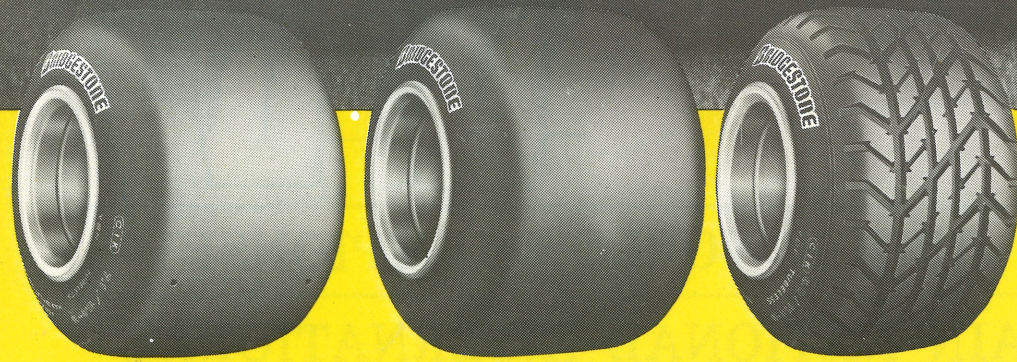


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# BRIDGESTONE Tops on the Kart Chart.



DRY-1

DRY-1 SL

WET-B

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## BRIDGESTONE

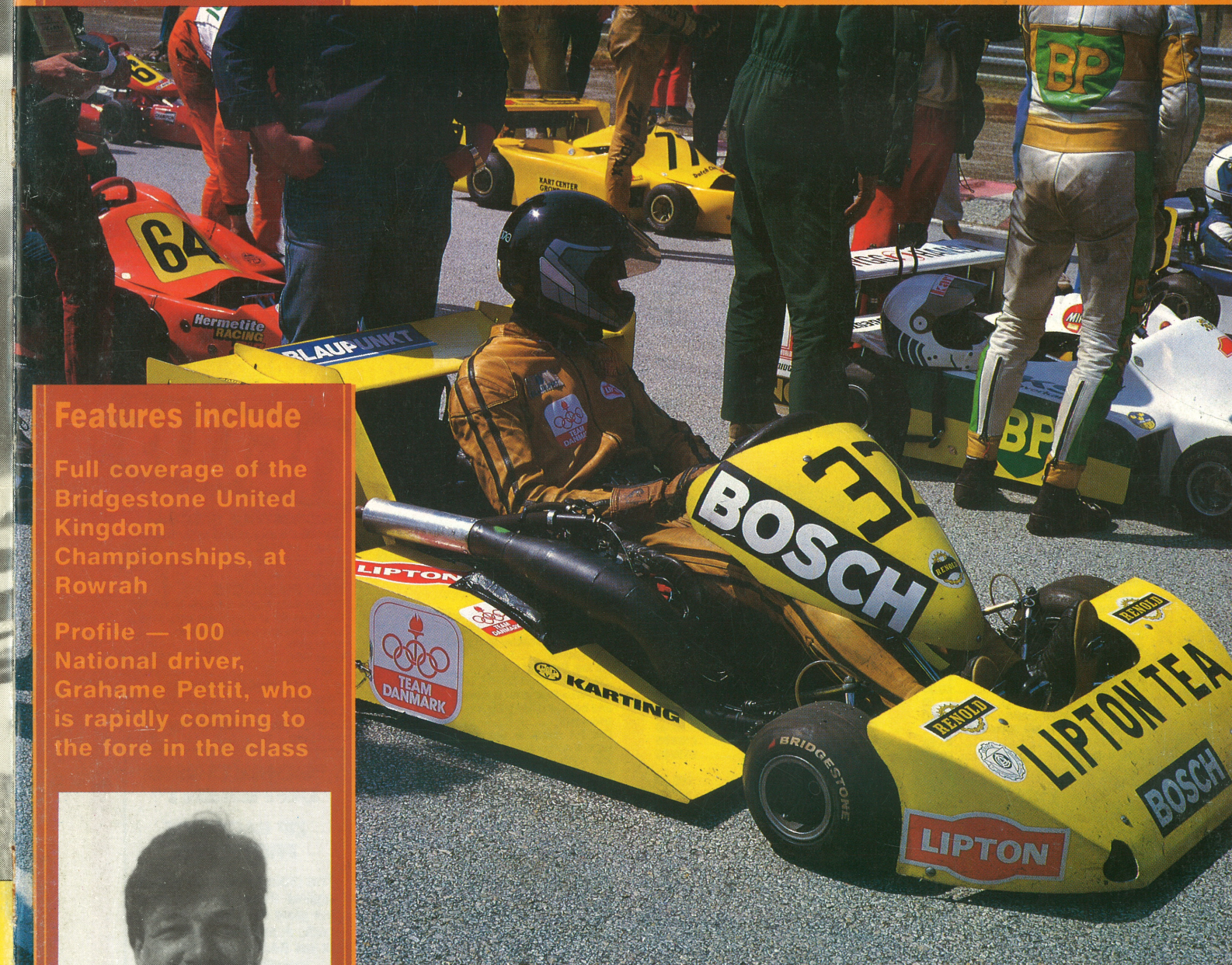
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# K AND S

THE INTERNATIONAL MAGAZINE

# KART AND SUPERKART

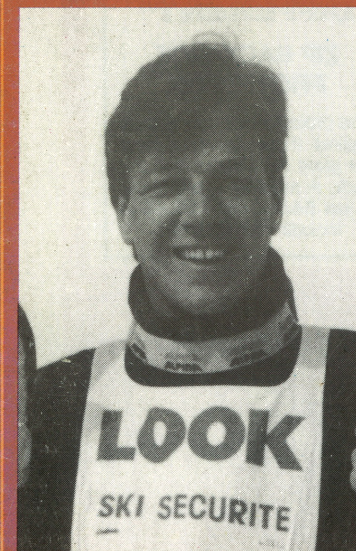
JUNE 1985 80p



### Features include

Full coverage of the Bridgestone United Kingdom Championships, at Rowrah

Profile — 100 National driver, Grahame Pettit, who is rapidly coming to the fore in the class



Grahame Pettit

## World Formula E Series — Opening round and European Championship — Le Mans

## PLUG - IGNITION - TOOLS etc.

Motoplat, 100cc comp '84 model	£44.00
Motoplat, 125cc Rotax	£66.50
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Jacobs	£1.60
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## ZIP HIGH QUALITY DIE-CAST COMPONENTS

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Kart cover, special Zip type	£12.00
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30mm HT ground finish axles	£12.00
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## ZIP RACEWEAR

All PVC suits are available in Red, Green, Black or Blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.	
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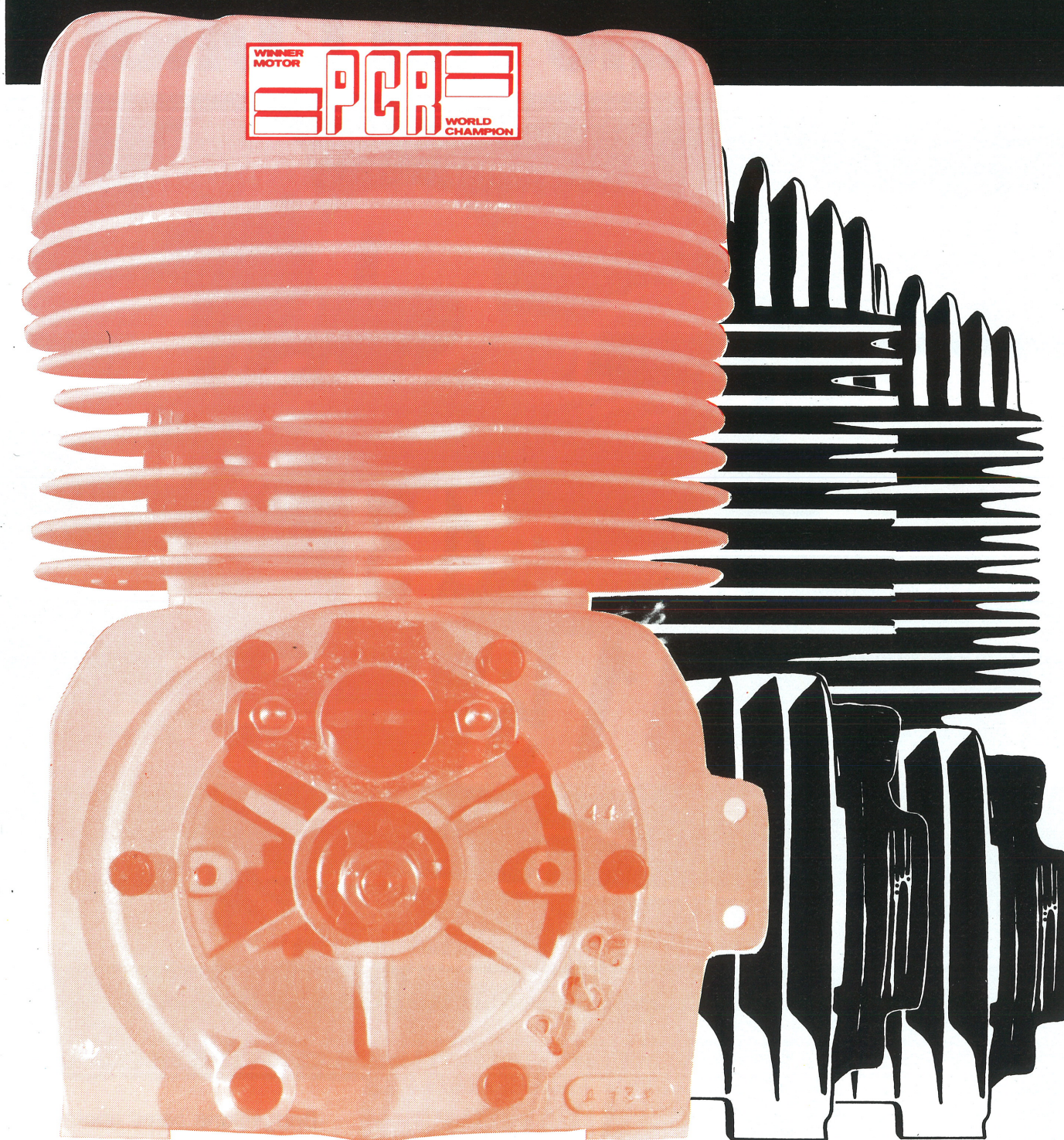
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*P.S. Contact me at Donington 1st & 2nd June on Adrian Wilcox's van for a chat about liners.*

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250 NATIONAL OUTFIT, Zip GP/YZ 250H Yamaha, very competitive long circuit kart. Wets, many spares. £900 ono. Tel: 061-456 5378 (eves) 061-682 7880 (day)....Paul Sadotti.

250 TZ YAMAHA water-cooled, F type barrels, very reliable £250, pair of air-cooled barrels £60 and bottom end C/W gearbox and ignition £90. John Collins (0981) 240 681.

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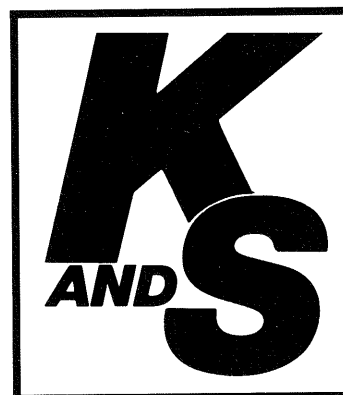
ZIP VILLIERS ROLLING CHASSIS. Abandoned project. No engine £80 ovno. Crowthorn School, Bolton 853149.

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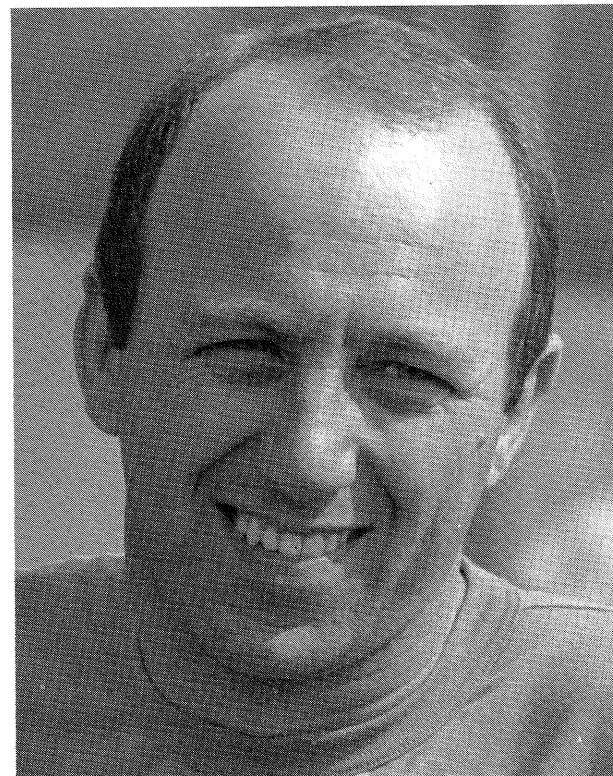
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## FRONT COVER:

The familiar yellow outfit of Dainish PVP privateer Poul Petersen waits on the dummy grid at Le Mans prior to the final. Poul went on to take a resounding victory, top points in the 1985 World Series and the European Championship.

(Pic: Doug Rees)

Inset photo:- 100 National driver, Grahame Pettit, who is profiled on pages 30 and 31.



1984 European Champion, Reg Gange, clinched the title at Nurburgring, but relinquished it at Le Mans in April when brake problems forced his retirement after only a few laps in the final — "You win a plate one year, but to retain for another is very difficult."

(Pic: Doug Rees)

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Editorial, news and views from around the karting world

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## WHITE EASTER

British Champion, Gary Moynihan, clinches the third round of the Bridgestone United Kingdom Championships at a very snowy Rowrah. Good class honours to Dario Franchitti, David Coulthard and Darren Gibbs. Full report and photos by Ian Blair.

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## MAINLY MERLIN

Chris Merlin returns with topics ranging from Le Mans to sponsorship.

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## BORDER CHAMPIONSHIPS

Jack Angus reports on the opening round of this triple round series, organised jointly by the Northumbrian and Cumbria Kart Clubs, with the inaugural meeting at Felton.

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## LE MANS RUNAWAY

Denmark's Poul Petersen raises a few eyebrows when he, very deservedly, defeats all the multi-National opposition during the opening round of the 1985 Bridgestone-C.I.K. World Formula E Championships at Le Mans.

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## 100 SCENE

This month 100 Scene examines the current standing of the top exponents in Class One, particularly in both commercial championships. Photos provided by Iain Blair.

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## VALENCE

The World and European 135cc Championships gets under way with its first venue at France's Valence circuit. Germany's Marcus Grossman emerges victorious after a weigh-in hiccup. Past triple champion, Mike Wilson, retires with a seized motor and Zip-K&S backed John Alcorn is the first British driver home. Also, a look at the different forms of bodywork, now mandatory in 135cc Formula K, reveals several interesting configurations!

30

## PROFILE.....GRAHAME PETTIT

Grahame began karting with an old Comet/Saetta outfit purchased for just £10! A young Quantity Surveyor of unquestionable driving ability, he this year enters the commercial championship league. Photographs courtesy Derek Pettit.

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## CLUB SCENE

Our regular look at what has been happening around the club racing circuits.

38

## WHERE AND WHEN

Where and when to see karting during the coming month.

**Don't Miss Out!**  
**Fill in the subscription form**  
**on page 31**



The most enlightening point to emerge from this year's RAC 'Open Day' was the kart committee's 'Karting into the 1990's' plan, which doesn't seem all that far-fetched, after all we are in the mid-1980's. It is a sound proposal and shows that those representing the sport are considering the future trends with care and resolution. The proposal takes the form of a 'green paper', currently being prepared jointly by the committee and its technical wing and will be distributed to all clubs, the trade and karting press during the latter part of this year. The paper will also contain a questionnaire asking those bodies to consider, in depth, the value of the proposals put forward and appraise the effectiveness they may or may not have in formulating the future of karting. Following an evaluation by the committee a 'white paper' will be promulgated in 1986 and, hopefully, this paper will go a long way to negate the policy and rule changes that occur quite frequently during the course of a year to the Motorsport Handbook. It is also the Kart Committee and the MSA's aim to eliminate, as far as possible, most of the cumbersome and sometimes contradictory definitions contained in the publication.

There were of course other topics on the agenda, ranging from the customary noise and tyre problems to medicals and some other points not listed, which required much ducking when the proverbial hit the fan! Most of the lobbying came from the South Yorkshire and Sherington clubs' representatives, especially when the subject of noise reared its ugly

head, as it does with alarming frequency. The country is in the hands of the environmentalists and they are a band no-one will ever lure from their policies. You may recall that Wombwell fought a running battle with them a couple of years ago and, in the end, has to hoist the 'White Flag'. Other clubs face similar problems; the once 'Green-Belt' areas are gradually being devoured by the ever-stretching populace from town and cities, forcing the perpetrators of noisome traffic into ever decreasing circles. The statement 'come down in Db's, or else echoes from all quarters and now the onus seems to have fallen back on the kart manufacturers to provide a noise box for all occasions! Ever been to a rock concert or disco? Perhaps there are laws and laws.

Ed McCormick

## RAC NEWS

### MEDICAL CERTIFICATES FOR KARTERS

Since the institution of Medical Certificates for Karters, several cases of diabetics on high dosage of medication and epilepsy have come to light. These, had they been allowed to continue or start Karting, could have been not only a risk to themselves, but also a considerable danger to other competitors.

However, representations that have been made recently, mainly concerning the additional costs now being incurred by Karters, have produced the following concessions from the Medical Committee.

- Short Circuit Karters** With exception of those taking part in International events, a Medical Certificate will be valid for a second season for ALL competitors and not just Juniors as is the case at the moment. When application is made for a 1986 Licence, the Medical Certificate must be enclosed with the renewal application form so that it may be stamped for 1986.
- Blood Grouping** From May 1st 1985, only those competitors intending to compete in International events, will need to ascertain their

blood group. This is a requirement established by the FIA and, despite representation by the RAC MSA, at the moment remains obligatory for International competition.

- Physical Disabilities** For Short Circuit Karting, Licences will not be refused to:

**Amputees:** Provided they can show:

- a. their personal mobility
- b. their ability to remove themselves and
- c. the kart from the track
- d. and that any necessary modifications to the controls of the Kart are satisfactory to the scrutineers.

**Diabetics:** Provided their condition is dietetically controlled without any medication.

### UP-GRADING TO INTERNATIONAL KART LICENCES FOR FORMULA E COMPETITORS

In the interests of safety, the Kart Committee has approved an addition to R.7.1.3. and W.5.6.2. and 5.6.3. as follows:-

"For competitors wishing to compete in Formula E (250 International) on Long Circuits, all up-grading signatures must have been obtained in events for this class".

When signing Licences in this class, Stewards should mark 'E' in the Formula column.

### P&R GROUP

The Committee confirmed that Water-Cooled engines would NOT be eligible for this Group.

## NUTHAMPSTEAD REMINDER

Club Secretary: Mrs M. Curry,  
10 Cadwin Field,  
North Arbury,  
Cambridge  
Tel: Cambridge 62882

Competition Secretary: Mr A. B. Cole,  
99 Norman Road,  
Barton-le-Clay,  
Bedford  
MK45 4PX  
Tel: Luton 882174

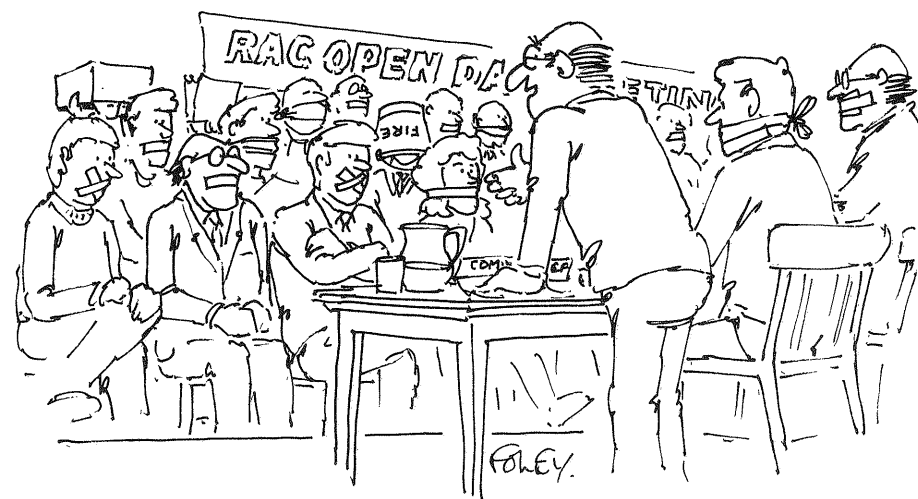
Fees: Senior Members — £5.50  
Junior Members — £5.00  
Senior Non-Members — £7.50  
Junior Non-Members — £7.00

Entries, along with entry fees, to be received not later than Wednesday prior to meeting.

There are no practice days at anytime at Nuthampstead.

Please note, the Press Officer for the Cambridge Kart Club is:

Reg Adams,  
66 Huntingdon Road,  
Cambridge  
CB3 0HH.



AT LAST I FEEL WE MAY HAVE GOT SOMEWHERE ON THE THORNY OLD QUESTION OF NOISE REDUCTION...

Next month's features include:- coverage of Round 2 of the World and European Championships at Jesolo; Round 4 of the Bridgestone United Kingdom Championships at Dunkeswell; World Cup from Donington Park and the RAC British Short Circuit Gearbox Championships at Little Rissington, plus of course our other regular columnists. Publication date — Thursday 4th July. (These items were correct at time of going to press).

## MERLIN EXHAUSTS

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**JERRY McCART on his  
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## WHERE AND WHEN

### 16th JUNE

**LITTLE RISSINGTON** — (RAF Base, near Stow-on-the Wold) — RAC Short Circuit Gearbox Championships.  
Guernsey K & MC — St Sampsons Ellough — (2 miles from Beccles, Suffolk)  
Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)  
Three Sisters — (Off Junction 25, M6) — Chesshire KC  
Plymouth — (Riverside Raceway)

### 22th/23th JUNE

**KNOCKHILL** — (4 miles from Dunfirmline, Scotland) — RAC British Long Circuit Championships, Round 2 and International Race of Champions.

### 23rd JUNE

**KIMBOLTON** — (10 miles southwest of Huntingdon, off A45) — Bridgestone United Kingdom Championships, Round 6.

Jersey K & MC — Belle-Vue  
Pembrey — (12 miles from Junction 48, off M4, Llanelli-Kidwelly Road).  
Snetterton Kartway — (15 miles from Norwich on A11).  
Fulbeck — (8 miles from Newark, Notts).  
Blackbushe — (Near Camberley, Surrey).

### 25th JUNE

Guernsey K & MC — St Sampsons

### 29th JUNE

Ulster KC — (Larne, County Antrim)

### 30th JUNE

**Castle Kennedy** — (4-5 miles from Stranraer, on A75) — Big Cash Prize Meeting! £50 for National and £30 for Gearbox.  
Dunkeswell — (5 miles from Honiton, Devon).  
Golspie — (Sutherland, North of Scotland).  
Shenington — (Off A422, Banbury-Stratford Road).

### 4th-7th JULY

**LE MANS** — (France) — JUNIOR WORLD CHAMPIONSHIPS

### 4th JULY

Guernsey K & MC — St Sampsons

### 6th JULY

Kirkistown — (N. Ireland) — 500 MRCI.

### 7th JULY

**CADWELL PARK** — (8 miles north east of Horncastle, on A153) — Cadwell Club Championships — (Full long circuit).

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**ZIP 210 re-STOVED**, areoquip, engine rebuilt, many new chassis parts, stand, jets, etc. £550. Birmingham 021-454 3383.

