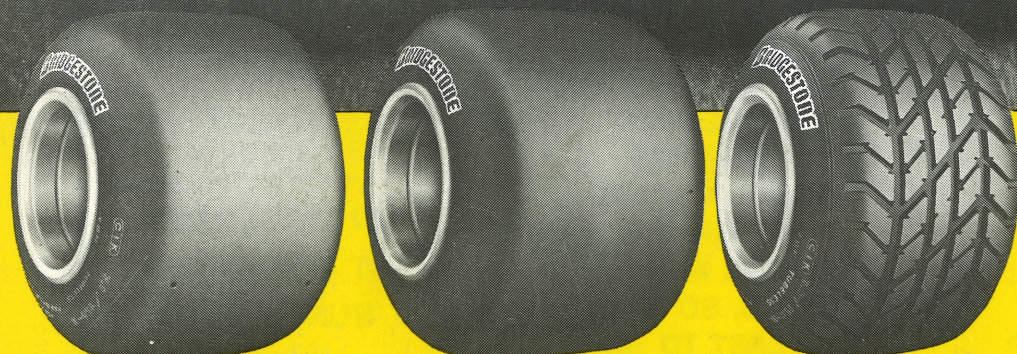


# BRIDGESTONE

## Tops on the Kart Chart.



DRY-1

DRY-1 SL

WET-B

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

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

# BRIDGESTONE

# K AND S

THE INTERNATIONAL MAGAZINE

**Features include**

A look at National engines in '100 Scene'

The Girls from Dubai

# KART AND SUPERKART

FEBRUARY 1986

80p



Steve Tillett  
in Profile Next Month

**In Profile:- Petersen & Gibbs  
Formula E — '86 World Champs  
Preview**

# THE GREATEST RANGE OF KARTS

IN THE WORLD

100cc, LAYDOWN.

DIRT SPEEDWAY

125cc AND 250cc

GEARBOX AND

SUPERKART



DON'T  
MISS  
THIS  
NEW  
DEVELOPMENT  
FROM  
THE  
WORLD  
LEADERS...

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



DURING ONLY FOUR YEARS OF EXISTENCE, WE HAVE WON THE BRITISH CHAMPIONSHIPS TWICE, THE WORLD CUP TWICE — AND EVEN HELPED LENNART BOHLIN TO WIN THE 1984 WORLD CHAMPIONSHIP!

WE CAN OFFER YOU THE SAME EXPERTISE AND EQUIPMENT TO HELP YOU DO THE SAME.

WE CAN CATER FOR ALL YOUR KARTING NEEDS — FROM A DAY'S TESTING AT THE ONE AND ONLY LONG CIRCUIT KART SCHOOL, TO A FULL SEASON'S RACING WITH ONE OF THE WORLD'S TOP TEAMS.

SO JOIN US IN 1986!

**WE**

HIRE KARTS FOR A ONE-OFF TEST TO A COMPLETE SEASON  
CAN PREPARE YOUR OWN KART TO THE SAME HIGH STANDARDS  
AS OURS

WILL DELIVER YOUR KART TO ANY RACE MEETING IN THE WORLD!  
WILL PROVIDE PROFESSIONAL SUPPORT AND BACKING AT ANY  
RACE MEETING OR PRACTICE EVENT, WITH OUR SECOND-TO-NONE  
FACILITIES.

SUPPLY ALL MAKES OF KARTING EQUIPMENT AT  
**DISCOUNT PRICES!**

OFFER FAST POSTAL SERVICE FOR THOSE SPARES

## STOCKISTS OF:-

NIPPONDENSO PLUGS —  
CASTROL & SHELL OILS,  
MERLIN, CTRP & PMP  
EXHAUSTS (ALL TO OUR OWN  
SPECIAL DESIGNS) —  
SPECIAL MIKUNI CARBS,  
MODIFIED IN SWEDEN  
(INCLUDING POWER JETS FOR  
125 AND 250 ENGINES) —  
CYLINDER REPAIR &  
RENIKASIL SERVICE —  
CRANKSHAFT SERVICING —  
ROTAX ENGINES AND SPARES

## PRICE PLEDGE:-

WE WILL BEAT  
ANY GENUINE  
QUOTE YOU ARE  
GIVEN ON  
SPARES AND  
KARTS, SO RING  
US LAST TO TAKE  
ADVANTAGE OF  
THE  
**SRS**  
PRICE PLEDGE!

