxed race from the front, behind him Mayers and Adams continually swopped places observed by Chenery and Kett. Lee Gage completed the top 6. The final order was an overwhelming victory for Cranmer from Mick Mayers, Robbie Adams, Gordon Chenery, Bob Kett and Lee Gage.

JUNIOR BRITAIN
1st Shaun Nicholson Boxer/TKM
2nd Oscar Newman Kali/Parilla
3rd Ian Smith CORD/Arrow
4th Paul Rees Lane/Arrow
5th Simon Reeks Gillard/Arrow
6th Dean Caswell Gillard/Arrow

JUNIOR BOOSTER
1st Mark Thomas Superkart/Arrow
Nv Adam Baker Mustang/TKM

SENIOR BRITAIN
1st Craig Booth Dart/TKM
2nd Chris Hogben Kobra/BPH Parilla
3rd Keith Baines Kobra/Arrow

125cc NATIONAL
1st Roger Barrington Spyda/Rotax
Nv John Lawman Zip/Rotax

250cc NATIONAL
1st Colin Breeze Zip/KTM

100 NATIONAL ‘A’
1st Tim Bishop Dart/DAP
2nd Martin Church Spyda/TKM
3rd Simon Whiting Mustang/TKM

100 NATIONAL ‘B’
1st Lee Cranmer Gillard/Parilla
2nd Mick Mayers Kobra/BPH Arrow
3rd Robbie Adams Zip/Parilla TT27
4th Gordon Chenery Superdart/TKM
5th Bob Kett Lancer/TKM
6th Lee Gage Wright/Yamaha

Dunkeswell

SUNDAY, MARCH 31st

JUNIORS
Only eight racers in this class with four of these being novices. The pattern of '84 was repeated as Adrian Coles took three of the four wins. Two new young men going well were Matthew Percy (son of saloon car Champ, Win) and Lee Renninson who set fastest lap in the race Coles didn't win.
Best of the novices was Julian Howell, who survived a high speed shunt on the Main Straight, and went on to score two 3rds and a 4th overall.

100 BRITAIN
Four races, three winners; Steve Alway (two 1st and a 3rd), Dave Lloyd (a 1st, 2nd and 3rd), and Paul Branfield (a 1st and 5th). In amongst those battling for places were Julian Pitocco (now a Tabor man), Joanne Jacobs, Steve Sparkes, and Stewart Baker.
The Final had Alway and Lloyd locked in battle, and such was their pace they pulled clear of a four sided dice for third place. For all eight laps Lloyd tried every trick in the book, but Alway was always able to fend him off. Back in third spot Spark had a big moment, leaving the dicing trio of Baker, Pitocco and Joanne Jacobs to cross the line with less than a second between them!

100 NATIONAL
Nearly as good as Britain. Russell Maple scored wins with his Yamaha and set fastest lap in all the races, so a good start to his season. Denys Jones confirmed his '84 improvement by carrying it over into '85 and taking three 2nds and a 3rd, while Mike Miller proved consistent enough to take two 5ths and a 3rd in the Final.

Arthur Wood caused some interest by forsaking Arrow power in favour of a Rotax, with which he was able to run near the front and score a 4th and 5th.

The Final was easy for Maple, while Jones and Miller raced for a while for 2nd spot. Behind them all hell let loose as Wood, Copeland, Elmore and Hiscock raced elbow to elbow for 4th. This type of action pleased the crowd until there was too much action and Wood and Copeland spun out in a controversial incident. This left Elmore to take 4th from Hiscock.

125/210 COMBINED
Only ten in this combined class, with the 210's down to just four entries. Although the early laps were entertaining, the racing gradually developed into a high speed procession, with only the chases between Andy Bundy and Malcolm Williams keeping the racing alive.

Mention must be made of Peter Hawke whose demon starts jumped him from way down among the 210's to right up among the 250's, often holding 3rd place on the opening lap — very entertaining.

Williams, as usual, made his scorching starts to lead, but Bundy was always able to hack through, although he really had to work for it. So hard did Williams push in race three that Bundy equalled his own lap record of 33.6, while Williams did a 33.9!

250 COMBINED
Very colourful, very entertaining. With Mark Allen on hand, visiting the track where he won two titles in one afternoon back in '79, all eyes were on him and his new Barlotti/w-c KTM. He didn't disappoint, taking a win and two 2nds and being capable of outbraking many a local expert.

With nineteen 250's of various shapes and colours, the racing was excellent with the front runners staying bunched instead of spreading out — let's hope this continues in '85.

John Gosling spent the first couple of races sorting out, then responded with two good wins including the Final — helped here by making the right tyre choice beneath a threatening sky that did rain on this the last race of the day.

Others going well were Faulkner, Horwell, Biddlecombe — and the amazing Steve Ford. Last season Ford was usually the best of the 250 single runners, but this day he was right up there with the twins, his Honda taking a 1st, 2nd and 3rd overall. More please.

Spectactor

JUNIORS
1st A. Coles Jeta/Tabor DAP
2nd M. Percy Jeta/DAP
3rd J. Howell Barlotti/DAP

100 BRITAIN
1st S. Alway MM3/Arrow
2nd D. Lloyd Jeta/DAP
3rd S. Baker Dart/Arrow

100 NATIONAL
1st R. Maple Wright/Yamaha
2nd D. Jones DAP/DAP
3rd M. Miller Dart/Arrow

125
1st A. Bundy Zip/Rotax
2nd M. Williams Zip/Rotax
3rd I. Elvin Zip/Rotax

210
1st P. Hawke Lynx/—
2nd F. Tarr Dale/Upton

250 COMBINED
1st J. Gosling Barlotti/Yamaha
2nd M. Allen Barlotti/KTM
3rd M. Faulkner Aero/Yamaha

**WOULD YOU LIKE TO SEE
CLAY PIGEON
RE-SURFACED BEFORE
NEXT SEASON?
Then you can HELP**

To raise the necessary money we are issuing track bonds to the value of £10, which are redeemable in 2 years at fact value. HELP US HELP YOU, fill in this coupon today:-

PLEASE SENDCLAY PIGEON
TRACK BONDS VALUE £10 EACH TO:

NAME

ADDRESS:.....
.....
.....

Cheque/P.Order enclosed value £

I understand I can redeem these bonds at face value between Dec 1st 1986 until Dec 31st 1988

Signed

**and send to: J. BRYANT, THE
TREASURER, CLAY PIGEON KART
CLUB LTD, 90 MEADOW ROAD,
YEOVIL, SOMERSET.**

Photo Caption Competition

Just a little something to tax the grey matter. No prizes, unfortunately, but we hope it stimulates some interesting and amusing suggestions. Perhaps.....

“.....98, 99, 100! Coming — ready or not!”



Chris is still busy — all those karters demanding exhausts. That and the 'lambing season' — bet you didn't know Chris kept sheep. Anyway, he'll be back in June with an excellent feature. His apologies to all.



WHERE AND WHY?

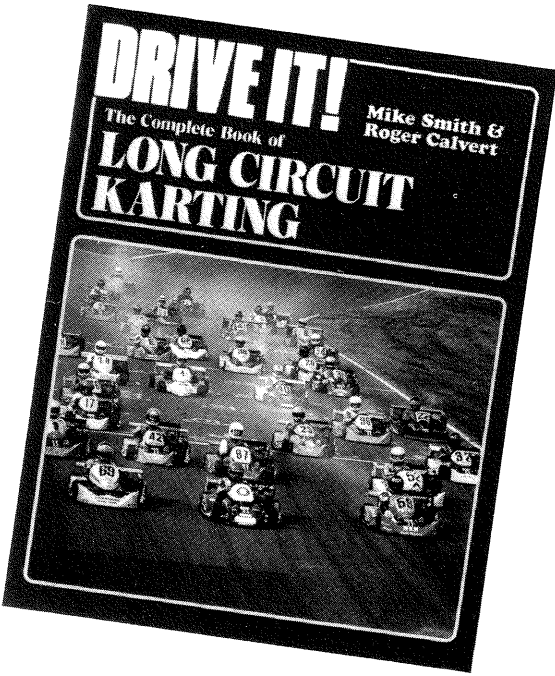
You probably know Who and When, if your eyesight is any good, but WHERE and, more to the point — WHY?

BOOK REVIEW

Drive It! The Complete Book of Long Circuit Karting saw publication by the Haynes Group on 1st May. It is the first book on the sport to be published in the U.K. since the 1960's. The author is Long Circuit Karting reporter, Mike Smith, with photography by Rodger Calvert and the book was two years in the writing. An introduction by Reg Gange leads the reader into the history of karting, with some interesting examples of early machinery. There are chapters outlining the requirements for competitive karting, clubs and circuits, spectating and the art of karting photography. There is a chapter on the principal drivers in all the long circuit classes, including profiles of leading European and Scandanavian Formula E drivers. A complete chapter is also given over to an individual U.K. driver's competition season.

It is an ideal book for those who know nothing about the sport and wish to learn and is also ideal for those who know something about karting but wish to know more.

Copies are readily available from Zip Kart, Pindar Road, Hoddesdon, Herts. EN11 0DE, at £6.95 (including postage and packing).



INTERVIEW

The following interview came by way of the New Zealand Superkart Drivers' Club Newsletter and with their kind permission we reprint it because it makes interesting reading. The interview was with current World Formula E Champion, Lennart Bohlin, during his visit to Auckland for the Nissan Meeting earlier in the year.

Q: Have you enjoyed your stay in New Zealand and what do you think of New Zealand generally?

A: Yes, I have really enjoyed my stay here, the climate is fantastic, just like South Africa and the people are very friendly and have made me welcome everywhere I've been.

Q: What do you think of our circuits and do you like street racing?

A: Street racing is excellent, but not safe enough, someone is going to get hurt soon if something is not down about it. The tracks are all good; my favourites are — Bay Park and Ruapuna, followed by Timarua and Pukekohoe. Bay Park is an excellent Superkart track.

Q: Who of our drivers do you consider competitive with European drivers?

A: Paul Larsen.

Q: Anyone else?

A: No, Paul has had plenty of experience in England, etc; he is the only one who would be in with a chance in Europe.

Q: What is your favourite circuit?

A: Nurburgring, followed by Donington, Le Mans and Bay Park.

Q: What does the future hold for you now that you have won the World Championships?

A: Hopefully to win the World Championships again.

Q: You are now 41 years old; how long are you going to stay in racing?

A: It depends on my sponsors really and how much money is available. Most probably I'll retire after the 1985 Season.

Q: How do you see Superkarting in the North Island, compared with the South Island?

A: Superkarting is ok in both Islands, but I can't understand the incredible rift between Islands. It's like living in two different countries. I know the Poms and the Frogs don't get on together, but at least their Superkarters help each other. North and South Islanders must learn to help each other.

Q: How is Superkarting progressing in Europe; we have all heard that in England the grids are getting smaller. Why?

A: It's staying the same, not getting worse and not getting better. In Europe we are racing more and more with cars, which I enjoy. Last season we raced the day before the World Championship Sports Cars a couple of times.

Q: How much would it cost to run a Superkart for a season in Europe, taking in the World Championships

A: You would need two karts to do the Championships properly. I would say around £10,000 for karts and engines, plus £2,000 for tyres. You would need £5,000 for a truck and another £3,000 for kart spares.

Q: What advice would you have for any Kiwi's who may be thinking of racing in Europe, e.g., the Silverstone G.P. Should they take the karts with them or should they buy gear over there?

A: It depends on the budget. The best way is to buy karts and engines in England, otherwise borrow a kart or hire one, but be careful who you hire equipment from.

Q: Kiwi engine man, Russell Anderson, has just started his own engine business. Are you going to use his engines?

A: I will use his engines and a chassis prepared by him in the World Championships.

Q: Who do you see as the up and coming stars in European racing?

A: A young Dutchman called Perry Grondstra, a Frenchman, Eric Gassin, a Dane Poul Petersen and Roger Goff from England.

Q: Were you ever tempted to race cars?

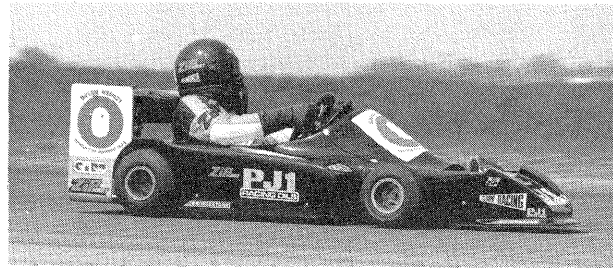
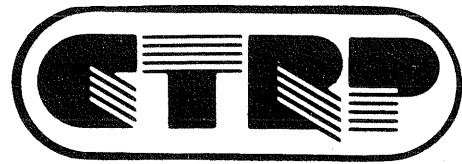
A: I have raced in F3 in 1976 and in F Vee in 1972. The Formula 3 car was two years out of date, but I had a few wins racing against F1 driver, Stefan Johanson, but the money dried up so I stayed in karting.

Q: What was your most satisfying race?

A: Le Mans last year when I won the World Championship. The World Cup win in 1975 at Morecambe was also very satisfying. The World Cup was always a great meeting with a tremendous atmosphere.

Q: Finally, do you have any plans to return to our shores?

A: Yes, hopefully next year, but if I return I must bring my wife and son. I could stay for three weeks. I would only need a sponsor to pay for the air tickets and freight for the karts.



All Forms of Karting Equipment Supplied to Order

1985 spec. CTRP race prepared Team Equipment, tested at the Silverstone Circuit, is now available to you, at unbeatable prices!

Zip Karts Supplied and Prepared Second hand Equipment for Sale

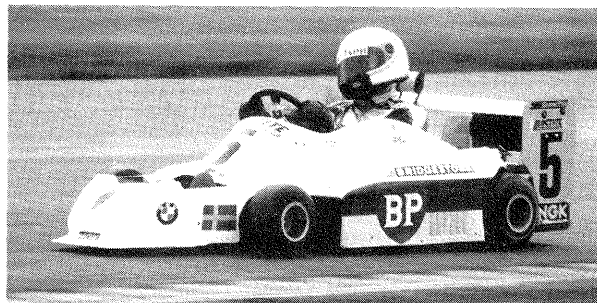


Steering Wheels

Ring us on (0327) 857458 or 857418 or call into
UNIT 6D, SILVERSTONE CIRCUIT,
SILVERSTONE, Nr. TOWESTER,
NORTHANTS.

ANDERSON KART CENTRE

WORLD CHAMPION



Lennart Bohlin

Lennart Bohlin selects a Zip Rotax Prepared and Turned by Russell Anderson.

RUSSELL ANDERSON PREPARATION & PERFORMANCE MODIFICATIONS ARE AVAILABLE TO YOU



36mm MIKUNI POWERJET
(Modified in Sweden not replicas)
NIPPONDENSO "U" Grove Spark
Plugs (Gold Palladium Electrode)

No.1 Shenfield Court, Perry Road, Staple Tye, Essex.

Phone (0279) 36000

210 NATIONAL

Only three drivers in this class, but with two of them being novices it wasn't so bad after all. Brian Irving annexed pole with two heat wins, the other win going to novice Tony Holman. The final was rather drawn out with Irving soon taking up the initiative and the lead, Holman being content to sit in second and learn the track. At around the two-thirds distance mark, disaster struck Holman's kart when his plug lead broke. This left Irving as the sole survivor and thus the winner.

250 NATIONAL

Club Champion, Tony Brown, again pedalled the Maico motor to three heat wins over visitor Stuart Innes-Smith and his Yamaha powered Dino. Geoff Ross had a puncture in the first heat but was sufficiently quick in the others to line up on the outside of the front row. George Greenwood had what appeared to be electrical problems but finished heat two holding the carb together.

The final turned out to be only a two horse race, but what a scrap between Brown and Innes-Smith which started at the off, Brown just being muscled out in the sprint to the first corner. From that point on, Innes-Smith made his kart too wide for Brown to get past and also kept the book in over the top of the hill, must be daft. Halfway round the penultimate lap, Innes-Smith suddenly slowed and stopped with coincidentally a broken plug lead. This in the same race as the Villiers who had a similar mishap. Brown then took the win and added to his points total for the Club Champs.

250 INTERNATIONAL

Mike Davidson again appeared dominant, winning two heats at a furious pace, but cracks were beginning to appear in the third heat when Barry Tolson's persistence paid off with a close win from Davidson. Brian Graham and Edgar Wills both had good drives in their heats, indicating they wouldn't be far away in the main event.

Davidson took an immediate lead in the final but his joy was short lived as Tolson took the lead away from him with only three laps gone. Graham moved up onto Davidsons bumper and three laps later, nudging into second place. Soon after, it became clear that Davidson was having engine problems and he was seen cruising into the pits a couple of laps later to retire. That left Wills in 3rd but unable to do anything about the 2nd place man to leave the order at the end Tolson from Graham, Wills and Steve Mattinson, Barry Mellor bringing up the rear.

Iain Blair

JUNIOR BOOSTER

1st Barry Forsyth Wright/Arrow

JUNIOR BRITAIN

1st Vicky Starkey Zip/Arrow
2nd James McKnight Zip/Arrow
3rd A. Laws Gillard/Parilla

100 BRITAIN

1st Ray Robson MM/Arrow
2nd M. Popham Stratos/Arrow

100 NATIONAL

1st Willie Grieve Dart/TKM
2nd Roy Dickson Superdart/TKM
3rd William Turner TKM/Yamaha
4th Stu Davison TKM/TKM
5th Gordon Wilson Zip/Boyce TKM

125 P&R

1st Dale Spruce Zip/Honda

125 ROTARY

1st Gary Docker Zip/BDR Rotax
2nd Alan Tolson Barlotti/Rotax
3rd Berni Stoney Stratos/CSK Rotax

210 NATIONAL

1st Brian Irvin Barlotti/Villiers

250 NATIONAL

1st Tony Brown Phoenix/Maico

250 INTERNATIONAL

1st Barry Tolson Zip/Rotax
2nd Brian Graham Zip/Rotax
3rd Edgar Wills Zip/Yamaha

Snetterton

SUNDAY, MARCH 31st

For the third consecutive month conditions were ideal for the Norfolk & Suffolk Kart Club to stage the finale to their Winter Series and opener of the 1985 Club Championship. The meeting attracted one of the largest entries for an 'opener' since the Club moved it's base to Snetterton Kartway four years ago.

JUNIORS

As is now regular practice a combined grid of Juniors opened the meeting and as always it was a healthy number of young drivers on hand to do battle.

Heat 1 — It was Shaun Nicholson on pole with Dean Caswell alongside as the flag dropped for the start of heat 1. At the end of this lap it was Nicholson from Ian Smith, Caswell, Oscar Newman, Jason Baker and Darren Kinsey. The order stayed the same until lap 3 when Newman displaced Caswell and Simon Reeks moved onto the leader board. By lap 8 it was Nicholson from Smith, Newman, Caswell, Reeks and Paul Rees. The following lap saw Newman pass Smith to take 2nd spot and Reeks edged past Caswell to take fourth. The finishing order was Nicholson, Newman, Smith, Reeks, Caswell and Rees.

Heat 2 — From lap 1 it was new boy Paul Rees out front from Whittemore, Kinsey, Newman, Nicholson and Baker. On lap 2 Nicholson had a moment with Newman and spun out. At lap 4 it was the inexperienced Rees hanging on to a small lead from Newman, Baker, Reeks, Caswell and Neal Gordon. By lap 6 Newman had disposed of Rees fairly easily and Reeks clearly faster could not find a way past Rees who spent a lot of time weaving across the track. Baker, Caswell and Nicholson followed. Nicholson had a further spin on lap 8 dropping him from the leading pack. At the flag it was Rees, Reeks, Baker, Caswell and Smith with Newman the winner.