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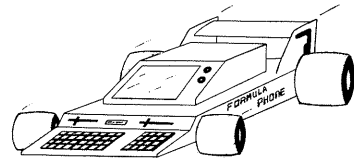
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### REBORING & HONING

Ian Reading would like to thank the many readers for their response to his article on Reborbing and Honing which appeared in our May issue. He wishes to stress that he did not compile the article in an attempt to 'tout' business, rather as a genuine attempt to help people. However, if there is anyone with particular queries or problems, they are invited to contact Ian on:  
Carlisle 30365

Champion Spark Plug recently announced a competition to find the 'Champion Motor Sport Photographer of the Year'. The competition is open to both professionals and amateur photographers who may submit examples from the widest possible variety of motor sporting activities, including not only Formula 1 but other track and hill climb events, rallying, karting, motor cycling, truck and drag racing and Formula 1 Inshore Power Boat racing. All photographs must have been taken at an event in Europe during the 1985 season and the entry is open to photographers of all nationalities. The winner will receive a unique trophy plus a cheque for £1,000, whilst the leading amateur will receive an all expenses paid trip to the 1986 Monaco Grand Prix. The prize fund totals well over £4,000 and all winning photographs will be included in a special Champion Motor Sport Photography Exhibition. Full details of the competition are to be published in the near future with entries being submitted between 1st September and 30th November. The judging will be by a panel of experts in the fields of photography, publishing and motor sport.

For further information, contact:

**KBH Communications Ltd,**  
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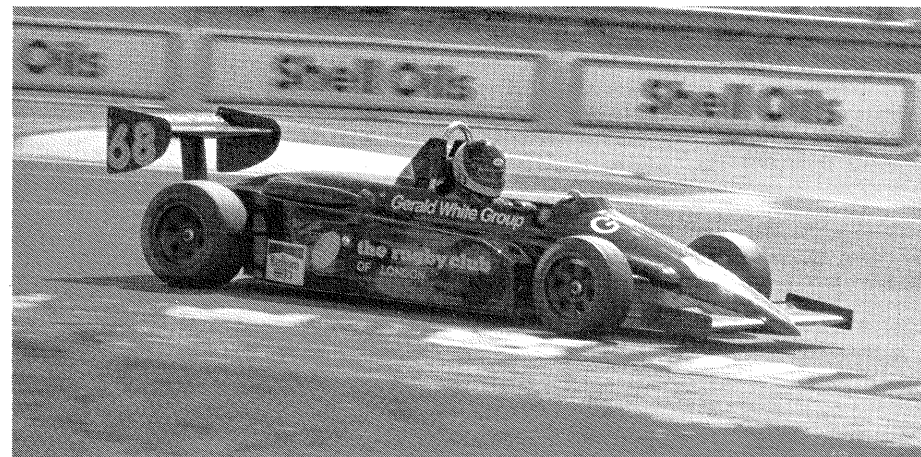
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### FORMULA 3 DEBUT

At Thruxton on Monday 6th May, Alan Docking Racing's latest protégé, Giles Butterfield ex-Superkarter, finished a fine sixth in his first race in Formula 3 (Group B).

(Pic: Doug Rees)

### BROMSGROVE K.C.

All drivers and members of the Bromsgrove Kart Club are asked to note there is a change of date for the Club's monthly meet at Little Rissington. The July meeting is now scheduled for 14th July. The change has been due to difficulties in obtaining permission from the Ministry of Defence to run the meeting on the normal date. For confirmation of this alteration, all drivers are asked to contact the Competition Secretary as under:

**Mr Geoff Ransted,**  
New House,  
Nafford Road,  
Eckington,  
Nr. Pershore,  
Worcestershire,  
WR10 3DH.

### SHENINGTON KC

Please note that, due to the intolerable number of telephone calls from drivers wishing to enter meetings, the Competition Secretary, Mrs Sue Wilkins, has been forced to go 'ex-directory'. Drivers are reminded that they are supposed to submit postal entries anyway and that such entries, accompanied by a stamped addressed envelope, will be replied to within 48 hours. The address all communications should be forwarded to, is:

**Mrs Sue Wilkins,**  
Competition Secretary,  
Shenington Kart Club,  
7 Park Close,  
Claverdon,  
Warwick,  
CV35 8HH

### LEISURE WEAR

Bob Barlow still holds a Punch Tape for karting leisure wear embroidery, such as pullovers, etc. Should anyone wish to order from his complete range of garments, they should apply to the address below for an up-to-date price list. (See also advert elsewhere in this issue). The minimum order is 6 and can be assorted if required and most orders can be completed from stocks in around two to three weeks.

The address:

**Bob Barlow Leisure Wear,**  
Unit 8,  
Glynneath Village Workshops,  
Glynneath.  
Tel: (0639) 722186

### COMPETITION MOTORING BUSINESS DIRECTORY

Following the successful publication of the first edition of Competition Motoring Business Directory in 1983, the second edition is to be launched in December 1985.

It is planned to include business listings in indexed categories, product literature and/or publicity material, plus display advertising. If you wish your business to be included, please contact:

**Autoscribe Limited,**  
7 Hawkes Close,  
Wokingham,  
Berkshire,  
RG11 2SZ.  
Tel: (0734) 787917

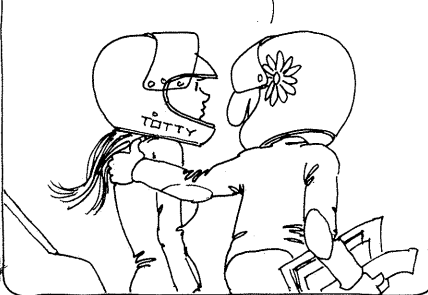
BY BARRY FOLEY

### FRIGGIT

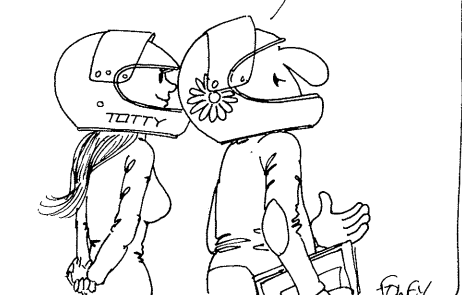
HELLO FRIGGIT - WHERE'VE YOU BEEN?  
SILVERSTONE - 'THE MOTOR 100' - YOU KNOW,  
TO CELEBRATE ONE HUNDRED YEARS  
OF MOTORING....



... I WAS VERY VERY SURPRISED NOT  
TO SEE CHRIS WILLIE'S MACHINE THERE,  
AFTER ALL HIS KART IS...



... THE ONLY ONE I KNOW OF WHICH  
QUALIFIES IN TERMS OF AGE!



AUSSIE GP

Further to the brief results given last month, the 1985 Australian Kart Grand deserves a fuller mention and grateful thanks go to the unknown report from ‘down under’ for the following summary of the meeting.

Sponsored by Performance Wheels of Adelaide, the event was held over the Easter Bank Holiday weekend on the Adelaide International Raceway and saw some spectacular action, with former K&S Editor, Chris Lambden, taking the Formula E honours. Takers in the remaining classes were Bob Sully (80cc); Simon Kane (125cc) and Alan Miller (250 National).

As usual the weather was perfect for a good day’s racing, with the sun pouring out a cool 78°F — and no wind!

The racing took place on the Adelaide International Raceway, a 1.5Km circuit, similar in shape to Mallory Park, but featuring six foot high concrete walls and the like for half a mile with no run-off areas. At the end of the straight is a right hander, taken flat in top or 5th, then through a fast ‘S’, hard on the brakes to a sharp left on a reverse camber and on to a banked Gerrards-type corner with a concrete wall all the way round on the outside.

**80cc GEARBOX**  
We have come to expect exciting, bumper-to-bumper racing from this class and today was no exception, as a very competitive field turned out for this prestigious meeting. Bob Sully, on Yamaha power, was to take the ‘GP’ plates for another year with a deserved win. Bob hails from Western Australia and endured a 3,500 mile gruelling round trip — it was obviously well worth it!

- |     |                 |                    |
|-----|-----------------|--------------------|
| 1st | Bob Sully       | Sully/Yamaha       |
| 2nd | Darren Fletcher | DAP/Yamaha         |
| 3rd | Hector Feijoo   | Tony Kart/Kawasaki |

SHENINGTON K.R.C.

This year Shenington Kart Racing Club celebrates its twenty-fifth anniversary on the 18th August. In honour of the event, apart from racing, there will also be displays of racing cars along with their sponsors, side shows for the families and the CAMRA Real Ale people have been approached to see whether they would be interested in helping promote the meeting. The Club hope to shortly announce a Trade Sponsor for the Anniversary. In addition, Shenington KRC is committed to spending a further £5,000 on track improvements. It is anticipated the event will attract a great deal of interest from both present and past club members and officials who have been associated with the Club over the years.



Nowadays, a typical Shenington turnout (Pic: Doug Rees)

**125 NATIONAL**  
Simon Kane and Daryl Belskyj kept the crowds well entertained for the 125 final as they shared the lead for the entire twelve laps — neither one getting the edge. At the flag there was a mere six inches between the two, with Kane just snatching the honours.

- |     |               |            |
|-----|---------------|------------|
| 1st | Simon Kane    | —/—        |
| 2nd | Daryl Belskyj | DBS/Yamaha |
| 3rd | David Brown   | Zip/Suzuki |

**250 NATIONAL**  
Alan Miller was the star of this show, with a superb win in his first season of 250 National racing, after campaigning his 125 kart for so long.

- |     |                |               |
|-----|----------------|---------------|
| 1st | Alan Miller    | Miller/Yamaha |
| 2nd | Eric Abdilla   | Viper/Honda   |
| 3rd | Bruce Williams | —/—           |



125 National second place man, Daryl Belskyj

On 29th October the Club proposes to stage a 3 Hour Enduro meeting which will cater for both Class One and Class Four. It is some time since an Enduro Race has been held in this country and a revival of Enduro Racing can only bode good for the sport as a whole. Anyone interested is invited to contact:

John Cooke,  
47 Wheeler Close,  
Chadwick End,  
Solihull,  
West Midlands,  
B93 0BW.  
Tel: (0527) 21301 (Daytime)

In the middle of February 1960 the newly-formed Banbury Go-Kart Racing Club staged its first meeting on the disused Shenington airfield, on a

**FORMULA E**  
Now, Australian *Auto Action* Editor, Chris Lamden, certainly made his mark in the 250 International Formula E class, with a superb demonstration of delicate, controlled racing. He certainly left no doubt that he was in a class of his own — never really being challenged.

- |     |              |            |
|-----|--------------|------------|
| 1st | Chris Lamden | Zip/Rotax  |
| 2nd | Bruce Jolley | EDR/Rotax  |
| 3rd | Paul Lawson  | Zip/Yamaha |

The prizes were presented at the White Horse Motel in the evening and then commenced a long journey home for some competitors. All in all an excellent day’s racing, with thanks going to all drivers, marshalls, officials, sponsors and St John Ambulance. Hope to see you again next year.

specialy laid out course measuring one third of a mile, an adaptation of the original ‘ideal’ track proposed by the Club promoter, Mr John Cooper. Only days before, the Oxford Car Club took the decision to form a separate Karting Section and, from half a dozen enthusiasts, the membership jumped to sixty and those sixty turned out for a full programme of heats and finals and gave a first class display of what could be done in both the 98cc and 197cc classes, the competitors travelling from Nottingham, Leicester, Lincoln, Grantham, Melton Mowbray and of course Banbury to compete. Some people may remember the winners of on that day:

- |                    |               |              |
|--------------------|---------------|--------------|
| <b>UNDER 100cc</b> |               |              |
| 1st                | Wendy Collins | Comet 98cc   |
| 2nd                | R. Preston    | Speedex 95cc |
| 3rd                | A. Pear       | Speedex 95cc |

- |                          |             |             |
|--------------------------|-------------|-------------|
| <b>100cc-200cc CLASS</b> |             |             |
| 1st                      | P. Watkin   | Comet 197cc |
| 2nd                      | B. Greaves  | Aero 197cc  |
| 3rd                      | R. Stretton | —/—         |

- |                     |                |              |
|---------------------|----------------|--------------|
| <b>LADIES EVENT</b> |                |              |
| 1st                 | Wendy Collins  | Comet 98cc   |
| 2nd                 | E. Worthington | Trokart 98cc |
| 3rd                 | E. Nicols      | Trokart      |

The Banbury Club eventually changed its name to the Shenington K.R.C. and over the years has gone from strength to strength and claims to be the first club to be formed in the country. In honour of the occasion invitations are being extended by the Club to anyone who was at that first meeting, whether competitor, marshall, spectator or official to attend the celebration on 18th August — free!

For further information, please contact John Cooke at the address already quoted.

(Info: acknowledgement Shenington KRC and Karting News & Record, April 1960)

**100 NATIONAL**  
**Heat 1** — Phil Hart started on pole with Martin Tolliday in second spot and Curt Guy sporting a new Rotax engine bringing up the rear. From the flag Hart built up a good lead but Guy tearing through the field moved up to fourth in only two laps. Hart kept his lead with Peter Turk in second and Guy taking Tolliday just before the finish to claim third.

**Heat 2** — Mick Snowling on pole this time and led from the flag but quickly lost his lead to Curt Guy who pulled out a long lead with the Rotax going well. Hart and Moore tangled and dropped to the rear allowing Pope and Tolliday into second and third. This being mosly disputed between them.

**Heat 3** — Bruce Pope started on pole but Guy in second spot took the lead at the first bend and proceeded to pull away into the distance. Turk got past Pope with Hart trying for fourth. Hart then moved into second with Pope third, Curt Guy taking the flag easing right off. Watch this Rotax!

**Final** — With his two wins and third place Curt Guy took pole with Bruce Pope alongside. At the first attempt the race was false started and a collision between a number of karts delayed the race for drivers and karts to recover. When the race restarted Guy powered into a lead he never looked like losing. In fact he was so far ahead he was able to coast the last lap and still won handsomely. Pope kept his second place and the dice between Tolliday and Moore was won by Tolliday. Phil Hart was not able to start due to a seized engine. Look out the Rotax in future.

**100 BRITAIN**  
**Heat 1** — Melanie Widdowson was on pole with only six starters from the flag. Melanie lost her advantage going into the first bend to Gary Snowdon with Allen Reeves in second. Allen then took over first place and a ding-dong battle developed between Allen and Gary which Allen won. He started to pull away when the race was stopped when Snowdon hit a tyre and was thrown onto the track bending his kart but not himself. The race was restarted in the order it was stopped less Snowdon. Reeves ran out an easy winner with Snowling and Booth second and third.

**Heat 2** — Allen Reeves started on pole for this heat and kept the lead from flag to flag with Booth and Snowling in second and third.

**Heat 3** — Snowling was on pole and was first away with Reeves trying all he knew to get past and with Booth trying to take Melanie for third. We had two separate scraps going on, Snowling and Reeves opened a big gap on the other two with Reeves finally getting past on the last lap to win and Booth taking Melanie for third.

**Final** — Allen Reeves started on pole and went into the lead closely followed by Snowling and Booth. These three opening out a big gap on the rest with Snowling pressing hard on his heels Reeves kept his cool and ran home to win from Snowling and Booth.

**100 NATIONAL B**  
With the sun coming out Tony Cole on pole gotthe ‘B’s under way. Tony kept the lead with Barry Tickner and Mike David an American having his first race in the UK in third. At half distance Cole went missing, Tickner becoming the new leader. David now in second was joined by Mike McAleer. In a close fought contest David took over the lead from Tickner with McAleer moving into second, then David was beset with mechanical problems and dropped down allowing McAleer and Tickner to finish first and second with Sterry coming in third.

**Heat 2** — Mike David was on pole for this heat and took the lead from the flag which he held until the end to give him his first win in the UK, with Sterry and McAleer disputing the places with Sterry coming out on top.

**Heat 3** — On pole was Phil Cartwright with Mike McAleer alongside. McAleer took the lead and proceeded to open a long gap back to Cartwright with David in third. With David dropping out Tony Cole moved into third to be joined by Tickner, these three dicing among themselves, but the order staying the same.

**Final** — On pole was McAleer who went straight into the lead with Sterry in second and Tickner third. In a very short time Sterry and Tickner were held up by a novice which allowed Cole and David to close and then a multiple shunt let Sterry into the lead with McAleer second and David third.

**CLASS FOUR Combined**  
**Heat 1** — With only four starters and Steve Pell on pole, but Ron Banthorpe took an early lead which he held to the end.

**Heat 2** — Pell was again on pole with Banthorpe alongside. Ron was left on the line and got going late with Steve, having a moment Mckenzie took the lead winning from Steve.

**Heat 3** — 44 started on pole for this heat but lost the lead to Pell with Banthorpe trying to take second from 44, despite a good scrap Ron could not get past and settled for third.

**Final** — For the final we had five starters, Pell on pole with 44 taking the lead from the flag and Robert Billington in second, Banthorpe in third with Pell spinning off this left Banthorpe trying for second place. Unlucky for Ron his kart succumbed to mechanical problems and could only plod along leaving 44 to win.

Many thanks must go to the unsung heroes of the meeting. The track officials, marshalls, the British Red Cross and not forgetting the caterers. I would also like to appeal to anyone who has got for sale or otherwise a large caravan or shed, we need something to replace our ageing toilet caravan which is coming apart at the seams. Holding the door shut is one thing but holding the walls and roof is something else. So if anybody can help please ring Club Sec or Comp Sec or me on Cambridge 63643. See you next meeting, many thanks.

Reg Adams

JUNIOR BRITAIN & JUNIOR INTERNATIONAL

- |     |            |
|-----|------------|
| 1st | J. Pichel  |
| 2nd | S. Reeks   |
| 3rd | D. Caswell |

100 NATIONAL A

- |     |             |
|-----|-------------|
| 1st | C. Guy      |
| 2nd | B. Pope     |
| 3rd | M. Tolliday |

100 BRITAIN

- |     |             |
|-----|-------------|
| 1st | A. Reeves   |
| 2nd | M. Snowling |
| 3rd | R. L. Mill  |

100 NATIONAL B

- |     |              |
|-----|--------------|
| 1st | M. J. Sterry |
| 2nd | M. McAleer   |
| 3rd | M. David     |

**CLASS 4 Combined**  
1st Ian McKenzie

Mini Ads

Telephone:  
Hoddesdon 44201

CLUB SCENE

Snetterton

SUNDAY, APRIL 28th

JUNIOR BRITAIN

- |     |                 |                   |
|-----|-----------------|-------------------|
| 1st | Dean Caswell    | Gillard/FE Arrow  |
| 2nd | Darren Kinsey   | Zip/TKM           |
| 3rd | Simon Reeks     | Gillard/Arrow     |
| 4th | Paul Rees       | Superdart/Parilla |
| 5th | Jonathan Cleeve | Wright/Arrow      |
| 6th | Jason Baker     | Zip/TKM           |

JUNIOR BOOSTER

- |     |             |                 |
|-----|-------------|-----------------|
| 1st | Mark Thomas | Superdart/Arrow |
| Nv  | Adam Baker  | Mustang/TKM     |

SENIOR BRITAIN

- |     |                |              |
|-----|----------------|--------------|
| 1st | Keith Tinworth | Sprint/Arrow |
|-----|----------------|--------------|

125cc NATIONAL

- |     |                  |                |
|-----|------------------|----------------|
| 1st | Malcolm Pike     | Kobra/Kasawaki |
| Nv  | Andrew Hornigold | Aero/Sachs     |

210cc NATIONAL

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

250cc NATIONAL

- |     |              |         |
|-----|--------------|---------|
| 1st | Colin Breeze | Zip/KTM |
|-----|--------------|---------|

100 NATIONAL ‘B’

- |     |             |                   |
|-----|-------------|-------------------|
| 1st | Dave Adams  | Zip/TKM           |
| 2nd | Paul Somers | Superdart/Parilla |
| 3rd | Tim Bishop  | Gillard/DAP       |

100 NATIONAL ‘A’

- |     |                 |                 |
|-----|-----------------|-----------------|
| 1st | Lee Cranmer     | Gillard/Parilla |
| 2nd | Mark Tredwell   | Superdart/TKM   |
| 3rd | Bob Kett        | Zip/FE Parilla  |
| 4th | Gordon Chenery  | Superdart/TKM   |
| 5th | Robbie Adams    | Zip/Parilla     |
| 6th | Ashley Sinclair | Wright/PCR      |

Pembrey

JUNIOR BRITAIN

- |     |           |            |
|-----|-----------|------------|
| 1st | R. Phelps | Dart/Arrow |
|-----|-----------|------------|

100 NATIONAL

- |     |             |                  |
|-----|-------------|------------------|
| 1st | K. Davies   | Hutless/Yamaha   |
| 2nd | M. Marnar   | Dino/Yamaha/Dino |
| 3rd | H. Williams | Hutless/Arrow    |

125 NATIONAL

- |     |           |                   |
|-----|-----------|-------------------|
| 1st | M. Morris | Zip 925/SRS Rotax |
| 2nd | D. Roche  | Zip GP/Rotax      |
| 3rd | R. Thomas | Zip/JR Rotax      |

250 NATIONAL

- |     |              |                   |
|-----|--------------|-------------------|
| 1st | D. Griffiths | Zip GP/KTM        |
| 2nd | J. Jones     | Zip/Sakton Yamaha |
| 3rd | C. Davies    | Zip GP/Yamaha     |

250 INTERNATIONAL

- |     |             |              |
|-----|-------------|--------------|
| 1st | I. Davies   | Zip GP/Rotax |
| 2nd | D. Mitchell | Zip GP/Rotax |

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

# CLUB SCENE

Cobra/Parilla kart and ended in hospital with a broken collar bone, we wish him a speedy recovery.

**JUNIOR BOOSTER and JUNIOR BRITAIN**  
Vicky Starkey and Desson McDonald produced some fast exciting racing with Vicky taking the honours.

In the first heat Vicky led for the first four laps followed closely by No 7 and No 12 in the 5th lap No 7 Dario Franchitti slipped through to 1st place with Vicky second and No 12 Desson McDonald staying in third place throughout the heat. Laurance Keenen in the Junior Booster class was in about 4th or 5th place throughout.

Desson McDonald led for the first four laps in heat 2 followed by No 24 (David Greig) in the first lap and Vicky Starkey No 82 third but Vicky moved into second place on lap 2. David dropped to third during the first four laps. No 7 Dario Franchitti was moving up a place from sixth in lap 1 to take the lead in lap 5 with Desson McDonald dropping to second place and Vicky Starkey finishing third, however, Vicky was moved into second place and Desson into third after the race as one of the scrutineers noticed an infringement by Desson. It was alleged Desson had pushed or bumped Vicky during the race.

Heat 3 was led from start to finish by Vicky Starkey, but she was chased from the second lap by Dario Franchitti and No 12 Desson McDonald finished in third place.

The final of the Juniors was again led from start to finish by Vicky Starkey followed by No 24 David Greig and No 7 Dario Franchitti for the first three laps, in lap 4 Dario moved into second place with David Greig finishing third.

## 125 P&R

This class was dominated by Andy Whitefield who won every heat comfortably with David King and John Brolley contesting second and third places.

In heat one Andy led from the start flag with No 16 David King and No 97 John Brolley jostling for second and third places. David was in second place till lap 8 when John Brolley moved through from third place to ease him back to third but by this time had only to keep going to win the heat.

The second heat was a similar story with Andy Whitefield shooting of again at the start with David King and John Brolley in second and third places respectively, as Andy was coasting through to take the chequered flag well ahead of the rest. John Brolley slipped past David King to rob him of a second place again.

In Heat 3 again Andy shot off at the start and never looked like loosing the race. John Brolley followed in second place followed by, for the first two laps, David King but in lap 2 No 46 moved into third place, later in the ninth lap No 46 came into second place forcing John Brolley back into third.

Andy Whitefield won the final in fine style again leading from the off followed by John Brolley who finished second and David King who was pipped in the last lap by Jackie Ferris who finished third and David was fourth.

## 125/210 NATIONAL

Billy Stoddart who seemed to have recovered from the back injury which dogged him during the March meeting and won the first heat from the start, followed for the first two laps by Roy McQueen and James Smith. Roy dropped out in lap 3 and James took second place for a lap till Gilbert Keenan came through into second place in lap 4 and finished second. James Smith failed to come round and No 22 finished third placed from lap 9.