## CONTACT:-

STUART  
ZIEMELIS  
19 THE GREEN  
ST STAUGHTON  
HUNTINGDON  
CAMBS.

Tel:  
(0480) 860823

## Registration Form

### KART AND SUPERKART UNITED KINGDOM CHAMPIONSHIP

I wish to be registered for the Kart and Superkart United Kingdom Championship.  
(Please print in BLOCK CAPITALS)

NAME.....

ADDRESS .....

.....

.....

.....

.....

TEL. NO. ....

AGE .....

I RACE IN CLASS .....

.....AND I AM

CURRENTLY A MEMBER OF

.....

..... KART CLUB

PREFERRED RACE NO.  
(please give alternative):

..... OR .....

This Registration Form **MUST BE** accompanied by a cheque or P.O. for £10.00 (Registration Fee), made payable to "Kart and Superkart" at:

**PINDAR ROAD,  
HODDESDON,  
HERTS. EN11 0DE**

(NB:- Registrations will not be accepted unless accompanied by the Registration Fee).

## JOIN THE 210 VILLIERS DRIVERS CLUB

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

*All Villiers engines & spares available, to members.*

**Membership fees £2**

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

TIM SUGDEN OFFERS FOR SALE two extremely quick Fullerton tuned 100 National specification P.C.R. engines, both are freshly rebuilt having completed only three meetings from new. Each is offered with carbs, mounts etc. £350 each, part exchange road car W.H.Y. Telephone: BRADFORD (0274) 501345 (Work) or 676571 (Home).

### MOTOR SPORT EQUIPE Tuning for — CARS — BIKES — KARTS

Heli-coils — all sizes, porting and polishing, engine overhauls, welding, crankshaft grinding and rebuilding.

**Rotax, Yamaha, Honda —  
Pistons and rod ass.**

**ZIP PARTS SUPPLIED**

**"Premier 125 Kart"**

Long and short circuit **£695** with YZ125 rebuild

**1 Mill Lane, Fallsworth, Manchester.  
061-682 6271 Day 061-338 6225 Eve.**

ZIP 984 TKM FF99TT. As new condition. Ready to race. Bargain £450 ono. Telephone 0827 288771.

1985 BARLOTTI/125 NATIONAL only 12 month's old, excellent condition. Set of YBR's £450, tuned engined available. Leeds (0532) 813590.

100 JUNIOR BRITAIN, DINO PARKER TKM. Trophy winner. Ready to race. With spares £450. Also Zip chassis, less wheels. Booster champ winner 1984. Not raced since. £100. (0908) 78826 evenings.

CAPRI 2.8i, JUNE '83, 25,000 recorded miles. New tyres, immaculate condition and well cared for. £5,250. Telephone: (0249) 890646.

## N.T.R.

★ PROVEN WINNING ROTAX ENGINE PREPARATION

★ IN HOUSE DYNO FACILITY

★ FULL RANGE OF ROTAX ENGINE SPARES

**PHONE: 0494 459500**

**Nick Turner, 461 London Road,  
High Wycombe, Bucks.**

JOHN NEWTON HAS FOR SALE both his 1985 race winning 210 barrels, complete with heads, also two exhaust pipes. 01-660 3663 (Home).

LANCER 125, ONE YEAR OLD with front fairing, rebuilt Sachs engine, P&R class Bridgestone tyres, Brembo brakes. £750. Telephone 0933 625646.

100 BRITAIN STRATOS/TKM, Championship winner. Taking up too much space. £210, will split. Glenn Taylor 0223 861177.

WANTED! 100cc SENIOR BRITAIN outfit for novice. Preferably Jeta/Dap, but anything considered. Telephone 0602 735345.