Heat 3 — At the end of lap 1 it was Oscar Newman out front from Reeks, Rees, Nicholson, Cleeve and Baker. By lap 4 the order was the same but Reeks had now outwitted Rees for 3rd place. By lap 6 it was still Newman out in front leading from Nicholson, Rees, Reeks, Cleeve and Smith. Smith displaced Cleeve on lap 8 and Nicholson passed Newman. The finishing order was Nicholson, Newman, Rees, Reeks, Smith and Cleeve.

Final — With Newman and Nicholson on the front row all looked set for fireworks. At the end of lap 1 it was Newman, Nicholson, Rees, Smith, Reeks and Baker. On lap 4 both Smith and Reeks passed Rees and a tremendous battle had developed between Baker, Caswell and Kinsey which lasted for the next 6 laps. Kinsey's inexperience showed by the many suicidal attempts to pass, weaving and wheel banging — he finally crashed heavily into the bales and was thus demoted to last place. By lap 11 it was Shaun in the lead from Oscar, Smith, Reeks, Rees and Caswell. Rees edged by Reeks on lap 13 and at the flag it was Nicholson, Newman, Smith, Rees, Reeks and Caswell.

JUNIOR BOOSTERS

It was Mark Thomas who dominated the Booster brigade with 4 victories, the only other entry Adam Baker had a leisurely day and had no trouble in

collecting the Novice award. The unfortunate Julian Jenner who had looked forward for a long time to his debut in Boosters was sent packing by the RAC Steward because the RAC had failed to return his medical card.

100 SENIOR BRITAIN

With 15 on the grid it was one of the largest Senior Britain grids at the Kartway for some time.

Heat 1 — From the flag it was Craig Booth who was never headed. Second place was fought over for 6 laps between Simon Spurrel and Craig Caldwell. Spurrel spun to the back of the field on lap 7. At the finish it was Craig Booth, Chris Hogben, Craig Caldwell, Chris Pollard, Keith Baines and Paul Murphy.

Heat 2 — The first 8 laps were lead by Craig Booth from Keith Baines and Chris Hogben. On lap 9 Snetterton regular Baines took the lead. At the flag it was Baines, Hogben, Pollard, Booth, Tinworth and Stephen Cave.

Heat 3 — Early leader was Spurrel from Baines, Cave, Hogben and Murphy. Baines took the lead on lap 3 and held off Hogben and Spurrel until lap 9 when Hogben took the lead and ultimately victory from Baines, Spurrel, Murphy and Cave. At the weigh-in Spurrel was found to be underweight and was disqualified.

Final — From lap 1 it was Chris Hogben from Booth, Baines, Pollard, Cave and Tinworth. On lap 3 Booth took the lead from Hogben and was never headed. At lap 6 Baines moved into 3rd spot followed by Pollard, Cave and Murphy. The order was unchanged at the flag.

GEARBOX (Combined)

In the 125cc class Rogert Barrington carried on where he left off last season and romped away to 4 victories. His main rival 'Rocket' Ron Banthorpe had a day of troubles and just coasted round gracefully in the final with a 'wing and a prayer' hoping that a stripped sprocket would hold together — it did! John Lawman took the Novice award.

In the 250cc National Class, Colin Breeze unveiled his new Zip/KTM outfit and looked set for victory, but mechanical problems cost him a finish in heats 1 & 2 which went to Mick Finnie. Colin got his act together for heat 3 which he made sure was going to be his race. With confidence back for the final Colin claimed his 2nd victory of the day and overall points for the day by just one point from Mick Finnie.

100 NATIONAL 'B'

Heat 1 — From lap 1 it was Martin Tolliday from Sterry, Marian Rump, Dave Adams and Tim Bishop. By lap 4 Marian Rump's race was over and Tolliday had established a lead from Sterry, Adams and Bishop. At lap 7 the order remained the same and Alastair Jordan had joined the top 5. The order remained the same until the flag.

Heat 2 — Saw Tim Bishop take an early lead he was never to lose. Martin Church, Sterry and Dave Adams completed the top 4. As the chequered flag dropped it was Bishop, Church, Adams, Millwood, Simon Whiting and Martin Tolliday.

Heat 3 — This time it was Dave Adams who scored a flag to flag victory. He was pursued the entire race by Simon Whiting who was disqualified for being underweight. Martin Tolliday finished 3rd, followed by Tim Bishop, Dale Bridges and Mike Millwood.

Final — With a different winner for each of the heats, it looked to be anyone's race. As Norman Chenery dropped the flag it was Dave Adams who took the lead from Bishop, Tolliday, Church, Millwood and Sterry. The order stayed the same until lap 9 when Adams retired with an engine problem. At lap 10 the order was Bishop, Tolliday, Church, Millwood, Whiting, and young Dale Bridges driving like a veteran in his first Senior National meeting. Church displaced Tolliday on lap 11

Little Rissington

SUNDAY, APRIL 7th

It was a wet Easter Sunday that greeted the 139 competitors to Little Rissington for the first meeting in the 1985 Bromsgrove Kart Clubs calendar. As we don't have practice days, we give the drivers as much race day practice as possible, but thanks to the weather, few took full advantage of this. With 32 races to get through, racing got under way just after 12 noon.

JUNIORS

Despite the slippery conditions, our only Booster, Hugh Costelloe, drove very competently all afternoon in with the Jnr Brits.

In the Junior Britains, Martin o'Connell won all three of the heats, Jason Bird took two second placings. British Booster Champion Bobby Game has moved up and was another leading light.

The final saw O'Connell on pole and from the flag he shot off never to be headed to the end. Simon Court took second from Bobby Game in third.

100 BRITAIN

We saw some clever tactical driving from Mark Beddall in his heats, he would pace himself until a couple of laps from the end, he would make an exciting charge to take the lead, this he did in all three of his heats. So all eyes were on Beddall in the final, other drivers on form were Peter Meakin, Paul Branfield and Steve Sparkes.

At the off, Beddall got the jump, this he held onto through eight hectic laps to win from Sparkes, Branfield and Eric Butler. A special mention for Phil Cooke, who had some disastrous heats but did well to finish 5th.

100 NATIONAL

From a good entry, the heats all produced different winners, which meant that the racing was open all afternoon.

Ray Lewis led the early laps of the final from John Crookes who went off on lap 3, by which time Lewis was slipping back through the pack, the new leader was Neil Robinson, but only briefly as he to was swallowed up by the chasing group. From 7th on lap one, Martin Gilbert had stormed through to take what was to be a race winning lead followed by Mike Day in 2nd. In third was Paul Wilkes who had charged through from a lowly grid position.

125 NATIONAL

Good open racing with three different heat winners, Bundy, Morris and Williams, but any of at least eight could take the final.

As the flag dropped, Alan Bundy was left as the rest fought for the lead early on, at the end of lap one it was Malcolm Williams who led from Novice Bob Cooper, by the end of lap 2 Michael Morris had overtaken Cooper for second place but he couldn't catch Williams who went onto win from Morris and Cooper (a name to watch).

210 NATIONAL

A few 'fairweather' drivers decided against racing in the wet, which left a good if depleted entry. From the heats, Paul Woodward and Colin Hoare were going to be the ones to watch for the final, and so it proved as Colin eased away from Paul to take the win with Glen Clarke in third and Mark Powell in fourth.

250 NATIONAL

We saw water-cooled Nationals for the first time at 'Rissi and the final was a race between water- and air-cooled karts, Paul Klaassen on the liquid-cooled kart battled it out with John Ottery on the air-cooled version, Paul just managed to hold off John at the flag with Kevin Mason in third.

250 INTERNATIONAL

This was a round of the Yamaha Challenge and attracted a good sized entry from this series, which deserves more support from drivers to keep this class affordable to clubbies wishing to race on kart circuits.

The heats and final turned out to be a Bob Kennings field day as he won everything and must be confident about doing well at the RAC GBox Championships here in June. In second place was John Coaker with Paul Pedalty in third.

As a footnote the BKC would like to keep up their tradition of having the best facilities in the country, but we'd like to see some drivers at work parties, remember you get a 'Free' entry on completion of a full days work at 'Rissi more details by phoning Stonehouse 5463.

Paul Ogden

Rowrah

SUNDAY, APRIL 14th

Blustery but generally fine weather greeted the 60+ drivers who turned up at Rowrah for round two of the Club Championships. The entry was larger this month as there were more people who had managed to prise Medical Certificates out of the RAC. Many of the gathered masses were debuting new equipment including the short circuit part of the Hazard Racing team. The team was displaying the innovative new wheel/tyre remover; known as Vicky's dad, this item is available now on free transfer. The club will be organising a clubmans race for 100 Nat drivers not registered in the Super One series at the Rowrah round. Interested drivers should contact Mike Ballantyne as soon as possible, as the grid will soon fill up.

JUNIORS

Once again the classes were combined with only one Booster and one Intenational racing with five Junior Britains. Vicky Starkey was mostly dominant in the Britains, winning two heats but allowing a minor indiscretion in heat three to drop her to second and give D. McDonald the win.

Starkey got the jump at the start, with Barry Forsyth in close attendance followed by McDonald and James McKnight as the order at the end of lap one. Two laps later, McDonald hady gyrated out of 2nd place elevating McKnight and A. Laws one position. Starkey continued to the flag untroubled to record her first Rowrah victory of the season. Second was McKnight with Laws 3rd. Sole Booster representative (where have they gone?) Barry Forsyth finished second on the road but was a class winner. Jonathan Holt had a fraught debut in Jr. Inter. but seems determined to do better in future, I hope he does.

100 BRITAIN

First outing of the year for our Brits whose number was swelled by the late entry of Club Champ, Lloyd Ross. As it turned out, Lloyd was to have a poor day by his standards, 3rd and two 2nds being his heat results. Emphatic winner of all the heats was R. Poole from Newcastle who was racing with his female companion in very similar helmets, most confusing.

Poole took an immediate lead in the final from Robson and G. Bell, Lloyd Ross failing to survive the rolling lap. Three laps into the race, Poole began to ease away from an interesting tussle for second between Robson and Bell with novice Popham looking on from an ever decreasing distance. With two laps left the pressure on Robson was lifted temporarily when Bell's chain broke. I say temporarily because Popham was now in full stride and gaining visibly on the former owner of his gear.

Time was against him and Robson hung on to 2nd place. This became first when Poole discovered that his motor was N-ported and withdrew from the results. As already mentioned, Robson was the winner with Popham second.

100 NATIONAL

A full grid ensured that racing would be anything but dull in this class although at times it tended to be rather too lively. Although many drivers had mixed fortunes, including John Docker and Gordon Wilson, a Rowrah returnee had a stunning return to secure pole position. Willie Grieve came out of retirement and ran round relatively trouble free all day. Roy Dickson made it a Northumbrian front row, whilst the second row consisted of Jim Forsyth and Phil Chappel, Rob Gardiner and D. Critchley making up row three.

Grieve led the field at the end of lap one from William Turner, Dickson, Stu Davison, Chappel and N. Smith. Within a few laps, Dickson found a way past Turner and joined Grieve in a race long battle for the lead. By about two-thirds distance the lead protagonists had eased away from the struggle going on for third between Turner and Davison. Docker was now moving up through the pack from his lowly grid position and has handily placed just inside the top ten but with too much work to do to get in touch with the leaders. The remaining laps were reeled off with changes in only the minor places although that doesn't tell the tale of the cut and thrust, wheel to wheel racing which took place in the course of the final without any of the painful clashes of the heats. The final places were resolved in the order Grieve, Dickson, Turner, Davison, Gordon Wilson and Chappel with Docker in 7th and just out of the pots.

125 P&R

Three drivers in this class, racing with the rotaries but for separate trophies. Our own Andy Harvey was joined in this conflict by Lancastrian hotshoe, Dale Spruce, and a visitor from Scotland, J. Browly. Spruce almost made a clean sweep in the heats but non-finished heat one after an argument with one of the Rotaxes, breaking a seat in the process. Browly had a win, 3rd and DNF to take 3rd on the grid whilst Harvey was 2nd in all his heats for 2nd on the grid. As it happened, Spruce was the only driver to complete race distance. Harvey slid off the track and temporarily inverted himself, but was uninjured and Browly failed to finish for reasons unknown.

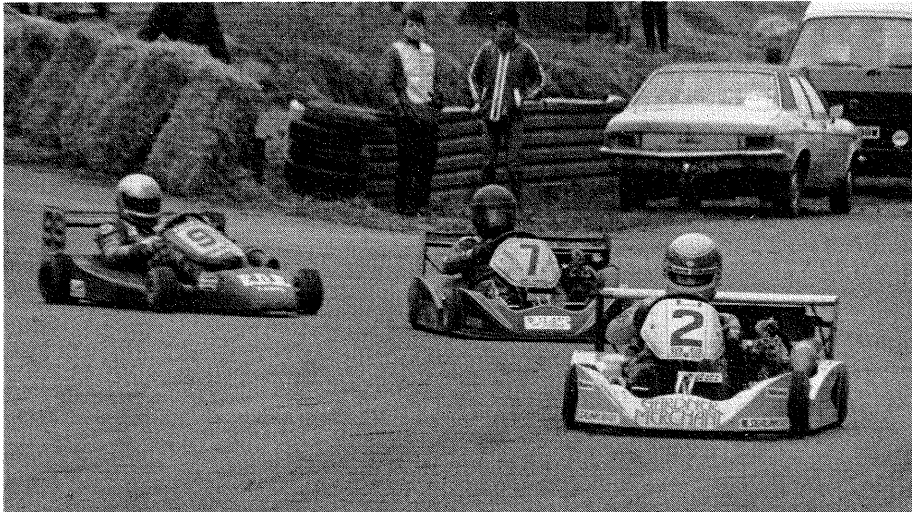
125 ROTARY

Twelve drivers signed on at start of play including former Club Champion, Bernadette Stoney, and current Club Champion, Gary Docker. We also had two brand new Phoenix/Minarelli outfits in the hands of Chris Bell and Brian Bird, both making their karting debuts. All very welcome and the more the merrier.

In the heats Gary showed the mettle of his motor, which is a combination of Ballantyne/Docker thinking, winning all three heats with absolute ease. Of the rest, Berni Stoney was most consistent with two 3rds and a 5th to take up the mid-front row position. David Davidson was next up after 2nd, 3rd and DNF in his heats. Brian Winder and Alan Tolson were the other two drivers to notch up second places in the heats and took up station on row two in that order.

Docker wasted no time in making the final a one horse affair and had already eased away from the chasing group at the end of the first lap. Tolson was next, closely followed by Winder and Stoney. Two laps later the lead had increased to something around 100 yards and Spruce (P&R) had closed up to harry the battle for 3rd raging between Winder and Stoney. Winder hung on doggedly for third until the very last lap when Stoney managed to find a way round him. So Docker strolled on to an easy win from Tolson, Stoney and Winder.

EASTER SUNDAY TORRENTS



Parrott (2), Goff (7) and Stylin during the Formula E Final, exiting the Hairpin.

Steve Stylin takes his first Formula E win of the season over Roger Goff and Martin Hines. In 250 National Alan Cheetham's KTM leads home Ian Woodcock and Rob Hipkin, whilst the 125 National victory goes to Stephen Coward, with Peter McCallum and Chris Stoney filling the next two places. Andy Martin's Villiers scores top points over George Bett and David Green in this the first round of the RAC Long Circuit Championships.

Report: Ed McCormick

Pics: Doug Rees

The largest entry for some time, over two hundred drivers, trekked to the Lincolnshire circuit of Cadwell Park to contest the opening round of the British Championships. A pity the weather couldn't have been kinder; almost torrential rain on Easter Sunday heralded the onset of Spring and therefore deemed the event a 'wet' one.

The healthy grids in each class are hopefully an indicator of what can be expected in the future. Formula E boasted thirty-plus, likewise 250 National which almost peaked the forty mark. It was nice to see the Villiers lads adding encouragement to their class with almost thirty turning out. In the 125 P&R class the second round of the Championships drew eighteen drivers vying for points, whilst 125 national was again the best supported with eighty-plus signing on. An interesting innovation for the Formula E competitors was the introduction of a system of timed trials. The entry was divided into two groups, the object of the exercise was for each competitor to come within six seconds of the 1½ mile Club Circuit lap time for the class, though the fact that timed trials were to be held should have been notified prior to the day. It does pose an interesting question: what if one of the usual top ten finishers failed, through no fault of his or her own except due to the conditions, to qualify within the limit imposed, would they too have been excluded from the grids. If one imposes a rule then it must apply equally across the board. Those competitors who made the long haul to Cadwell and failed to qualify and because of the lack of notice, should be offered some form of entry fee refund in recompense. It would seem that the idea of timed trials was instigated following the February 'Opener' that left Derek Rodgers in such pain.

order in the first two places. Simon Quance improved with a third, while Mark Lockley, not seen regularly on long circuit for some time, claimed fourth. John Brennan and Andrew Worton were next along. John Newton improved too after his first heat with a seventh, whilst Graham Sykes fell back to eighth, followed by Steve Jones and Dudley Martin.

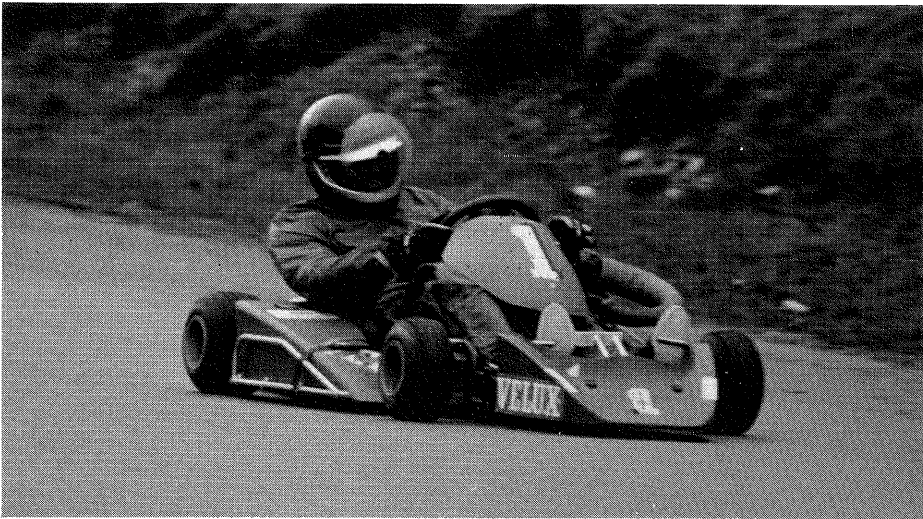
The P&R lads with a greatly increased grid offered some fine competitive driving. The class is dominated by the Honda motor and only three drivers campaigned different power packs — Gary Needham with a Minarelli; Harvey Loveday an Aspes and Dennis Mairs a Yamaha. It was Mairs who took his Yamaha to first place in the initial outing. Coventry's Alan Naul was next up followed by Michael Fowler, Calvin Fortnam, Graham Barker and Gary Needham. Ken McNeight and John Pycock made seventh and eighth. Ian Waller, who started from the middle of the grid, finished up taking a mud bath, though fortunately did no damage to either himself or machinery, but did come in for a lot of heckling on return to the coach from the likes of Messrs Piatkowski, Keegan and Grimes! Whilst on the subject of the said coach, where yours truly was enjoying a very welcome cup of coffee and some solace from the freezing rain, along with an associate, 'Jockey', the topic of boys and Boys Scouts arose and the name of one Terence Keegan was jocularly banded about in connection with the said juniors. That, however, is another story.....!

The Second P&R heat saw Fortnam drive to victory while Dennis Mairs had to settle for second but with the knowledge he had earned himself pole for the final. Third up was Alan Naul, followed by Gary Needham, a somewhat cleaner-looking Ian Waller and Chris Clarke. Graham Barker, Phil Wilkinson and John Pycock rode along next.