In Heat 2 Gilbert Keenan racing for Watson Home Bakery raced off in the lead followed by

Kevin Park (D. Boyce Eng.) and Roy McQueen third. On lap 4 Kevin Park took the lead and finished in that position. Gilbert finished in second place. Roy did not have such an easy race and was in fourth place after being passed by Billy Stoddart on lap 5. On lap 8 Billy managed to get into second place but fell out a lap later with mechanical trouble and Roy eventually finished third.

Heat 3 was led from start to finish by Roy McQueen who seemed to have got his act together followed by Kevin Park (D. Boyce Eng.) who finished second. For the first two laps Gilbert Keenan (Watson Home Bakery) was second but was passed by Billy Stoddart who finished third. We think Gilbert must have gone to check that the cakes were not burning, he finished fourth.

The final was won by Kevin Park (D. Boyce Eng.) who led from the start. Gilbert Keenan was second for the first two laps but was passed by Roy McQueen in lap three and eventually finished fourth when in lap 4 Billy Stoddart moved into third place.

No 78, 57, 11 and 91 all retired during the race due to mechanical failure.

Due to there being an entry of six 100 National Novices they ran their own races instead of following in at the rear of 100 Nationals.

The first heat was won by Malcolm Newbigging who took over the lead in lap 2 from No 26 D. Sutherland who finished second and No 38 Alan Blyth was third.

In Heat 2 No 26 Douglas Sutherland got off to a good start but on lap 7 his front wheel came adrift and No 12 Harry Henderson became leader till he was passed on the last lap by Alan Blythe who won. Harry Henderson was second and Malcolm Newbigging drove through steadily into third place.

Heat 3 was a parade of karts with Malcolm Newbigging leading from start to finish, with Allan Blythe second and Douglas Sutherland with his wheel now secured third, keep the super glue handy Douglas.

Malcolm Newbigging led from start to finish in the final followed by Douglas Sutherland who finished second and Harry Henderson third.

## 100 NATIONAL

As usual at Summerlea there was a good number of entrants for this popular class and a good deal of excitement was dished up by the drivers.

Louis Di Rista in his Sprint/Parilla kart got off to a good start from the flag and led to finish first in Heat 1. Gordon Wilson came into second place on lap 2 and finished in that position. Stewart Davidson from Berwick put in an early challenge but could only finish fourth with Andrew Grahame taking third place. Young Ian McLeish spun off and could not get restarted. Stephen Hall, William Paterson, Stewart Marshall and John Wright were all retired early with mechanical problems.

Heat 2 was led by Gordon Murray (Dave Boyce Eng.) for two laps but Louis Di Rista soon put a stop to that when he took the lead in lap 3 and went on to win this heat. Gordon Murray finished second but on lap 7 John Wright was ahead of him then on lap 9 Ian McLeish pushed into second place. The final three in this heat were Louis Di Rista, Gordon Murray and John McDonald who drove steadily in third place throughout despite all that was going on around him. No 59 Ronnie Ross turned somersaults in his kart during this heat and injured his ankle but was able to continue in Heat 3.

Ian McLeish shot off in the lead in Heat 3 followed by Ronnie Ross who showed no effects of his earlier spill but in lap 5 Gordon Wilson drove through into second place and Andrew Graham came through into third place in the following lap. This heat was stopped on lap 7 when Steve Flindell broke a brake pipe coming into a corner and shot off over the tyre barriers to end up in a heap on the track surround. At first he looked to be in a bad

state but soon regained his composure and managed to limp off with a badly grazed leg, behind and swollen ankle. The heat finished at this stage with the drivers retaining the positions in which they were when the heat finished namely first Ian McLeish (Dave Boyce Eng.) with Gordon Wilson and Andrew Graham in second and third place respectively.

The final in the 100 National class was run off for the Allan Brown Memorial Trophy and was won by Louis Di Rista who was in fine form as was his Sprint/Parilla kart. Second was Gordon Murray and third was Gordon Wilson.

The next meeting at Summerlea is on June 9th which is a Border Championship round.

## JUNIOR BOOSTER

1st Dario Franchitti Wright/TKM  
2nd Barry Forsyth Wright/Arrow

## JUNIOR BRITAIN

1st Vicky Starkey Zip/TKM  
2nd David Greig Jeta/BTR DAP  
3rd James McKnight Zip/Arrow

## 125 P&R

1st Andy Whitefield Phoenix/Honda  
2nd John Brolley Zip/Honda

## 125/210 NATIONAL

1st Kevin Park Zip/Rotax  
(D. Boyce Eng.)  
2nd Roy McQueen Zip/Rotax  
3rd Billy Stoddart Zip/Rotax

## 100 NOVICES

1st Malcolm Newbigging DAP/BTR DAP  
2nd Douglas Sutherland Zip/Boyce Arrow  
3rd Harry Henderson Zip/Arrow

## 100 NATIONAL (Allan Brown Memorial Trophy)

1st Louis Di Rista Sprint/Parilla  
2nd Gordon Murray Zip/Boyce  
3rd Gordon Wilson Zip/Boyce  
4th Andrew Graham Kali/Arrow  
5th Ian McLeish Zip/PCR  
6th Johnny McDonald DAP/DAP

# Nuthampstead

SUNDAY, APRIL 21

## JUNIOR BRITAIN & JUNIOR INTERNATIONAL

**Heat 1** — With an overcast sky a little cold, but dry, the starter flicked the light to green to start the first race of the day. Simon Reeks led off from pole for the Britain's with the Internationals bringing up the rear. Simon kept the lead with Jonathon Pichel second and Darren Kinsey and Andrew Read scrapping for third which Darren won.

**Heat 2** — Andrew Read had pole but Reeks took the lead with Kinsey and Pichel for company, these three pulling away with Reeks winning.

**Heat 3** — Trevor Foksett was on pole, but Dean Caswell took the lead in the opening lap with Foksett in second followed by Pichel. At half distance Foksett decided he did not like the new fence being erected by the club and tried to demolish it bending his kart but fortunately not himself. This let Pichel into second and Kinsey in third. Finishing Caswell first with a long lead from Pichel and Kinsey.

**Final** — On pole was Pichel with Kinsey in Number two spot. From the flag Pichel lead with Kinsey, Reeks and Caswell up each others exhausts. Pichel began to open a slight gap when Kinsey had trouble and dropped back allowing Reks into second with Caswell third.

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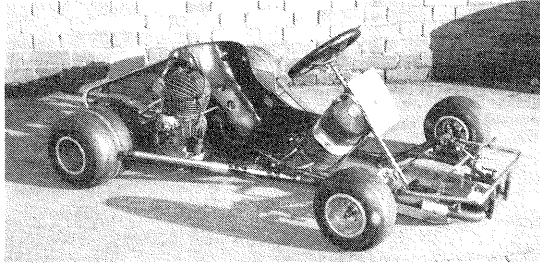
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Continued.....

behind, Bowes and Banbury were accredited with a dead heat.

Duncan Taylor

<b>JUNIOR BOOSTER</b>		
1st	Daniel Stilp	Sprint/PCR
2nd	Oliver Gavin	Zip/TKM

<b>JUNIOR BRITAIN</b>		
1st	James Rhodes	Wright/TKM
2nd	Richard Walton	Zip/DAP
3rd	Dean Caswell	Gillard/TKM
4th	Marcus Gavin	Zip/Arrow
5th	Darren Kinsey	Zip/Goff TKM

<b>JUNIOR NOVICE</b>		
1st	Carl Batute	Sprint/Sirio

<b>100 BRITAIN</b>		
1st	Richard Gladman	Zip/Goff TKM
2nd	Glenn Taylor	Wright/Parker TKM
3rd	Duncan Paterson	Wright/Arrow

<b>100 NATIONAL NOVICE</b>		
1st	Cyril Barrett	Zip/DAP
2nd	Jeremy Clark	Zip/Komet
3rd	Mike Booth	Zip/Goff PCR

<b>100 NATIONAL CLUBMAN</b>		
1st	Wayne Fobelets	Lane/Parilla
2nd	Geof Woods	Wright/Yamaha
3rd	Mike Olymbus	Zip/Parilla
4th	Reg Adams	Sprint/TKM

<b>210 NATIONAL</b>		
1st	Paul Umney	Zip/PUV
2nd	John Howard	Aero/Villiers

<b>125 NATIONAL</b>		
1st	Colin Poole	Zip/Goff Rotax
2nd	Geof Hodge	Zip/Goff Rotax
3rd	Graham Stevens	Zip/Goff Rotax
4th	Margaret Dell	Zip/SRS Rotax

<b>250 NATIONAL</b>		
1st	Colin Breeze	Zip/TKM

<b>100 NATIONAL SUPER</b>		
1st	Ron Cox	Zip/Goff PCR
2nd	Gary Parker	Wright/Parker TKM
3rd=	Dave Banbury	XX3/TKM
3rd=	Ken Bowes	TKM/Parker TKM

<b>SENIOR NOVICE</b>		
1st	Duncan Paterson	Wright/Arrow

<b>SCHOOLS 80cc</b>		
1st	G. Scott-Coombe	(Stratton Upper)
2nd	Martin Powell	(Queensbury Upper)
3rd	Team Cardinal Newman	(Luton)

## Blackbushe

A pleasant morning brought out a good crowd of spectators; there must have been at least 200 by mid-morning. Entries were up again probably due to the sorting out of equipment and the emergence of hibernation of the less hardy drivers. Camberley membership is now at its highest ever and once there is some security of tenure, the club will be able to improve the facilities and the track.

### JUNIOR BRITAIN and BOOSTER

Booster entries were up to five and the standard of driving is steadily improving. Jason Weller led the first heat from start to finish, followed all the way by Mark Duncombe and Michael Pallett.

The leading Booster was again James Ferryman and he was as fast as several Britains. He battled to get past Mark Dell but, just after he had succeeded, there was some confusion lapping some slower drivers and Mark got back in front.

Jason Weller dominated the second heat also, but this time Michael Pallett held onto second.

In the third heat Mark Duncombe was the winner all the way. Mark Dell held third for the first half of the race, but eventually Jason Weller fought his way up to second. Michael Pallett was trying to hold off Weller but he spun and was lightly tapped by Ferryman who then slowed with a bent track rod. James Hamilton also had a fright when his brakes failed at the end of the straight and he went into the bushes.

As the day wore on, the weather became cloudier and at the start of the Junior final it started to rain slightly. All the drivers were on slicks, of course, and it was a baptism by water for many of the less experienced drivers. Several went off on the first corner but Weller was clearly faster than all the others, with less dramatic understeer to struggle with. Tim Murphy held second for several laps but he was caught and passed by Mark Duncombe. However he experienced problems and dropped back towards the end. There was much lapping of slower drivers and the race became a lap scorers nightmare. James Ferryman stayed on the same lap as the leaders and was in fact third on the road, which was a fine performance for a Booster.

### 100 BRITAIN

The Senior Britain entry exceeded the Nationals for this meeting.

For the first heat Anthony Geraty and Kevan McLurg were side by side on the front row and they attempted to cover the whole lap in that manner but they failed and took each other off by the paddock entrance. This incident gave Craig Booth just the opportunity he needed and he was in the lead by the second lap. Colin Cole held third spot for two laps but his chain came off and that was the end of his heat. Booth pulled away but behind him, Judd, Dackner and Goode were nose to tail for many laps.

In the second heat Booth led from the start followed all the way by Johan Dackner. Chris Minassian held third initially but eventually Patrick Smith scraped past him.

Heat three was another Booth benefit but this time Patrick Smith was second all the way. Their task was made easier when nearly half the field went off at the end of the straight.

It had started to rain during the Junior final, which preceded the Seniors, so there was some frantic activity changing to wet tyres on the grid. Craig Booth took the lead from the start but Patrick Smith was not letting him get away, as the rain gave him the chance to stay in touch. Indeed, on one occasion at the end of the main straight, he passed Booth but was quickly repassed. Shortly after this piece of excitement, Craig Booth slithered to a halhthaving lost a wheel. Presumably, this was as a result of a hurried change to wets. Smith now had the race to himself and the field shrank due to spins or water in places where it should not be! Dackner held second for many laps but was caught by McLurg who fought his way back after an early spin.

### 210/250 NATIONAL

The field for the larger gearbox karts was small and they soon became spread out. Stephen Fenny was locking his brakes at the end of the straight but he

lost ground to John Coaker who seemed to have better control. Fenny slowed down on the last lap and Peter Holder took second spot.

The second heat was a disaster with only three finishers. Fenny led the first half of the heat but Coaker stayed right with him. However, Fenny again slowed and at the same time Coaker pulled off into the paddock leaving the leading 210 of Graham Wood to win.

The third heat saw Fenny and Coaker renew their battle but early on they came up to lap a novice. Coaker went for the outside and got past but Fenny dived for the inside and got pushed off into the infield.

For the final, the rain had stopped but the track was streaming wet and there was plenty of spray. John Coaker bogged down on the start line but he quickly caught and passed the two Rotax-powered machines on the first lap and then pulled steadily away to win. Fenny dropped out after three laps and, by the end, the other finishers were lapped.

### 125

The Blackbushe hot shots had a chance to measure themselves as Keith Glendening, holder of the precious GP plate, was entered. Glendening was well back on the trid of the first heat, but he was second to David Shannon on the first lap and in the lead on the second. Steve Bell slowed and caught out Russell Caldwell who tapped him on the way. Novice Rob Cooper drove well to finish third.

Glendening was on the front of the second grid but David Shannon rapidly moved onto his tail and looked threatening. Caldwell also secured third place and seemed comfortable. On the third lap Shannon scraped in front of GP and held his own for four laps by driving defensively. Glendening eventually worked out a way past by going wide into the corner and then coming alongside on the way out.

Russell Caldwell made a bad start in the third heat and Rob Cooper started late after being delayed on the dummy grid. By the fourth lap Keith Glendening was in the front and there he stayed. David Hopgood was second after holding the lead at the start.

The track was still wet for the final but Caldwell's Rotax was misfiring and stopped on the rolling lap. However, Russell was able to correct the problem and he got away to a good start; but not good enough, and it was Glendening who pulled cleanly away into the lead. Unfortunately, he was caught out by the damp surface of the paddock exit corner and he half spun. The closely packed field managed to miss him and he continued in fifth place. Russell Caldwell then assumed the lead with David Hopgood second and Steve Bird in third. The track was still treacherous and it caught out Russell who slid wide and allowed Hopgood through into the lead which he kept to the flag. Towards the end Caldwell slowed and pulled off into the paddock leaving Bird in second, with the field rather decimated at this stage. Keith Glendening did not make much progress and pulled out after a few laps.

### 100 NATIONAL NOVICE

There continues to be enough Novice entries to justify their own race. Keith Every led on the first lap from Nunzio Fazzzone and Hugh Simpson. The latter lost a couple of places but Wayne Fobelets was moving up and Fazzzone went off trying to keep him behind. By the third lap Fobelets was in front and he held the lead to the end of the heat. Every was second and Martin Evans took third, although the former had a struggle with Dave Weir who was faster through the corners but could not hold on, on the straight. Weir hit Every on several occasions but dropped out at the end of the heat.

For the second heat, Weir was on the front row and with this advantage, he dominated the race from flag to flag. By contrast, Fobelets started right at

# WHITE EASTER!

## Bridgestone UK Championships, Round 3 Rowrah

Report & Pics: Iain Blair

April 28th 1985 is a date which will be remembered for a long time, more for its weather, than the quality of the racing which took place on that date. It was the first time that Rowrah had hosted a round of this prestigious series and the Cumbria KRC were determined to put on a good show to ensure further participation in years to come.

The entry was lower than had been anticipated, mainly due to a mid-week postal disput which disrupted mail supplies to the region. Most of the "names" in 100cc racing had confirmed their entries by phone though and duly arrived at the track for open practice on Saturday. Practice day indicated the way things were to turn out on race day, weatherwise, as a biting wind was accompanied by the odd flurry of snow which made a change from the sunshine of the rest of the day.

The track itself was in remarkably good condition, despite the week of frenzied activity to remove a rockfall from one of the cliff faces around the circuit. These activities were also responsible for replacement scales being used, as our usual scales were broken in the blasting operations. However, the main interest was in the racing which commenced with the Booster class.

### JUNIOR BOOSTER

#### Heat One

Superb opening for Scott Armstrong who led from flag to flag, in spite of the attentions of S. Capstick who held second all the way to the last lap when a spin dropped him down the order. Dario Franchitti had been third until lap 3 when he too spun. He then began a steady climb up through the pack, finally regaining third at the flag, just adrift of Jamie Spence in second.

#### Heat Two

Jamie Spence led until lap 5 when Franchitti, who had disposed of new series member Barry Forsyth two laps earlier, caught and passed him. From this point, Franchitti reigned supreme and ran out a comfortable winner from Spence and Forsyth with heat one winner Armstrong non-starting which did his points total no good at all.

#### Heat Three

The heats were now reduced to ten laps due to the snow and only five drivers braved the conditions to contest this race. As it happened, Franchitti was again victorious, leading from start to finish with Armstrong second, Dave Wilson third and Spence in fourth.

### FINAL

Franchitti occupied pole position for the 15 lap final, accompanied by Spence with Oliver Gavin and Scott Armstrong on row two. Once again, a depleted grid completed their well disciplined rolling lap to begin the big race. Franchitti launched himself into an immediate lead, followed swiftly by Spence and Armstrong with Gavin beginning to slip down the order and having difficulty coping with the wet surface. With five laps gone, Franchitti was starting to ease away from Spence who was doing likewise with Armstrong. On lap seven, Franchitti committed a criminal error, spinning whilst holding a comfortable lead. He was restarted in second place and set off after the leader Spence, taking only until lap 12 to regain his lead, where he made no further errors (chastened no doubt by his earlier mistake). Franchitti then ran out winner over poor Spence, who had been helpless to stop the overtaking manoeuvre which robbed him of the lead. Armstrong seemed happy enough in third place from Dave Wilson with Oliver Gavin lapped in fifth.

1st	Dario Franchitti	Wright/Arrow
2nd	Jamie Spence	Gillard/Arrow
3rd	Scott Armstrong	Dart/Arrow
4th	Dave Wilson	Boxer/Carr Arrow
5th	Oliver Gavin	Zip/Arrow



Dario Franchitti — Junior Booster winner

### JUNIOR BRITAIN

#### Heat One

A flat to flag win for Shaun Nicolson piloting his Boxer/TKM outfit home ahead of Cumbria Club Champion, David Coulthard, who occupied second on every lap except one when Richard Moss briefly poked his nose in front on lap 3. Spyda-man, Steve Webb, held on to third until lap 10 when Jason Worden stole it away from him. Current British Champion, Nicky Hart, didn't have a good start to his day, finishing sixth after a dingle at the pond hairpin ruined a front row start.

#### Heat Two

Ivan Turner was the driver who led the field round at the end of lap one but then disappeared from the lap charts to allow Shaun Nicholson to take up the lead. This he held until lap 10 when Nicky Hart nipped past and ran on to the flag in that position. Coulthard circulated in third from lap three until the very last lap when he squeezed out Nicholson for second. This heat saw the first yellow flag offence and led to Rob Wilson incurring a 10 second penalty, dropping a few places in the process.

#### Heat Three

Webb held on to the premier spot until lap 3 when first Wilson and then Coulthard slipped by him. Lap 3 was also the lap that Coulthard took the lead, unfortunately whilst the yellow flags were out for Richard Moss to be restarted. For this, David was dropped six places, as was James Rhodes for a similar offence later in the race. The resulting shuffle in the order gave Wilson the win from Hart, Turner and Nicholson.

### FINAL

Hart held pole for this one, Nicholson alongside him. The second row was fairly high powered as well, Coulthard and Webb being it's occupants, with Rhodes and Wilson assuming their positions on row three.

Hart made the best start, dragging Coulthard with him from the second row to lead at the end of the first lap from Coulthard, Nicholson, Wilson, Webb and Rhodes. Ivan Turner was now beginning to string it all together, moving up to 5th on lap two whilst Coulthard was searching for a way to demote Hart to 2nd. Eventually, on lap 4, Hart had to give best to David's superior track knowledge and let him take the lead. Wilson had also crept ahead of Nicholson

for third but Webb was to find things rather more difficult and slide down the order during the course of the race. Turner's 5th became 4th on lap 6 pushing Nicolson down a spot whilst Oscar Newman was doing a Turner and recovering from an early mishap to move slowly but steadily through the field. The middle part of the race was mainly concerned with drivers consolidating their respective positions rather than serious challenges on the people in front. This changed on lap 12 though, when Turner demoted Wilson in what was to be the last positional change in the race. So, at the flag, the final order was a fine win for David Coulthard with Nicky Hart second, Ivan Turner third, Rob Wilson fourth and Shaun Nicholson fifth in a fascinating race which was very cleanly fought despite the conditions.

1st	David Coulthard	Wright/TKM
2nd	Nicky Hart	TKM/TKM
3rd	Ivan Turner	Gillard/Parilla
4th	Rob Wilson	Boxer/FRED TKM
5th	Shaun Nicholson	Boxer/FRED TKM

## 100 BRITAIN

### Heat One

This was the first heat run under wet conditions and as such the only overtaking manoeuvre within the top six was when Darren Gibbs took fifth from Croft on lap six. The win went to Mark Gailer with R. Hind 2nd, Gary Chapman 3rd, Patrick Smith 4th and Gibbs 5th.

### Heat Two

Rather more life in this heat despite Darren Gibbs flag to flag victory. Craig Book took 2nd place on lap two and held onto that at the end. The driver he took it away from, Gavin Wills, toddled round in third until lap eight when Andrew Clark moved up to that place. One lap later, Wills was gone from the lap charts, his place being taken by Gary Chapman. First to cross the line was Gibbs followed by Booth, Clark, Chapman and Hind.

### Heat Three

Another flag to flag win, this time for J. Thompson. Second throughout the race was Andrew Clark followed for the entire race distance by Gary Chapman. Fourth was taken by R. Hind, who executed the only place change within the top six on lap two when he demoted Darren Gibbs to fifth.

## FINAL

Chapman held pole for the big one, accompanied by Darren Gibbs with the second row made up of Hind and Clark. Row three contained R. Beercroft and John Willcock, whilst the fourth row belonged to Craig Booth and J. Thompson.

From the off, Gibbs took control and led at the end of lap one; Hind and Clark were second and third respectively whilst pole man Chapman was down in fourth. Chapman slid further down the order on the next lap, demoted by no fewer than four drivers, Booth taking over the position vacated by Chapman with Thompson, Wills and Gailer in very close company. Booth was deposed by Thompson on the very next lap and Beercroft had moved up to Gailer's tail. Lap four saw Beercroft and Steve Ogden move past Gailer to 7th and 8th respectively. Gibbs was out on his own as was Hind, but Clark and Thompson were dicing for 3rd position which Thompson slotted into on lap 7. Booth also nipped past Clark a lap later, but Clark was back in 4th within a lap and Booth went missing from the lap charts for a spell before returning as a lapped runner. The lead four were now fairly secure in their places despite the ranks closing up a little towards the end of the race. However, the lead pair moved away slightly from the battle for third as the race entered it's final stages. These passed without incident to give Gibbs victory over Hind, Thompson, Clark and Beercroft. Not too many positional changes, but enough cut and thrust motor racing to make any enthusiast happy.

1st	Darren Gibbs	—/—
2nd	Richard Hind	Jeta/DAP
3rd	Jamie Thompson	Gillard/Arrow
4th	Andrew Clark	Zip/Arrow
5th	Richard Beercroft	—/—
6th	Gavin Mills	Sprint/Arrow



Darren Gibbs (39) leads Richard Hind in 100 Britain

## 100 NATIONAL

### Heat One

A flat to flag win for Gary Moynihan in the only dry National heat of the day. Nigel Edwards, whose wife Sarah was a welcome helper in Race Control, held second from lap 2 until lap 12 when Steve Brogan slipped past to hold 2nd to the end. Third went to Edwards and fourth to Steve Tillett, who was up in that position as early as the 5th lap. Rob Gardiner was well up with the leaders in the opening laps but the pace took its toll and he slipped gradually back to finish 10th. Also up with the leaders was Andrew O'Hara, as high as 5th at one point before going missing on lap 9. Eventual 5th placed man was Jack Brown, who had shadowed Tillett all the way from lap one.