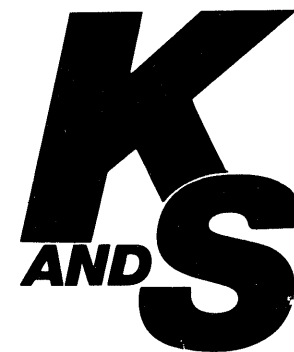
125 ROTAX ZIP G.P. rebuilt Zip chassis and engine. S/C, L/C bodywork, wets and dries. L/W axle, many spares. £825 ono. Telephone 0702 78955 day or 0702 65861 evenings.

ROTAX 125 Goff prepared, completely rebuilt, new ignition. Motiv exhaust, very quick and reliable. £375. Telephone 0443 439795.

ZIP G.P. CHASSIS, L/C trim, Kelgate discs, very good condition. Offers! Wigan 725460.

### ADVERTISER INDEX

Aerotech International.....	29
Anderson Kart Centre.....	12
Andover Norton .....	5
Amsoil.....	10
Bridgestone.....	OBC
Paul Carr Racing.....	29
C.T.R.P. ....	5
Dartford Karting.....	20, 21
D.R.E.....	28
Evans Racing.....	18
B.Ferrari Racing .....	15
Goff Racing.....	14
RG Helmet Graphics .....	17
Isle of Man Kart Club .....	12
Kart & Superkart Subs. Form ....	27
Lynton Van Trailers .....	5
Motivation .....	26
P.C.R. ....	15
Redline Racing .....	29
S.R.S. Racing .....	IBC
2-Spec Tuning.....	26, 28
Swiftmark .....	29
Vega Tyres .....	27
Richard Wallis .....	14
Mick Worth.....	11
Zip Kart.....	22, IFC



MONTHLY

### FRONT COVER:

Zip driver Ian Shaw aboard his 125 National outfit at Mallory Park, here leading Derek Price, is all set to chase the British Champs crown, narrowly missed so many times.

(Pic: Doug Rees)

No. 86

### KART AND SUPERKART United Kingdom Championships

The magazine is pleased to announce that there is to be a 6 Round Series during 1986. The Series will be sponsored by the Bridgestone and Vega Tyre Companies, *Kart and Superkart* and others and will be held at the following venues:-

**Round 1 — Tilbury — 13th April**

**Round 2 — Fulbeck — 27th April**

**Round 3 — Clay Pigeon — 15th June**

**Round 4 — Wombwell — 6th July**

**Round 5 — Sherington — August (date to be confirmed)**

**Round 6 — Kimbolton — 28th September**

The Series is open to the following classes, the best 5 Rounds of 6 to count:-

**100 Junior Britain**

**100 Senior Britain**

**100 National**

**100 National Super**

Fu. Series Regulations will be published in the next issue of *Kart and Superkart*. A Series Registration fee of £10.00 will be charged to each driver and cheques/P.O.'s should be made payable to "Kart and Superkart" and forwarded to the following address:-

**Pindar Road,  
Hoddesdon,  
Herts. EN11 0DE**

You will find a Registration Form on Page 40 of this issue which you are urged to complete and return as soon as possible. Remember — *only* registered drivers will be awarded Series points.

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

**EDITOR: ED McCORMICK ADVERTISING: JACQUELINE SOMERFIELD**

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

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

Copyright — Kart and Superkart Ltd., 1986

# contents

2

News and views from around the karting world, including more on the 'Green paper'.

9

**PROFILE.....DARRON GIBBS**

A look at the up and coming Senior Britain star.

13

**WORLD CHAMPIONSHIPS — 1986 PREVIEW**

In the absence of *Mainly Merlin*, this month we take a look at the Formula E hopefuls lining up for the World Series.

16

**THE GIRLS FROM DUBAI**

The latest conscripts to the Dubai Kart Club talk about their impressions of the sport — and their hopes.