A healthy-looking field of 250 Nationals led out for their brace of heats, with nine water-cooled KTM outfits sprinkled amongst the order. GP holder, Mike Doble, sat on row eight with his work cut out to make any impression on the front. Alongside Mike was promising newcomer, Mark Webster. Up at the head of the pack and blasting down to the hairpin were Steve Edwards, Dennis Barnes and the attractively liveried blue outfit of Mark Allen. The action was pretty furious in the wet conditions but, in the end, it was a victory for second row man, Ian Woodcock. Mark Allen and Mike Doble with fine drives made second and third. Mike Hodgins, Rob Hipkin and Mark Webster brought the number to six. Keith Bisp, displaying the same livery as



Ulsterman, Brian Kennedy, qualified via the Repechage for a place on the main Final grid in 125 National.



George Bett (210 National), two second places in the heats.

Mark Allen, enjoyed better fortunes than of late with a seventh. John Atherton, Alan Cheetham and Colin Fletcher were next along.

In the second and final session Mark Webster made no doubts about it and took the flag; Mark Allen grabbed another second after hounding Webster for most of the way following a rear order start. Woodcock this time was relegated to third but assured of pole for the final. Mike Hodgins, Keith Bisp and ‘Slush Puppie’ driver, John Atherton, gave chase for the next three slots. Jamie Vale, Rob Bicknell, Dennis Barnes and Peter Barlow completed the order to tenth.

Formula E, with the largest trid so far this season, had all the ingredients for some good racing; names like Gange, Styryn, Hines, Rodgers, Dean, Parrott, Goff, Glencross to name but some of those present. It was unfortunate that the conditions forced a reduction in the pace, though they in no way affected the glamour or spectacle. There were four Anderson tuned motors looking for the front in each session, those belonging to Rodgers, Glencross, Dean and the latest advocate of the new kart centre, Tim Parrott with his Garnder Merchant backing. All three of the Hermetite team were out in the testing conditions, with Hines showing well in practice, though not doing so well in the first heat. Donovan Collier too was one of several getting a taste of Cadwell 1985. Looking good in practice was EDR’s Steve Styryn and an improving partner, Richard Boston. A surprise to see, and justly deserved, was a victory for Tim Parrott starting from row four behind regular chargers, Dean and Gange, who incidentally finished in that order. Tim hasn’t had a lot of success during the past year, mainly due to a very stringent budget and lack of backup. It could well be a sign of better things to come. Leaside’s Rodgers, after scrapping most of the six laps with Roger Goff, headed him home for fourth. Phil Glencross, Richard Boston and Martin hines were next along. Steve Styryn unfortunately ran into difficulties during the session and therefore did not feature in the results.

The last outing saw a grids reversal, Hines featuring close to the front with Goff and Reader; Styryn sat behind alongside Vice Hempsall, Rodgers was on row six whilst Gange sat on row eight.

It was Gange who hit the front early but Hines was soon chasing while Rodgers and Goff fought it out to the rear. Styryn was closing; Dean and Parrott were also hard at it, testing the performance of each others motors. There was, however, no dislodging Gange from the head of the field, at least not in the driving sense. He went on to take the flag, but the victory was to be short-lived affair, following a slight infraction of the starting formalities and he was relegated to seventh place in the finishing order. The result, therefore, was — Hines, Rodgers with a good second from Styryn who

beat Goff to the line. Tim Parrott and Richard Dean followed along in fifth and sixth; Reg and Steve Gill were next up.

With the customary large 125 National entry there was plenty of action from the split heat groups and the Qualifier — those doing badly in the heats destined to be repechaged, with only the first six going through to the rear of the main final grid.

The first group had the likes of Shaw, McCallum, Poole, Ziemelis, Barrington and Luby. From the early stages Luby showed his usual form; starting from row five he was quickly at the front, in a position where nobody could stop him and went on to complete the six laps and a fine win. Salford’s Ian Shaw hung on in second, not giving an inch to the lanky Scot, Peter McCallum, in third. Colin Poole, a consistent front runner, made fourth, ahead of Barrington and Ziemelis driving a borrowed kart. Stoke man, Steve Cowell, was next up, leading Steve Murray, a very infrequent visitor to these shores, Henry Crossen from Newtownards in Northern Ireland and Dave Haughton.

Chris Stoney was extremely quick in the next group and in the wet was literally flying. He took the flag from Anderson-powered Duncan White, Stephen Coward, Nigel Wigg on the Simon Wright outfit, Ian Beaumont and the Goff prepared Rotax of Adrian Wilcox. Colin Mills, Phil Middlehurst, Paul Molloy and Gary Ashurst completed the first ten home.

With the groups mixed about a bit the next heat shot off the line, EuroKart’s Derek Price in his first outing of the season making a meal of it with a decisive victory over Stephen Coward. Stoney thrashed along in the wet conditions for third, next was Brian Kennedy, another visitor from the Irish side of the water, followed by McCallum and Middlehurst. Others well-placed in the heat were Molloy, Ziemelis and Beaumont.



125 National’s Chris Stoney, fine heat performances, finished 3rd in the Final.

The last session before the Qualifier and finals saw a joint takeover bid by Shaw and Poole for the victory flag, only for it to be thwarted by Champion Luby. It was he who led them home for the second time and justly earned pole for the final. Colin Poole succeeded over Ian Shaw for second, destined for the second row of the main grid later. Boyd Barrington improved on his earlier outing with a fourth, whilst John (Cooke) Cooke and Mark John Allen with the Motiv Rotax setup made fifth and sixth. Julian Burleton, Steve Cowell, Nigel Wigg and Doncaster’s Nigel Dace also made the top ten.

125 QUALIFIER

The Qualifier is always fraught with plenty of determination because those relegated to it know that only a few will go forward, six in this case and as it was a British Championships meeting there were lots of grim-looking expressions on the faces of the large grid that lined up for the eight laps. Brian Kennedy was one, keen to take back to County Antrim, if not some points, then enough satisfaction to warrant his long trip to Cadwell.

It was a ‘no messing about’ race for Kennedy and he came through to a fine victory, though with no delusions about his chances in the main event. Gary Ashurst held on for second ahead of Craig Dixon, whilst Malcolm Clark, Robert Marsh and Richard Crump scraped in for inclusion on the grid.

210 NATIONAL FINAL

After total domination of the heats it followed that Andy Martin and George Bett would occupy the prime positions on a grid whose first couple of ranks looked thus:

Quance	Bett	Martin (Pole)
Parker	Sykes	Brennan

Dudley Martin sat on the inside of the next row.

As the starter sent them on their way Martin broke first into the Hairpin with Bett close on his heels and then the rest thundered through. Out of Mansfield Martin was still there with Bett in tow, Quance and Parker leading the rest — all but Tim Price, the first retirement, as he pulled into the Pits.

The second tour and the battle was on, Bett had moved ahead, Martin fractionally to his rear whilst Quance and Parker still maintained station. Andrew Worton, Glenn McAdam and Dudley Martin led the rest.

Bett was still at the head of the queue next time round with Martin looking for a way through, then there was a short gap back to the next trio and this time it was Mark Lockley who had surged ahead to occupy third and led Quance and Parker. It was to be a short-lived third spot — he disappeared on the next lap. Behind came Green, McAdam and Worton.

The fourth lap showed a displacement of leader Bett — Andy Martin was back in control and between them they had stretched out a fair gap over Quance and Parker. Behind them was a new incursor on the scene — David Green, from Barton

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)

Pembrey

SUNDAY, MARCH 24th

Cardiff Kart Clubs second meeting of 1985 was run on March 24th in dry weather, but with the same chill wind of the previous month. Unfortunately a large number of drivers who had entered did not turn up, and this decimated some grids.

JUNIOR BRITAINS

Our four Junior Britains started the proceedings, L. Rennison led Heat 1 throughout to win from R. Phelps, L. Middleton and J. Williams.

Heat 2 was led to half distance by R. Phelps when L. Middleton moved up from second to take the lead and win. L. Rennison was third from J. Williams.

Heat 3 was a flag to flag win for L. Rennison. R. Phelps was second from L. Middleton until L. Middleton passed him on lap 7. J. Williams was fourth.

The final was led all the way by R. Phelps. L. Middleton got up to his back bumper on several occasions but never succeeded in passing him. L. Rennison was third, J. Williams was a long fourth after losing several laps.

100 NATIONAL

100 National was divided with Novices having their own heats and final. P. Stephens led Heat 1 and 2 from flag to flag.

Heat 1 had D. Morgan in second spot from K. Davies and H. Williams until lap 7 when D. Morgan came to a halt with a seized engine. This seems to have caused a bit of bother as only four finished, P. Stephens, K. Davies, H. Williams and R. Tout. J. Hogarth had moved up to fourth spot on the last but one lap but came to a halt.

Heat 2 again saw D. Morgan in second spot from R. Tout and K. Davies until a spin put him well down the field. R. Tout was now second from K. Davies and R. Dickson. On lap 4 K. Davies moved up to second spot and the order was set to the flag. J. Hogarth was fifth from D. Morgan and H. Williams.

Heat 3 was a flag to flag win for M. Marner from the R.A.F.M.S.A. M. Collard held second spot until K. Davies and P. Stephens passed him. M. Collard held his fourth spot to the end ahead of R. Dickson and H. Williams.

The final was led all the way by P. Stephens with a comfortable lead on the second man K. Davies, who in turn was clear of R. Tout in third spot. Behind a fair old ding dong was on with H. Williams leading a nose to tail snake of D. Morgan, M. Marner, R. Dickson and J. Hogarth. On lap 9 H. Williams overcooked it and D. Morgan collected him. The remainder of the pack streamed past while H. Williams and D. Morgan struggled to restart, H. Williams continued but came to a halt on the last lap. D. Morgan could not restart. Fourth man home was R. Dickson from M. Collard and J. Hogarth.

100 NATIONAL Novice

The 100 National Novice saw D. Thomas winning Heat 1 and 3 with a flag to flag win.

Heat 1 saw D. Davies in second spot on lap 1, but A. Macey took over the second spot on the next lap. E. Bayes finished fourth, R. Wills came to a halt on lap 3.

Heat 2 was led by D. Davies for three laps until A. Macey took the lead on lap 4. D. Davies now held second spot for two more laps until D. Thomas passed him, only to come to a halt on the last lap, promoting D. Davies back to second. These were the only finishers.

Heat 3 saw A. Macey take over second spot on lap 2 to hold it to the flag, D. Davies was third. R. Wills came to a stop on lap 8.

The final was led off by A. Macey with D. Thomas from D. Davies. D. Thomas and A. Macey changed places on lap 8. D. Davies held third throughout from R. Wills. E. Bayes came to a stop on the last lap.

125 NATIONAL

The 125 National was decimated by half the entry not turning up.

Heat 1 was led all the way by M. Morris, with a brief excursion to the front by D. Roche on lap 4. He finished second from J. Williams.

J. Williams led Heat 2 all the way. K. Bisp was second for the first two laps until both D. Roche and M. Morris passed him. Finishing order was J. Williams, D. Roche, M. Morris and K. Bisp.

Heat 3 was led for four laps by D. Roche until K. Bisp took the lead and M. Morris moved up to second spot. M. Morris moved into the lead on the next lap, and so they finished. J. Williams had some problems and finished two laps adrift.

M. Morris grabbed the lead in the final and held it throughout with K. Bisp second. J. Williams was third. D. Roche lost a lap on lap 4 and came to a stop on lap 9.

125 NATIONAL

If the 125 National entry was down, the 250 National was not, a total of 11 entries making for a good grid. D. Griffiths made a welcome return after a lay off of several years, with a water-cooled T.K.M.K. Bisp was also entered in this class with a similar engine, while S. Ford (Bromsgrove) was Honda powered. Well as the advert said ‘‘Betta Getta Honda’’ for S. Ford led the three heats and final from flag to flag.

K. Bisp was second in Heat 1 until lap 6 when he disappeared form the running. J. Jones was fourth behind D. Griffiths until they swapped places on lap 6. M. Mitchell held fourth throughout, P. Griffiths was fifth.

Heat 2 had D. Griffiths holding second spot until falling out on the last lap. This promoted C. Davies to second spot and D. Griffiths to third after they had passed J. Jones on lap 5.

In Heat 3 D. Griffiths managed to hold second spot to the flag from J. Jones, M. Mitchell got past P. Griffiths on lap 3 and settled in fourth spot from K. Bisp who had taken fifth place from P. Griffiths. On weighing in P. Griffiths was found to be underweight.

In the final D. Griffiths was second until lap 4 when K. Bisp took over the spot. J. Jones was fourth throughout from C. Davies and M. Mitchell.

With only three 210 National entries these were run with the 250 Nationals. C. Morris was the only one to finish the three heats and final.

250 INTERNATIONAL

The 250 International was another class decimated by entries not turning up. Only four came to the line for Heat 1.

A. Bufton led off but was overtaken by D. Mitchell on the next lap. I. Kato came up at the same time to occupy second spot. He made a brief appearance at the front on lap 6 but had to be content with second spot, only to be found underweight. A. Bufton was third from M. Rees. Heat 2 was a flag to flag win for D. Mitchell from I. Kato and M. Rees.

Heat 3 saw the roles reversed with I. Kato leading all the way with D. Mitchell in second spot, again M. Rees was third.

The final was led all the way by I. Kato, D. Mitchell came to a stop on lap 3. M. Rees finished second.

JUNIOR BRITAIN

1st R. Phelps
2nd L. Middleton

Dart/Arrow
Ferrari/PCR

100 NATIONAL
1st P. Stephens
2nd W. Davies
3rd R. Tout

Hutless/Arrow
Hutless/Yamaha
Hutless/Yamaha

100 NATIONAL Novice
1st D. Thomas
2nd A. Macey

Wright/Yamaha
Gillard/Yamaha

125 NATIONAL
1st M. Morris
2nd K. Bisp
3rd J. Williams

Zip 925/SRS Rotax
Barlotti/Rotax
Hutless/Rotax

210 NATIONAL
1st C. Morris

Zip 925/APV Villiers

250 NATIONAL
1st S. Ford
2nd K. Bisp
3rd D. Griffiths

Barlotti/Honda
Barlotti/KTM
Zip/TKM

250 INTERNATIONAL
1st I. Kato
2nd M. Rees

Barlotti/Yamaha
Zip/Yamaha

Kimbolton

JUNIOR BOOSTER

1st Oliver Gavin
2nd Daniel Stilp

Zip/TKM
Sprint/PCR

JUNIOR BRITAIN

1st James Rhodes
2nd Ivan Turner
3rd David Jackson
4th Ricky Flynn

Zip/TKM
Gillard/Parilla
Wright/Arrow
Gillard/Sirio

JUNIOR NOVICE

1st Kieran Falvey

Zip/TKM

100 BRITAIN

1st Paul Murphy
2nd Lawrence Ribbens
3rd Robin Gibbs
4th Kevin Thompson

TKM/TKM
TKM/TKM
Goff/Arrow

Sprint/Goff Arrow

100 NATIONAL NOVICE

1st Wayne Fobelets
2nd Jeremy Clark
3rd Mike Booth

Lane/Parilla
Zip/Komet
Zip/Goff PCR

100 NATIONAL CLUBMAN

1st Philip Hart
2nd Brian Catchpole
3rd Duncan Roberts
4th Mick Whitehouse

TKM/TKM
Zip/Goff PCR
Sprint/Parker Parilla
Zip/TKM

210 NATIONAL
1st Alan Poole
2nd Paul Umney
3rd John Howard

Zip/Villiers
Zip/PUV
Aero/Villiers

125 NATIONAL
1st Colin Poole
2nd Graham Stevens
3rd Nick Evans

Zip/Goff Rotax
Zip/Rotax
Zip/Rotax

SCHOOLS 125cc

1st Team John Warner
2nd Ian Maitland
3rd Ian Rouse

(Barclay)
(Broxbourne)

100 NATIONAL SUPER

1st Ron Cox
2nd Nigel Goff
3rd Peter Giddings

Zip/Goff PCR
Zip/Goff PCR
Dart/TRE Parilla

SENIOR NOVICE

1st Cyril Barrett

Zip/DAP

on Humberside, leading McAdam. John Brennan had made an appearance arid was fighting off Tom Thacker and Steve Jones.

Into the next tour and Martin still dominated with Bett emulating every move just to the rear, but the action was taking place a little further back; Quance and Parker had been scrapping it out and the result was Parker’s ascension to third, leaving Quance to settle his differences with Green. McAdam was still managing to hold off Brennan and Jones, though Graham Sykes looked to be a cat among the pigeons back in ninth.

As the race progressed Andy Martin showed a clean pair of heels as he pulled away from British Champion George Bett and set himself up in an unassailable position. Parker was still heavily defending his third slot from Simon Quance and, in turn, Quance’s position was under serious reveiw by David Green. There was a change in the next two places, previously McAdam and Brennan; Brennan had ousted him for sixth, whilst Sykes had done likewise over Jones for eighth.

The first three places remained the same for the next tour though they became somewhat spaced out. Green had dropped back a little with the rest, harried by a relegated Simon Quance. John Brennan was a little adrift in sixth before a gap appeared back to McAdam, Sykes, Jones, Andrew Worton and Dudley Martin.

Again no change in the first six but some action behind as Sykes managed to clear McAdam and move up a notch into seventh. Jones hung on but Worton had dropped back in favour of Dudley Martin.

There was little further alteration apart from the unfortunate retirement of Simon Quance as, hand in the air, he headed for the Pits, thus John Brennan was elevated to fifth on that lap. There was, however, to be a change in positions from third place down as they crossed the line under the chequered flag — Gary Parker had gone from the order and Green was now third man home. Brennan, Sykes and McAdam completed the first six home. Dudley Martin and Steve Jones followed next along. John Newton, after a disappointing day for him, finished eventual tenth.

1st Andy Martin
2nd George Bett
3rd David Green
4th John Brennan
5th Graham Sykes

Stratos/CKC Villiers
Zip/APV
Zip/GP Villiers
Zip/Villiers
Zip/Longtune Villiers

6th Glenn McAdam Aero/CKC Villiers

Race Time: 15min 33.6sec — 69.40mph

Fastest Lap: (A. Martin) — 1min 16.3sec — 70.77mph

125 P&R FINAL

Three men scored well enough in the heats to earn the front row — Dennis Mairs with a first and a



Andy Martin’s 210 victory gained him top points.

second; Calvin Fortnam with a first and fourth and Alan Naul with a second and a third. The next row contained Needham, Barker and Pycok. McNeight was just behind Needham. Ian Waller’s unanticipated field trip, though placed fifth in the second heat, saw him in the middle of the order.

As the Villiers vanished round the Hairpin the starter set the P&R clan off in pursuit. It was Fortnam who hit the front ahead of Mairs and exited the corner, keeping his Honda a good arms length away from the Yamaha. Alan Naul followed up with the rest and, even that early, Waller was looking for elbow room in the middle of the pack.

Out of Mansfield it was still Fortnam, Mairs and Naul while Graham Barker was holding off any attempts to relieve him of fourth spot.

Lap after lap the first four continued in that order, until the midway stage when Waller succeeded over Barker and began to exert pressure on Naul. Michael Fowler too was steadily climbing through the field and put in a bid for fifth, which came off and Barker found himself demoted yet further.

Alan Naul was Waller’s next victim as he pushed

on towards the front, but Dennis Mairs was no easy target, successfully fending off the Stockport man right up to the closing stages.

Now in second, with time and laps running out, Waller made a charge for the front, but Fortnam held him off in a desparate last lap struggle. Then disaster, Calvin Fortnam was out before he reached the flag, his race run. Waller went on to take the victory ahead of Alan Naul, Dennis Mairs, Michael Fowler and Graham Barker.