### Heat Two

Another flag to flag win, this time for Doug Spencer, just as the snow was beginning to fall and the still warm track was gently steaming. Eventual 2nd placed man was Derek Higgins, who fought his way up from 11th place on lap 1 to 2nd by lap 12. Second up to that point was David Cuff, finally finishing 3rd. Fourth was the current man of the moment, Ricky Grice, in a blistering charge from the rear of the grid; although he was passed by Higgins during the race. Fifth went to Jamie Beasley, following in Grice's wake throughout the race and finishing just ahead of Graham Roscoe.

### Heat Three

Yet another win for Moynihan, taking the lead on lap 7 after a climb up from a mid-grid start. Brogan was again 2nd, underlining the speed and wet weather handling of his Sprint. Jack Brown was 3rd this time and beginning to settle into the quirks of the wet track. He had also been on the receiving end of a 30 mile tour of West Cumbria after missing the turnoff to Rowrah from the A66 and spent the next hour looking for the circuit. 4th was Robin Chuter and 5th turned out to be Steve Tillett.

### Heat Four

Unfortunately, my dictating machine went on strike at this point, meaning that there are no details of the race. However I do have the finishing order which was Graham Pettit 1st, Ian Williams 2nd, Charlie Brown 3rd, Doug Spencer 4th and Jason Plato 5th. Ricky Grice non-finished, signalling the start of what was to be a miserable day.

### Heat Five

Victory all the way for Derek Higgins pulling Jeremy Cotterill through from row two into second. Once Bryce Wilson had disposed of Steve Sykes on the third lap he flew round the track to take up third at the end. Although Gary Moynihan climbed up to fourth on the road at the flag from the very last row of the grid, he was penalised one lap for breaking rank before crossing the start line. This pushed Sykes back up to 4th ahead of the Beasley's, Jamie and Darrell, with Louis Di Resta and Nigel Edwards next up.

### Heat Six

First win of the day for Steve Brogan, from a second row start over Steve Tillett, who started on the front row. Third was Jason Plato, in that position all the way from lap two after robbing Jon Earnshaw of it. 4th came Jack Brown who overtook Earnshaw on the same lap as Plato did. Ian Williams was 5th after a 7th row start, using intimate track knowledge to good advantage.

## 100 NATIONAL

All day there had been ferocious battles between Mick Pritchard and Londoner Robbie Adams. In the heats each took a win, and to even things up, when Robbie was taken off by a back marker, Mick became involved and had to restart too. Young Jim Morris, not long up from juniors showed well in a couple of heats as did Neil Robinson and Jeremy Evernden.

Adams lined up on pole, with Pritchard along side, then Evernden and Robinson. KR Karting driver Pritchard took the lead with Adams second. However, down by the pits Mick overrid the brakes and Robbie hit the back, losing two places before collecting it up again. By now the leader was pulling away from Evernden and Robinson, with Adams driving flat out behind. Robbie must be the only driver to make the straights look like S bends as he swerved first one way, then the other trying to regain his second place. Eventually he passed one kart, and then the other before setting off after the leader. Time ran out for him as Mick won by six lengths, with a similar distance back to Robinson and Evernden.

To end an exciting days racing Dave Atkinson, on behalf of the club presented the St. Johns Ambulance Brigade with a cheque for £150. They in turn presented the following awards:

## JUNIOR BOOSTER

1st	Mark Thomas	SuperDart/Arrow
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## JUNIOR BRITAIN

1st	Jason Bird	Zip/TKM
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## 100 NATIONAL NOVICE

1st	P. Hatton	Sprint/Komet
2nd	Mark Russell	Kali/TKM

## 100 BRITAIN

1st	Karl Hudson	Fullerton/Arrow KR
2nd	Mark Lawson	Zip/Arrow
3rd	David Brown	Sprint/Arrow

## 100 NATIONAL

1st	Mick Pritchard	Sprint/Arrow KR
2nd	Robbie Adams	Zip/TT31 & TT27
3rd	Neil Robinson	Wright/Minarelli Robros
4th	Jeremy Evernden	Sprint/Yamaha

## 210 NATIONAL

1st	Lionel Sifleet	Zip/TTR
2nd	David Bailey	Barlotti/DMA
3rd	Robert Peters	Barlotti
4th	Edward Mellar	Blower

## 125 NATIONAL

1st	Tony Haywood	DMA/DMA
2nd	James Fletcher	Zip/Rotax

## 250 NATIONAL

1st	Kevin Mason	Sprint/Yamaha
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## 250 INTERNATIONAL

1st	Bob Kennings	Dino/Yamaha BKMS
2nd	Geoff Maddox	Barlotti/Yamaha
3rd	Colin Quigley	Barlotti/Yamaha

## BEST NOVICE

Shawn Kelf	125 National
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## DRIVER OF THE DAY

Bryan Turnock	Zip/JB Yamaha
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Next meeting.....Chasewater Grand Prix (Restricted meeting) — 9th June.

Report and photo  
Mike Topp

# CLUB SCENE

## Kimbolton

With 122 drivers signed on, even allowing for the clash with the Super One event, it was another day of exciting racing. The Programme was more informative than ever, with a report of the last meeting and comments and views from four drivers. Without exception they all said they came to Kimbolton to enjoy racing in a friendly atmosphere. Estimates are at present being sought to carry out further resurfacing of the track and the dummy grid in the very near future. Drivers observed one minute silence for those killed in the Bradford City fire.

## JUNIORS

With only a small entry of Boosters these were run with the Junior Britain on this occasion. The heats were dominated by Jamie Rhodes who took three wins; Richard Walton with three seconds and Dean Caswell with three thirds. Tony Hardy, moving up from Booster to Britain, took fourth place on the 18 strong grid for the final. Daniel Stilp had two wins in Booster.

Rhodes took the lead from Walton in the final, followed by Caswell, Hardy, Gavin, Garfield and the leading Booster driver, Daniel Stilp. Rhodes stretched out in front but Walton stayed with him as they dropped Caswell. By lap seven they were among the backmarkers. Walton could not make up Rhodes' slender lead and these two took the flag, followed by Caswell, Gavin and Kinsey, with Stilp and Oliver Gavin taking the Booster honours.

## 125 NATIONAL

With meticulous precision Roger Goff won three heats from Graham Stevens two seconds, while Colin Poole claimed the other second spot. Stevens led the final through the first corner but on the second lap Goff got through to take the lead and Poole took over second spot on the fourth lap, only to find himself promoted to leader when Goff spun off at the 'Willows' and did not immediately restart. Geof Hodge came into the picture in third spot and Goff restarted one lap down. With only a further lap left, Hodge demoted Stevens and at the flag it was Poole from Hodge, Stevens and Margaret Dell.

## 100 NATIONAL NOVICE

Three different heat winners were Jeremy Clark, Cyril Barrett and Mike Booth. Mike Booth took pole with Martin Bond alongside as starter, Mike Nairn, released the final. Booth was first away, followed by Bond, Clark, Dexter and Barnes. Barnes spun out by the Ambulance Station on the first lap; he had already spent some time in the ambulance during the second heat which was stopped because of his crash. By lap three Clark was leading from Booth and Barrett, but on the next circuit Barrett passed Booth at Stow Corner. Barrett was charging and reeled in Clark, passing him on the straight on lap nine to take the flag, from Clark, Booth, Bond and Grover.

## 210 and 250 NATIONAL

These classes were run in separate heats but with only two 250 Nationals available for the final, these ran off the back of the 210 grid. Paul Umney, Martin Riley and Steve Puddiphutt won the 210 heats and Colin Breeze had a clean sweep with his KTM in the 250 class.

Paul Umney was first away, breaking clear of James and Riley, with Breeze quickly getting through the slower 210's. By lap seven Umney was in command of the 210 race but was passed on the straight by Breeze with his dominant straight line speed. Howard had taken Riley and was now lying as the second 210 when James pulled off. Starter,

Mick Nairn, dropped the last lap board and everyone got their money's worth with an extra lap. At the flag, the 250's of Breeze and Garner were first and third, split by Umney who took the 210 prize, with Howard next home.

## 100 BRITAIN

Richard Gladman won all three heats and pole position. The second heat gave us a tremendous battle for second, as Lawrence Ribbons, Glenn Taylor and Paul Murphy exchanged places throughout; Ribbons took second by half a length from Taylor with Murphy only feet behind.

Taylor got the advantage at the first corner and led the final from Gladman and Ribbons; Murphy had pulled up on the rolling lap with a faulty plug. Taylor led for two laps with Gladman closing and Ribbons next, from Tinworth, Paterson, Gwynneth Poole, Melanie Widdowson and novices, McKeever and Ibbs. Gladman passed Taylor on the straight and Ribbons started to close on Taylor, also passing him on lap eight. At the flag Gladman won comfortably with Ribbons one length clear of Taylor and novice Paterson fourth. At the weigh in Ribbons was 4lbs under, thus promoting Taylor and Paterson.

## SCHOOLS 80cc

The No 19 of Brian Woods and Mark Fowler of Heathersett School, Norwich, won two heats, while the No 45 of Paul Wilde and Hugh McConnellegue of Luton Cardinal Newman School won the other. The early leader in the final was No 19 but he spun off, as did Paul Gardiner of Queensbury. The Cardinal Newman Team No 49, Stuart Petts and Chris Emerson, led but slowed on the penultimate lap to allow G. Scott-Coombe and D. Smith team of Stratton Upper, Biggleswade, to take the flag from Martin Powell and Team No 45.

## 100 NATIONAL CLUBMAN

Wayne Fobelets, just up from Novices, won the first heat, a former driver starting again from the bottom, but he was black flagged in the next heat for overtaking on a yellow flag. Alan Hursey and Geof Woods won the other heats. Mike Olymbus and Martin Collard led out the final, followed by Duncan Roberts, Woods and Fobelets. Fobelets was the clear leader after the first lap, chased by Woods, Roberts, Olymbus and Adams. Roberts and Olymbus exchanged places on lap two but, three laps later, Roberts was back in third spot. Roberts slowed with two laps left and, at the flag, Fobelets was a clear winner from Woods, Olymbus and Adams.

## 100 NATIONAL SUPER

Gary Parker took pole with two good wins and Nigel Goff was alongside for the final with three second places. These two were followed out by Ken Bowes and Brian Noor, with the other heat winner, Ron Cox, in the third row, along with Martin Gilbert. Nigel Goff spun on the first lap and Parker led by four lengths from Bowes and Banbury who had charged through from the fifth row and Cox. These four left the chasing field for Noor, Gilbert, Malcolm and McIntyre and the battle for the lead was on and not settled until the final flag.

By lap three Cox was second, shadowing Parker and fighting off the attentions of Bowes and Banbury. On lap five Cox took the inside line at Stow and got past, but Parker re-passed as Cox went wide. The chasing group was now led by Gilbert and Malcolm. On lap seven Cox tried again and got the line into the Willows with Parker sitting on his rear bumper, while Bowes and Banbury waited for any mistake. The leaders passed and re-passed but, as they entered Kimbolton Corner for the final time, Parker was leading, only to be pipped by a wheel by Cox who got through on the inside. Immediately ►

Plymouth

SUNDAY, APRIL 21st

The PKC's first meeting of the 1985 season was held on their interesting Riverside Raceway in weather that varied from glorious sunshine, through cold winds, to sudden showers and back to sunshine again! Team Tabor and friends came in force and really entertained the many spectators, lots of whom were seeing Kart racing for the first time.

JUNIORS

The Plymouth club is so young it only has one Junior of its own. However Adrian Coles and Lee Renninson turned up and put on a sparkling show to entertain the crowd that saw Junior racing for the first time.

Adrian took all four wins on his Jeta/Tabor DAP, with Lee Reninson on two 2nds, while novice Andy Reed took a 2nd and two 3rds.

At the start of the meeting 100 Britain racer Mike Perkin did some scorching laps in his 1400cc Mini and lowered the 'road-car' record to 38.6 (was 40.0). Adrian Coles then went out and did a neat 33.4 — the crowd soon got THAT message!

SENIOR BRITAIN

All day long this was a battle between Gavin Wills (Sprint/Arrow) and Julian Pitocco (Jeta/DAP), with each taking two wins after much elbow to elbow stuff. But it was Wills who took the all important Final win.

Richard Marsh, who was a well known South West figure some three seasons ago, arrived out of the blue and certainly didn't disgrace himself after so long a lay-off. He scored a 3rd and three 2nds in real opportunist manner as others made mistakes.

All in all, good racing with novices Brown, Cooke and Derrick going well; Brown in particular getting stuck in.

100 NATIONAL

Perhaps the most entertaining class of the day. Team Tabor and customers turned up in force to put the local men in their place and supplied action galore to boot!

Richard Copeland won all the heats, two of which were crackers. Heat One saw a four side dice for 2nd spot between Grant Steele, Ron Shone, Chris Brown and Mike Bradley. All eight laps saw these four virtually elbow to elbow in all sorts of combinations. Heat two had a race for first between Copeland and Steele, and a thriller for third between Brown, Lord and Shone.

The Final was excellent. Steele outfumbled Copeland into Turn One, and from there on Copeland tried all he knew to get by. As he did that, Ron Shone was trying equally hard to pass him: This lasted for eleven and a half of the twelve laps, until Shone made a kamikaze swoop round the outside of Island Bend, only to see his third place go spinning away. He quickly restarted but had sadly dropped a place. Great Stuff.

210 NATIONAL

Sadly let down by poor reliability. However the class was saved by stirring races between Roger Jessep, Alec Sutcliffe and rapid novice Mike Reed on the ex-Ernie Winn Barlotti.

The Final looked set to be a cracker when a sudden shower turned the track into a skating rink, which saw drivers spinning in all directions. The eventual outcome was a nicely controlled win by Jessep from Dave Bromell and Sutcliffe.

125/250 COMBINED

Very entertaining. John Gosling continued his winning Dunkswell way by scoring a maximum of four wins on his immaculate silver Barlotti/Yamaha. He had to work for it, as Max Faulkner (two 2nds and a 3rd), Tony Burt, Trevor Horwell, Chris Parsons and Julian Schnitzer in particular charged hard and kept up the pressure. The late braking moves on the ripples at Turn One were very spectacular.

Spectator

JUNIORS

1st A. Coles Jeta/Tabor DAP  
2nd L. Renninson Jeta/Tabor DAP  
3rd A. Reed Sprint/DAP

100 BRITAIN

1st G. Wills Sprint/Clevey Arrow  
2nd R. Marsh Jeta/Arrow  
3rd J. Pitocco Jeta/Tabor DAP

100 NATIONAL

1st G. Steele Jeta/DAP  
2nd R. Copeland Jeta/DAP  
3rd R. Shone Jeta/Tabor DAP

210 NATIONAL

1st R. Jessep Star  
2nd M. Reed Barlotti  
3rd A. Sutcliffe Barlotti

125 NATIONAL

1st P. Edgecombe Zip/Rotax

250 NATIONAL

1st J. Gosling Barlotti/Yamaha  
2nd M. Faulkner Aero/Yamaha  
3rd J. Schnitzer Zip/Yamaha

Chasewater

SUNDAY, MAY 12th

A grey sky and bitterly cold winds greeted the 70 or so entries for the annual St. John Ambulance meeting at Chasewater on 12th May. The entry was better than of late, despite the clash with the Super One round at Rissington.

JUNIORS

A poor turn out with only two Boosters and three Britains. After two heat wins Jason Bird beat Chris Parkes into second place, with novice driver Michael Wright bringing up the rear. In Booster, Mark Thomas from London put on a good display despite severe under-steer at the hairpin to win the class from Samantha Davies.

210 NATIONAL

Local man Lionel Sifleet cleaned the board with three heat wins. In the final he took the lead, pulling out 100 metres or so from a real battle between David Bailey, Ed Mellar and Robert Peters. Mellar took to the dirt at T Bar, rejoining in 4th place, to pick up the last trophy for the class.

100 BRITAIN

A much better entry than of late with 12 drivers competing. Stafford's Karl Hudson showed well in the heats, as did David Brown. The final began in real style with Steve Pearce leading from Brown, Hudson, Lawson and impressive novice, Robert Parkes. Soon Hudson took the lead and began to pull away followed by Mark Lawson in second place, leaving Brown and Parkes to finish third and fourth.

125/250 NATIONAL

What a final this turned out to be. From the start Tony Haywood (125) took the lead, but didn't finish the lap anywhere near the front. Martin Styles making a racing comeback at Chasewater took the lead, but he got a wheel on the dirt coming out of the top bend when peaking in the third. The kart spun, and with all four wheels locked, hit the tyres. After the race had been stopped, Martin was removed to the ambulance for treatment. Fortunately he only sustained a badly bruised ankle.

On the restart, Haywood again took the lead from Kevin Mason (250), but still he was not to keep it. Mason's extra capacity began to tell and he soon led. Lap after lap Haywood tried to get past at T Bar Bend, leaving his braking later and later each time. At one point they even made contact, but they kept it on the island. So a last lap attempt was on. Tony lined the manoeuvre up, but unfortunately a back marker foiled the attempt and the positions stayed the same at the flag.

NATIONAL NOVICES

As a reasonable number of novice drivers turned up they were given their own final, with P. Hatton taking the flag from Mark Russell.

250 INTERNATIONAL

As usual, Driver of the Year, Bob Kenning won all the three heats, with Geoff Maddox taking 2 second places. As the flag fell at the start of the final, Bob drove off into the distance leaving a good dice between Geoff and Alan Mills, who had been struggling with his new machine in the heats. After a few laps Alan retired leaving Geoff in second place, with Colin Quigley third.

Another local driver, Brian Turnock, put on some stirring displays during the day, for which he earned himself the Driver of the Day award.



Darrell Beasley, the 'B' final winner

BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS  
Points after 3 Rounds

SENIOR BRITAIN CLASS

Position	Name	1	2	3	Total
1st	Darren Gibbs	128	123	132	383
2nd	Craig Booth	139	103	108	350
3rd	Gavin Wills	121	90	90	301
4th	John Willcock	92	99	92	283
5th	Patrick Smith	85	97	76	258
6th	Mark Gailer	111	90	55	256
7th	Gary Chapman	—	102	125	227
8th	Anthony Geraty	127	78	—	205
9th	Richard Hind	—	70	130	200
10th	Andy Clark	66	—	127	193
11th	Steve Malkin	119	70	—	189
12th	Jamie Thompson	—	76	100	176
13th	Steve Ogden	—	97	72	169
14th	Richard Beercroft	—	40	117	157
15th	Mark Powell	75	80	—	155
16th	Glenn Taylor	81	70	—	151
17th	Dave Smith	—	138	—	138
18th	David Hedger	115	—	—	115
19th	Steve Cave	—	112	—	112
20th	Shaun Holloamby	61	—	—	61

100 NATIONAL CLASS

Position	Name	1	2	3	Total
1st	Steve Brogan	122	137	123	382
2nd=	Gary Moynihan	133	108	125	366
2nd=	Jack Brown	114	127	125	366
4th	Doug Spencer	134	119	106	359
5th	Gary Prior	123	101	93	317
6th	Graham Roscoe	105	106	105	316
7th	Miles Hall	116	100	94	310
8th	Nigel Edwards	107	104	98	309
9th=	Ricky Grice	137	134	27	298
9th=	Graham Pettit	114	75	109	298
11th	Steve Tillet	109	68	120	297
12th	Darrell Beasley	104	91	100	295
13th	Jamie Beasley	100	54	109	263
14th	Jeremy Cotterill	107	90	50	247
15th	Malcolm Budd	99	82	52	233
16th	Graham Waldron	58	60	113	231
17th	Jason Plato	54	65	94	213
18th	Bryce Wilson	—	80	130	210
19th	Steve Sykes	—	105	99	204
20th	David Cuff	111	—	91	202

Heat Seven

The last heat of the day proved to be disastrous for a number of drivers including Ricky Grice. As the pack entered the hairpin for the first time, eye-witness reports suggested that his motor bogged, creating mayhem behind him. His was not the only misfortune, two or three karts hurtled off the track and into a marshals post. Those who failed to survive the first two laps included Grice, Cotterill, Darrell Beasley, Di Resta and Chuter, some of them victims of lunatic driving (not necessarily their own) rather the aftermath of the Grice incident. The race was won by Bryce Wilson after deposing Graham Roscoe on lap 5. Roscoe finished 2nd ahead of Waldron, Neil Hann showing for the first time in the day, Club Champ Stu Davison and Andy Buchan. Grice did restart and toured round the last two laps with his left front wheel at a crazy angle, but he was excluded after reports of an assisted start.

'B' FINAL

There was to have been a 'C' Final but only three turned up so they went automatically to the back of the 'B' Final.

Darrell Beasley took the initiative and led throughout, shadowed by Dominic Connolly from lap three onwards. Dave Banbury had been 2nd up that point but seemed happy enough to settle for third. The last qualifying place went to Andy Buchan who enjoyed a race long duel for his spot with Jon Earnshaw. Duncan Bullock was the last of the unlapped runners with Frank Crankshaw and Johann

DON'T FORGET!  
Round 6 of the series  
at Kimbolton  
on Sunday  
23rd June

Dackner bringing up the rear in what was a rather processional 15 laps.

A' FINAL

Brogan occupied pole with Wilson alongside him on the front row and the second row consisting of Tillett and Spencer. Row three was held by Jack Brown and Ian Williams with Gary Moynihan (who would have had pole but for his penalty) and Steven Sykes holding the fourth row. Brogan led at the end of lap one from a fast starting Moynihan, Bryce Wilson, Nigel Edwards and Graham Pettit. Moynihan slipped through into the lead on lap two and as far as the results were concerned, that was it. Pettit and Ian Williams had got by Edwards by the end of lap three into 3rd and 4th respectively. Darrell Beasley had by now worked his way up to 9th from the rear of the grid whilst Wilson and Pettit moved ahead of Brogan on lap 6 and Edwards sneaked back in front of Williams on the same lap. This was taken back on the next lap and Waldron also moved ahead of Edwards to leave him heading Plato. Williams further improved his position on lap eight which he led to the end. Lap 10 saw the exit of Nigel Edwards and Jason Plato; Jason with brake failure and Edwards as a result of that failure although when Nigel tried Jason's brakes after the race they appeared OK.....

Waldron was now securely entrenched in 4th place with 'B' Final



Dominic Connelly finished 7th in the final.



British Champ, Gary Moynihan, took a well-earned victory

winner Beasley behind him and ahead of brother Jamie. The places were now firmly fixed by about lap 15 and the remaining five laps were reeled off without any change or mishaps. So the deserving winner was Gary Moynihan with Bryce Wilson 2nd, Ian Williams 3rd, Graham Waldron 4th and Darrell Beasley 5th. The remaining places in the top ten were taken by Jack Brown, Dominic Connelly, Jamie Beasley, Neil Hann and Stu Davison.

- |      |                  |                   |
|------|------------------|-------------------|
| 1st  | Gary Moynihan    | Wright/DAP        |
| 2nd  | Bryce Wilson     | Wright/BTR TKM    |
| 3rd  | Ian Williams     | Superdart/Parilla |
| 4th  | Graham Waldron   | Zip/TKM           |
| 5th  | Darrell Beasley  | Wright/Rotax      |
| 6th  | Jack Brown       | Zip/PCR           |
| 7th  | Dominic Connelly | Mondial/FRED TKM  |
| 8th  | Jamie Beasley    | Wright/Rotax      |
| 9th  | Neil Hann        | Zip/Rotax         |
| 10th | Stu Davison      | TKM/TKM           |

So a good day's racing marred only by the weather. The next, "biggie" at Rowrah is the Super One on 2nd June. Don't forget your wets and wellies!



Grahame (centre), an accomplished skier

Grahame is now on his third Gillard kart and is very pleased with its handling qualities, both in wet and dry conditions and the ease with which it can be set up to cope with the peculiarities of different tracks. Midway through 1984 he changed from PCR to Parilla power, tuned by Gillard Engineering and expresses no intentions to use anything else, as he finds the Parilla gives both speed and reliability.

Karting now takes up most of Grahame's spare time, with many hours spent in the garage preparing equipment prior to each meeting. On the weekends when he is not racing he likes to get down to the coast, or nearby lake to go wind-surfing. He is also a very keen and accomplished skier and manages to get away at least once every year. He is still single and there don't look to be any signs of marriage on the horizon — yet.