19

**100 SCENE**

This month the column examines the 'National' engine market place.

23

**HINES QUARTER**

Martin on Daytona, International venues, plus some interesting new products.

25

**PROFILE.....POUL PETERSEN**

This quiet Dane took the '85 World Series by storm. What makes the man tick? Read on.....

30

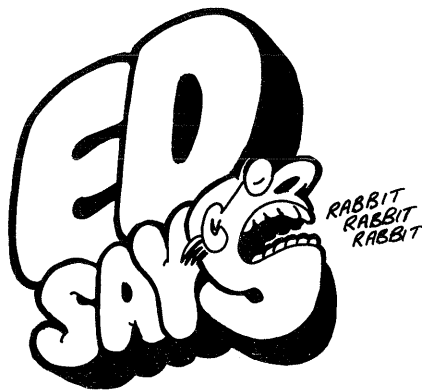
**CLUB SCENE**

Regular news and views from around the Club racing circuits.

38

**WHERE AND WHEN**

Where and When to see karting during the coming weeks.



The Long Circuit karting calendar has been subject to some changes during recent months and for that reason no dates have been published until now. Detailed below are the dates and venues known at this time:-

23rd February	— Cadwell Park (Spring Trophy Meeting)
16th March	— Snetterton (Practice on Saturday 15th)
30th March	— Cadwell Park (British Champs)
27th April	— Donington Park (British Champs) (NB:- Practice Friday 25th)
3rd May	— Snetterton (Saturday Meeting)
17th May	— Oulton Park (BARC Meeting — Man & Buxton KC)
23rd May	— Snetterton (British Champs)
26th May	— Donington Park (NB:- Practice Saturday 24th)
15th June	— Cadwell Park
6th July	— Knockhill (British Champs — Practice Saturday 5th)
27th July	— Cadwell Park (British Champs)
9th August	— Silverstone (RAC British Kart Grand Prix)
10th August	— Silverstone (RAC British Kart Grand Prix)
27th September	— Cadwell Park (Autumn Champs — Saturday Meeting)
26th October	— Donington Park (British Champs)

In addition to the above there is of course the World Cup under its new guise as the 'Bert Hesketh Trophy', now moved to Three Sisters circuit and scheduled for weekend 24th and 25th May, with practice available on Friday 23rd. The Isle of Man Karting Association will also run a 'Mini-Monaco Grand Prix' through the streets of Peel on 27th and 28th June. Full details of these events are published elsewhere in this issue.

The dates and venues for the 1986 Bridgestone-CIK Formula E Championship have been set as follows:-

10th-12th April	— Le Mans Bugatti Circuit (Along with the 24 Hour Motorcycle event)
9th-10th August	— Silverstone (With British GP)
22nd-23rd August	— Nurburgring, Germany (Along with WEC event)

News also comes that the Bugatti Circuit at Le Mans is undergoing some alteration work. Apart from some resurfacing it is understood the circuit is being examined from the safety aspect, following a death last year during the 24 Hour bike meeting. The insertion of chicanes on the fastest points on the track seem likely. Other alterations mentioned are modifications to Pits and Paddock entry and exit. Full details will be published as soon as they are confirmed.

The CIK has decided that the European Formula

**Next month's features include:- Profiles — Steve Tillett, P&R driver Dale Spruce and Brian Kennedy, plus our regular columnists views. (These items were correct at time of going to press). Publication date:- Thursday 6th March.**

E Championship will no longer be a 'one-off' event and it has been extended to cover a three round series.

Originally Zanvoort Circuit in Holland was on the cards to host a round of this series but, due to be uncertainty created by noise problems, the circuit was omitted from the calendar. However, word is that extensive noise tests are currently being applied at Zandvoort and, if the environmentalists agree, there may be a possibility of the Dutch Kart GP taking place after all. In view of there being no Formula One meeting scheduled for the circuit, Zandvoort officials are definitely hoping for some events this year to maintain a lifeline — not least among those is karting. At this stage it is still a big 'if', therefore, those of you who enjoy the atmosphere (and the beaches!) — don't count on it too much, although it is understood that Barclay, the tobacco company who staged last year's Dutch Kart GP, are exerting quite a lot of influence to make it a definite 'Go'. We can but hope — more news as and when.....