1st Ian Waller
2nd Alan Naul
3rd Dennis Mairs
4th Michael Fowler
5th Graham Barker

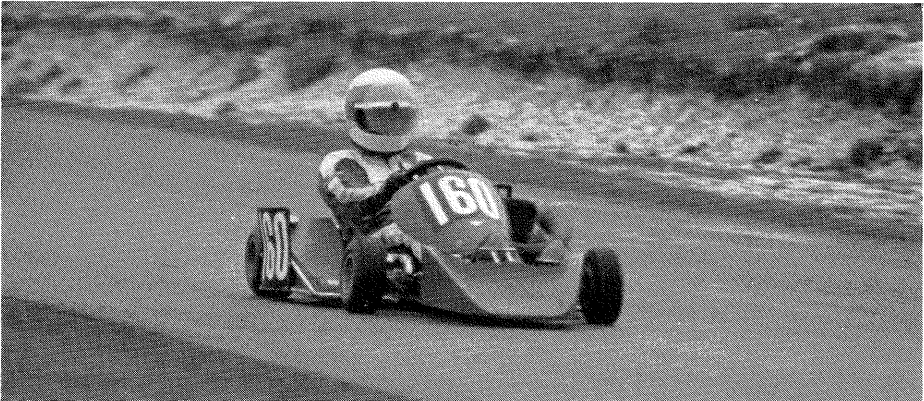
Zip GP/Honda
Barlotti/Honda
Phoenix/Yamaha
Zip/Honda
Barlotti/Honda

Race Speed: 64.48mph

Fastest Lap: (K. Fortnam) — 66.33mph

250 NATIONAL FINAL

Two different heat winners, Ian Woodcock and Mark Webster, but it was Woodcock who had pole



Ian Waller eventually came through to take the flag for 125 P&R.

Goff Racing

From 100cc to Superkarts,
Goff Tuning will make you a
WINNER
at a price you cannot afford to ignore!
ROGER GOFF TUNING
Discount prices for ZIP KARTS
Spares and Accessories
Secondhand Karts and Engines Supplied
Call in or ring for our professional and friendly service
5 Pear Tree View, Elstow, Bedford
Telephone: Bedford 66549

because he scored better in his other heat than did Webster. The first couple of rows took on the following aspect:

Webster	Allen	Woodcock (Pole)
Atherton	Bisp	Hodgins

Mark Allen deservedly earned his front row position after two creditable seconds, during which he paced himself and showed his skill in race craft by virtually taking the same line through the Hairpin each time round.

Off the rolling lap, down to the starter and they were away, Allen making the best of it into the corner. But his advantage was quickly whittled away as the large field attempted to sort itself out. Through the Gooseneck it was Woodcock in the lead with Allen just behind, chased hard by the GP plates of Mike Doble; Keith Bisp and Rob Hipkin were close in touch with the lead three, Hipkin getting the better of Bisp before the start-finish line.

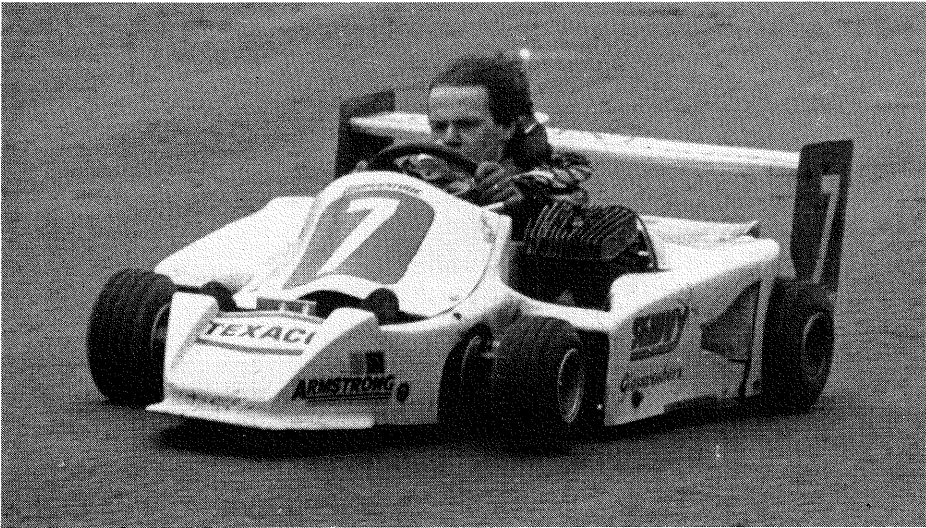
Another tour and Doble was at the front leaving Woodcock to do battle with Allen, the result of which went in Allen’s favour. Meanwhile, Hipkin and Bisp were locked in a furious struggle, one that saw Bisp gain the upper hand before the lap was complete. The Zip KTM of Gloucester’s Mike Hodgins had now moved up to join in the affray but was destined not to move much further for several laps. Doble, Allen and Woodcock fought it out at the front, but the GP man wasn’t giving an inch. A little way back Hipkin and Bisp were hard at it, swapping positions frequently, until Hipkin finally gained the advantage and left Bisp doggedly pursuing.

The next struggle saw Hodgins, Atherton and Colin Fletcher clashing over the next few places, whilst ‘Peak Revs’ boss, Alan Cheetham, watched.

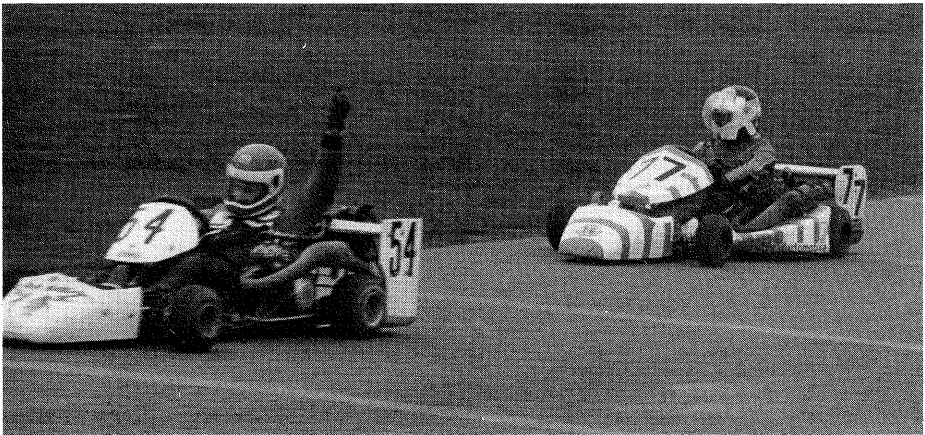
There was no change to the running order of the lead quartet, each pressing the attack on the other, even though it proved futile. Further back the changes were being rung — Bisp and Hodgins were scrapping it out; Cheetham had moved ahead of Fletcher and Atherton now sat in seventh. Next time round Hodgins had successfully emerged in fifth, leaving Bisp to the pressure of Cheetham and it wasn’t long before the ‘Peak Revs’ motor had the edge.

As they entered the halfway stage Doble and Woodcock emerged first and second — Mark Allen was gone, after a fine attempt to take the lead. The order behind was still Hipkin, Hodgins, Cheetham and Bisp, then a short gap back to Fletcher and Dennis Barnes, who had bettered John Atherton.

Gradually Doble and Woodcock drew away from the rest while no change occurred in the next three places. Sixth spot was under contention by Fletcher as he fought a skirmish with Bisp, one that eventually paid off and elevated him a slot. That lap, unfortunately, also saw the retirement of



Stephen Coward leads the 125 National league after the first round.



Alan Cheetham’s KTM power pipped Ian Woodcock (77) to 250 National victory.

Atherton, but meant that those behind — Dennis Barnes, Steve Matthews, Steve Edwards and Barry Tomlinson benefited. By the end fo the next tour another couple of changes had taken place, Mike Doble was gone from the points league, leaving Woodcock in charge; Cheetham had succeeded over Hipkin and was visibly homing in on Woodcock.

Yet another lap saw no alteration to the order, though Cheetham was visibly gaining on the leader.

Into the closing stages and the ‘Peak Revs’ man launched an all-out assault on Woodcock, then he had him and exited Mansfield to victory and the flag. Third home was Rob Hipkin followed by Mike Hodgins, Colin Fletcher and Dennis Barnes. Keith Bisp in seventh failed to qualify for any points but had a creditable finish. Steve Matthews, Steve Edwards and Mark Webster, a disappointing result for him, completed the first ten home. Barry Tomlinson and Peter Barlow occupied the next couple of places.

1st Alan Cheetham	Phoenix/PRP KTM
2nd Ian Woodcock	EDR/T&C Yamaha
3rd Rob Hipkin	EDR/T&C Yamaha
4th Mike Hodgins	Zip/KTM
5th Colin Fletcher	CJT/CJF Yamaha
6th Dennis Barnes	Phoenix/PRP Yamaha

Race Time: 14min 47.6sec — 73.00mph

Fastest Lap: (M. Webster) — 1min 11.9sec — 75.10mph

125 NATIONAL FINAL

From the four heats for this very popular class three different winners emerged — British Champion, Kurt Luby, with two to his credit; Chris Stoney and EuroKart’s Derek Price with one apiece. Luby therefore had pole and the rest of the front few rows looked like this:

Shaw	Stoney	Luby (Pole)
Price	Poole	Coward
Middlehurst	Barrington	McCallum
Cowell	Ziemelis	Wigg
	Molloy	Beaumont

Joining the rear of the grid were the first six from the Qualifier — Kennedy, Ashurst, Dixon, Clark, Marsh and Crump.

Though the rain had eased off to a mere drizzle carried on the strong wind the track was still very wet and treacherous.

Luby managed to extricate himself from the horde that plunged like lemmings down to the Hairpin and was safely in the lead on the exit up to Coppice. Coward, Price, Stoney and Poole were bunched up tight behind him. Off that first lap and Luby had vanished from the leadership; Coward was in charge and it was still Price, Stoney and Poole followed by Shaw. Stoney and Price were engaged in a furious struggle which resulted in Price being dislodged and Coward himself coming under threat from a flying Stoney; McCallum was charging on behind Shaw in sixth.

Stoney succeeded in his venture to topple Coward and led on the next tour while Price was tucked up second man Coward’s exhaust. Shaw had won his battle with Poole and now sat in fourth — McCallum was still in sixth.

The next lap saw some startling changes; Stoney had slipped back behind McCallum, just ahead of Luby; Price had managed to gain the upper hand and had the lead over Coward, Shaw, Poole and McCallum.

Price’s lead was to be short-lived, on the next lap Coward was back at the front; Shaw was still lodged in third, whilst McCallum had ousted Poole. Then Shaw was gone as the attrition rate began to increase and the young Scot, McCallum, was up to third; Stoney and Luby sat in fifth and sixth.

By the halfway stage Price had regained the lead whilst Coward and McCallum were still insitu. Stoney had moved ahead of Poole and Nigel Wigg, in a running battle with luby, won out to slot himself into sixth. Behind Luby the order was Malcolm Clark, from the Qualifier, John Cooke, Julian Burleton, Stuart Ziemelis and Ulster’s Brian Kennedy, also from the Qualifier.

It was all change again next time round. Coward had regained the lead after misjudgement on Derek Price’s part which lodged him back in fourth behind McCallum and Stoney; Poole, Wigg and Luby’s places remained unchanged. The next tour showed no alteration in the first seven places, but Cooke had managed to forge ahead of Clark.

Stephen Coward, driving to his limit, had pulled out a considerable lead over McCallum, whilst Price moved up to third ahead of Stoney. Luby finally sorted out Wigg and was posing a serious threat to Colin Poole in fifth.

The lead pair were safe from any assaults on their

Ellough

GOOD FRIDAY, APRIL 5th

The race meeting held on Good Friday, 5th April was held in fine weather, the Junior and 100cc National classes were a bit thin on the track so the racing in those classes was a bit quiet, also this meeting could be the lull before the storm as the club is to share Ellough with a Sunday Market, hopefully, with “no change” to us except for a slightly smaller pit area and somewhere for the wives/girlfriends to look round.

JUNIORS

Steven Webb dominated this class in the heats winning all three, Gavin Kilbourne had a couple of second places the other going to Tony Lowther.

The final was a bit of a shake up, Steven Webb went out in front again but on lap 7 he went missing from the race order leaving Tony Lowther to take the chequered flag with Gavin Kilbourne second.

100 NATIONAL

Dave Adams led the first heat for 8 laps despite pressure from Lee Gage and John Riley who got through to the lead and went on to win with Adams second and Martin Church third.

Lee Gage had a flag to flag win in Heat 2 with John Riley taking second place, these two were the only finishers.

Heat 3 saw Gage take another fine win with Riley again in second place and Martin Church third and Dave Adams fourth.

The final was another flag to flag win for Lee Gage with Dave Adams holding a race long second place not able to get up on terms with Gage leaving Martin Church to take third place.

125 NATIONAL

Gary Thexton led Heat 1 for 3 laps when Ian Beaumont got through and went on to win. Gary held off Roy Gallant and Roger Barrington to finish second with Roger finishing third and Geoff Hodge fourth.

Heat 2 was a flag to flag win for Ian Beaumont without coming under any pressure. Roger Barrington held second place for 9 laps but on the last lap Geoff Hodge slipped past to take second spot leaving Roger third with Gary Thexton fourth.

Heat 3 was another win for Ian Beaumont with Roger Barrington holding a race long second place and Roy Gallant working his way up through the pack to take third place.

The final saw Roger Barrington first off the line but his lead was short lived as Ian Beaumont took the lead on lap 2 leaving Roger to hold off Geoff Hodge who retired on lap 7 leaving Roger to finish second with Bernie Shepherd third and Roy Gallant fourth.

210 NATIONAL and 250 NATIONAL

Colin Breeze won the first heat with Arthur Thompson second and Mick Finnie third all with 250s. First home in the 210s was Tim Ayres with Ken Austin second and Andrew Mears, a novice, third.

Heat 2 was another win for Colin Breeze with Arthur Thompson again second, these two being the only 250s to finish. Jon Sapey came home at the head of the 210s winning this class with Tim Ayres second.

Heat 3 was yet another win for Colin Breeze with Thompson not too far away in second place. Tim Ayres won the 210 race after a dice with Ken Austin who had to settle for second place with Chris Prue in third place and novice Andrew Mears fourth.

The final was another win making it four in a row for Colin Breeze, his immaculate looking outfit crossing the line about 20 yards up on Arthur Thompson. John Sapey fought his way up through the field to head the 210 field by lap 9 and he went on to win with Tim Ayres second and Ken Austin a close third, with Chris Prue keeping it going to take fourth place.

As I said earlier it is our last meeting before sharing the airfield with a Sunday Market, so we hope you will keep coming to Ellough as some members of the club are hoping it will be an added attraction. Let’s hope that the next meeting will run as smoothly as this one. Thanks to all the Marshals, lap scorers, lady on the gate etc. See you soon.

John Davis

JUNIORS

1st Steven Webb	Spyda/Arrow
2nd Tony Lowther	—/—
3rd Gavin Kershaw	Spyda/Arrow

100 NATIONAL

1st Lee Gage	Wright/Yamaha
2nd Dave Adams	Zip/KTM
3rd Martin Church	Spyda/TKM

125 NATIONAL

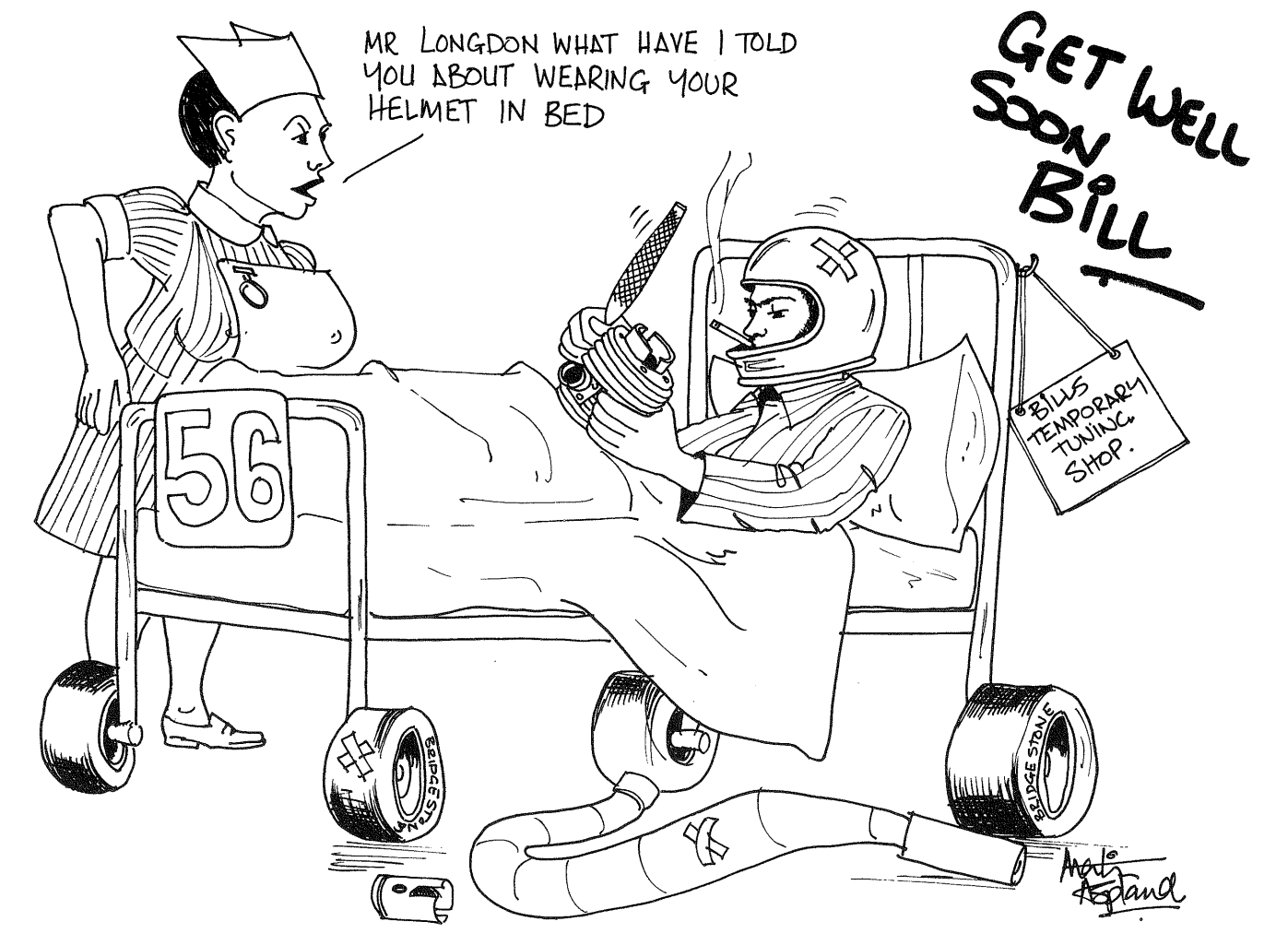
1st Ian Beaumont	Zip/Rotax
2nd Roger Barrington	Spyda/Rotax
3rd Bernie Shepherd	Zip/Rotax

210 NATIONAL

1st John Sapey	Bullitt/Villiers
2nd Tim Ayres	Lancer/Villiers
3rd Ken Austin	Zip/Villiers

250 NATIONAL

1st Colin Breeze	Zip/KTM
2nd Arthur Thompson	Zip/Yamaha



MONDELLO PARK

The second round of the Irish Kart Clubs Championship races were held at Mondello Park, Sunday 14th April. There were 60 entries in the five classes catered for, with no one else prepared to venture out after the blizard conditions experienced at the opening meeting three weeks earlier.