As mentioned earlier, Grahame is currently studying for M.C.I.O.B., one of the highest professional qualifications in the Building Industry and enjoys surveying, regardless of the conditions he finds himself working in. This and karting effectively rule his life and he is eagerly looking forward to competing at top National level on competitive equipment. Obviously he would like to win a major round and, to this end, works with dedication, as do many other drivers. He also harbours plans of moving into car racing, but when or what form is yet undecided.

Karting's progress is something that affects everyone and, in Grahame's views, it is vitally important to maintain a class where the clubman can race competitively on a limited budget. To this end he would like to see major rounds changed to International and the National class become much more of a Clubman class. Ways should be sought to improve spectator appeal, so that more drivers could attract sponsorship. The whole image of karting needs to be raised and taken to the public to show them what the sport is all about. To that end it needs the participation of everyone concerned.

Lastly, a word from mother, Joan. 'Grahame's first introduction to motor sport was at the age of three when we took him to the Grand Prix at Brands Hatch. He hated it — the noise and all and was extremely upset. Funny how attitudes change over the years.....'

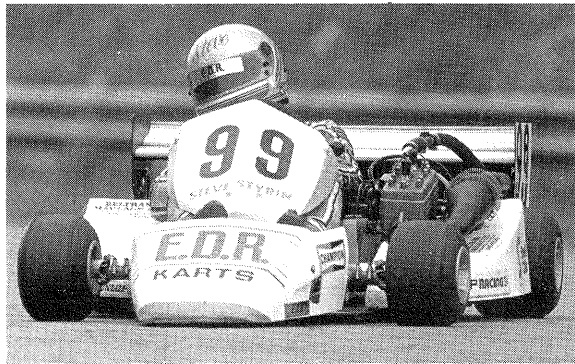
As a lady who wasn't very impressed with the idea of her son venturing into the racing sphere, she too has undergone a complete change of attitude; Joan attends where possible every meeting Grahame races. She can be seen regularly at Rye House in the capacity of lapscorer — a chore that takes a special kind of dedication.



# E.D.R.

## CHAMPION

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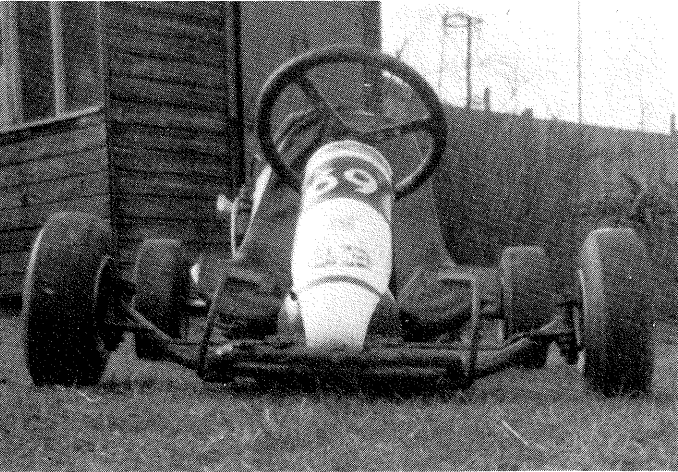
# Profile..... Grahame Pettit

Grahame Pettit was born in Kent in November 1962 and attended **Onslow Comprehensive School, Hatfield, from 1974 to 1981. A keen sportsman, he involved himself in most activities, notably gymnastics and football during his earlier school years, playing for a Sunday League junior soccer team and was Captain of the school gymnastics team, which gave demonstrations at local fetes, etc; they finished second in the Sunday Times Eastern Region Gymnastics Competition. On the academic side he achieved eight ‘O’ Levels and also studied two subjects at ‘A’ Level. Those, however, were to result in another couple of ‘O’s, probably due to having such a good time in the sixth form!**

As leaving time came around, Grahame’s thoughts turned to career prospects. For some time he had expressed an interest in Quantity Surveying and, despite two provisional offers to study the subject at Polytechnic, he applied for a couple of jobs, was interviewed and offered both positions. It was decision time and he finally settled for a job with John Willmott as a Trainee Surveyor and given day release to attend college. Grahame is now in his fourth year of study, with qualifications up to Higher Tech in Building and is currently studying for M.C.I.O.B. Always keen on competition of one kind or another, he was elected as a team member for the Burnside Competition, a two day event involving camping out, self-survival and orienteering — in short a Krypton Factor for Trainees in Industry. The following year he was voted Captain of the Burnside and took the Team to victory in a competition against 26 other teams.

In common with many other youngsters, Grahame’s interests in karting stemmed from the Fun Kart days in Dawlish where he used to visit his Grandmother; that and Grandmother’s tale of an old kart in a friend’s garage. Pestering father, Derek, finally paid off. They went to see the friend who owned the kart who was pleased to get rid of it. So, for a modest £10, Grahame Pettit had his first kart — a Comet frame with a Saetta engine mounted behind the seat and cooled by a fan and a shroud. Father was probably an easier personage to ‘get round’ than mother, therefore some kind of ‘peace offering was in order. It came in the form of a punnet of strawberries purchased en route home. Sadly the strawberries did little to calm the troubled waters when mother caught sight of the kart being removed from the car boot! She was not at all happy and father had to step in to mediate.

“Don’t worry, dear, it will never go — just look at the state of it! It’ll give him something to play with in the garage; maybe he’ll learn something about engines.”



That first kart — Comet/Saetta

Two days later the kart had been stripped down, cleaned and repaired and Grahame took it for a test run round the green in Hatfield. Mother was even less impressed, especially after his father’s earlier comments! It was about this time Onslow School formed a kart club and Grahame’s sporting activities, spurred by the test run, turned to racing. In his final years at school he won the Hertfordshire Schools Championship in Class 7 (Rotary) three years in succession.

It wasn’t until 1978 that the practice sessions gave way to racing — in Junior National at Rye House, where, in only his second novice race Grahame was awarded a trophy for overall third place. Gradually his equipment changed, from the original kart to a Barlotti, to a Zip, a Sprint and finally the Gillard he races now. Engine makes followed a full circle, starting with parillas, then KTM and a PCR and back again to Parilla.

From 1979 racing continued, confined mainly to Rye House because he was operating on a limited budget. Numerous trophies were won, including:

- 1st — **Champion of Champions 1980**
- 3rd — **Club Championships 1981**
- 2nd — **Winter Series 1982**
- 2nd — **Club Championships 1982**
- 1st — **Turkey Trot 1983**

Until 1984 all the equipment Grahame used had been purchased secondhand then, after coming second in the Rye House Winter Series, the decision was made to look for a new outfit and a Gillard chassis was obtained.

Opting to stay in the Premier Class at Rye House and the ‘A’ at Snetterton, 1984 was the most successful season to date, winning the All England Championships, the East of England Championships, the Golden Steering Wheel, Spring Trophy, Turkey Trot and the Rye House Club Championships.

A major break came in September 1984 when a friend, Gareth Howell, who went along to spectate and act as mechanic, became interested in racing himself. At the next meeting his father went along and discussions began about setting up a two-man kart team, racing under the name of his father’s business — Stag Electronics. The company is based in Welwyn Garden City and has retail and distribution networks worldwide. Stag Electronics is a High-Tech company which manufactures, designs and supplies advanced electronic products to process silicon memories and logic devices.

Grahame is very grateful to Stag managing director, Elgan Howell, who has enabled him to move up to compete in the Bridgestone United Kingdom Championships and Gareth to make a good start to Club racing by winning two of his four National Novice races. He would like to take this opportunity to thank Stag Electronics for their sponsorship.

The 1985 season got off to a good start at the Rye House Winter Series meetings, where he came second to Ricky Grice by one point. Possibly the British Championships in 1983 provided Grahame’s most satisfying race. After blowing up a PCR in practice he was left with an old SS20, bought from Gary Moynihan for £170 at Kimbolton. He went on to qualify for the ‘A’ Final and climbed to tenth place before being sidelined by a seized piston, but was still placed 21st overall. He found it very satisfying that, despite cheap secondhand equipment, he could still compete with drivers spending two or three times as much money on their equipment.

## ULSTER UPDATE

March 16th heralded the commencement of Ulster Kart Racing for the 1985 season. Since then there has been a crowded programme, with eight races during the period ended 4th May. All races except one have been held on race circuits — Kirkistown, Showgrounds and Nutts Corner. To date, the Ulster Karting Club has promoted three rounds of its Series Championships and, as can be seen by the results, all points are being hard fought for, with no one driver dominating any particular class.

Unlike their English counterparts, the Northern Ireland drivers have the opportunity to race on public roads and it is also an exciting opportunity open to anyone from the mainland.

On April 27th, near Londonderry, the first round of the Road Race Championship was held on a very bumpy circuit over one mile in length. All classes had a reasonable entry, particularly both 125cc classes — Rotary and P&R. It was decided by the organisers and agreed by drivers that 250 National and Formula E should run combined. Despite the obvious speed differences all drivers obeyed the flag marshalls, especially when the Superkarts were overtaking.

Defending Road Race Champion, Dick Curran, dominated Formula E, leaving Bill Kinnin of Enniskillen in second place and Kenny Fitzpatrick in third. Joe Morton, now racing Alan Cheetham’s ex-Yamaha, had an unfortunate Road Race opener, being forced into retirement while easily leading the 250 Nationals. This presented victory to Alan Wallace, (ex-Richard Boston Yamaha); Dessie Black, Montessa mounted, completed the race distance in second.

Despite having a first lap shunt, Henry Crossan won the 125 National from Brian Kennedy’s Sealink sponsored Rotax. Third was Terry O’Neil. After a good, solid and safe drive, A. Dunlop took first prize in 125 P&R.

Gary Jordan, having his first Road Race, gave Jim Flanagan plenty to think about as they chased the Class One honours. Reigning Road Champion Flanagan, during the closing stages, exerted his experience and headed Jordan over the finishing line — just!

### 125 P&R NEWS

The first round of this year’s Motiv P&R Championship was held by the Merseyside Kart Club on April 21st and attracted 35 entrants in this ever-growing class. However, because of the cost of travelling involved in the 6 round Motiv Championship, several drivers opted to race with the disc valves; so critical in the economics of karting in the North.

Despite losing a few drivers the first round produced the biggest grid of the day and was very keenly contested. Mike Fowler just clinched the final from a flying Gavin Fearnley. Gavin cruised to a first heat win, then failed to complete the next two, but his drive from the rear of the grid in the final to within feet of victory was quite flamboyant, with dramatic, lurid, power slides through the fast corners. Ian Waller fought hard for his third place after he admitted he was out of practice, having not driven since last year. Colin Kay got his act together as usual for the final, despite carburettor problems in the heats.

1st	Mike Fowler	Zip/Honda	100 Pts
2nd	Gavin Fearnley	Dino/Yamaha	80
3rd	Ian Waller	Zip/Honda	64
4th	Colin Kay	Phoenix/Minarelli	51
5th	Graham Barker	Barlotti/Mugen	41

Shenington Kart Club hosted the second round of the series but entries were very poor for P&R with only 12 signing on; highlighting the expense of travelling. The heats were keenly contested between Dale Spruce, Mike Fowler, Colin Kay, Ian Waller and Graham Barker. The final was a disappointment with engine failure and an accident that called for a restart.

Spruce and Fowler made a race of it, with Waller taking third spot. Mike Goodison survived to grab

fourth place despite a spin.

1st	Dale Spruce	100 Points
2nd	Mike Fowler	80
3rd	Ian Waller	60
4th	Mike Goodison	51

### IMPORTANT

Round 4 of the Championship, scheduled for Little Rissington on July 7th, has had to be cancelled. Some of the predominantly northern based drivers have expressed reluctance to travel and others are involved in the Cadwell Championship on the same day. It is regretted that it has been necessary to cancel this meeting because P&R should not just be restricted to the north. Attempts to make alternative arrangements later in the year at Fulbeck or Wombwell are currently under way.

The cost of racing in P&R is now so low that money spent on petrol to reach a distant venue will now finance a complete meeting near home. Most drivers are in the sport to race, not to wear out motoways. To illustrate the point, there were more entries at Three Sisters than at Shenington in P&R on May 19th.

**BRIDGESTONE**  
**United Kingdom Championships**  
**Round 6**  
Venue: Kimbolton  
Date: 23rd June  
Entry Fee:  
Juniors £8.00 Seniors £10.00  
**Competition Secretary: Stuart Perry,**  
**3 Itchen Close, Brickhill, Bedford, or**  
**Mick Nairn, 21, The Wharge, Brickhill,**  
**Bedford.**

### TOP 10 DRIVERS IN ALL CHAMPIONSHIP SERIES PROMOTED BY ULSTER KARTING CLUB

Positions after 3 Rounds					
100cc National			125 P&R National		
		Pts			Pts
1st	D. Allen	330	1st	M. Playle	90
2nd	A. Vance	280	2nd	C. Pentland	60
3rd	N. Allen	270	3rd	B. Crosgrave	48
4th	J. McCullough	258	4th	R. Knox	47
5th	F. Reilly	255	5th	A. Dunlop	42
6th	G. Johnston	250	6th	I. Fisher	38
Junior N.I.K.A.			Lisburn Glass 250 National		
1st	J. West	348	(to 12th)		
2nd	K. Cheshire	318	1st	J. Morton	84
3rd	J. Eastwood	291	2nd	D. Beattie	67
4th	R. Drumm	291	3rd	W. Little	48
5th	J. Wilkinson	285	4th	D. Black	43
6th	H. Johnston	204	5th	G. Irwin	40
7th	A. Lyons	198	6th	A. Wallace	39
8th	C. Bell	187	7th	W. Irwin	32
9th	A. Bennett	146	8th	H. Montgomery	27
Junior International			9th	R. Lilley	26
1st	N. Cheshire	346	10th	G. Robinson	24
2nd	A. Johnston	323	11th	R. Lindsay	21
3rd	F. Ferrity	194	12th	W. Forsyth	10
4th	A. McCauley	178	Agnew Commerical 250		
5th	C. McKittrick	40	Formula E		
125 National			1st	D. Curran	73
1st	A. McAlonan	66	2nd	T. Roberts	69
2nd	G. Howell	54	3rd	R. Lyons	57
3rd	H. Crossan	54	4th	D. Bell	51
4th	L. Currie	53	5th	C. Menary	46
5th	K. Grills	48	6th	R. Bell	19
6th	T. O'Neill	47	7th	K. Fittsimmons	8

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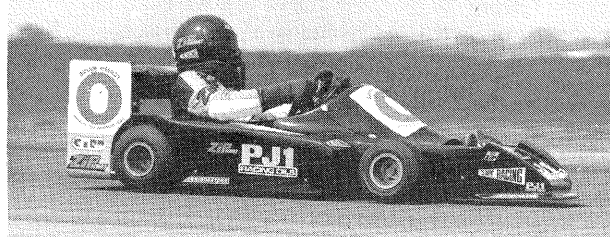
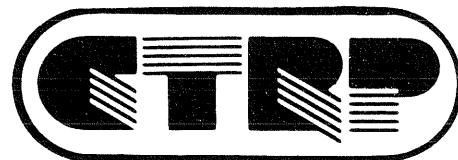
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the start of the main race saw Jorn Hasse dive into the lead from Wilson. By half distance he had gone, suffering his second engine failure in a final in two meetings (remember the World Champs?). Meanwhile the action was hotting up in the midfield, with Bott finally outfoxing Alcorn to move into 5th and then Gilles Fabre. Fabre had had a diabolical pair of heats with engine failure in both — finally tracing the problem to water in the petrol! Suitably fired-up he was proving devastating in the final in more ways than one albeit that once past Martin Bott he duly spun-off. Suddenly the attention turned to the front of the field as first Haase and then St. Guirons had engine failures leaving both a surprised crowd and driver — namely Marcus Grossman in the lead! By now Bott was fed up with his view of Forsman so down to third went the latter in a neat overtaking manoeuvre. The crowd's attention was then drawn further back as Alcorn pulled every trick and closed every door to keep Weatherley and the rest of the field behind him. With two laps to go it seemed almost certain that the two of them would take each other off but fortunately the chequered flag fell in the nick of time on what had been an action packed and breathtaking final.

1st Marcus Grossmann	D Taifun/Komet	BS
2nd Martin Bott	D Taifun/Komet	BS
3rd Lars Forsman	S Birel/Komet	D
4th John Alcorn	GB ZIP/Komet	BS
5th Richard Weatherley	GB	

Sprint/Komet D

As the crowd began to steam away from the circuit it looked as though the final result might change — Grossmann was 0.3Kg underweight. As his father tried to press ahead through the crowd of onlookers, the Clerk of the Course put his arm in the way of Marcus' groping hand and he had been disqualified. Mr Grossmann then protested the accuracy of the scales. The rules state that the Club must have present 100Kg of pre-measured weight with which to confirm the accuracy of their scales. Mysteriously this weight could not be found within the half hour time limit and that young German was declared the winner. Two minutes later the A.S.K. Valence found the weight.....Roll on Jesolo!

## PODS — THE FORMULE K WAY

The pods used by the ZIP KART & SUPERKART Team were the familiar design as already used in Junior Booster. However, due to a relaxation in the regulations prior to Valence a new design is being produced which in testing has actually proved to be about 2/10ths quicker. Due to a policy decision the team did not take the new type to Valence until they have been fully tested.

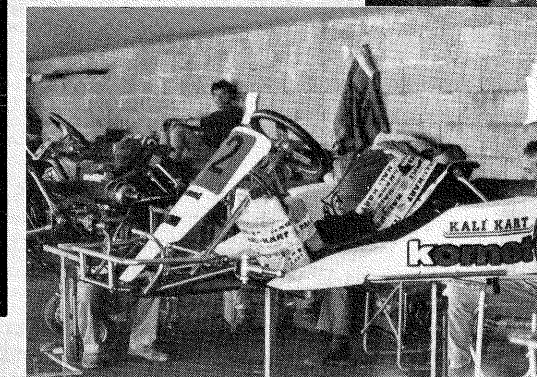
Users of the old type of pod included; John Alcorn ZIPKART & SUPERKART Team J.C. Estre Tecno (side mounted) Gilles Fabre Sovame Tecno (side mounted).

Surprisingly the Birel team were not very well prepared, having to modify their pods extensively with tank tape to comply with the rules.

The Kali pod proved most popular amongst the drivers, being the only type at Valence to actually increase speeds on the straight. The limiting factor however is price with a pair of pods and nose cone selling for about £175.

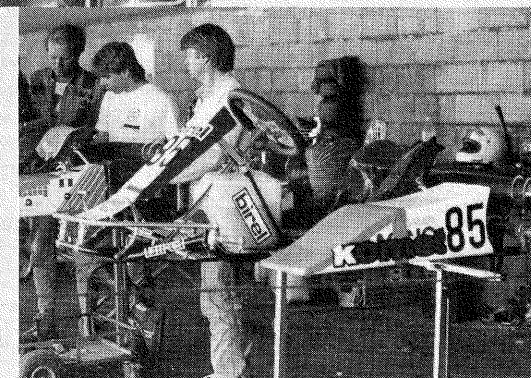
As already explained in the race report from Valence, these pods really were something else, taking the rule book to its very limits. As prototypes the finish was understandably poor compared to the opposition, but Richard reported a benefit in cornering at the possible expense of straight line speed. The mounting frame might also cause a few raised eyebrows to weightwatchers.

Tecno's version of the Zip side pods on Gilles Fabre's kart



Kali bodywork

Birel's "Tank Tape" style body



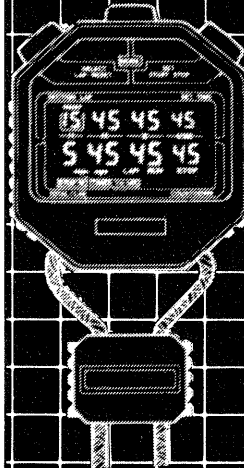
Richard Weatherley's plywood pods caused a lot of argument amongst scrutineers



The Zip-K&S pods were the same as those used in Junior Booster, though a new style pod is now in production.

# Cronus

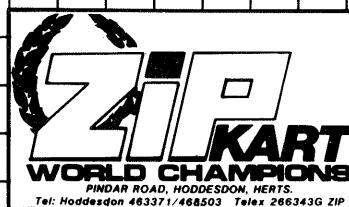
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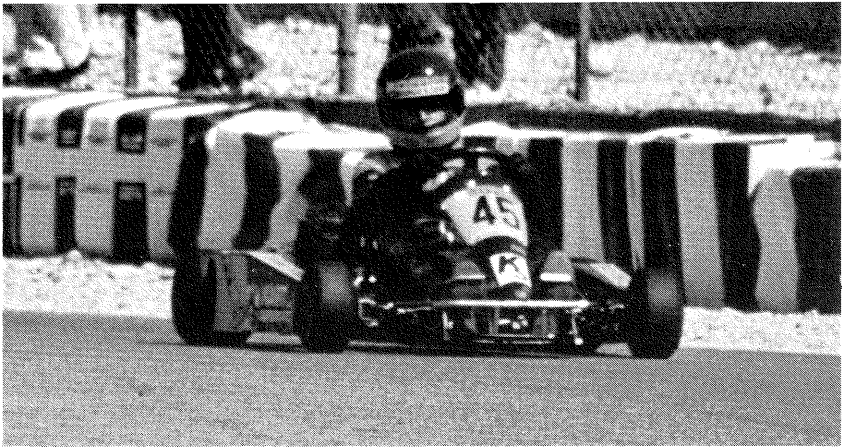
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Zip-K&S driver, John Alcorn, a fine fourth

any money on the result, especially with Mike Wilson right behind although slightly short on engine performance. The start was uneventful with Bugatti surging into the lead to be followed by Wilson and then Haase, and that was the way they crossed the line. Further down the field Richard Weatherley gained a place to finish 8th, but one could clearly see just how race rusty everyone had become over the winter.

## Heat 2.

K&S driver John Alcorn was in this one and following his performance in time qualifying he had to make something of it. Haase would or should have an easier time in this one, however the two Taifun drivers Bott and Bollingtoft had other ideas, along with a whole gaggle of French drivers. This heat was definitely more exciting with plenty of action from the start — Bott took Bollingtoft with Haase braking into an early lead, Bollingtoft then slipping back to the midfield whilst civil war saw St. Guiron emerge as the leading Frog, soon dispelling Bott to take 2nd place. Meanwhile, K&S entered the affray as the commentator went bananas with a string of very polite oh, la, la, la's and some other words too numerous to mention! His descriptions did however reflect the frustrations that Lars Forsman was feeling as the red and yellow K&S "pilote" consistently outbraked him at the end of the straight in a whole series of pass and repass manoeuvres by both drivers. Then just in sight of the flag St. Guiron's motor called it a day to leave Haase the winner from Bott, a forward going



Richard Weatherley drove to fifth place.

each other. Soon the officials were hopping up and down and croaking away whilst deliberating as to whether or not to give Bugatti the mechanical fault flag. The flag duly flew and after what seemed like an hour of silence a flurry of boo's emerged from the crowd — Bugatti ignored it maintaining his lead, then Wilson seized to an unnecessary flood of cheers from this partisan crowd. This left St. Guiron in the actual lead with Bugatti now receiving the black flag. Suddenly disaster struck the British pair in 4th and 5th places as John spun ahead of Richard taking them both out with the rest of the field streaming through. They both restarted with John following Richard home in 6th and 7th places. At the front a Frenchman had won, St. Guiron, to be followed by Grossmann and Koene.

At this point one could see that the rumours as to the future of 135cc Formula K being shortlived, were unfounded. After all, despite the continental time qualifying system favouring the fastest and elevating them to the front all the time, the heats had produced a wider variety of winners than one sees at a British 100cc National race. Motors are more evenly matched with everyone on the same marque; tyres too, now that the one set per day rule has been introduced — and there is absolutely no way that anyone can cheat on these. At last there

Bollingtoft and Alcorn in six with Forsman behind.

## Heat 3.

The final heat was lead off by Bugatti, complete with flapping chain guard that later became the



The "Gay Cavaliers"

scene of an amusing if unnecessary and bitter row. As the flag rose in typical extrovert Riva fashion Bugatti led with Bott, Wilson and the French resistance behind, whilst further back British hopes and hearts missed a beat with both drivers alongside

is class where the best driver with the luck on the day can win. Everyone at Valence seemed in no doubt whatsoever that the class is here to stay and it will grow.