The confirmed rounds of the European Championship are:-

3rd May	— Mantorp Park (Sweden)
7th-8th June	— Jyllandsringen (Denmark)
9th-10th August	— Silverstone (European likely on the Saturday)

## RAC NEWS

The RAC Motor Sports Yearbook for 1986 is now available and in general circulation. However, several corrections and amendments have been advised by the RAC MSA and are published here for your information:-

**S.1.13.3**  
Final paragraph should read:-

"For non-gearbox classes, the minimum required is a single tube of.....etc."

**Table D.**  
100 Super weight should be *132kg NOT 125kg.*

**Table E.**  
Tuning rules column for 100 Super should read 2.8.11 NOT 2.8.10.

**S.3.1.6**  
Add: "The availability of new karts to be as rule 2.8.7. and proof of indentity and price as rule 2.8.8."

**S.3.2.2.**  
Add: "Ventilated discs and hollow axles are not permitted."

**S.3.2.3**  
**Engines:** The number of ports and functions to be as in the list of permitted engines below:

DAP T70, T80B with new valve cover  
Upton Manx 100B LS, 100B SS  
Hewland Arrow KEB, KEB 2  
Parilla TG14LB, SS20, SS20GB  
TKM FF99 3P, S89 3P, FF99 3P with modified valve cover  
Komet K78B, K80  
Sirio ST50 3P  
PCR 50/3P  
Yamaha 100 S

All the above engines have a divided exhaust port, two transfer passages feeding two transfer ports and a booster port. The latter passes mixture only via the piston and for the Cadet

Class may only be used in this form. For 100 Britain, these engines may be TT ported if so desired. However, they must be manufactured in their boost port form and have been originally purchased new in the form.

Zip Zed 1B  
DAP T70TT, T99  
Parilla TT22, TT25, TT55  
Yamaha KT100 AX  
PCR 50/3TT  
Komet K55  
TKM FF99TT, S89TT, RS98, RL66  
Arrow KETT

All these engines have a divided exhaust port and three transfer passages feeding three transfer ports (TT) and may not be used in the Cadet Class.

McCulloch MC91, MC92

These engines have a two hole exhaust, two three hole and one two hole transfer ports. They may not be used in the Cadet Class.

Only one carburettor is permitted and, except the McCulloch, all must use a Del-Lorto slide type carburettor or Tillotson HL pattern with original body and butterfly type throttle.

Restrictor for all engines, except the McCulloch. The restrictor shall be a detachable 3mm flat plate made of non-porous material, directly between the carburettor flange and inlet manifold or engine, containing a circular hole with parallel sides and a 17mm bore through which all the mixture must pass. In all other respects the engine must remain as homologated except for the latitude allowed in the tuning rules. However, the latitude does not allow for any variation to the number of ports or transfer passages specified in the originally homologated engine. The cross-section of all transfer ports shall be concave in shape. It is permitted to fill or block 'N' or 'bleed' ports. In case of doubt the engine will be checked against patterns held by the RAC MSA.

**S.3.3.4**  
Add: TKM L 92TT, L 95TT

### 1986 Medical Certificates and Competition Licences

This is a major change this year in respect of the issuing of Medical Certificates. As at present, these will still be required by all kart racing competitors *but* the medical examination form will be on the back of the licence application form, so the medical examination by a Doctor will have to be completed *before* the licence can be issued. No examination — no kart racing licence. There will be no separate Medical Certificate (other than the FIA Certificate for International events), the Licence being the MSA Certificate. Thus, if a competitor has an MSA Kart Licence, he must have submitted a properly completed medical examination form which has been validated by the MSA and accordingly does not have to be returned for any further signature. If he upgrades to an International Licence, an FIA Medical Certificate will be issued, subject to the compliance with the additional requirements of an ECG test for the over 40's.