100 National winner — David Maguire.

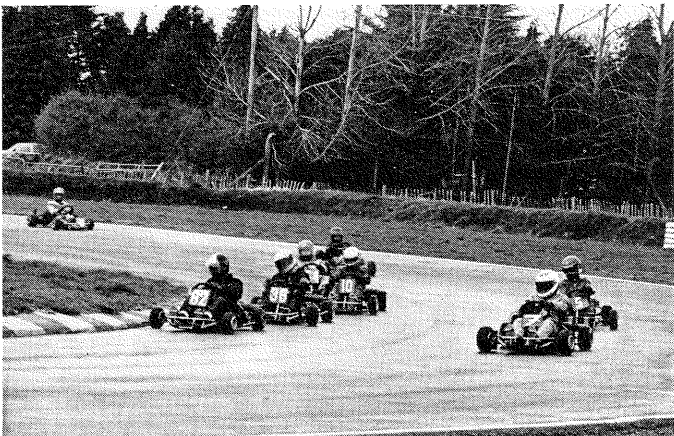
Sunday morning was one of those beautiful warm Spring days which made all the competitors efforts seem worthwhile. Though regrettably by the time the heats were about to progress clouds covered the Nass circuit, which made slicks the order of the day for qualifying, which was completed in intermetent rain storms.

Each class was allowed two heats in preparation for the all important final. However, one heat would have sufficed in each category due to the worsening conditions.

With the heats completed the rain eased off and the sun came out in time for the finals.

The Junior 100cc was the first race to come under starters orders. With the track starting to dry some of the drivers decided to change their tyres to suit the dryer conditions whilst the remainder of the field stayed on wets, mostly notably pole man Stephen O'Connor. O'Connor led from pole until a dry track put paid to his wet tyres, causing him to lose his lead to eventual winner Ian Walsh.

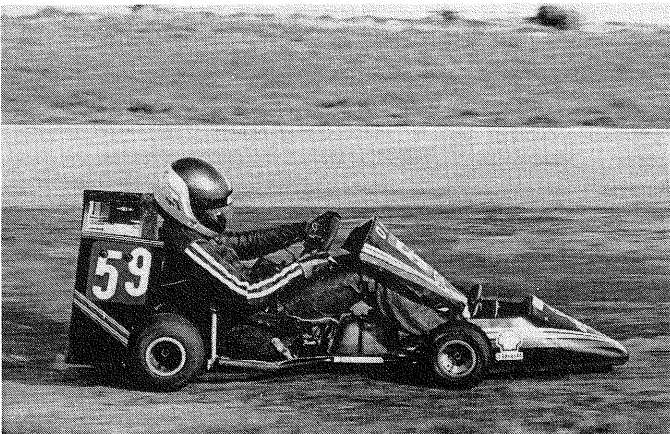
The second race of the day was for the 100cc National, which saw a hard charging David Maguire battle his way up through the field to pass pole man and race leader Fran Reilly. David took his second



Very close racing was the order of the day.

win in succession though an under weight kart had necessitated his disqualification in the first round.

The third race to be catered for was the 125cc National, which saw Gary Duffy winning from the front row in what was no more than a procession of a race.



Gary Duffy dominated the 125 class.

The fourth and fifth races were run together due to the lack of entries. The combination consisted of the 250 International water-cooled and the 250 air-cooled National. It provided the excitement of the afternoon in a nose to tail battle between Dominic Murray, John Buggy and James Deery. However Murray fell foul of a spin which put him way out of contention and James Deery found his way past John Buggy to give him his first win of the season.



The excitement of the day.

The results of the top three placings are as follows, in each of the finals.

JUNIOR 100cc		250 INTERNATIONAL	
1st Ian Walsh	No 39	(Water-cooled)	
2nd Stephen O'Connor	No 27	1st James Deery	No 6
3rd Aiden Monaghan	No 9	2nd John Buggy	No 10
		3rd Peter Deely	No 16
NATIONAL 100cc		250 NATIONAL (Air-cooled)	
1st David Maguire	No 36	1st Philip McGowan	No 11
2nd Joe McCullogh	No 7	2nd Alan Pierce	No 44
3rd Tom O'Brien	No 64	3rd Declan Rogers	No 26
NATIONAL 125cc			
1st Gary Duffy	No 59		
2nd Michael Conway	No 28		
3rd Andy McEvoy	No 20		

positions, though the action behind was thick and furious. Stoney, Poole and Luby had moved up and Price was back to sixth. John Cooke struggled hard for a while until be bettered Nigel Wigg. Burleton, Clark and Steve Cowell were next along. Stuart Ziemelis, with water-logging problems, had retired.

At the flag it was a clear victory and top points for Stephen Coward, over four seconds clear of Peter McCallum who had one of his best finishes for some time. The order behind remained unchanged.

1st Stephen Coward	Zip/Field Rotax
2nd Peter McCallum	Zip/Boyce Rotax
3rd Chris Stoney	Stratos/CSK Rotax
4th Colin Poole	Zip/Goff Rotax
5th Kurt Luby	Phoenix/LDR Minarelli
6th Derek Price	Zip/Euro Rotax
Race Time: 14min 57.8sec — 72.17mph	
Fastest Lap: (K. Luby) — 1min 13.0sec — 73.97mph	
Seventh to tenth positions were filled by — John Cooke, Nigel Wigg, Julian Burleton and Steve Cowell.	

FORMULA E FINAL

Tim Parrott and Martin Hines were the two heat winners, though Parrott fared better with his other placing than Hines and earned himself pole position.

Dean	Rodgers	Parrott
Gange	Goff	Hines
.....Steve Gill and Steve Stylin sat on the next row.		

As the starter sent them on their way it was Parrott who got a nice square break first down to the Hairpin, with Rodgers, Hines, Goff, Gange and Dean in a tight bunch. Gange took the outside line trying for the lead at the Hairpin, executed a sideways manoeuvre forcing Dean to take avoiding action. Rodgers, braking hard for the corner, found himself shunted in the back in the resulting chaos and finished up out of the race with a totally undrivable outfit and bitterly disappointed.

Parrott was first out of the corner with Hines half a kart length behind, then Goff, Stylin and the rest close in two; Gange and Dean after the mishap were at the back with a lot of work cut out to make up the lost ground.

One lap completed and Parrott was established at the front; Goff was now in second, then Hines, Stylin, Gill, Boston; Carolyn was closeby. There was very little in it between the first six as they dispensed with the second lap. The order behind was Colin Olden, Kevin Bullard, Phil Glencross, Paul Cook, Trevor Cryer and Simon Rhodehouse — Carolyn retired on that lap. Tony Holmes lay just ahead of Reg Gange and Richard Dean.

Into the next tour and Goff was desperately trying to find a way past Parrott, aware also that Hines was tight up on his bumper awaiting an opportunity; Stylin, Gill and Boston still held station from fourth to sixth as they began to ease away from the secondary trio of Olden, Bullard and Glencross.

Meanwhile, Gange, with Dean a bit adrift to his rear, was attempting to haul in Glencross.

The order at the front was beginning to close up in three distinct pairs — Parrott-Goff; Stylin-Hines; Gill-Boston, but there were some changes seen in the following group when Glencross slipped through into seventh ahead of Olden and Bullard. Parrott held on but it was a struggle, there was a lot of pressure from the others even in the very slippery conditions. Out of Mansfield on the ninth lap they came, led by Tim Parrott. Then he lost it in a heart-stopping sideways slide and faced broadside to the oncoming traffic. There was a star burst of karts as they took avoiding action. Goff went on side, Hines, about to follow suit, saw Parrott look to power himself straight and dived the other and was



Tim Parrott looked good for the Formula E honours, but.....

safely through. Parrott managed to rejoin the race but at the cost of several valuable places.

In the ensuing melee Stylin was able to grab the lead ahead of Goff with Hines and Boston closeby; Steve Gill, another retirement, was out of the action. Next along was Glencross holding off Olden whilst Gange had managed to put Bullard between himself and Dean and thereby avoid any further conflict from that quarter.

Parrott recovered well from the slip, hanging onto fifth and some way adrift of the leading quartet, followed by Glencross, Olden, Gange, while Dean had taken Kevin Bullard.

The lead quartet was soon to become a trio when Richard Boston went off with a tyre problem after putting in so much work to stay with the leaders. It was also a tyre problem that cost him a finish at Mallory Park, but the biggest disappointment was that his second non-finish cost him his Super Licence and any chances of competing in this year's Formula E World Championships.

Stylin, by that stage, was totally dominant and extending a comfortable lead. Goff and Hines were locked in a furious struggle over second place but the Bedford man was holding fast. Parrott was there

in fourth while Gange had moved ahead of Glencross and Olden, then there was a gap back to Richard Dean and Kevin Bullard. As they began to close on the flag Colin Olden disappeared from the order which promoted Richard Dean to seventh.

Steve Stylin, therefore, took a clear cut victory and heads the Championship table after the first round. Roger Goff and Martin Hines occupied the next two places, whilst Parrott, Gange and Glencross claimed the next three.

1st Steve Stylin	EDR/DRE Rotax
2nd Roger Goff	Kelgate Zip/Goff Rotax
3rd Martin Hines	Hermetite Zip/Zip Rotax
4th Tim Parrott	Zip/Anderson Rotax
5th Reg Gange	Hermetite Zip/Zip Rotax
6th Phil Glencross	Leaside Zip/Anderson Rotax

Race Time: 13min 53.0sec — 77.79mph	
Fastest Lap: (Stylin/Gange) — 1min 8.2sec — 79.17mph	

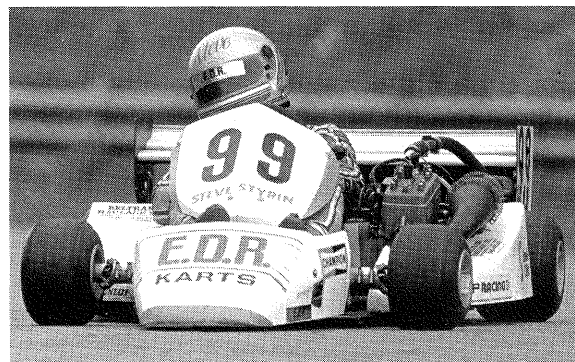
RAC BRITISH LONG CIRCUIT CHAMPIONSHIPS			
Points After Round 1			
FORMULA E		250 NATIONAL	
Steve Stylin	9	Alan Cheetham	9
Roger Goff	6	Ian Woodcock	6
Martin Hines	4	Rob Hipkin	4
Tim Parrott	3	Mike Hodgins	3
Reg Gange	2	Colin Fletcher	2
Phil Glencross	1	Dennis Barnes	1
125 NATIONAL		210 NATIONAL	
Stephen Coward	9	Andy Martin	9
Peter McCallum	6	George Bett	6
Chris Stoney	4	David Green	4
Colin Poole	3	John Brennan	3
Kurt Luby	2	Graham Sykes	2
Derek Price	1	Glenn McAdam	1



E.D.R.

CHAMPION

KARTS



STEVE STYRIN

Congratulations Steve Styrin on winning the First Round of the British Championships at Cadwell Park 7th April.
Also to Ian Woodcock and Rob Hipkin 2nd and 3rd respectively in the 250 National Class.

ALL USING EDR EQUIPMENT — OF COURSE!

The all British Kart designed for all weather conditions. Our chassis' can be set-up in a matter of seconds to meet all conditions. E.D.R. comes fully assembled in your colour scheme, with our one piece Super Wheel, which we have used and fully tested for 2 years.

Our Super Wheel will now fit most other makes of kart, and come to you at just **£56.00 per set**.

We also now have available the E.D.R. Formula 1 type double wing — tried and tested by Steve Styrin, and proved to give maximum down force with minimum drag, at just **£45 each**.

Already this season we have won the Australian 250cc Championships with our 250cc chassis.

LOOK OUT FOR US — WE THINK YOU WILL BE VERY SURPRISED!

**Worldwide Agents
Required**

THE NEW KART TO BE RECKONED WITH!

All enquiries to: **ED DUCKETT E.D.R. KARTS**

UNIT 34, LYTHALLS LANE INDUSTRIAL ESTATE, LYTHALLS LANE, COVENTRY

BP Lockheed

Tel: (Coventry) 0203 665295

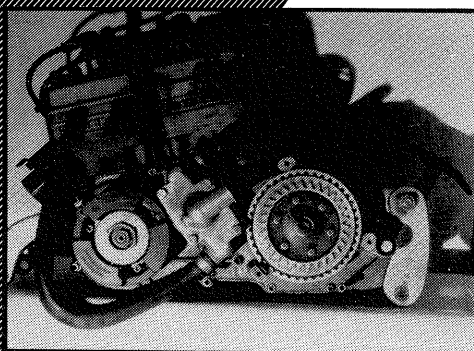
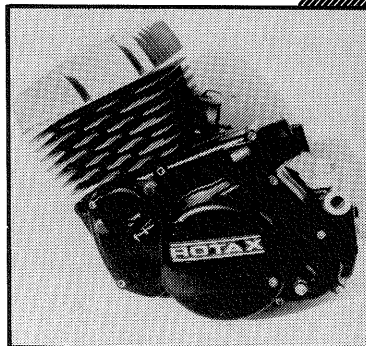


Our D.R.E. Engine tuning service is available to customers at a very competitive price.

ZIP ROTAX

FOR RESULTS

**PROBABLY THE LARGEST
STOCKIST OF ROTAX KART
AND MOTORCYCLE ENGINES
AND SPARES IN EUROPE**



CHOOSE ZIP ROTAX

With our extensive engine development programme using our computerised dynamometer facilities together with exhaustive track testing, we have a wealth of knowledge and experience of ROTAX engines. Just look at the number of 125 & 250 Championships that are won World wide with ZIP ROTAX engines. Take advantage of our years of success — choose ROTAX — ZIP ROTAX — the factory do!

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

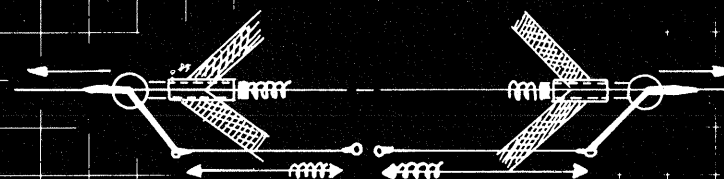
NEW '85 ZIP

FOR
Class One
AND
Class Four

JUST SOME OF THE NEW FEATURES

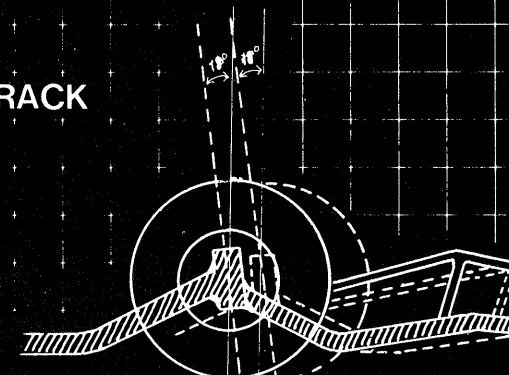
ONE PIECE WHEELS

— FOR STRENGTH, CONCENTRICITY AND EASE OF CHANGING TYRES. THESE WHEELS INCORPORATE BEAD RETAINERS AND COME IN A STRONG ENAMEL FINISH.



ADJUSTABLE CASTOR AND FRONT TRACK

— TO ENABLE THE DRIVER TO 'FINE TUNE' THE HANDLING FOR EVERY TRACK: HOT OR COLD, WET OR DRY
— FAST. ALL THIS IS POSSIBLE USING ZIP'S NEW 3-POSITION CASTOR SYSTEM



ZIP KART

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

'85
RANGE

Continued.....

If you want to convert mm to inches, work to the rule of:-

0.25mm (¼ of MM) = 10 thou (0.010")

0.50mm (½ of MM) = 20 thou (0.020")

0.75mm (¾ of MM) = 30 thou (0.030")

1.00mm (1 MM) = 40 thou (0.40")

you won't be far away.

Most engines have a standard bore size of a straight metric size, ie. a Yamaha YZ250 has a bore of 70mm, and oversize pistons are available in the sizes quoted. Some pistons do come in wierd sizes, such as the Maico. Although the Standard bore size is 67mm, the oversize pistons do not relate to the normal metric practice, so be careful if reboring one of these motors. Having said that, the piston Maico uses is made by Mahle and, being drop forged, is one of the best pistons available.

I think I have covered these subjects quite thoroughly, but if there is anything you do not understand, or if you would just like a chat, do not hesitate to give me a ring on Carlisle 30365. I would be more than pleased to try and help you out.

AUTO-TORQUE M/C

WE ARE a competition motorcycle shop.

WE ARE creating a karting section of our business.

WE ARE very experienced with 2-stroke racing engines, especially K.T.M. as

WE ARE K.T.M. sole agents.

WE HAVE recently been on a business trip to Austria to discuss with the engine designers many aspects, including tuning these engines for karts.

WE DO carry a huge stock of K.T.M. parts and have a same day despatch service.


And the bottomline:

WE ARE selling new 250cc 1985 K.T.M. engines for **£715**

AUTO TORQUE MOTORCYCLES

2 Oxford Road, May Bank, Newcastle, Staffs. ST5 9PZ. Tel: 0782 610610

Or contact: C. B. Eddie in the paddock at all 250 Nationals.



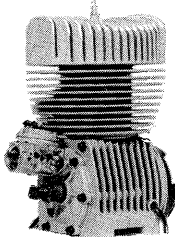
Redhill Racing

CLASS 100 KART SPECIALISTS

PROVED PERFORMANCE PAYS!

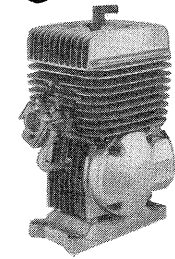
Redhill – the complete stockists for 100 c.c. Kart racing from Helmets to Tyres and everything in between.

Fit a Redhill 100 c.c. or 135 c.c Slide Carburettor.




Redhill for TKM engines





and







YAMAHA 100S

FOR BRITISH CLASSES & SCHOOLS KARTING

Main agents for  **Bm Karts**





AGENTS FOR DUNLOP, BRIDGESTONE AND VEGA TYRES

Access and Barclaycard

Sole UK distributors for Kali Karts

For personal service contact:
MARK BARNARD, REDHILL RACING,
Unit 52, South Moons Moat Industrial Estate,
Padgetts Lane, Redditch, Worcs B98 0RD, England.
Tel: 0527 26263 – 29002. Telex: REDMAT 335693.
A subsidiary of Redhill Developments Limited

IRISH KARTING SCENE

ULSTER NEWS

Nutts Corner, nine miles from Belfast, once again opened its gates for the first round of a series of races on March 23rd. Despite a continuation of cold weather, drivers turned out in large numbers for all classes. For instance, Class One had in excess of twenty machines and 250 National sixteen. In common with all classes there were a number of newcomers; a situation very much welcomed.

Formula E — Sponsored by Agnew Commercial

Despite being the fastest driver on the circuit, Raymond Lyons had to be content with second place overall, victory going to Dick Curran. Although both drivers had one win and one second each, Curran was awarded first by virtue of winning the first race. Third place was claimed by Richard Bell with a subdued Trevor Roberts fourth.

125 National

Overall victory for 125 National went to Brian Kennedy driving the Sealink sponsored Rotax, retaining the form displayed one week previously at Mallory Park where he finished fifth. Gordon Howell finished second in front of Alan McAlonan, All Ireland Champion, Leslie Currie, Kirk Grills and Forde Fitzimmons.

Lisburn Class 250 National

Pre-race favourite, Joe Worton, driving an ex-Peak Revs Yamaha, was involved in an accident which rearranged his machine's front end. However, good pit work enabled him to complete the day's racing, finally finishing fourth overall. Surprisingly this class was won by a Montessa driver, Gerald Irvine, who was indecently fast. Second placed driver, Alan Wallace, gained his points from the first two races before crashing out of the third. Alan is a well-known character in Northern Ireland and never does anything in half measures. His crash was one of the most spectacular seen — end over end, with driver leaving his seat and floating like a swallow. Third place was claimed by Dave Beattie, also Peak Revs mounted.

125 National P&R

Mark Payle, having won three races, was overall victor from Chris Pentland and Mark Taggart. Due out shortly is Gordon Crossett in a completely new outfit which will provide all P&R favourites with plenty to think about.