## Pre-Final

Haas and St. Guiron were on the front row followed by Bollingtoft, Amrem (one of Forsman's new proteges), Grossman and Wilson; the Frog chorus (suitably supported by the "Gay Cavaliers" or whatever the little band of brass men cared to call themselves), Koene, then Weatherley and Alcorn. As Riva leaped from behind his straw bales, the field piled into the first corner, leaving only Amrem to extricate himself. Once the field settled down Haase was in the lead from Bollingtoft who was quickly displaced by Wilson. After half distance Hasse faced the unenviable task of maintaining his lead from team mate Mike Wilson, followed at a distance by St. Guiron and then a further gap to Marcus Grossmann. Forsman had survived the by now usual scrap with Alcorn to finish 5th and further back Richard Weatherley had fought his way through to 7th. Bugatti, suffering a lowly grid position after failing to persuade the officials and Bruno Grana that he should be reinstated as winner of Heat 3, failed to provide the show that most had hoped for, still understandably sick with the clerk of the course.

## Final.

With the order being as the finish of the pre-final,



We can only hope that the British Disease of being good losers is not going to become commonplace in the world of karting. Everyone that came back from Le Mans, well beaten by the Danish "do it yourself" Superkarter, could only sing Poul Petersen's praises as a richly deserved victory, saying how well his chassis coped with the rough French track and what a great effort it was from a man who builds his own chassis and tends his own Rotax engine. The last time Petersen won a meeting of consequence was on an even bumpier track, in Ireland when he won the European Championship at Mondello Park in 1981. For those whose memories go back that far far Poul Petersen could be compared with Peter Burgess of a past era, an individual who also preferred to take on the best with his own ideas and ingenuity. The comparison does not end there, Burgess was a workshop foreman with British Rail, Petersen is a foreman at Liptons Tea Bag factory in Copenhagen; Poul is openly supported by Liptons, Burgess was unwittingly by British Rail!! For a basically amateur driver to have been competitive for about a decade, and still in the age of the very professional approach of many, to compete and succeed at this high level is indeed a remarkable achievement.

It is probably fair to say that Superkarting, with a few exceptions, has been from the beginning considered a British "domain", but with only two "Brits" in the top eight places in a World Champonship event it is somewhat of a jolt to our complacency. What the apparent decline has been caused by is a matter for conjecture, it being too easy to put it down to lack of money and the "poor state of the country".

At the start of the season one of the first people I expected to have acquired a KTM water-cooled motor for 250 National was Mike Doble. He hasn't changed from his successful air-cooled Yamaha and as yet seems to have little cause to change. Many KTM users remark that they are as quick or better than him out of the corners, but halfway along the straight he simply disappears. How come? With what in theory is apparently a superior motor, the answer would seem to lie in the gearbox. There are two specifications of KTM coming onto the market, the enduro and the moto-cross engine. Both have enormous gaps in the ratios between fourth and fifth gear, and all the "grunt" in the world to power them out of corners is insufficient to make up for a drop in revs of 3 thousand RPM or so, when changing into top. When one of the more fertile minds in engine building produces lower fifth gear ratios to overcome this handicap, the match between Doble's Yamaha and the increasing number of KTM's will be more equal I would think. In the meantime I understand some KTM users are gearing to use 4th gear

as their top ratio, not an ideal situation but a compromise in the meantime.

It would seem that French officials, both at customs and the Le Mans circuit, did little to foster cordial relations with various drivers intent on simply attending a sporting fixture. I have never held the French people in great esteem and, in that, I know that I am not alone; it does seem extraordinary that in what we are meant to believe is a 'Free European Community' one comes up against such bloody mindedness. Having said that, they do not all fall into that category. Going back 18 months to the time when Chris Lamden was involved in that awful road accident at Le Mans, the police and, particularly the fire service, were the milk of human kindness, so I suppose there is good in all, even if they do stink of garlic and Gauloises!

Bohlin fans would have been disappointed by his lack of achievement in the all important final race at Le Mans, his early dominance of the meeting tailed off and ended with a, so far unexplained, holed rear piston. It may be of interest that he only had the one competitive engine, which in the proceeding days had covered many miles. After initial testing at Cadwell Park, he then returned to Sweden to do more testing including 45 laps for local Press & TV. What was intended as his spare engine "went missing" in a customs warehouse, so he had to take as a spare his last years engine, which he elected not to use, proving not to be as rapid as his '85 motor. The latest news from the Bohlin team is to win the remaining two World Championship rounds and take the record for World Cup wins on the way. Lennart only has one aim and that is to win, otherwise why bother, it takes about as much work to come second and that's no good.

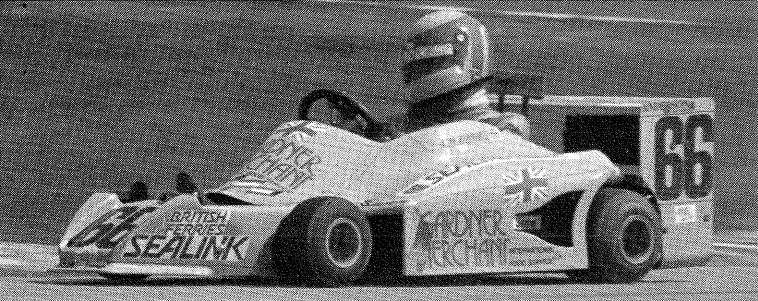
When Russell Anderson parted company from the Zip camp, many people delighted in reading much into what never existed, to those who talked of "walking out" and "bust up", based on what, I do not know. They will be interested to know that both Martin Hines and Anderson frequently meet up, and take the "juice of the grape" at the splendid little eating house called "Maggies" at Hoddesdon — the grub is good, and I could take quite a shine to Maggie! What is a very welcome change from the "norm" is that when these two chose to take their different paths, their mutual respect for one another is stronger than ever! Martin with the assistance of Tina has a new model on the way, but that is being kept under wraps till later in the season. Congratulations!

With Superkarting having lost its window on the world through the dropping of the TV meeting at Donington, it has also lost a certain amount of attraction to potential sponsors and, equally, the persuasive power of being taken as a serious form of motor sport to the uninitiated, having all the speed and some of the potential danger as motor racing that is accepted as part of the sporting scene which attracts colossal trade involvement and sponsorship. Many well established names in karting still bemoan the fact that they are unable to acquire financial support. Tim Parrott's success in this should be taken as an example by many that it can be done. With only a ►



Poul Petersen

(Pic: Doug Rees)



Tim Parrott — The ability to sell himself

(Pic: Doug Rees)

modest score of achievements if at all, he possesses terrific potential and obviously the ability to sell himself. It is insufficient however for individuals alone to sell themselves, the whole spectacle of 250 International needs promoting and there are more than a few people who consider the R.A.C. as the governing body of the sport could do much more in this respect. They have a Public Relations department and I would assume a Press Officer but, in the 25 years

that karting has existed, their efforts have at best been spasmodic.

Being somewhat longer in the tooth than Ian Reading who contributed the Technical article in last month's issue, I hope I may be forgiven for adding a little comment on one aspect of his article. He commented on the fact that it took a long time for the world of motorcycle racing to adopt water-cooling on production racing machinery, thinking that the Yamaha TZ250 & YZ350 were the first such production machines. Seven or eight years prior to 1974 Bultaco had their TSS water-cooled racers, which were readily available production bikes. And, if you wish to go back further, in two-strokes there was the classic sporting/racer, the pre-war designed and continuing after the war twin-cylinder *British* Scott motorcycle which of course was water-cooled. There is one still going strong in the area where I live which I periodically hear thumping up the valley on fine days when the proud owner takes it out for an airing!

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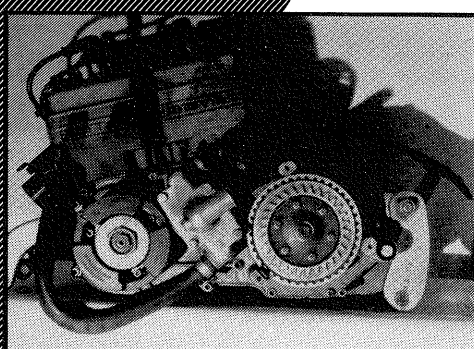
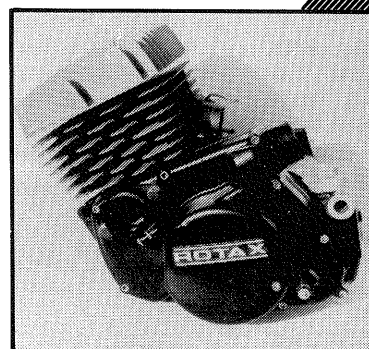
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## VALENCE — 135cc FORMULE K ROUND 1

**'Young German Marcus Grossmann wins despite being underweight by 0.3 KG, World Champion Jorn Haase goes out with Engine problems, and bodywork is in for good or bad!'**

The winter has seen much discussion over the future of 135cc Formule K, new rules for bodywork and tyres have been formulated, rumours abound of new engines from PCR and DAP, and reports appear with regular renewed speculation that Britain's (sorry — Italy's) Mike Wilson has gone into Formula 3. Valence would be an interesting meeting indeed.

As a karting facility the Valence track has few rivals — the circuit is interesting, smooth, well looked after and very testing for the drivers, with its mixture of fast and slow corners. There is a covered pit area for the teams, a bar and restaurant, and loo's that might suit the athletics fraternity rather better than a bunch of knackered karters — reference being made to the WORLD FAMOUS "KNEE TREMBLERS" albeit that they are more hygienic.

During unofficial free practice most of the drivers preferred to keep their bodywork under wraps and out of the mechanics way, doubtless anxious that fiberglass contraptions remain in one piece at least until after scrutineering. The man to beat was undoubtedly Giuseppe "Beppe" Bugatti or "Bug" as he is called by engine man and driving force Mauro Villa. It may be remembered that this very talented young Italian was very quick at the World Championships, finishing as he did only half a kart length down on Jorn Haase. Towards the end of practice however, he fitted his Swiss Hutless side pods and suddenly lost a full second, much to the fury of his little entourage, so panic ensued whilst Villa procured a set of the Kali pods from his other driver Haase. Immediately smiles were restored and the rest of the pits became a frantic hive of activity as everyone bolted on their bodywork and emptied their money into the hands of the smiling Kali team.

Scrutineering confirmed that most people had been successful despite what seemed a rather exorbitant price of approximately £175.00. The interest now turned to the others and the somewhat different interpretation of the rules. Britain's and ZIP Kart and Superkart driver John Alcorn opted for the conventional ZIP pod, waiting for the new version

for Jesolo. The French drivers seemed to favour the ZIP pod too, albeit mounted on it's side, whilst Koene sported a not dissimilar version fabricated elsewhere. Richard Weatherley on the other hand appeared to have gone over the top, the scrutineers certainly thinking so, with his Black plywood F.1 style pods supported on nothing short of a brick knee trembler. However his carefully concealed set of ZIP pods did not have to find their way out of the van, thanks to the help of Ernest Buser who over-ruled the scrutineers.

Whilst mentioning briefly the officials, the organisation of the meeting was in the usual chaotic



Current World Champion Jorn Haase dived straight into the lead in the final

manner that seems to cloud the otherwise good racing that Valence attracts — the one saving grace for the english speaking nations being the ever helpful Nicole Poulet, official interpreter, undoubtedly the best candidate for running all future meetings at Valence.

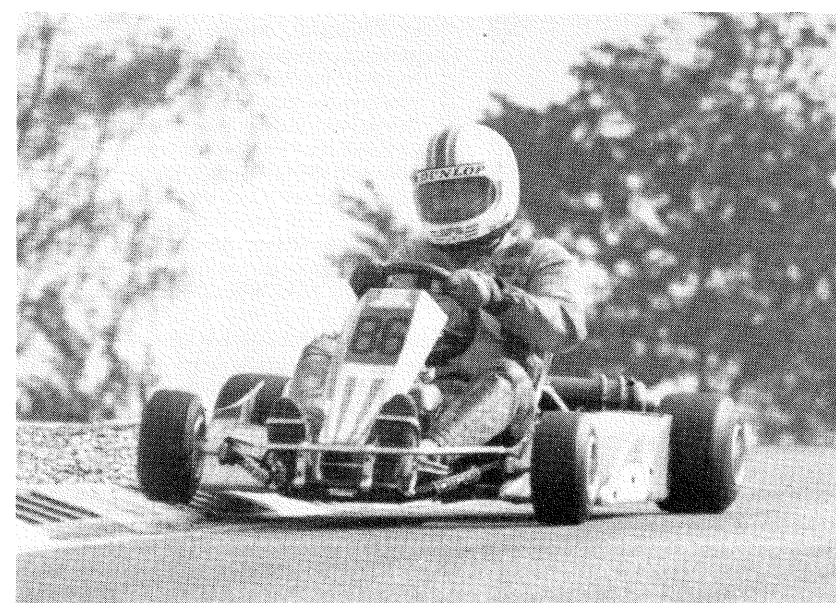
The new tyre rules allow only one set of tyres per day, effecting one set for time qualifying and the heats, another for the pre-final and final. With time qualifying consisting of one warm-up lap and two timed laps, tyres would become a headache for all the teams. After all, does one gamble on a good time qualifying and gamble on the heats or vice versa. The answers as to who had done what, soon unveiled:

1st Bugatti	I 38.77 Swiss Hutless/ Komet BS-YBL
2nd Haase	I 38.85 Kali/Komet D-K5
3rd Bott	D 38.92 Taifun/Komet BS-YBL
4th Wilson	I 38.98 Kali/Komet D-K5
13th Weatherley	GB 39.57 Sprint/Komet D-K4
15th Alcorn	GB 39.82 ZIP/Komet BS-YBQ

Bugatti had as expected maintained his pace, although as the list shows, his safety margin had become very small. Britain's Richard Weatherley was reasonably happy with his performance after an indifferent unofficial practice, whilst John Alcorn remained unperturbed at his lowly position, confident of two good heats.

### Heat 1.

With both Villa powered men on the front row (Haase and Bugatti) it would be a brave man to lay



Lars finished third

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

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

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

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

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

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

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

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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)

## WORRIED ABOUT GETTING TO KNOCKHILL? READ ON.....

Approximately 30 seats are available on a luxury coach organised by The Central Kart Club, departing Lowestoft 8.00am on Friday 21st June and returning after racing on Sunday 23rd travelling overnight. Pick up and drop off points will be along the following route:- A47 Norwich-Kings Lynn road; A17 Kings Lynn-Newark road and A1 all the way to Edinburgh. The cost? £10.00 for the round trip! Those interested are asked to ring Peter Carter NOW on Lowestoft (0502) 4116 for further details and arrangements. Camping facilities are available at the circuit. IF you would rather do it in style, then how about HOTEL ACCOMMODATION for only £17.50! This includes Saturday evening meal and Sunday breakfast. The coach will drop you and pick you up from the hotel. So, for a modest £27.50 you can enjoy a trouble free racing weekend. Let someone else do the driving and cooking then all you have to do is watch!

**DON'T FORGET — ring Peter Carter first to confirm arrangements, then send your cheque/P.O. for £27.50 (or £10.00 only for coach if you prefer) made payable to "Central Kart Club" to:**

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As competitors began arriving at the circuit for the first round of the Border Championships they were to be greeted by an organisational team determined that, the meeting with around one hundred entries, would be run as smoothly as possible, and the weather seemingly set to thwart their objectives. Conditions were appalling, rain, mist and cold which left the C.o.C no option but to declare the meeting 'wet' before practice began. Perhaps the most suitably dressed man at the meeting was the starter, Dave Park, attired in thigh length fishermans waders and a matching green waterproof jacket. And very smart too!

Practice was to give little indication of individual performances as drivers picked their way round the puddles and tried to keep on the circuit. There seems little doubt that the most laps in practice were completed by Alistair McDougall with the recovery vehicle as he brought back to the pits the many drivers who had vanished into the outfield and found their engines waterlogged and unwilling to restart.

With practice over, conditions began to improve and after a further circuit inspection and a lengthy consultation with Des Davison, the RAC Steward, the meeting reverted to 'dry' and competitors tried slick tyres for the first time in the heats.

### JUNIORS. (15 Laps.)

Front runners from the heats Alan McNish and Vicky Starky (Britain) and Dario Franchitti (Booster) took the first three places on the grid for the final with Scott Armstrong from the home club in fourth spot. As the flag was raised Vicky squeezed into Paddock bend in the lead, closely followed by McNish, Franchitti, Charlton and Armstrong, but by the end of the first lap McNish was through to the front and starting to build a lead. At one third distance McNish led by the length of the straight with Starky and Franchitti side by side up the straight. Franchitti got the better line to Paddock bend on the seventh lap and was through to second place and then pattern was set for the final half of the race. McNish stretching his lead, Franchitti in an unchallenged second place despite a 'moment' when he very nearly 'lost it' in the Esses on the fourteenth lap, Vicky Starky in third place and Barry Forsyth fourth.

### JUNIOR BRITAIN

1st Alan McNish  
2nd Vicky Starky  
3rd Jason Charlton

### JUNIOR BOOSTER

1st Dario Franchitti  
2nd Barry Forsyth  
3rd Scott Armstrong

### JUNIOR INTERNATIONAL

1st Andrew Adams.

### 210 NATIONAL

This was the first of the twenty lap senior finals to come to the grid and the circuit was now dry all the way round. Glen McAdam, in the full bodied Stratos, was on pole after two firsts and a second in the heats with the current long circuit championship leader Andy Martin alongside. Des Davison, no relation to the RAC Steward,

## Opening round of the combined Cumbria and Northumbria Kart Clubs' 'Triple Series' — Felton, 19th May.

Report: Jack Angus

and Bill Mee made up the rest of the front row. Keith Trainer occupied the inside on the second row and as the flag dropped Keith was in problems with a fouled plug and spent the rest of the race spectating from the start line.

Bill Mee scrambled into the lead at the first corner followed by Davison and Martin with McAdam, after a slowish start, fighting to get on terms with the three at the front. As they passed the start line at the end of the third lap Andy Martin was in front, and there he was to remain for the remainder of the race, opening a gap over Mee and Davison who were soon to change places. By half distance McAdam had made up lost ground, passed Mee, and was off in pursuit of Davison in second place. On the twelfth lap McAdam had a quick look up the inside at the hairpin, but thought better of it, waiting for a safer place to pass and at three quarter distance he was through into second. Martin had by this time eased off slightly and McAdam and Davison were narrowing the gap little by little. Terry Percival had a safe fourth place and this was the order at the finish. A comfortable victory for Andy Martin, Glen McAdam in second place and another Felton regular, Des Davison third, Terry Percival Fourth.

### 100 INTER/100 NATIONAL NOVICES.

With only two 100 International entries they were on the front row in the National novices final. Eleven novices entered and all from the home club must bode well for the future. The race itself, like the heats, was a Mandy Roue benefit. Mandy took the lead at the start and stayed there dictating the pace to suit herself whilst the remainder provided some interesting racing. George Philipson held second spot but behind him Micheal Ray, Paul Gibson an Ian Ballantyne, set about it like men possessed, unaware that Andre Mackie was slowly but surely reeling them in. At half way Mackie had squeezed through to second place in National Novice and was off in pursuit of Philipson. Ray came by next, closely followed by Ballantyne and Gibson. Further success was not to be for Mackie, when things went wrong about the fifteenth lap and his race was over. A somewhat surprised Ray was to inherit second place having seen Mackie parked at the trackside and so they finished. Mandy Roue first on the road and a clear first in International and in National novice the final order being Philipson, Ray, Ballantyne with Paul Gibson fourth.

### 250 INTERNATIONAL/125.

Suddenly all eyes turned to the sky as the grid of twenty karts set off on a rolling lap, spots of rain were beginning to fall; would it hold off. An extra rolling lap and it got no worse. Keenan was on pole with Grodon Wilson (both 125) alongside them Willis (250) with Rob Johnstone on the outside, though happy to be on the front row after cooling problems in the third heat when an errant 125 removed his water pump. Mike Ballantyne was on the second row and another 250 flier Mike Davidson well down the grid after heats problems.

The starter was happy, dropped the flag and the pack screamed off on the first lap. All were safely around paddock and heading for St Johns; Rob Johnstone led with Keenan, Ballantyne, Wilson (on an immaculate Zip/Maico outfit), Willis close behind and Davidson already up to sixth place. As the laps rolled by the order stayed much the same, other than when Davidson passed the 125's, one by one, so that by half distance he was up to second, some ten lengths behind Johnstone with Keenan and Ballantine in third and fourth. Two more laps and Johnstone and Davidson were together. Out of St Johns

No 1 with an emphatic win. However, he was harried all the way by a group of five or six drivers, all capable of finishing second. Richard Weatherley took the honour after a fine drive from grid 21 — just — with Jason Plato, Doug Spencer, Gary Moynihan and Jeremy Cotterill falling over each other for the places. David Cuff also drove up to this bunch, having started from the back of the grid — a sterling performance. Interesting points at Rissy, (100 National), was the development Wright kart used by Gary Moynihan, an effort to restore Gary to the front. Unfortunately though this is an indication of the different type of chassis required for the Vega tyres, (the chassis being much stiffer than normal).

Another interesting point was the use of 35mm axles by Messrs Cotterill and Sutton, both moving rapidly on the track indicating some possible improvement in handling!

Gary Prior at last had a respectable meeting, notably with power from a Deavinson Parilla on his usual Zip frame, 'A' type.

The 100 Britain class was won by Gary Chapman who made the most of an incident between Darren Gibbs and Mark Beddall, with Gibbs' recovering to finish second and Steve Hazlett's consistency being rewarded with third.

Junior Britain produced the now customary win for Fullerton protégé, Alan McNish. Alan in fact totally dominated, with a maximum points score, (3 heat wins and the final). His kart was set up with a very narrow track front and rear, which made driving very unpredictable, Alan having his hands full keeping it on the 'island' — however, the combination proved to be a winning one. Of the rest, David Coulthard's charge into second was excellent, robbing No 1 plate holder, Nicky Hart, of the place on the last lap, with Michael Mills progressing rapidly to fourth from grid 16.

The end of May will have heralded the fourth round of the Bridgestone United Kingdom Championship while the calendar for June is packed, with Rowrah holding round three of the Super One Series and Clay and Kimbolton hosting more rounds of the U.K. Championship. A very busy schedule for many competitors and some



Nicky Hart

(Pic: Iain Blair)

excellent spectator opportunities.

Following some enlightening information on the Clay Pigeon Super One final incident, it appears that the blame laid at Peter Rochford's feet was not totally correct and the pile up was, in part, due to the first corner aggression by the pole man. Apologies are therefore in order. Every effort is made to try to assess controversial incidents as thoroughly as possible and attempts made to get as many drivers opinions as possible. However, in this case, the evidence was not pieced together too well, it seems.

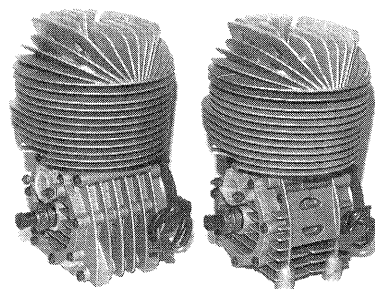
The annual RAC 'Open Day' will have taken place by the time you read this and, in next month's issue, an evaluation will be made of any decisions taken pertaining to the 100cc scene.