It is hoped that this new procedure will save everyone the headaches that have previously occurred.

Non-production of a licence at a kart meeting will also mean non-production of a medical certificate and the competitor concerned should only be allowed to compete after a very close check of the circumstances involved and after payment of the non-refundable fine of £5.

## KART SCHOOL

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

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

for appointments phone  
**DARTFORD 22645**

BARLOTTI ROLLING CHASSIS, long circuit spec, Zip body includes pods and wing. Very good condition £350. Also Zip G.P. Bare Chassis £50 ono. 0443 439795.

ZIP KOMET NATIONAL OUTFIT, tidy, would suit beginner. £170 ono. Telephone 0827 288771.

RETIREMENT SALE, Sprint SS20TT, K80TT, Stand, Cover, Few Spares. £350. Telephone 0926 498601.

ZIP MANX, FULLY REBUILT MOTOR/CHASSIS. Good condition. £300 ono. Telephone 0827 288771.

210 VILLIERS ENGINED KART, siba equipment, electric start. £275 ono. Telephone Birmingham 454 1232.

100 NATIONAL, immaculate right chassis, slicks and wets. TT22 with new liner. K88 good condition. Many trophies with this combination. Practical help for a beginner if required. Ready to race £475, or may split. Telephone Nuneaton (0203) 346379.

KALI KART £300, two Parilla motors £160 each. Bell Star helmet £80. Zip quilted suit (Large) £30, clothing used only twice. Many spares and special tools. Phone (0242) 584761 or (0242) 672589 evenings.

## SURESPEED

### Engine Developments

For all your 125 Rotax requirements Long Circuit or Short Circuit, from carbs to exhausts, and everything in between including our renowned clutch baskets. Contact **JOHN BROOKS** for our usual friendly help and advice.

**15 Sturminster Close,  
Clifford Park, Coventry  
Phone: (0203) 611224**

## SPORTAC

### Racewear

### THE WORLD CHAMPIONS CHOICE

Station Road, Gillingham, Dorset  
**Tel: 074 76 3910**

100 NATIONAL/Britain, Gillard (Int) chassis, complete. Only 10 meetings, excellent condition, choice of engines:- Arrow 'D' Port or TKM FF99TT. Rebuilt, original bores, fast and well maintained. Includes wets, slicks, suit, stand etc. Plus many accessories. Ready to race. £375 ono. Telephone Brookwood (04867) 5900.

ZIP 984 P.C.R., fully tuned, immaculate throughout. Trophy winner. £500. Phone 0827 61241.

TWO 250CC MONTESA ENGINES FOR SALE. One specially rebuilt TZ conrod. New piston reed, valve fitted 40mm Amal Motov exhaust not yet run in and enough spares to build a third engine. £250 ono. Telephone Wisbech 0945 880038.

SWAP SINCLAIR 48K SPECTRUM with tape recorder, printer and software worth £150. Plus up to £250 cash. FOR competitive Senior Britain outfit. Will travel! Telephone 0803 311570.

100 NATIONAL DART PARILLA, good condition, with loads of spares. Wets, wheels and tyres, sprockets etc. Ideal package for novice £350. Telephone Windsor 866700 evenings.

JUNIOR BOOSTER, COMPLETE OUTFIT, boxer chassis, two 'Fred' tuned Arrows on standard bore. To include wets, suit, helmet, gloves etc. Competitive trophy winner. £500 ono. Telephone 0977 662717 evenings or 0977 514033 days.

ONE ART ROLLING CHASSIS, fully adjustable castor and camber, rose jointed. Complete with 2 Parilla TT27's, both on 48.1, one with running mileage only, other with Jubilee rod. £750 ono. Will split. Chassis £250. Ring (Colin) 0279 31061 (Harlow).