Class One

Honours for first place were in doubt until the very last of the twenty-five laps, when pre-race favourite, David Allen and chief contender, Hugh Devine, both spun off, leaving a clear road for Joe McCullagh to win; second Alan Vance and third Nigel Allen, driving in his first senior event.

Francis Stewart, British Champion, won the Class One Junior event from Andrew McAuley and Alistair Johnston.

Junior N.I.K.A. result:

1st John West

2nd Jonathan Wilkinson

3rd Roger Drum

ULSTER KART GRAND PRIX

Any cross-channel driver wishing to compete for the Ulster Kart Grand Prix on 31st May and 1st June, please contact:

Mrs Cairns,
5 Thornleigh Close,
Lisburn,
County Antrim,
Northern Ireland.
Telephone: Lisburn 85130

This is a tremendous event in the Ulster calendar, as English drivers have found in the past. Everyone is welcome in whatever class they participate.

(Information — courtesy Desmond Black)

SOUTHERN KARTING CLUB NEWS

The Southern Karting Club embraces Limerick, New Cross and Dungarvan and was founded in 1964 and this year celebrates its 21st Anniversary. The club will be holding a meeting on 16th June at its track in Kilcornan, County Limerick and they hope to bring together as many people as possible who have been associated with karting down through the past twenty-one years. More details of this event will be announced as soon as possible.

During the first weekend in August the Club will be holding its All-Ireland meeting. The event attracts many drivers from all over Ireland, both North and South and in the past has proved a tremendous success. The Club is extending an invitation to United Kingdom drivers and promises them an excellent weekend of racing with hospitality that is renowned. There is plenty of space available for camping at the circuit and there is also a Caravan Park only half a mile away. The classes the Club will be running on that weekend are Junior National, 100 National, 100 International and 125 National. For this event there are some valuable prizes up for grabs, including £150.00 first prize in all classes.

All interested parties should contact:

John Kehoe,
Chairman,
Southern Karting Club,
c/o R.I.A.C.,
Competitions Dept.,
34 Dawson Street,
Dublin 2.

Club Roundup

Two people in the Southern Karting Club won National Titles in 1984; John Cassin in Lancer/Rotax 125 and Cyril Bates in the Lancer/Parilla. John Cassin won the King Hussein Trophy for the second time. The trophy is awarded to the top Irish driver in the country. John won the S.K.C. Championship and the I.A.K.C. Championship, having moved from Class One to Class Four three years ago and has also won two titles since; he has been associated with karting in Ireland for the past eighteen years.

Cyril Bates has been racing for the past four years and was runner-up last year — this year he took the title. He started the season with a Lancer but, because of an accident at the Circuit of Ireland Car Rally where the machine was loaned to Henry Tivion for a karting display, the chassis was written off and Cyril subsequently raced a Parilla for the remainder of the season. The team had eight wins during the year at Limerick, Mondello Park and Cork tracks and for the 1985 season Cyril has obtained sponsorship from Digital International Equipment which will allow him to compete in some races abroad.

BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS

ROUND 4

Venue: Clay Pigeon

Date: 9th June

Entry Fee: £10.00

Competition Secretary:

Julie Hollings, 125 Lane House, Rocks Road, Weymouth, Dorset.

Cronus
LOOKING AHEAD

**TOMORROWS WORLD
...AT TODAYS PRICES**

Cronus Dual Split.....£30.00
Splitmaster.....£108.00
Timeclip 1000.....£108.00
Timeclip 2000.....£130.00
Speedmaster.....£139.00
Cronus 3T.....£50.00

YOU CAN'T BE WITHOUT ONE!

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

MasterCard Visa

**BRITAINS FIRST LONG CIRCUIT
KART SCHOOL!**

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

For further information and appointments
please contact: **STUART ZIEMELIS** on
0480 860823

SFS RACING

CAN'T GET IT?
HAVING TROUBLE GETTING
'KART & SUPERKART'
AT YOUR LOCAL NEWSAGENT?

LET US HELP — SEND US THEIR NAME AND
ADDRESS AND WE'LL DO OUR BEST.

Newsagent:

Address:

Kart & Superkart Ltd, Pindar Road, Hoddesdon, Herts.

GILLARD
ENGINEERING

Unit 19, Howe Green, Moat Farm,
Gt. Hallingbury, Nr. Bishops Stortford, Herts.
0279 54460

WATCH OUT FOR:

- ★ An exciting new range of Gillard Karting Products.
- ★ A vast expansion of our manufacturing and retailing organisations.
- ★ A new track-side back-up facility to further our number one position in the field of customer help, advice and service.

IN STOCK: New Parilla TT27 Engines

Hours of Business
9.30-6.00 Monday to Friday
9.30-2.00 Saturday

THE GILLARD KART

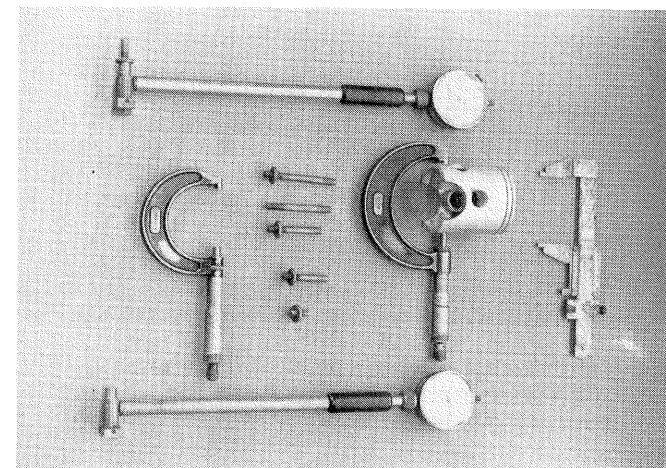


**Specifically designed, tested and raced,
for all makes and compounds of 710 tyres.
Developed from our successful range of
1984 karts in which customers achieved 3
places in the final top ten of the Kart
and Superkart Series, more than any
other manufacturer. This leading Class 1
Kart is available in Britain, National or
International CIK.**

Homologated specification.

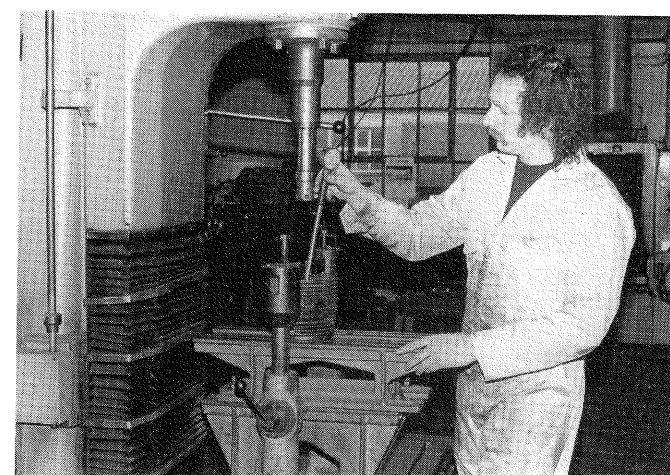
REBORING & HONING

Unless you are in a position to get easy access to cylinder measuring equipment it can be hard to decide when your engine is in need of a rebore. Look for the obvious tell tale signs, such as excessive blow-by on the piston, and lack of engine power along with piston slap. For a quick check place a new piston rain approximately half way down the cylinder bore and check the gap with feeler gauges.



Measuring equipment: Micrometers and Vernier Calipers

Obviously if you have got access to measuring equipment this makes the decision to rebore a lot easier. When measuring your barrel if you get a reading of 0.004"0.006" wear, get a rebore.

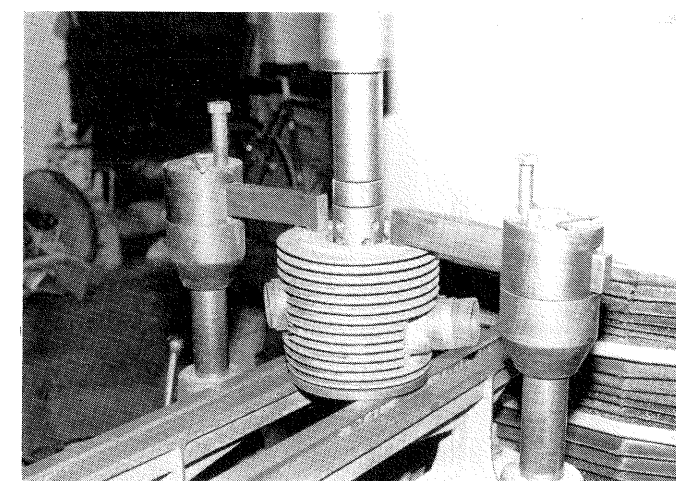


Checking for size

When taking your barrel to be bored, be sure to ask for a "Honed finish". This is because a plain bored finish may appear smooth, but the surface is in fact torn and contains relatively deep holes. This is a totally unsuitable surface for piston rings both to bed-in and run on.

It is important when carrying out the honing operation to remove sufficient "stock metal" in order that all trace of the bore surface is removed. To achieve this Hepolite recommend that 0.002" minimum should be removed during honing.

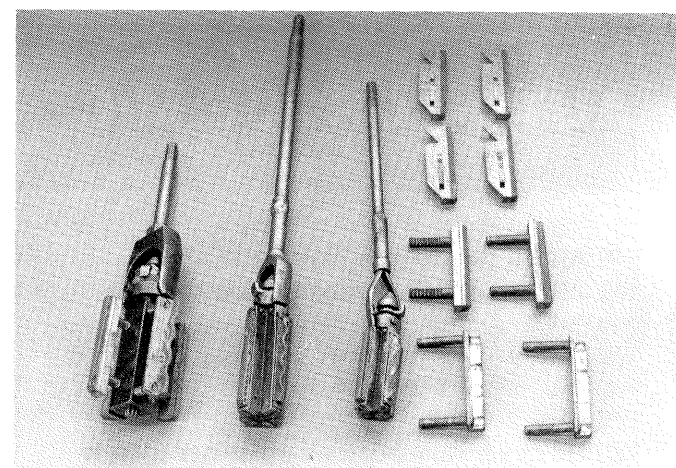
Honing removes the peaks of the bored surface with a final operation, known as "Plateau Finishing". A very fine grit of silicon carbide



Boring a Villiers barrel

stones are used, and the surface finish should be a crosshatch pattern with an included angle of 120°.

In my view, I think that all racing engines should have Nikasil coated bores, to give peak performance, and if a seizure happens, a light hone usually removes any trace of aluminium without removing any of the Nikasil. You can not do this with a Cast-Iron bore, as the hone removes Cast-Iron as well as aluminium. It also has the added bonus of only having to keep one size of piston and rings in your spares kit.



Honing equipment

Now here's the "Demon Tweak", when I rebore a barrel I always measure the piston. I do this because piston manufacturers do not always get the pistons all the same size all the time, and if you bore to the manufacturer's specification you might find you have too much clearance, even if it is only 0.005". (half a thou).

If the pistons are of British origin they will be stamped STD; + 20; + 30; + 40; + 60. These sizes go up in thous ie. + 20 = 0.020".

If the pistons are metric they will be stamped STD; + 25; + 50; + 75; + 1.0. These sizes relate to millimetres (MM) ie. + 50 = 0.50mm (half a mm).

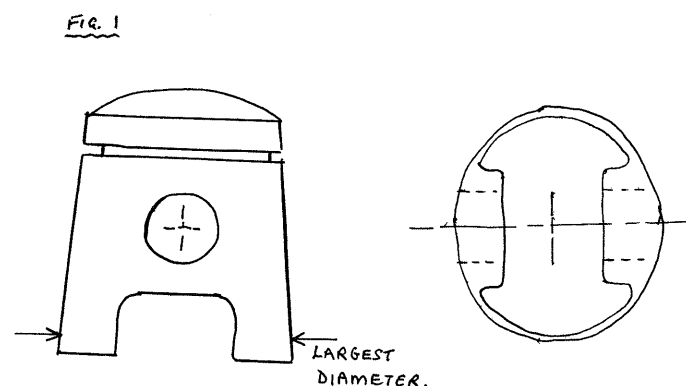
TECHNICAL

by

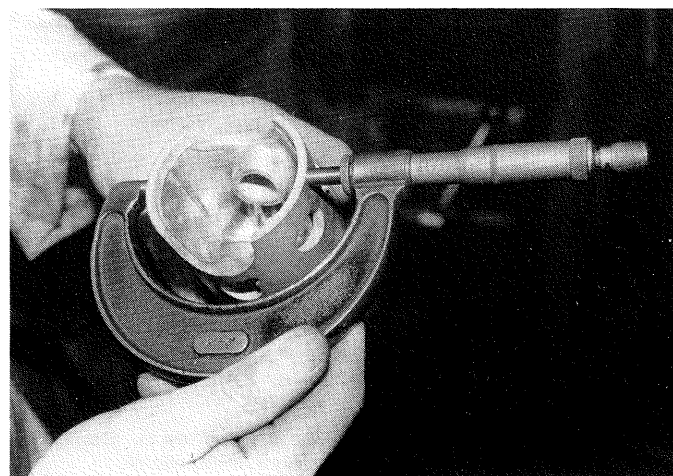
Ian Reading, Mech Eng & 250 National Driver

Having been involved in motor racing, both on bikes and karts for over 10 years, I have noticed that not enough information is passed on to the layman on the subjects of Reboring, Honing and Pistons. I served an engineering apprenticeship with Pirelli Ltd of Carlisle and later took a job with a small local company that specialised in engine remanufacturing. I have now worked there for over nine years, during which time I have rebored thousands of engines, from vintage Rolls Royce to a Yamaha FS1E. In fact, I was reboring 100 National driver, Ian Williams, barrels when he won the British Championship at Felton. Recently I rebored one of the latest 250 National water-cooled engines, so I think I have sufficient knowledge of the subject to pass it on. Anyway, here goes.....

greatest increase in diameter will occur at the crown (Top), because that is the area of highest temperature. So there must be more clearance, measured cold at the piston's crown than is required at the piston skirt (Bottom). Hence the piston is tapered. The piston is also elliptical (Oval) rather than round, so when hot, expansion changes the piston shape to fit the engine's cylinder bore. This is better seen in the diagram (Fig 1) than a photograph.



Since the advent of water-cooling, pistons can now run at a much lower piston-to-bore clearance. Having said that, I can not understand why water-cooling took so long to creep into motorcycle racing engines. I think Yamaha introduced the first water-cooled production racing machine in 1974, when the TZ250 and TZ350 replaced the TD3 and the TR3 respectively. It took even longer for the motocross bikes to go water-cooled. In fact it was only last year that Maico introduced its first water-cooled engine, although the 440cc Maico is still air-cooled along with the big capacity machines from Japan. I am sorry to have to keep referring to motorcycle racing engines, but that is precisely what they were made for, before they found their way into karts.



The correct way to measure a piston

PISTONS

For many years pistons were made from Cast-Iron with Cast-Iron rings, running in a Cast-Iron bore. This combination gave no problems of compatibility or thermal expansion and its wearing qualities were good at the time, since Crankshaft rotational speeds were low the heavy piston did not give rise to excessive reciprocating inertia forces. Unfortunately, Cast-Iron is heavy and heavy is the last thing you want from a piston, which in modern engines is subject to accelerations, well in excess of 100,000ft/sec².

The main difficulties facing the piston makers in changing over to lighter materials were wear and differential expansion.

Aluminium on Cast-iron is basically a less good wearing combination than Cast-Iron on Cast-Iron. In addition, aluminium has an inherently higher rate of expansion with rise of temperature than Cast-Iron, consequently there was the risk of a piston seizing in its bore when hot, unless the cold clearance between the two was relatively large. This resulted in considerable noise — Piston Slap. Moreover, it loses strength very rapidly with increase in temperature above ambient, so that piston failures do occur at crown temperatures well below the material's melting point.

But aluminium is a very light metal and that alone was enough to recommend it for use in pistons, even though the drawbacks listed were enough to limit the power outputs attainable with two-stroke engines for a long time.

Large improvements were made when the means were found to add considerable amounts of silicon, (15-25%), this not only reduces aluminium expansion rate, it also effects a proportionate increase in hot strength and improves the piston wear-resistance properties. In point of fact the Japanese seem to produce high silicon content pistons better than anyone else, which may account for their superiority in coaxing power from two-stroke racing motorcycle engines. Even with the use of aluminium silicon alloys, pistons do expand as they are heated and they do not expand at all evenly. The

BARC-OULTON PARK



125 National overall winner, Ian Shaw.

(pic: Doug Rees)

Saturday 23rd March saw the Manchester and Buxton Kart Club stage a joint meeting with the BARC at Oulton Park in Cheshire. The weather began reasonably well but later in the day heavy rains washed out any chances of finals for the karts; the results therefore were based on performances in the heats of which there were two for each class.

The total entry, including late subscribers, amounted to 71, with the bulk of those drivers, as is the norm, racing in 125 National and augmented by 11 P&R drivers which brought the combined class total to 49. 250 National and International didn't fare so well, with only 10 National entries and 12 International. Of note amongst the entrants were: Mike Doble, Paul Sadotti, Mark Webster and John Atherton; 250 International — Roger Goff, Phil Glencross, Richard Dean and Bernie Roberts in his first outing this year though it wasn't to prove a success; 125 National, to name a few — British Champion Kurt Luby, Stephen Coward, Peter McCallum, Ian Shaw, Steve Cowell, Roy Patterson, Ray Grimes, Chris Stoney and Adrian Wilcox.

Racing began approximately at noon, with the 125 National and P&R lads running together.

Salford's Ian Shaw was in the lead by the end of the first lap, but Stoney, Poole and Coward were close on his bumper. Adrian Wilcox was bringing up the rest, composed of Cowell, Mark J. Allen, Hepworth and McCallum. Into the second tour and both Stoney and Poole had succeeded in relegating Shaw back to third spot. Coward was still there in fourth with Wilcox tucked up his bumper; Cowell had slipped several places and now in sixth was Allen ahead of McCallum. By the end of the third lap Stoney was picking off backmarkers and the order of the next four places remained unchanged — McCallum though had moved up into sixth spot.

Into the penultimate lap and it was Colin Poole who appeared out of Deer Leap in the lead; Shaw was next up, then Stoney while Coward was fighting off the attentions of Wilcox and McCallum. As they crossed the line for the last time the order was — Poole, Shaw, Coward, Wilcox and McCallum — Stoney had gone missing. The 125 P&R lads gave some good, close racing from a moderate field tagged onto the back of the National grid and, in the end, it was a victory for Mairs over Fowler, Naul and novice driver Rob Dickinson.

250 National/International

To give a more realistic grid both classes were raced together, with the Nationals off the back. In

International Richard Dean made the best of it, though was harried by Roger Goff and Phil Glencross. Ivan Davies, Colin Richardson and novice Mark Todd clung onto the next three places. For the next two laps the order at the front didn't change, until Goff made a successful bid and toppled Dean from his perch; Glencross still sat in third, whilst behind, Davies, Richardson and Todd followed line astern. There was to be no further alteration in the order to the flag.

In 250 National GP holder Mike Doble didn't have it all his own way. In fact the Priest-backed Zip of John Atherton held the front against all Doble's attempts for the duration of the five laps. Mike also fell foul of KTM man Mark Webster, after leading him for four laps. The Phoenix/Owl Yamaha set-up of Ian Bickerton hung on in fourth all the way and led Paul Sadotti and Peter Barns to the flag. The first three across the line were Atherton, Webster and Doble.

The second outing for those two classes saw several changes and several faces missing — Roger Goff, John Atherton and Paul Sadotti.

From the lights solo man Richard Dean dominated the entire proceedings, his only opposition during



Richard Dean (32) took the class honours in Formula E, here with Roger Goff. (pic: Doug Rees)

the first couple of tours coming from Phil Glencross. Mark Todd held the rest of the field at bay in third until Glencross vanished from the order, but in turn came under severe pressure from Colin Richardson who assumed the role of second man by the end of the third lap; he also was to disappear during the closing stages. Casualties were many and at the flag there were few left to be picked up by the lapscorers. A flag to flag win then for Richard Dean, from Mark Todd and Ivan Davies.