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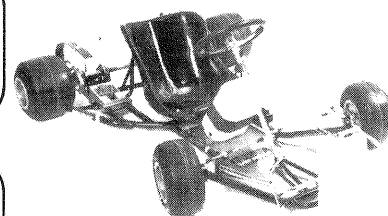
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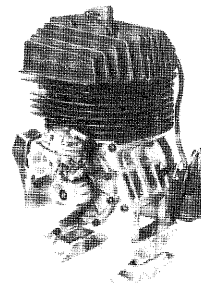
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The end of April summoned Round 3 of the Bridgestone United Kingdom Championships at the northern venue of Rowrah. The circuit is short and fairly tight, leading to high gearing and plenty of pushing and shoving. The picturesque setting though can be delightful in good weather, or very chilling in bad conditions. Saturday remained mostly dry, but Sunday began overcast, with the clouds descending as they day wore on. The temperature must have been near freezing and several inches of snow fell. All in all, not too pleasant a place to be as most people were wet and very cold. Since the last visit to the circuit there had been two minor, though significant changes to the track. One was the lowering of the very high and dangerous kerbs on the exit to the chicane, which was a worthwhile improvement. Besides the new kerb, the exit apex had been opened out, making it much straighter and quicker. Secondly, the infield left-hander (on the outside) had a few more feet of tarmac which was being used by all competitors to get that little bit extra momentum out of the corner. The Cumbria Kart Club organised a very smooth meeting, despite the awful conditions and the officials, in particular the flag marshalls, were first class. The only slight problem was the confusion over the wet tyre markings. Perhaps in hindsight, although time consuming at scrutineering, all tyres should be marked, (i.e. wet and dry).

All the regulars were on hand attempting to increase their points totals. Ricky Grice was a little desparate to make amends for his failure to finish at Clay Pigeon in the Super One Series, (big end trouble) but unfortunately was again out of luck. In his second heat he damaged a stub axle and track rods and in the third heat did nearly the same and also rearranged the rear as well, thus scored two non-finishes. In the third heat pile-up Derek Higgins and Jeremy Cotterill were also involved, both drivers ending up with very bent equipment. The incident may have been due to the worsening weather conditions that were making visibility virtually impossible. In fact there were some mutterings about cancelling the finals! As the Series is restricted to one chassis only, these three regulars were travelling home early, but it did not go unnoticed that there appeared to be some sneaky chassis changes amongst other competitors. Gary Moynihan again proved his ability and was in total control of the final. For this meeting Gary was using Parilla power, something which looks likely to continue, as Simon Wright is now an importer for this marque. Steve Brogan was the other man of the moment — winning a heat and having two seconds to claim pole, but he fell victim of the many puddles and slipped well down the field. Northerners, Bryce Wilson and Ian Williams, finished an excellent second and third respectively; Bryce, still very bruised and battered following his multiple ‘kart-wheel’ at Clay Pigeon, was exceptionally quick in both wet and dry conditions — whilst Ian was very happy with the wet weather. Two stirring performances in the final came from Darrell Beasley, who qualified via the ‘B’ final and skillfully drove into a worthy fifth and Grahame Pettit, (new to the commercial series this year) who,

despite a total inversion in the first heat and a spin in the final, showed promise for the future. The ‘A’ final was not as lucky, though, for regulars Spencer, Tillett, Plato and Edwards who all succumbed to various problems; Edwards being a little unlucky as he was punted into the scenery whilst in a top six position. So, after three rounds Steve Brogan just heads the Nationals, with Moynihan closing in. Jack Brown is lying third, with ‘dark horse’ Spencer fourth. 100 Britain produced a super 4-way battle in the final, with Darren Gibbs taking the premier position in the race and the Series. However, he was under considerable pressure from Richard Hind who was showing his ability in the atrocious conditions and, on occasions, looked like winning. Junior Britain winner was David Coulthard who showed a maturity and skill which would have been worthy of a more seasoned campaigner — a well judged win which looks like being the beginning of something big!

Although low in numbers, the Booster class gave the youngest of all competitors a chance to show their ability. Round two winner, Dario Franchitti, again proved dominant, with Jamie Spence in second. Jamie was obviously intent on getting a picture in the mag, as he covered his kart, helmet and number plate in stickers — did it work? So ended a very cold and wet meeting. Round 4 necessitates a complete move south, to Dunkeswell, when yet again everyone will be hoping for a dry sunny race!

The Super One Series travelled to the Midlands a couple of weeks later, to the home of the Bromsgrove Kart Club — Little Rissington. However, in the weekend in between Rye House hosted the Global Cup, from which the 100 National honours went to the highly talented returnee to karting — Doug Spencer. Doug’s reputation is being enhanced with each meeting and he is quickly establishing himself as a front runner this year. The familiar use of Sprint karts and Deavinson Parillas is again proving to be a winning combination. Back to Rissy — Super One, Round 2 — the weather, although dry, was very cold and windy and again unpleasant for one and all. An ambitious programme of events was scheduled that was perhaps, over-ambitious, the racing finishing well after 6.30pm. Competitors and spectators alike would prefer to see a more balanced programme of races, with some special introduction to the finals, i.e., driver presentation, or parade laps — a little bit of ‘razzle’ to give some sparkle to what is, after all, the pinnacle of 100cc karting in this country. The racing as always, particularly the 100cc National final, was breathtaking. The circuit is a great test of kart and driver and seems to regularly develop fine races. Ricky Grice established himself as



Bryce Wilson, 100 National

(Pic: Ian Blair)

and Johnstone was back in the lead but slowing with apparent gear selection problems, and the 125’s were soon to pass him. Keenan led; Ballantyne second then Wilson (250) and Gordon Wilson (125). Five more laps and it was all over, the order at the — flag Gilbert Keenan, 1st/125, Mike Ballantyne. 2nd/125, Wilson 1st/250, another Wilson, Gordon this time, 3rd/125 and then Rob Johnstone 2nd/250.

100 NATIONAL

This was expected to be the race of the afternoon and all the ‘names’ were there at the front. As they came out for the final the front four rows were:

Price	Forsyth (pole)
Dickson	Williams
Grieve	Fairless
Wilson	McLeish

It was set to be a tremendous race. Behind these eight came another sixteen to fill the grid. Any suggestions of rain had passed but the starter still wanted an extra rolling lap before he was willing to drop the flag and let battle commence. The first lap seemed too quick to describe, except to say that they were all safely away and as they came around at the end of the lap the order was Price, Forsyth, Williams, Dickson, Grieve, Fairless and Wilson, all bumper to bumper. Next time round Price and Forsyth were side by side then Williams and Dickson, waiting for a minute mistake by the leaders. Change on lap three but Dickson was looking for a way past Williams, without success, and by lap four Grieve was harrassing Dickson for fourth place. On the next circuit Williams slipped past Price to take

second. As they started the seventh lap Dickson’s race was over, a massive seize with what seemed to be pieces of piston flying out of the exhaust and Roy did well to keep it in a straight line as he ground to a halt while the remainder got through safely. Forsyth now had a two length lead over Williams who had Price approximately 1/1000ins from his rear bumper, but never did they touch, a tribute to their respective driving skills. The order stayed the same at half-way distance but there was then a noticable gap before the next group of Fairless, Grieve, Docker, Wilson, Murray and Muse streamed by. At twelve laps Williams was closer to Forsyth than before and Price had lost a little ground. Two more laps and Williams was on the bumper of Forsyth and looking for the opening. Price seemed to have lost touch with the two leaders but was still well clear of the fourth place man Ian Fairless.

As the race entered the final laps Williams piled on the pressure but Forsyth was not going to be flustered and held his place to the final flag to win by under a length after a memorable race. George Price came home a safe third with Ian Fairless in fourth spot, followed by Willie Grieve and Gordon Murray, collecting the final ‘pot’. It had been a very good days racing and the lucky ones were to collect their trophies and prepare for the next round of the championship at Larkhall on June 9th, with the final round at Rowrah on July 28th. After some superb racing it may seem unfair to single out any one driver, but I feel special mention must be made of Alan McNish in Junior Britain who drove so well throughout the meeting; he must be a ‘Tip for the Top’ in the future.

.....MARSHALLS.....

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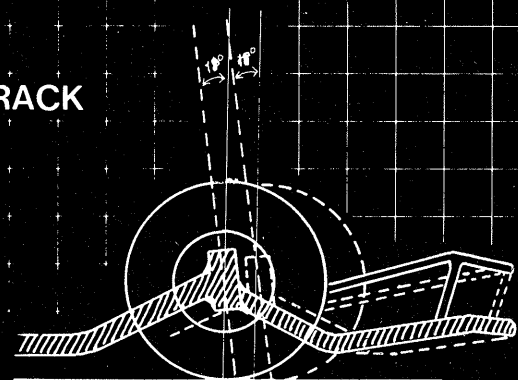
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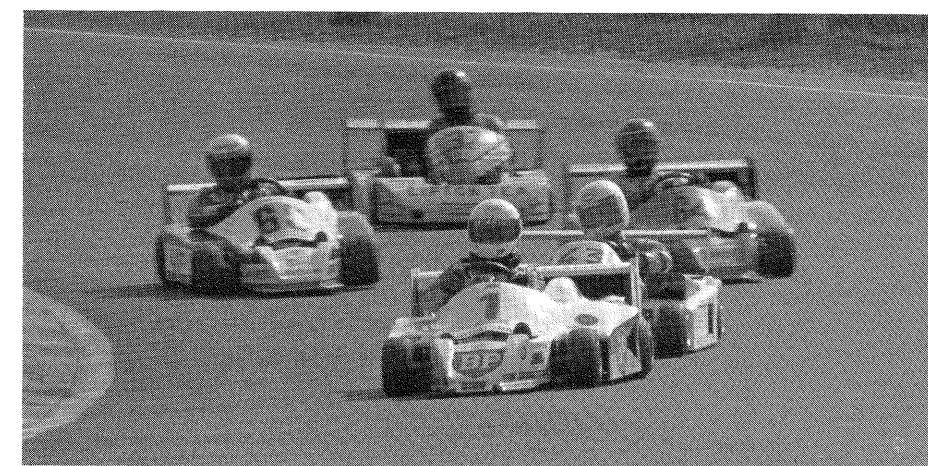
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'85  
RANGE

Rodgers	Bohlin	Petersen (Pole)
	Grondstra	Hines
Styrin	Parrott	Heerey
	Kleppe	Collier
Dieter	Bushell	Guedel
	Hartog	Westman
Gassin	Glencross	Siebold
	Muller	Bonnot
Owsianny	Batmelle	Tschanz
	Wiederkehr	I. Petersen
Reader	Krieg	Irving
	Urhofer	Vincent
Colette	Gange	Goullancourt
	Kiefer	Cravec
Rauscher	Visonneau	Gates
	Arnold	Lozza
M. Azemar	Holmes	von Allmen
	Wimmer	Dahlman
Gill	Goff	Granier
	Janson	Slik
Peteuil	Eastwood	Jackson
	Brunetta	Ammann
Savean	Crochepeyre	G. Azemar
	Willie	Schwartz
	Perschl	Wickstrom



Bolin (1), Gassin (43), Hines (64), Rodgers (68) and Petersen (32)

The dummy grid atmosphere was electric, the drivers edgy and keyed up. Hines, on the second row, oiled a plug whilst warming up, Ian Shaw tore away for a couple of new ones which were hastily fitted as the grid was ushered onto the course.

Nine laps were in store for the Finale with many names looking for the European 'E' Plate and top points in this, the first round of the 1985 World Championship. As they toured round on the rolling lap the stands were packed with spectators readying themselves for the start of the 24 hour bike event and, along the raised bank, looking up the long kinked back straight among the pine trees, a horde of leather-jacketed motorcycle fans gathered.

Round to the lights, Petersen, Bohlin and Rodgers fronting the order and as the lights switched to green, the full grid of twenty-five rows tore up the hill, under the Dunlop bridge, round the curve and dove downhill for the first right-hand hairpin.

Bohlin was on the inside lining up for the corner. Hines swept through on the outside pursued by Styrin, both aiming to tackle the Swede before he was committed. Both men left their braking to the last possible minute, swept wide onto the gravel and there was contact. Styrin came off worst with a distorted chassis, his race finished, but Hines survived to rejoin the pack, albeit at the back. Bunched closed behind when the incident occurred were Poul Petersen, Perry Grondstra, Derek Irving and Derek Rodgers. It was Petersen who benefited from the misfortunes of the other two and managed to squeeze past Bohlin on the exit from the corner and left the rest to sort themselves out. Out of the tangle came Frenchman, Gassin, from the seventh row to try the same manoeuvre on Bohlin that Petersen had, but Bohlin skillfully shut the door and Gassin had to settle for third. Heerey was there as well and had edged his way past Grondstra, Parrott, Rodgers, Irving and Kleppe.

Next time round Petersen had a definite edge, twenty yards up on the field. Bohlin was still in second, fighting off the frantic trio of Gassin, Heerey and Grondstra — Grondstra gained an advantage when Heerey began to drop back with later diagnosed wheel stud problems, though at the time he thought it was his brakes. Parrott sat in sixth with Rodgers hanging on his tail looking for a way through, whilst Irving had lost out a place to Kleppe.

Meanwhile Gange and Hines were well down; Hines a lot further than Gange after his earlier excursion. Gange had discovered on the rolling lap that the brake problem he suffered in the Pre-Finale had cropped up again and had frantically signalled the pace car to order another rolling lap, which would have given him time to shoot into the pits and, hopefully, rectify before they came round again. His efforts were unsuccessful — live television coverage dictated the race commence dead on 1.00pm.

Petersen continued to extend his lead and became totally 'untouchable'; Bohlin chased hard in second, unable to haul him in; Gassin had gone after a fine early charge and it was Grondstra now tucked in behind Rodgers, Heerey and Irving who had demoted Kleppe a place. That was the lap that saw Reg Gange's retirement, for safety reasons.

By the midway stage Petersen was miles out in front and Bohlin was still holding Grondstra at bay. Parrott was beginning to slip a little with what proved to be brake troubles. A short way behind, but gaining ground steadily, was Rodgers leading Heerey. Hans-Peter Kiefer, the promising German driver was next along, having climbed through the field from the middle of the starting grid.

With Petersen out on his own, the action was centred around the little group of Bohlin, Grondstra, Rodgers, Parrott, Heerey and Kiefer and the most notable one being the struggle between Grondstra and Rodgers as the latter took on the fiery young Dutchman. Through the complex Rodgers managed to get the better of him and set himself up in a position to attack Bohlin. Bohlin though was to see his race ended at that stage when fate struck a hefty blow in the form of a seize. Out went his chances of any championship points.

Rodgers, promoted to second, had his hands full with Grondstra who kept nosing inside and outside looking for a way through. Derek though is a tactician, with many years experience and fended off Grondstra each time he made a threatening move.

Climbing the order at a fair old pace was Swiss driver, Paul Guedel, pushing himself into some 'hairy' situations as he fought his way through the field. Into the complex on lap seven the distinctive yellow PVP Rotax was looking extremely smooth with good lines through the corners. His straight-line speed didn't seem all that fantastic but he had such an advantage that it mattered little. Still, he swept past the first of the backmarkers as though they were standing still. Next along was the blue and white Leaside outfit of Derek Rodgers, with Grondstra driving like a demon, braking really late and looking for the inside line to gain the edge, but Rodgers had learnt quickly and there was no way he was going to get the upper hand. Kiefer sat in fourth, just ahead of Heerey, driving well under the circumstances. Paul Guedel had ousted Kleppe for sixth and Derick Irving was charging along in eighth.

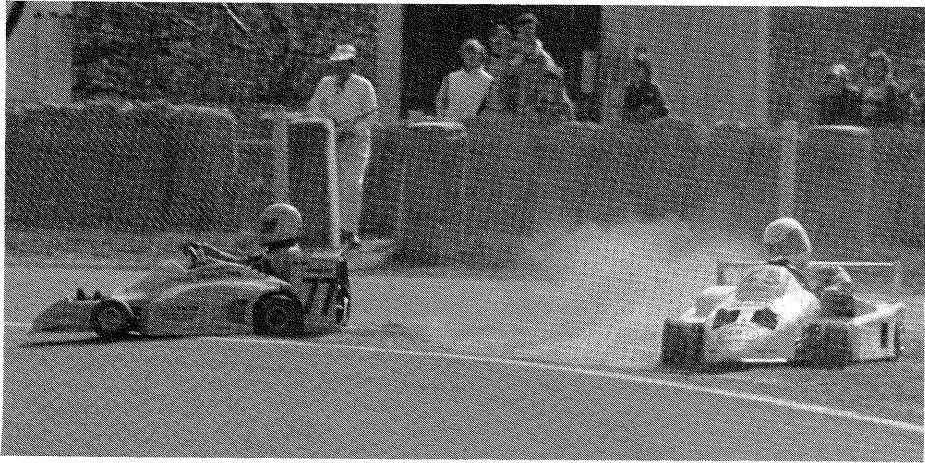
There was little change to the order during the last couple of laps except when Guedel managed to forge ahead of Heerey.

A stupendous victory for Poul Petersen, whilst a very happy Rodgers collected 12 championship points with second place. Perry Grondstra chased home in third; Kiefer, Guedel and Brian Heerey completed the first six. Norway's Torgjer Kleppe, Derick Irving, Richard Arnold, German Ihle Dieter, Piet Hartog and Martin Hines shared the rest of the points register down to twelfth — Hines having driven exceedingly well from the back after the first lap mishap. Berthold Siebold and Leaside boss, Philip Glencross, were the next two drivers home.

Most of the drivers packed up and left soon after the presentation — the Hines and Leaside crews to race at Snetterton on the Sunday, whilst the Goff clan had a date with the customs at Le Havre. For Heerey, Gange & Co it was pack up, wash and into town for a meal. In a little place called 'Le Café Noir' we met Poul Petersen and his wife Suzanne, where Reg bought them a bottle of Champagne to celebrate the victory — a very sporting gesture.

## BRIDGESTONE-CIK 1985 FORMULA E WORLD CHAMPIONSHIP Round 1

1st	Poul Petersen	(DK)	PVP/Rotax	15 Points
2nd	Derek Rodgers	(GB)	Leaside Zip/Anderson Rotax	12
3rd	Perry Grondstra	(NL)	Zip/KCG Rotax	10
4th	Hans-Peter Kiefer	(D)	Zip/Rotax	9
5th	Paul Guedel	(CH)	K.A.R.T./Rotax	8
6th	Brian Heerey	(GB)	WPT Zip/Rotax	7
7th	Torgjer Kleppe	(N)	Dino/Rotax	6
8th	Derick Irving	(SA)	Dino/Rotax	5
9th	Richard Arnold	(GB)	Zip/Rotax	4
10th	Ihle Dieter	(D)	Zip/Rotax	3
11th	Piet Hartog	(NL)	Zip/Rotax	2
12th	Martin Hines	(GB)	Hermetite Zip/Zip Rotax	1



The Grondstra-Gassin incident — Grofſtra (77)

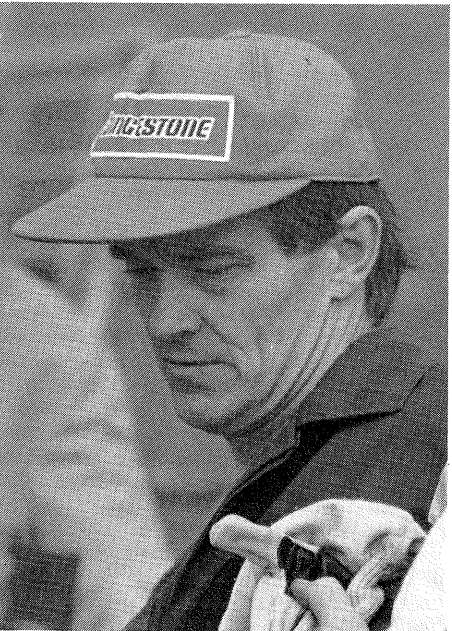
but had worked his way up steadily. Irving lay in fourth, hounded by Styrim, Glencross and Hartog. Gassin had slipped a little and was desperately trying to make up the lost ground.

Out of the complex for the final time, heading for the flag, was Lennart Bohlin taking his second win of the day and Reg Gange with another second; Kiefer, Styrim, Irving and Gassin followed to complete the first six. 24 drivers finished the heat out of a total of 42.

Kelgate’s Goff was having a dismal weekend, with a holed piston and another seize, coupled with the knowledge he had to be at Le Harve before 9pm on Saturday night, otherwise there was no chance of redeeming the impounded kart and engine.

Race Time — (5 Laps)		
1st	L. Bohlin	8min 31.08sec
2nd	R. Gange	8min 31.90
3rd	H. Kiefer	8min 32.48
4th	S. Styrim	8min 33.32
5th	D. Irving	8min 33.57
6th	E. Gassin	8min 36.73
7th	P. Hartog	8min 37.47
8th	P. Glencross	8min 38.41
9th	D. Rodgers	8min 39.25
10th	S. Gill	8min 40.01

The points results from the heats were totalled — lowest scorer earning pole position, second lowest next, then third lowest, in ascending order until each driver had been allocated a grid position for the Pre-Finale, scheduled to run off a 11am on Saturday morning. The points order for the grid positions was as follows:



World Champion, Lennart Bohlin — no points this trip.

L. Bohlin	0	A. Holmes	25
M. Hines	2	L. Slik	27
R. Gange	4	E. Gates	28
H. Kiefer	8	B. Seibold	30
E. Gassin	10	R. Wimmer	30
S. Styrim	11	A. von Allmen	30
D. Irving	11	P. Grondstra	32
P. Glencross	12	D. Collier	33
D. Rodgers	14	P. Petersen	34
R. Goff	15	J. Vincent	35
R. Arnold	16	I. Dieter	36
R. Bushell	18	R. Krieg	37
T. Kleppe	21	P. Hartog	38
S. Gill	21	P. Guedel	38
T. Parrott	22	P. Tschanz	39

This in turn gave a grid for the Pre-Finale that looked thus:

Gange	Hines	Bohlin (Pole)
	Gassin	Kiefer
Glencross	Irving	Styrim
	Goff	Rodgers
Kleppe	Bushell	Arnold
	Parrott	Gill
Gates	Slik	Holmes
	Wimmer	Seibold
Collier	Grondstra	von Allmen
	Vincent	P. Petersen
Hortog	Krieg	Dieter
	Tschanz	Guedel
Urhofer	Colette	Rauscher
	Bonnot	Owsianny
Muller	Cravec	Wickstrom
	Westman	Reader
Wiederkehr	Goullancourt	Dahlman
	Jackson	Janson
Batmalle	Granier	M. Azemar
	Heerey	Visonneau
Eastwood	Lozza	I. Petersen
	Ammann	Peteuil
G. Azemar	Brunetta	Perschl
	Savean	Crochepeyre
Willie	Serfaty	Schwartz

## PRE-FINALE

A formidable line-up then, with Bohlin, Hines and Gange champing at the bit. Off the rolling lap and up to the lights — the green and it was a frantic three way charge downhill to the first corner with lots of late braking. Bohlin hit the front as they hurtled through the double 180 degree bends and came onto the back straight. Gange had slipped from the order, his brakes giving locking-up problems. In second behind Lennart was

Frenchman Eric Gassin and the Martin Hines. But the surprise to everyone was Poul Petersen, aboard the yellow Lipton outfit, who had overcome his earlier disasters and charged through from the tenth row of the grid to fourth place in the space of half a lap. As they exited the complex Roger Goff’s hand went in the air, he pitted with a blown crank and had a bleak prospect ahead for the Finale. John Jackson also pulled into the pits on the same lap.

The second tour and the orange outfit of Hines was in the lead, while Bohlin had slipped back to third in favour of Gassin’s white Nissag, the ‘flying wedge’. Petersen was holding steady in fourth, not appreciably gaining any ground. Rodgers and Styrim were next along, Steve desperately trying to outrake Derek through the complex but without success.

The third circuit and frantic manoeuvring put Petersen at the front, with Gassin chasing hard, then Hines a fraction ahead of World Champion Bohlin. Perry Grondstra, who thus far had made little impression on the leading order, now put in an appearance ahead of Rodgers and Styrim. There was still no sign of defending European Champion, Reg Gange.

The next time round Petersen was beginning to edge away from the rest of the field. Gassin, Hines, Rodgers and Bohlin followed in a close bunch — Grondstra had lost out a little and now lay in sixth. Kiefer, Styrim, Heerey and Parrott were hard charging down to tenth, while Irving and at last Reg Gange were dragged along in their wake.

The penultimate lap and Petersen was still there, his PVP outfit seeming to hover over the bumpy corners, holding its line, lap by lap. Hines had succeeded in pushing Gassin down to third, while Grondstra had once more demoted Rodgers and this time Bohlin as well.

The last of the six laps and Petersen appeared, thirty yards up on the rest and through the complex he was well clear of the incident which occurred in his wake. Gassin was lying in second, flying down the straight, Grondstra to his rear, then Rodgers and Bohlin. The Dutchman left his braking far too late, until he was right into the corner, locked up and took the corner in a sideways drift. Gassin was forced to swerve wildly to avoid him. Bohlin, Hines and Rodgers, Heerey, Styrim and Parrott also managed to avoid the melee. Grondstra made a miraculous recovery and beat Heerey to the line in fifth. The order at the flag was Petersen, a clear winner, Bohlin, Rodgers, Hines, Grondstra and Heerey. Parrott, Styrim, Collier and Kleppe completed the first ten home.

Weighing-in was a little fraught and tempers were short — Perry had overdone it and could quite easily have had several drivers out. Unusual for Lennart, he was very voluble when it came to denunciation of the incident. That aside, the official results were:

1st	Poul Petersen	(DK)
2nd	Lennart Bohlin	(S)
3rd	Derek Rodgers	(GB)
4th	Martin Hines	(GB)
5th	Perry Grondstra	(NL)
6th	Brian Heerey	(GB)
7th	Tim Parrott	(GB)
8th	Steve Styrim	(GB)
9th	Donovan Collier	(GB)
10th	Torgjer Kleppe	(N)

Reg Gange finished the race well down the field, along with Derick Irving — neither man looking forward to his chances in the Finale, an hour and a half away.

## THE FINALE

All drivers, barring the few whose mechanical troubles prevented them, were destined for the Finale. Others, eager for some championship points, were frantically rebuilding in the Paddock during the short break; Gange had his brakes to sort and Goff a crank to rebuild. When the grid sheet was finally posted it took on a somewhat different format from that previously expected:

# Le Mans Runaway



New European Champion — Poul Peterson.

**1984 European Champion, Reg Gange, cedes his title to Danish PVP kart manufacturer, Poul Petersen, after Gange and other World Championship contenders, Martin Hines and current World Title holder, Lennart Bohlin, suffer maladies; Bohlin retires with a seize, while Hines climbs back to 12th following an ‘off’ in the first lap of the Finale. An excellent drive by Leaside’s Derek Rodgers takes him to second after a race long battle with Perry Grondstra. Other good drives from Paul Guedel, Brian Heerey, Torgjer Kleppe, South African, Derick Irving and Richard Arnold, all of whom finish in the top twelve.**

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

The Le Mans Circuit Bugatti, for the third year running, hosted a round of the Bridgestone-C.I.K. World Formula E Championship during the weekend 25th to 27th April. The event, combined with the “24 Heures du Mans Moto” bike meeting attracted an entry of 63 drivers from ten different countries.

The British contingent featured current British Champion and past World title holder, Martin Hines; World Cup holder, Brian Heerey; European Champion, Reg Gange, defending his ‘E’ plate; Bedford’s Kelgate sponsored, Roger Goff; Leaside drivers, Derek Rodgers and Philip Glencross; Gardiner Merchant backed, Tim Parrott; EDR pilot, Steve Styrim; Richard Arnold, Donovan Collier, Robert Bushell, Tony Holmes and others.

The most notable Swede of all, Lennart Bohlin, was eagerly defending his title, aboard both Zip and Anderson prepared equipment. He arrived with three outfits, favouring full bodywork and centre tanks. Sponsored this year by Swedish Insurance firm, Trygg Hansa, Lennart was looking to give them value for money.

The Dutch contingent featured young charger, Perry Grondstra, whose father, Tony, runs Kart Centre Grondstra (KCG) in Groningen, Northern Holland, and Piet Hartog of the famous bike racing brother. Norway’s entry was Torgjer Kleppe who won the British GP and European title in 1983 during the combined meeting at Silverstone. South African driver, Derick Irving, who won the 250 Open All-Africa Championships earlier this year, earned himself a free air trip to compete in the meeting and travelled down from the Dino factory in Denmark

with Kleppe. Denmark’s Poul Petersen, who drove so well at Le Mans in ’84, is employed and sponsored by Lipton Tea and won the European title when it was held at Ireland’s Mondello Park several years ago. Poul suffered misfires and carburation problems during practice and the heats but surprised everyone in the Pre-Finale and Finale on Saturday.

Frenchman, Eric Gassin, who drives his own Nissag chassis and performed so well at both Silverstone and Le Mans in 1984, did not share such fortunes at this meeting, failing to score anything in the Finale, much to the disappointment of the large crowd. Switzerland’s entrants numbered four, the most notable being Paul Guedel and Peter Tschanz, (pronounced Chance); Peter in only his second long circuit meeting, (some of you may remember him racing at Mallory Park in March). Of the ten German drivers, Hans-Peter Kiefer made his mark in a big way, by finishing fourth in the Finale. Everyone kept asking — “Who’s that guy driving number 22, the yellow kart — he’s going like a bomb?”

Because the bikes took preference, the karts were very limited to track time — two hours practice on Thursday, between 5 and 7pm; an hour on Friday morning and an hour twenty minutes on Saturday morning, the twenty minute extension due to the scrapping of the programmed Repechage.

Several drivers were caught out at customs — Kelgate’s Roger Goff had one kart and his best motor confiscated at Le Harve, was fined about £300 and had to pay a further, redeemable bond fee of £300; Richard Arnold was threatened with total confiscation

of his equipment, but a telephone call to the A.C.O. Le Mans, who acted as surety for him, meant he could get his gear through, though he still had to post a bond of £3,000! Welshman Tony Holmes, who was following Goff because he didn’t know the way, also got ‘turned over’ and had to pay a fine — he was carrying items not listed on the Carnet de Passage, things such as nuts, bolts, washers, brake pads, spare chain, etc. Tim Parrott spent six hours haggling with customs officials before he managed to get clearance and one of the Swedish drivers, Thorbjorn Ljunglof had all his equipment confiscated — *he had no Carnet at all!* Yours truly travelled with the Gange contingent and, as we left the port at Le Havre, there was no one apparently manning the customs post at the main gate, just a guy waving vehicles through so we drove out. About three hundred yards up the road we realised we were on a main throughfare, turned round, went back and demanded that an official sign the Carnet. It should be noted that the others were not stopped at the customs posts but at various points along the road. It may sound like ‘bolting the door after the horse has gone’, but make sure in future that you *have* a Carnet du Passage and that it is a *valid* one. It is advisable to list everything, no matter how trivial it may seem — don’t be caught out again!

Scrutineering was a joke. All the French scrutineers seemed interested in was making certain that various bodywork configurations met the regulations laid down in the C.I.K. Annuaire de Karting. There was argument about what constituted ‘skirts’ on one of the Dinos. On the Dino the floor tray is upswept at the rear and the two perpendicular ‘lips’ or sides were deemed to be ‘skirts’. It was the Officials’ literal translation of the rules which caused the confusion and C.I.K. Scrutineer, Alan Foster, became involved in lengthy arguments over definitions. Steve Styrim had trouble with his EDR bubble shield and was compelled to cut off the top where it forms an apex, because the officials decided that the shield did not conform to C.I.K. standards and constituted a hazard to his fingers. Clerk of the Course for the meeting, Robert Langford, eventually managed to placate the situation, though it didn’t help to defuse tempers, as drivers were forced to queue for long periods which extended well into the two hour practice time allocated on Thursday, (5-7pm). Scrutineering was late anyway; it should have taken place between 1pm and 4pm. It was interesting to note that none of the French officials seemed bothered about checking such important items as steering or brake effectiveness and there was one gentleman, armed with a metal stamp and heavy hammer, who was liberally bashing scrutineering marks on engine barrels, right on the weakest point — water jacket! There was quite a furore over this action, but fortunately no damage was done, though quite easily could have been.

The weather was sunny and quite warm in the Paddock; on the circuit it was cold in the strong north-easterly blowing down the back straight. Practice times gradually came down, from the 1min 42’s to around the 1min 39secs mark. Friday practice was scheduled as one hour (9-10.00am) and the French television crews were filming a preview around the Paddock, dummy grid and circuit and all of a sudden the thousands of bike fans began to take an interest in the karts. Many of them had never seen 250cc karts in action before and were suitably impressed.

Timed Trials commenced around 12.45pm on Friday and competitors were divided into seven different groups, each with one warm-up lap, ►



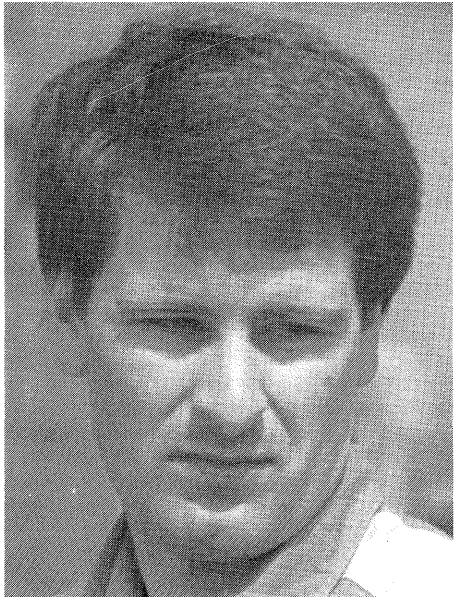
Kelgate Racings Roger Goff had a disastrous weekend

two flying laps and a slowing down lap. At the end of the sessions the results were posted — Bohlin, Hines, Rodgers, Heerey, Grondstra and Gange heading the list, as follows:

L. Bohlin	(S)	1min 38.83secs
M. Hines	(GB)	1min 39.44
D. Rodgers	(GB)	1min 39.94
B. Heerey	(GB)	1min 40.19
P. Grondstra	(NL)	1min 40.27
R. Gange	(GB)	1min 40.44
E. Gassin	(F)	1min 40.59
T. Parrott	(GB)	1min 41.03
S. Styrin	(GB)	1min 41.30
P. Glencross	(GB)	1min 41.65
R. Bushell	(GB)	1min 41.83
H. Kiefer	(D)	1min 42.13
D. Irving	(SA)	1min 42.42
R. Arnold	(GB)	1min 42.77
P. Hartog	(NL)	1min 43.36
E. Gates	(GB)	1min 43.76
L. Slik	(NL)	1min 43.88
W. Batmalle	(F)	1min 43.92
H. Dahlman	(S)	1min 44.01
T. Kleppe	(N)	1min 44.20

The rest of the competitors recorded times varying between 1min 45 and 2min 07secs and fifteen drivers failed to record any times at all.

After Qualifying there was a two hour break before the heats began at around 5.15pm. Three heat groups were decided on — A, B and C — the



Tim Parrott — brake proved his downfall during Saturday.

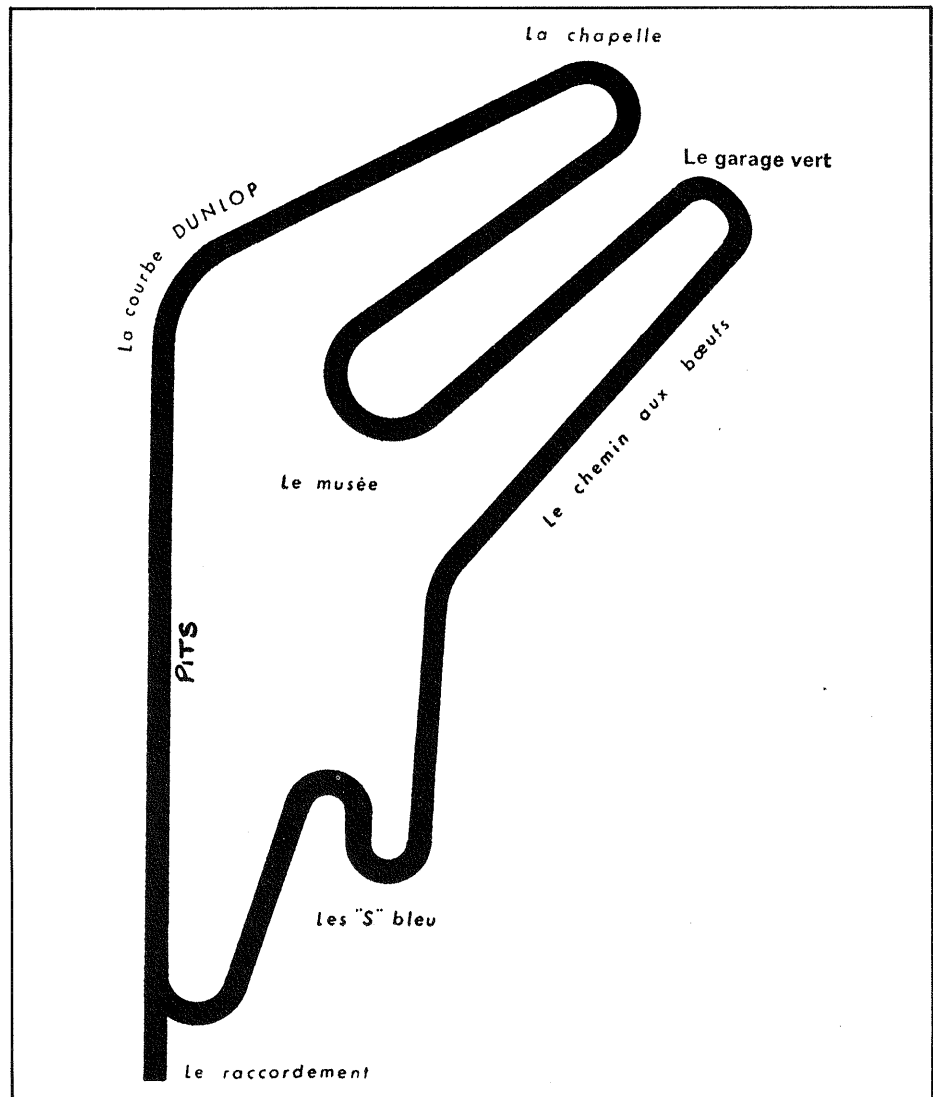
Group A	Group B	Group C
L. Bohlin	M. Hines	D. Rodgers
B. Heerey	P. Grondstra	R. Gange
E. Gassin	T. Parrott	S. Styrin
P. Glencross	R. Bushell	H. Kiefer
D. Irving	R. Arnold	P. Hartog
E. Gates	L. Slik	W. Batmalle
H. Dahlman	T. Kleppe	B. Seibold
S. Gill	M. Muller	M. Janson
B. Reader	P. Petersen	R. Wimmer
I. Petersen	P. Tschanz	R. Goff
R. Owsianny	A. Holmes	A. Wiederkehr
J. Jackson	D. Bonnot	J. Vincent
B. Visonneau	M. Azemar	J. Urhofer
R. Krieg	T. Granier	U. Ammann
B. Westman	A. Eastwood	J. Cravec
I. Dieter	G. Goullancourt	M. Colette
P. Wickstrom	P. Guedel	J. Perschl
C. Rauscher	G. Azemar	J. Brunetta
G. Crochepeyre	P. Lozza	Y. Savean
B. Schwartz	T. Serfaty	M. Peteuil
C. Willie	D. Collier	A. von Allmen



EDR's Steve Styrin, not happy at the finish

quickest in Group A, second quickest in Group B, third in Group C, fourth in Group A and so on until each driver had been allocated to a group. The Groups were to run off in the following order — A versus B; B versus C and C versus A. All three heats would decide the grid order for the Pre-Finale on Saturday and there was very little time between the heats for rectification, should anything go wrong. Everyone, therefore, was just hoping.....

The heats grids would form up in a 2 x 2 x 2 system, as in Class one, the Pre-Finale and Finale in 3 x 2 x 3 formation and the three Groups for the heats were:



## GROUP A versus B

Around 5.30pm the first heat got under way in the following order, after two rolling laps:

Hines	Bohlin (Pole)
Grondstra	Heerey
Parrott	Gassin
Bushell	Glencross
Arnold	Irving
Slik	Gates
Kleppe	Dahlman
P. Petersen	Gill
Tschanz	Reader
Holmes	I. Petersen
Bonnot	Owsianny
M. Azemar	Jackson
Granier	Visonneu
Eastwood	Krieg
Goullancourt	Westman
Guedel	Dieter
G. Azemar	Wickstrom
Lozza	Rauscher
Serfaty	Crochepeyre
Collier	Schwartz
	Willie

Bohlin and Hines very quickly made an impression at the front, with Gassin and Poul Petersen struggling over third spot. Heerey went missing on the first tour with a seize. Into the second lap, along the fast back straight, Hines gained the advantage over Bohlin into the complex. Petersen had moved up ahead of Gassin and left him to the clutches of Phil Glencross who soon moved up in front of the Frenchman to fourth. Grondstra, Arnold and Derick Irving were next along.

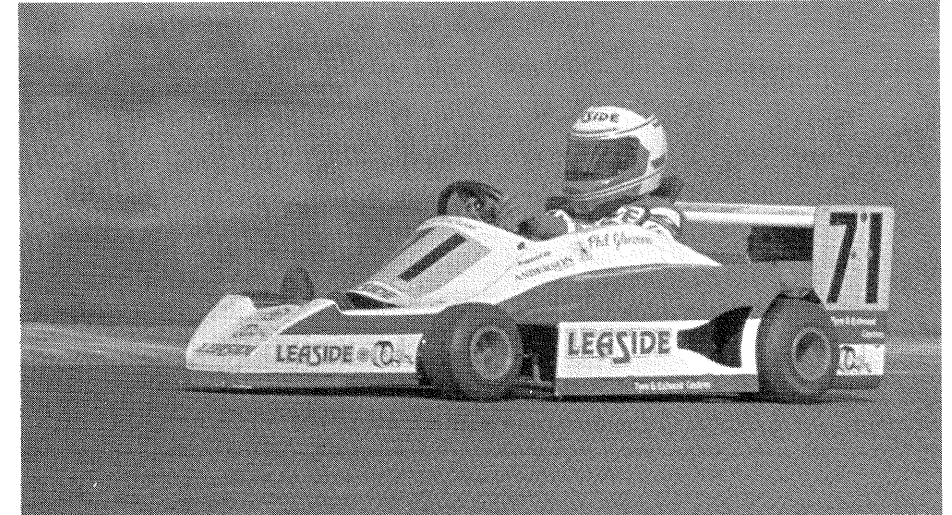
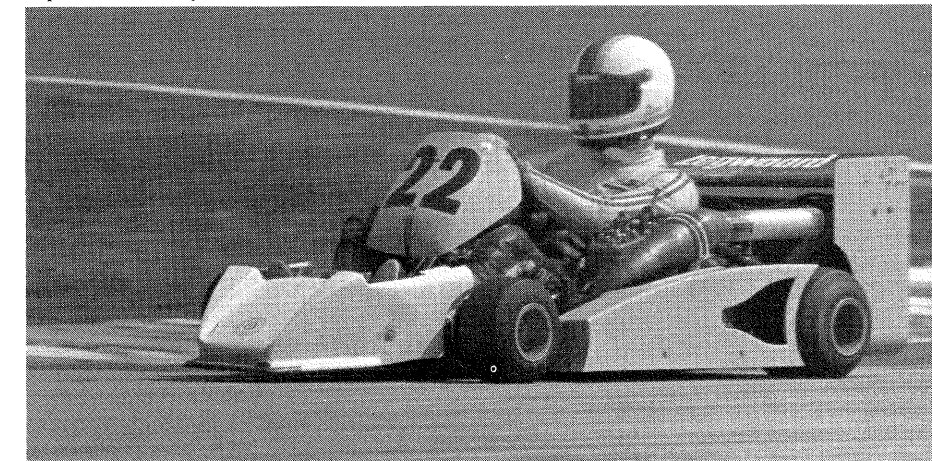
The third tour and Bohlin was back in front with Hines sniffing for a way through, but Bohlin managed to hold him off. These two began to ease out a respectable lead over the rest, now headed by Glencross with the edge over Petersen, Gassin, Arnold, Irving and Parrott.

Bohlin and Hines continued relentlessly at the front, the Swede refusing to give an inch to the Hermitic man. Glencross was still in third, while Petersen and Grondstra were hard at it fighting over fourth, the young Dutchman winning out over the Dane on the penultimate lap.

The final straight and Bohlin and Hines were well out from the rest. Glencross was assured of a fine third sport in his first International meeting. Grondstra had gone out of contention when his coil bracket severed; Petersen had fallen well down the order with a misfiring motor. Eric Gassin hung on in fourth ahead of Arnold and Irving and that was the order of the first six home at the flag. 26 drivers out of 41 finished the heat.

		Race Time — (5 Laps)
1st	L. Bohlin	8min 20.34secs
2nd	M. Hines	8min 20.68
3rd	P. Glencross	8min 22.99
4th	E. Gassin	8min 25.70
5th	R. Arnold	8min 26.79
6th	D. Irving	8min 27.12
7th	P. Guedel	8min 29.13
8th	T. Parrott	8min 31.29
9th	R. Bushell	8min 31.65
10th	S. Gill	8min 34.91

Impressive drivers from German, Hans-Peter Kiefer



Philp Glencross put in a creditable performance

## GROUP B versus C

At 6.10pm the second heat rolled out in the following order:

Rodgers	Hines (Pole)
Gange	Grondstra
Styrin	Parrott
Kiefer	Bushell
Hartog	Arnold
Batmalle	Slik
Seibold	Kleppe
Janson	Muller
Wimmer	P. Petersen
Goff	Tschanz
Wiederkehr	Holmes
Vincent	Bonnot
Urhofer	M. Azemar
Ammann	Granier
Cravec	Eastwood
Colette	Goullancourt
Perschl	Guedel
Brunetta	G. Azemar
Savean	Lozza
Peteuil	Serfaty
von Allmen	Collier

Hines wasted no time in establishing a front position, with Grondstra, Gange and Rodgers tucked in close behind; Kleppe, Goff and Hartog formed the next trio.

Into the second tour and Hines still held the lead, but Gange had beaten Grondstra back into third, whilst Rodgers sought to demote the Dutchman further. About thirty yards separated the next group — German, Hans-Peter Kiefer had moved up into fifth, leading Piet Hartog, Roger Goff, Torgier Kleppe, Donovan Collier and Steve Styrin.

Meanwhile, Gange hung on in second while Grondstra and Rodgers fought a running battle over the next place — Rodgers managing, by the skin of his teeth, to get through and he spent the remainder of the five laps struggling to hang onto third. Kiefer was still fifth, then Collier who had moved ahead of Goff, Kleppe and the rest.

Diving into the complex for the last time it was Hines, on his own, with a considerable lead over

Gange. Rodgers and Grondstra, Kiefer, Collier, Styrin and Goff followed next and the order at the finish was:

		Race Time — (5 Laps)
1st	M. Hines	8min 16.03sec
2nd	R. Gange	8min 18.50
3rd	P. Grondstra	8min 19.07
4th	D. Rodgers	8min 19.32
5th	H. Kiefer	8min 29.39
6th	D. Collier	8min 29.63
7th	S. Styrin	8min 30.05
8th	R. Goff	8min 32.06
9th	R. Bushell	8min 32.51
10th	T. Kleppe	8min 32.75

## GROUP C versus A

The last heat to decide the order for the Pre-Finale got under way around 7.10pm and took on the following format:

Rodgers	Bohlin (Pole)
Gange	Heerey
Styrin	Gassin
Kiefer	Glencross
Hartog	Irving
Batmalle	Gates
Seibold	Dahlman
Janson	Gill
Wimmer	Reader
Goff	I. Petersen
Wiederkehr	Owsianny
Vincent	Jackson
Urhofer	Visonneau
Ammann	Krieg
Cravec	Westman
Colette	Dieter
Perschl	Wickstrom
Brunetta	Rauscher
Savean	Crochepeyre
Peteuil	Schwartz
von Allmen	Willie

The EDR of Steve Styrin was in the lead, a red speck, as they came into sight along the back straight, with Bohlin, Heerey and Kiefer chasing hard to the rear. Gassin and Rodgers were neck and neck into the first right-hander of the complex.

Into the second tour and Styrin was gone from the leadership board and was lying back in sixth. Heerey was now in charge with Bohlin trying to find a way through. Kiefer had moved into third, while South African, Derick Irving, had penetrated the order and moved up to fourth; Gassin and Styrin followed close by.

Heerey's lead was short-lived and by the midway stage Bohlin was back in control; Heerey had developed a rear wheel problem which caused handling difficulties and was forced to retire. Behind Bohlin came Kiefer, a very definite threat for the future; Reg Gange who hadn't had the best of starts