National fared a bit healthier, with Webster gaining the advantage on the first tour until Doble pushed him back a slot and tried to increase his lead. Peter Barns, Bill Gibson, Anthony Brown and Ian Bickerton followed close behind. The unknown quantity, though, was Mike McDowell.....

Doble stayed at the front fending off Webster lap after lap, until the closing stages when the favourites were toppled by McDowell before he crossed the line to victory. Webster managed to relegate Doble before they reached the flag. The other three places were filled by Gibson, Barns and Brown.

125 National/P&R

In the second outing for these two classes it was again Ian Shaw who showed his mettle by surging into the lead, this time closely shadowed by Peter McCallum, Chris Stoney, Kurt Luby and Ralph Morgan; Carnwell, Coward, Middlehurst and Marsh were next along — Poole, the first heat winner, lay around twelfth on the initial lap.

By the end of the next tour the order at the front had changed somewhat, Stoney was back on form; Luby was second up with Shaw clinging on behind in third. McCallum had lost out to Coward and lay in fifth.

Into the next lap and Stoney was still defending the lead from a relentless Luby and Shaw; McCallum had pulled ahead of Coward whilst Ralph Morgan held steady in sixth.

The penultimate lap and the first three places remained unchanged, but the McCallum-Coward battle was still going on, until Peter got the better of Stephen; Morgan remained where he was.

As they entered Deer Leap for the last time there was no beating Stoney and he took the flag in fine style ahead of Luby. Coward had stirred up a hornets nest when he succeeded after a furious struggle in pushing Shaw and McCallum back into fourth and fifth respectively. Ralph Morgan maintained station for sixth.

125 P&R produced a good result for Barry Fortnam after a rather disappointing start to his day. He led home Mairs, Fowler, Waller and Kevin McNight. Sixth across the line was Gary Needham.

And so the BARC meeting at Oulton finished, for the karts at any rate because of heavy rain and circuit water-logging. Thanks must go to the Manchester and Buxton Kart Club who put so much effort into staging the event and to Kevin Priest and the other officials who gave so much to make sure that it worked. A pity about the weather.

Prize giving was based on the best performances in both heats for each class and was as follows:

125 NATIONAL
1st Ian Shaw Zip/Zip Rotax
2nd Stephen Coward Zip/Rotax
3rd Colin Poole Zip/Goff Rotax

125 P&R
1st Dennis Mairs —/
2nd Mike Fowler Zip/Honda
3rd Ian Waller Zip/Motiv Honda

250 NATIONAL
1st Mark Webster Zip/TKM
2nd Mike Doble Zip/Doble Yamaha
3rd Peter Barns —/—

250 INTERNATIONAL
1st Richard Dean Zip/Rotax
2nd Ivan Davies —/
3rd Mark Todd Zip/Rotax



Mark Webster's KTM was overall first in 250 National.

(pic: Doug Rees)

..... 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

NOW R.A.C. CHAMPIONSHIPS ROUND

"KNOCKHILL"

Scotland's premier Circuit

INTERNATIONAL RACE OF CHAMPIONS

23rd JUNE 1985

Enjoy a summer weekend in Scotland

Entry forms from:- Ian Rushforth, 9A Sunny Grove, New Costessey, Norwich

PARILLA ENGINE PARTS

PLEASE RING FOR DETAILS

ALL SPARES AVAILABLE

TKM ENGINE SPARE PARTS

Head.....	£28.80
Piston, complete.....	£11.00
Piston, bare.....	£7.80
Ring set (Super).....	£4.75
Gudgeon pin (lightened).....	£1.00
Cylinder stud.....	£2.00
Head nut (brass).....	50p
Exhaust stud.....	35p
Exhaust bend.....	£7.75
Exhaust flex.....	£1.85
Silencer.....	£10.50
Oil Seal (ROLF high RPM).....	55p
Valve cover (sloping).....	£12.00
Crank complete.....	£65.60
Crank pin.....	£2.80
Cage & rollers (steel/silver plated).....	£3.75
Big end spacer washer.....	60p
Small end rollers.....	£3.25
2mm x 13.8mm.....	90p
Small end washer (aluminium).....	65p
Small end washer (steel).....	31p
1mm thick.....	31p
Crankcase main bearing shims.....	30p
Valve locator.....	£4.96
Valve locator circlip.....	20p
Crank nylon stuffers.....	£1.20
Aluminium stuffers.....	POA
Copper rivets.....	33p
Cylinder Comp. 3P.....	£60.00
Cylinder Comp. TT.....	£64.00
Cylinder Comp. L90TT.....	£68.00
Crankcase Comp. 3p.....	£52.00
Crankcase Comp. TT.....	£60.00
Crankcase Comp. L90TT.....	£68.00
Crankshaft Comp. 3p + TT.....	£70.40
Crankshaft Comp. L90TT.....	£76.00
Crankhalf Drive 3p + TT.....	£28.00
Crankhalf Drive L90TT.....	£32.00
Crankhalf Mag. 3p + TT.....	£25.60
Crankhalf Mag. L90TT.....	£29.60
Conrod long/short.....	£20.24
Conrod Selected.....	£25.04
Rotary valve cover FF99.....	£12.00
Rotary valve Cover L90TT.....	£13.60
Rotary valve all models.....	£3.60
Rotary valve magnum, All mods.....	£4.40
Rotary valve locator.....	£4.96
Liner 3 port.....	£30.24
Liner TT.....	£34.80
Gaskets, paper.....	16p

IGNITIONS

Motoplat, Class 1 comp. with coil.....	£39.90
Motoplat coil.....	£15.68
Dial gauge.....	£10.00
Extension.....	£1.50

ARROW ENGINES/SPARES

Mounting plate & Allen screws complete.....	£13.13
Cylinder head.....	£30.40
Cylinder barrel to head 'O' ring.....	£1.00
Exhaust pipe.....	£7.90
Cylinder barrel.....	£29.90
Cylinder liner, TT.....	£34.80
Cylinder liner, 3-port.....	£30.40
10T sprocket, fine pitch.....	£4.00
11T sprocket, fine pitch.....	£4.00
12T sprocket, fine pitch.....	£4.00
9T sprocket, std. pitch.....	£4.00
Output shaft oil seal.....	50p
Rotary valve cover.....	£13.20
Oil seal 25357.....	60p
Hub r/v drive hub.....	£4.96
'O' ring crank valve hub.....	40p
Crankshaft nut.....	£1.20
Crankcase R.H. Pair.....	£60.00
Crankcase oil seal.....	60p

Big end roller bearing.....	£3.75
Cylinder head nut.....	50p
Piston assy. all sizes incl. piston rings, and circlips.....	£11.00
S/E 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
Engine mount clamps.....	£3.50
Rotary valve, tuned, 45-72°.....	£5.70
Rotary valve, 45-65°.....	£5.00
Cylinder comp. 3P.....	£60.00
Cylinder comp. TT.....	£64.00
Cylinder D Port.....	£71.20
Liner 3P.....	£33.00
Liner TT.....	£34.80
Liner D Port.....	£39.60
Gaskets, paper.....	20p
Connecting rod.....	£20.24
Connecting rod, selected.....	£25.04
Carb restrictor.....	£2.00
Carb restrictor, stepped.....	£4.80

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

TUNING

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.

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

TKM's and HEWLAND ARROW'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
Carb test and rebuild.....	£2.50
D.K. Special Tuning.....	£50.00
Honing, crankshaft splitting and rod replacement while you wait (except Wednesday afternoon). We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec. NOTE: Cranksplitting and big end replacement, honing and crank truing 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 DART-WAYS — £30.00 extra.

Equipping your liner with DART-WAYS including removal and fitting — £30.00

D.K. Special Tuning including DART-WAYS £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 TQ 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 Vari-clear demister.....	£2.00
Hermetite Instant Gasket.....	£1.75
In-line petrol filters.....	
large or small.....	£1.00
Mazda tyre guages.....	£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 1 Motoplats with coils.....	£39.90
Advance & Retard Motoplat.....	£37.43



All Export Orders Welcome

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.

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
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

Bridgestone U.K. Championships — Round 1 CASH

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

PARILLA MOTORS

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

offering the G.B. motor at £340.

The Juniors again displayed skills to make some senior competitors envious. The Britain final being a fine 3-way scrap between Rob Wilson, David Coulthard and Shaun Nicolson, with the former taking victory to the delight of Mike Mulhearn and the F.R.E.D. team.

The Boosters were rather low in quantity, but again high in quality. Diminutive Dario Fanchiti was in command of the final and had his dad racing up and down the circuit the whole race long.

Second on the road was Dave Wilson, who drove very well but unfortunately fell foul of leaving the scrutineering bay too early after the race — before all checks were completed. Having only been karting 3 or 4 months it is hoped this does not “knock” the family’s enthusiasm.

Following on from Wombwell was the opening round of the Super One Series at Clay Pigeon. The circuit has recently been resurfaced, which seems to have cured the tyre wear problem, but is still very slippery, and how has some areas where the track edge is 3 or 4” higher than the infield. (Some corners had been graded and no doubt in time this will be done completely).

As for the weather — well, the only good news was that it did not rain on Sunday. Saturday was very windy with showers, making testing difficult. Also it became evident that, as drivers purchased wets, supplies were very low, something which will hopefully improve as time goes by!

Sunday stayed dry but participants had to contend with gale force winds, many tents and awnings getting damaged during the day.

The Clay Pigeon Kart Club ran a reasonable meeting although the timetable dragged a bit. The biggest disappointment was that the threats given at drivers briefing regarding ‘contact driving’, dangerous driving, and rule bending were not carried out. Some nasty incidents occurred during the day and at least 3 karts were totalled. Injury wise, the drivers were relatively lucky — Tony Negal breaking his thumb, and Bryce Wilson surviving a huge accident after clipping Piers Hunniset’s rear wheel. (Bryce also survived a verbal assault from Mr Hunnisett Senior.)

Derek Higgins and Charlie Brown were unexpectedly involved in a shunt in the final robbing both of a respectable finish.

Local participant Pete Rochford showed a consistently speedy performance during the day but his over-enthusiasm at the start of the final eliminated a fair proportion of the field. Out of the melée the unlucky drivers were:- Simon Sutton — back on form and well up the grid. Jerry Cotterill — who at last looked to be having a bit of luck — wrong! Jason Plato — who restarted quickly and started a charge which was one of the highlights of the race (a possible winner but for this incident.)

Several others also had their race spoilt by this early incident.

Star of the final was the winner — Graham (Rocket) Roscoe. With the help and guidance of Graham Lyons (ex-100 National competitor) Rocket Roscoe has been very rapid of late and but for a few ‘brain fades’ could have been right at the front. Clay was Graham’s day though and he performed superbly on his Deavin/Deavin Parilla outfit (another win for this combination following Steve Brogan’s UK Championship win at Wombwell.)

Britains “No 1” Gary Moynihan again used DAP power but could not quite match Roscoe’s sustained

speed, however second was a good result for the British Champion. Third was “long time no see” Lee Cramner as ever supported by his enthusiastic Mum and Dad, a fine result. Steve Tillett drove a storming race in the final, carving his way up to a magnificent 4th place, after starting at the back of the grid. Jason Plato was as quick as anybody and did exceptionally well to climb back to 5th after the first corner incident.

The Weatherly brothers both finished in the top ten, as did northerner’s Scott Banks and Nigel Edwards.

100 Senior Britain gave a popular win to Andy Clarke (obviously recovered from his hand problem) well done. The race though was not a run away, as Mark Beddall, and an ever improving Steve Hazlett kept the pressure on throughout the whole race.

The Junior Britain class was very interesting due to the fact that ex-British champion Alan McNish had teamed up with Terry Fullerton. Apparently Alan had competed at Le Mans the previous weekend and finished a very creditable 4th. His own driving ability and International experience and T.F. made the number one slot inevitable. Lap times were not far short of good National times and the total dominance in the final seemed almost unbelievable. (Tyre and fuel checks were made without any problems). Of the rest Michael Mills showed continued promise and has opened his account in the series with a very promising second place.

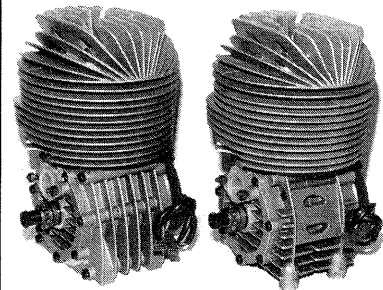
So the season is really getting under way, hopefully (again) the weather will improve. If it does the 3rd Round of the Bridgestone U.K. Championship will be a splendid spectacle as it takes place at the picturesque Rowrah circuit.

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)

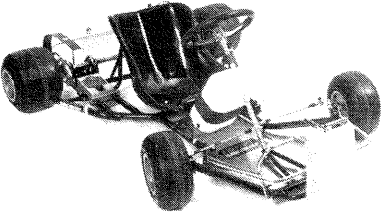
897 Uxbridge Road, Hillingdon, Middlesex, England. Tel: 01-573 1963. Cables: DAPWORTH

DAP — ARROW — PARILLA — TKM — PCR — YAMAHA



Large Stocks of DAP motors and spares for all classes, including latest Britain motors for the UK. Worldwide tuning/spares service for DAP. We have supplied and/or tuned DAP motors for use by top drivers in every major country in the World.

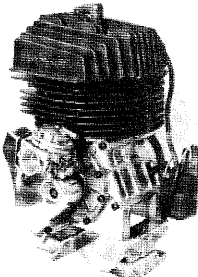
Any make of new Kart or Engine supplied, with new Zip Karts usually in stock. Part exchange welcome. We will buy good Class 1 Motors for cash.



The best bored & modified TILLOTSONS (even other tuners have used our Carbs!). Individually tested and set up. MW/22B & MW/22N — £29 MW/52BS, MW/62N & MW/72N — 39.



ARROWS for Britain & National classes ex stock, with full spares back up. Our ultra successful tuned Arrows speak for themselves — sometimes available off the shelf, otherwise 2-4 weeks’ delivery.



Tyres for all classes, special handcut rain tyres, (25% more effective than standard pattern), 35 & 219 chain, Motocraft, Champion & NGK plugs, Castrol, Shell & Miracoil Racing oils, Chain Lube, plus all accessories, Suits, Boots, Gloves etc.

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

1st CLASS USED EQUIPMENT ALWAYS FOR SALE

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

JOIN THE CLUB — WHY?

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

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

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

Each member will get:

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

SO SUPPORT THE CLUB THAT SUPPORTS YOU

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

NAME _____

ADDRESS _____

TEL: _____ (home) _____ (bus)

I race in class _____

Kart _____ Engine _____

Race Number _____

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

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

1985 CENTRAL KART CLUB MEETINGS

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

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

ZIP-BRIDGESTONE 125cc CHAMPIONSHIP SERIES

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

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

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

I WISH TO REGISTER FOR THE 125 CHAMPIONSHIP.

My Race Number is Club Membership No.

Name

Address

I enclose registration fee of £5.00

ZIP BREAK THE PRICE BARRIER

WITH THE WINIT RANGE OF KARTS

For JUNIOR BOOSTER, JUNIOR, and NATIONAL classes

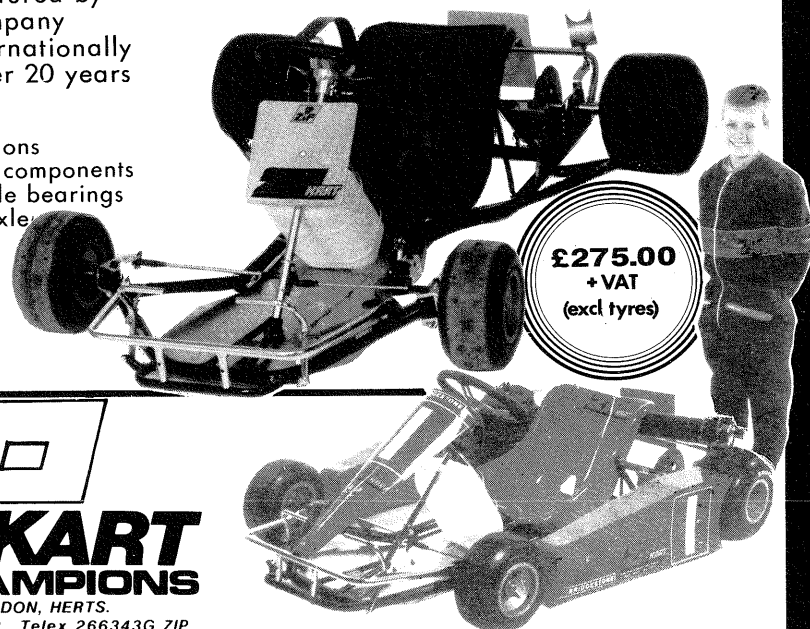
Professionally manufactured by craftsmen from the company that has produced internationally acclaimed karts for over 20 years

Specification includes:

Standard AND short versions
Top quality die cast alloy components
Special low drag rear axle bearings
30mm HT ground finish axle
ZIP special engine mount
New seat mounting
CIK approved

AVAILABLE EX-STOCK

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



£275.00
+ VAT
(excl. tyres)

Swiss Hutless Karts

THE CHOICE OF CHAMPIONS

For one of the finest constructed karts in the world of unsurpassed specifications, performance and handling. Continental excellence is available to discerning U.K. competitors. These karts have had success in all important major championships including winning the European and World Championships.

Do not settle for less, compete with Swiss Hutless the developers of rear/side adjustable torsion bars, horizontally split bearing carriers and much more! Swiss Hutless a range of karts for Britain, National, International and 125cc Gearbox racing.
BE A LEADER — RACE SWISS HUTLESS

87 PAGE HUTLESS CATALOGUE PACKED WITH DETAILS ON THE KARTS AND OTHER GOODS WE DISTRIBUTE, TECHNICAL DATA ON KART SET-UP, TYRES AND MOTORS. CATALOGUE ONLY £2.50 inc. postage.

Congratulations Peter Stephens on his performance during heats and 'A' Final, Wombwell Round Bridgestone UK Championship using Swiss Hutless Karts.

BARGAIN BRIDGESTONE TYRES '85 PRODUCTION

BRIDGESTONE YAK 10 x 450 x 5/11 x 710 x 5.....only £74.00 a set
BRIDGESTONE YBK 10 x 450 x 5/11 x 710 x 5.....only £84.00 a set

BRIDGESTONE SCOPE

BRIDGESTONE YBR 10 x 450 x 5/11 x 710 x 5 for International and Gearbox Class the latest tyre from the factory — replaces old YBKonly £92.00 a set
BRIDGESTONE 360/450/600 YBF TYRES AVAILABLE

SPECIAL OFFERS

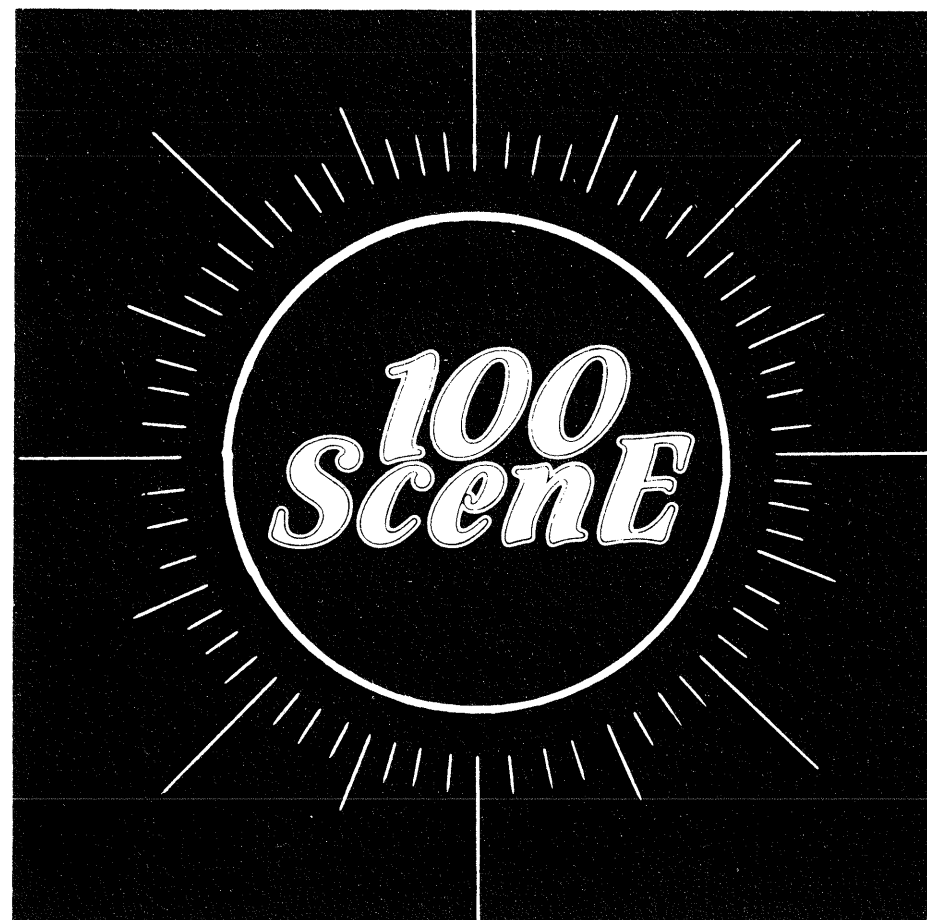
Zip Diecast wheels, complete set (100cc with 15mm front wheel bearings for 450/710 tyres, inc valve and 'O' rings)£34.00
Swiss Hutless 5 litre floor mounting fuel tank, complete with all fittings.....£11.50
Swiss Hutless 8 litre floor mounting fuel tank (for Gearbox Class)£15.00
219 Pitch Ministar special racing chain, 108 links (as used on Continent)£6.50
219 Pitch Sprockets 64T-95T£3.25
219 Pitch Engine Sprockets 10T (top quality IAME style)£3.65
3mm, 4mm, 5mm, T-Bar Allen key (top quality)£1.50
6mm and 8mm T-Bar Allen key (top quality)£1.95
Carburettors protection strip, Teflon, fits between carb and chain (100cc) (The ultimate safety feature with long life, new to the UK)£0.66
Number Plates (all colours).....£0.35
Latest continental style race No's (only white)£0.15
New caged small ends, fits all 100cc engines. Installing simplified, compared with 25 loose needles used hitherto. High quality bearing of long life, with 2 special blue anodised washers (as used successfully on continent new to UK)£3.20
Swiss Hutless cable clamps (do not damage cable) throttle & brake type£0.50

Plus full range of all karting equipment, engines, spares, Yamaha AX, P.C.R., TKM and Arrow.

Tyres, used karts, crankshaft splitting, boring and honing.
Part exchanges welcomed — Trade enquiries.

All prices plus carriage and V.A.T.
Prices subject to alteration without notice.

RED DRAGON
quality karting equipment
90 Colonel Rd, Betws, Ammanford, Dyfed, SA18 2HP
tel (0269) 2759



Parilla's, was well set up and it was obvious that Steve was going to improve on his 4th place at Rye.

Round 1 winner, Ricky Grice, also proved to be quick although a little down on Brogan, while Richard Whetherley, as usual, proved to be quick and smooth.

With a total entry of well over 100 it was not surprising to see the circuit being quite congested on the Saturday, and despite drivers being sent out in groups, and the usual football match, most people got a fair share of track time.

Race day morning heralded the start of the wet weather, and it soon became evident this was the order of the day. Untroubled by the conditions Steve Brogan stamped his authority on the meeting, despite some "hairy" moments, characteristic of Steve's youthful enthusiasm. Ricky Grice seemed the only threat but had to drive 10/10ths in order to stay in touch. The now registered Derek Higgins finished a creditable 3rd, followed at a distance by Zip stalwart Jackie Brown.

Neil Hann unfortunately was not too well on race day morning and did not compete, whilst local ace, Nigel Edwards, had a very spectacular finish to his final heat when he lost a rear wheel 100 yards from the finish line, but managed to limp home into a lucky 7th place.

The rain during the 100 National final was almost torrential and several competitors suffered water-logging, only 11 competitors completing the 20 lap final.

The 100 Britain class was won by local man Dave Smith, who with sponsorship from F.R.E.D's this season looked very competitive. One of his main rivals and Round 1 winner, Craig Booth, seemed uncomfortable in the wet conditions, while 100 Britain old-hand, Andy Clarke, was missing from the meeting. It was later discovered that Andy had badly cut his hand (necessitating stitches) the week previous and could not hold a steering wheel properly. (Hope you're well soon — Andy.)

A new name, Gavin Willis, showed well in the Senior Britain class. After some poor heat results, his final race from grid 15 to second was superb. Watch out for this man in the future.

Some controversy during post race scrutineering regarding the Parilla engine used by Patrick Smith caused a little confusion, but it is understood the issue has been referred to the R.A.C. for clarification.

The confusion seems to be that there is a lot of doubt if the Parilla SS20GB is available, and that the TT27 is being used in its place. A difficult problem as the engines are virtually identical! Price wise, though, it would appear that dealers are

Unfortunately the hopes for improved weather conditions in April did not materialise, Round 2 of the Bridgestone U.K. Championships at Wombwell being held on what seemed to be a typical Yorkshire day — cold, dull and wet — very wet!!

The Wombwell Sporting Association Kart Club ran a very slick meeting, despite the awful conditions, and got through a lot of racing. Well done to all club and race day officials.

Since the last visit to Wombwell some improvements to the pit area have taken place, with a proper hardcore base being laid. Although still a bit small, it was good to see all competitors located together, giving a good atmosphere.

Practice day on the Saturday, was dry and generally sunny and many drivers took the opportunity to test. When watching a practice day prior to a big meeting it is strange how one gets a feeling for people's race day performances. For example, current British Champion in 100 National,

Gary Moynihan, (using DAP power for the meting) had somewhat of a disaster, carrying his kart back to the pits on several occasions, the worst of which was a very bent chassis.

Jerry Cotterill seemed to spend all day out on the circuit, but still did not seem to get fully sorted. Using his now familiar Rotax engines it was interesting to note that during his testing, he tried out a radically different exhaust system (similar to a 250cc pipe but a little smaller). However, as it was not used in racing it would seem (at this stage) to be of little or no improvement.

The Beasley brothers were also Rotax powered and, as at Rye for Round 1, they both looked very quick.

Also in the "very quick" department was Steve Brogan, who really was putting in some excellent times, his Deavinson Sprint, with Deavinson



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

NAME
ADDRESS

SUBSCRIPTION RATES:
U.K. and Worldwide (surface).....£13.50
Airmail Rates:
Europe.....£19.00
Australia, New Zealand, Japan,
Philippines£25.00
Other Countries.....£23.50

I would like a 12 month subscription, beginning with theissue.

☐ I enclose cheque/P.O./money order for £.....

☐ Please debit my Access/Barclaycard/Trustcard, No.with £.....

Post to: **Kart & Superkart**, Pindar Road, Hoddesdon, Herts. EN11 0DE.

N.B. Sterling cheques or drafts will only be accepted.

BRIDGESTONE UNITED
KINGDOM CHAMPIONSHIPS
Points after 2 Rounds

100 NATIONAL CLASS				
Position	Name	1	2	Total
1st	Ricky Grice	137	134	271
2nd	Steven Brogan	122	137	259
3rd	Doug Spencer	134	119	253
4th=	Gary Moynihan	133	108	241
4th=	Jack Brown	114	127	241
6th	Gary Prior	123	101	224
7th	Miles Hall	116	100	216
8th=	Nigel Edwards	107	104	211
8th=	Graham Roscoe	105	106	211
10th	Gary Till	79	121	200
11th	Jeremy Cotterill	107	90	197
12th	Darrell Beasley	104	91	195
13th	Samy Hunt	93	100	193
14th	Graham Pettitt	114	75	189
15th	Malcolm Budd	99	82	181
16th	Steve Tillet	109	68	177
17th	Andrew O'Hara	45	115	160
18th=	Jamie Beasley	100	54	154
18th=	Louis Di Resta	92	62	154
20th	Mark Salter	74	58	132

SENIOR BRITAIN CLASS				
Position	Name	1	2	Total
1st	Darren Gibbs	128	123	251
2nd	Craig Booth	139	103	242
3rd	Gavin Wills	121	90	211
4th	Anthony Geraty	127	78	205
5th	Mark Gailer	111	90	201
6th	John Willcock	92	99	191

7th	Steve Malkin	119	70	189
8th	Patrick Smith	85	97	182
9th	Mark Powell	75	80	155
10th	Glenn Taylor	81	70	151
11th	Dave Smith	—	138	138
12th	David Hedger	115	—	115
13th	Steve Cave	—	112	112
14th	Gary Chapman	—	102	102
15th	Steve Ogden	—	97	97

JUNIOR BRITAIN CLASS				
Position	Name	1	2	Total
1st	Rob Wilson	129	135	264
2nd	Shaun Nicholson	134	125	259
3rd	Ivan Turner	126	128	254
4th	Steven Webb	127	118	245
5th	Nicky Hart	113	123	236
6th	James Rhodes	111	122	233
7th	Paul Rees	115	97	212
8th	Jason Weller	103	84	187
9th	Lee Rennison	86	93	179
10th	Richard Moss	99	69	168
11th	Gina Moss	84	83	167
12th	Marcus Gavin	87	76	163

JUNIOR BOOSTER CLASS				
Position	Name	1	2	Total
1st	Oliver Gavin	130	130	260
2nd	Scott Armstrong	128	124	252
3rd	Dave Wilson	136	107	243
4th	Jamie Spence	129	100	229
5th	Daniel Stilp	127	100	227
6th	Scott Donelly	122	100	222
7th	Dario Franchitti	99	107	206
8th	Russell Whitehead	113	—	113
9th	Stuart Capstick	—	99	99

BROGAN'S
BREAKTHROUGH

Report & Pics: John Marshall

The 2nd Round of the Bridgestone
United Kingdom Championship

Steve Brogan clinched the 100 National ‘A’ Final with a flag to flag win over Grice and Higgins. Class honours went to Dario Franchitti (Junior Booster); Robert Wilson (Junior Britain) and Dave Smith (Senior Britain) during an action-packed Easter weekend at Wombwell.

The weather was poor for the weekend giving us plenty of wind and rain but it didn’t put off any of the competitors who provided us with some first class racing. The 100 National class had an enormous entry of over eighty but the Junior Booster had a very poor turn out. Improvements have now been made to the pits area, tons of hard core had been laid and a new toilet block installed. The Wombwell KRC did an excellent job of running this first class meeting which had no major holdups and provided the spectators with an excellent days entertainment.

Junior Booster

Heat one winner was Jamie Spence who had an easy win, being some eight seconds ahead of Oliver Gavin and Dave Wilson. In heat two

Spence only managed to complete one lap, Dario Franchitti came right through the field to take a well deserved win with Dave Wilson second and Scott Armstrong third. Heat three and it was Daniel Stilp who was leading on lap two and he remained there throughout the race, second home was Stuart Capstick closely followed by Scott Donely.

The final was very tough going due to the constant rain but none of the drivers were put off, Wilson made a good clean start but close on his heels were Franchitti, Gavin, Spence, Armstrong and Capstick. Wilson and Franchitti had opened up a small lead, Gavin and Spence spun out on lap two to join up with Donely and Stilp who we had lost on the first corner of the race; they restarted but were well down the field. Franchitti took over the lead halfway through the race with an excellent move, driving round the outside of Wilson on pits corner, Capstick was now closing in on the leading pair at an alarming speed and soon all three were nose to tail. Franchitti seemed to find a little extra speed for the remaining two laps and he pulled away from Wilson and Capstick. Some ten seconds adrift came Gavin, Spence, Armstrong and Stilp all in close company and fighting for fourth place. At the finish Franchitti had a well deserved win with Wilson second and Capstick third, fourth man home was Armstrong after passing two on the final lap, fifth was Wilson with Donely, Spence and Stilp close behind.



Phillip Woolley (100 National) fights against the driving rain.



Daniel Stilp took a good third heat, but had to settle for a lowly place in the final.

Junior Britain

David Coulthard had a fine win in heat one with James Rhodes second and Shaun Nicholson third. Robert Wilson, driving the Boxer kart, had a good start to finish win in heat two, he was some four seconds ahead of Ivan Turner, Shaun Nicholson, David Coulthard and Nicky Hart who were all nose to tail. In the remaining heat Turner had a terrific race making no mistakes even though he was under constant pressure from Wilson throughout the race; Walton was a close third followed by Hart and Webb.

In the final Wilson shot straight into the lead with Nicholson, Hart, Coulthard and Webb hot on his heels; Webb made a bad mistake on pits corner which allowed several drivers to get by. After the first few opening laps we had four drivers out in front led by Wilson with Nicholson, Coulthard and Hart close behind, by lap six these four were about five seconds ahead of James Rhodes, Richard Walton, Ivan Turner and Paul Rees. At the halfway stage the positions were still the same; on the next lap Turner took over Walton's sixth position after passing him at the top hairpin. There was no change in this exciting race until lap sixteen when Coulthard nipped into second place outbraking Nicholson on pits corner. He then tried to find a way to get by Wilson but the local ace kept his cool and went on to take the chequered flag, his first major win. Coulthard was a very close second followed by Nicholson and Hart. About six seconds behind the leading four came Rhodes well ahead of Turner, Walton, Webb, Moss, Rees and Rennison.

Senior Britain

Dave Smith was the man to watch in this class, he had two heat wins and finished third in the other, having started at the back of the grid. In heat one he had a four second lead over Craig Booth with Patrick Smith and Mark Powell following in. Heat two winner was Booth with Darren Gibbs a very close second and Smith on his very fast Boxer kart came all the way through the field to take third position. In heat three Smith took the lead in the early stages of the race and was unchallenged. He went on to an easy win with Gary Chapman taking second place just ahead of Mark Powell.

In the final Smith shot straight into the lead followed by Gibbs,

Smith, Booth, Chapman, Ogden and Powell; lap two saw Smith being punted off in a very unfavourable manner. Smith soon opened up a tremendous lead but the battle was on for second place, Booth took over second place on lap five but biting at his heels were Chapman and Gibbs who were just ahead of Ogden; Booth's race was soon to be over as he retired at the halfway stage. Gibbs was now second with Chapman taking for just one lap before Gibbs re-established himself. Gavin Wills was having a superb drive and was now lying in fourth place after having carved his way through the field; also closing in were Gavin Wills and Richard Hind. Now into the closing stages of the race, the weather was terrible but Smith seemed to be enjoying it and was now over fifteen seconds ahead of second place man Gibbs who looked to be well in control, despite Wills and Hind being right on his heels. Smith cruised on to an easy win but Gibbs got a shock when Wills nipped by him on the last lap to second place and he had to be satisfied with third, Hind was a close fourth with Steven Cave, Patrick Smith, Steve Malkin and Craig Booth following on a long way behind.

100 National

A tremendous entry of over eighty drivers resulted in us having nine heats to sort out the final grid positions and these provided us with nine different heat winners. Ricky Grice won heat one some ten seconds ahead of Gary Till, Steve Tillett and Steve Sykes. Heat two winner was Nigel Edwards but it was a hard race for him, fighting off a strong challenge from Derek Higgins. Steve Brogan finished third with Gary Prior fourth. Heat three was won by Andrew O'Hara after passing Peter Stephens on the last lap, third home was Jeremy Cotterill with Jon Earnshaw fourth. Scottish driver Bryce Wilson had a good race in heat four, fighting off a strong Challenge from Brogan, Grice and Ian Williams. Heat five was a start to finish victory for Derek Higgins now driving a Ferrari; local lad Dominic Connelly was second home with Kerry Thorpe, Darrell Beasley and Graham Waldron following on. Now we're up to heat six, Paul Fletcher was the early leader but then young Jeremy Cotterill got by and showed Fletcher how to drive; third place went to Jack Brown and fourth to Richard Weatherley. Fullerton driver Steve Sykes had a good win



Steve Tillett featured well in the heats — but had a poor final.

over Kerry Thorpe in heat seven, Darrell Beasley was third and Ian Ross Johnson fourth. Heat eight winner was Miles Hall with Weatherley and Grice following on. The final heat was won by Steve Brogan with British Champion Gary Moynihan second, Jack Brown third and Doug Spencer a close fourth.

'C' Final

First away was Mick Mayers closely followed by Billy Tully, Tony Negal, Gary Gough and Bob Moon. Negal took over the lead on the second lap, passing Booth at the top hairpin he then went on to an easy win; second home was Jamie Beasley after working his way through the field, Jamie Kavanagh and Mick Mayers made up the four to qualify for the 'B' final.

'B' Final

Leading the pack into the first corner was Jeremy Cotterill closely followed by Michael Budd, Russell Budd, Graham Pettit and Robert Crossley. At the halfway stage Cotterill was still leading with Maple second and Budd third. There was a real battle on for fourth place — Pettit was under threat from Bryce Wilson and Darrell Beasley. Wilson got by Pettit after outbraking him at the top hairpin and a couple of laps later, Beasley was by. On the same lap the lead was taken over by Maple, Budd was now second but under tremendous pressure from Wilson who somehow sneaked passed him on pits corner and at the same time Beasley got by too. So it was Maple who took the chequered flag just ahead of Cotterill, then came Beasley and Wilson to take the remaining two qualifying places. It was hard luck for Budd who finished fifth, Pettit was sixth and Negal and Jamie Beasley drove really well having come through from the 'C' final to finish seventh and eighth.

'A' Final

The weather was terrible, the heavy rain was pouring down on all the spectators who had lined the course to watch the race they had all been waiting for. Into the first corner was Brogan closely followed by Higgins, Grice, Weatherley, Brown, Thorpe and Edwards and after the first five hectic opening laps Brogan was still leading. Grice

got past Higgins at the top hairpin, Brown was now ahead of Weatherley with O'Hara in sixth place while Edwards was dropping back for some reason. At the halfway stage the positions remained unchanged except for O'Hara who had gone missing, Spence having taken up his place. Bryce Wilson was fighting his way through the field but luck wasn't on his side as he hit a puddle going into pits straight and spun out. Brogan and Grice had now opened up a two second lead over Higgins who was the same distance ahead of Brown and Weatherley. With five laps remaining the first six drivers were unchanged. In seventh place now was Gary Till after having overtaken Peter Stephens on old pits corner. There was a real fight going on between the leading pair with Grice nearly being attached to Brogan's bumper, but Brogan held his position. On the penultimate lap Grice was doing quite a bit of pushing going into the old pits hairpin and he got what he deserved when he ran wide onto the concrete coming out of the bend. Brogan went on to a well deserved win having led the field from start to finish in this 20 lap race; second was Grice with Derek Higgins third. Fourth home was Brown ahead of Weatherley, Spence was well back in sixth place, following on, someway behind, was Stephens, Till, Roscoe, Fletcher, Moynihan and Thorpe. A fantastic race and well worth standing out in the rain to watch.

John Marshall

BRIDGESTONE
UNITED KINGDOM CHAMPIONSHIPS

ROUND 4

Venue: Dunkeswell
Date: 26th May
Entry Fee: £10.00

Competition Secretary:
Miss D. Mitchell, 68c Deane Drive,
Galmington, Taunton. Somerset. TA1 5PR.



Russell Maple — winner of the 'B' final, shadowed by Bryce Wilson.