100 NATIONAL BM/PARKER TKM recent engine rebuild. Slicks — only 2 meetings old. New wets on rims. New brakes, pit wheels, kart stand. Spares include:- new tuned carb, sprockets, chains, brake pads and cylinders, seats, etc, etc. Everything needed to start racing! £475. Telephone Northampton 51146 (Office) 832206 (Home).

## RAY GRIME'S EQUIPMENT IS FOR SALE

Immaculate, full-bodied, Zip G.P., complete with Brembo brakes, 3 very quick 125 Rotax's, all fully rebuilt. Complete with tyres and spares etc. No serious offer refused!

**Tel: 061-865 6021 (Work)  
061-747 9234 (Home) and ask for Carl**

100 NATIONAL/Britain REEMA, TKM fully tuned. Ready to race. Including wets and spares. £375 ono. Telephone 0638 741006.

## SOMETHING TO SELL?

## TAKE A MINI-AD

**Tel: Hoddesdon  
444201**

100 NATIONAL ZIP PARILLA, very good condition. Redhill tuned with bored carb. Very quick motor and spares. Brand new bored carb, new chains, sprockets, helmet, gloves etc. £395 ono. Telephone 021-360 4897.

ZIP 92S ROTAX 125 TUNED. 1985 frame, motor rebuilt for 1986. Kelgate brakes, new in 1985. Spares include wheels, sprockets. Tel: Redditch (0527) 27179. £1,150 ono.

# Don't Miss Out!

## Fill in the subscription form

on page 27



**FOR ALL YOUR KARTING REQUIREMENTS**  
Ring us on (0327) 857458 or 857418 or call in

Unit 6D, Silverstone Circuit, Silverstone,  
Nr. Towcester, Northants

125 P & R BARLOTTIE/HONDA, totally rebuilt ready for the '86 season. Some spares, quick and reliable. £495 ono. Telephone (0743) 4977 after 7pm.

TWIN MOTIV EXHAUST SUIT YAMAHA 250 TD3, like new £50. Telephone 0406 24343 day or 0406 364210 evening.

## AUTOMOTION

### NORTHAMPTON

**ZIP GP 210 APV**  
Long circuit bodywork  
Mounted wets, Ready to race  
**£750**

**BARLOTTI 210 APV**  
Complete ready to race  
With spares, Mounted wets  
**£550**

**BARLOTTI 210 VILLERS**  
Complete ready to race  
With spares, Mounted wets  
**£450**

**AERO 210 HAYWARD VILLIERS**  
Complete ready to race  
**£350**

**Tel: Northampton 67416  
Office hours**

**FOR ALL YOUR KARTING PHOTOGRAPHY CONTACT DOUG REES ON (0452) 26892**

**MORE MINI-ADS OVER PAGE**

# IT BANDIT BANDIT BANDIT BANDIT BAN

# WHERE AND WHEN

## 16th FEBRUARY

Nuthampstead (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)  
Three Sisters — Lion KC (Bryn Road, Aston-in-Makerfield, Lancs., off June 25, M6)  
Felton (7 miles north of Morpeth, on A1)  
Shenington (8 miles from Banbury, off A422 Banbury-Stratford Road)

## 23rd FEBRUARY

**CADWELL PARK — Long Circuit**  
Season 'Opener' (8 miles northeast of Horncastle, on A153, Horncastle-Louth Road, Lincs.)  
Blackbushe (via Cricket Hill — off A30 — and Vigo Lane, Yateley, Surrey)  
Pembrey (8 miles from Llanelli on A484, Dyfed and 12 miles from Junction 48 off M4, Llanelli-Kidwelly Road)  
Fulbeck (8 miles from Newark), off A17 at Brant-Broughton crossroad, Notts)  
Snetterton (15 miles from Norwich, on A11, adjacent to motor racing circuit)

## 2nd MARCH

Three Sisters — Bolton KC (Bryn Road, Ashton-in-Makerfield, off Junction 25, M6, Lancs.)  
Rye House — Winter Series (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon, Herts.)  
Summerlea — West of Scot KC (Merriton Road, Larkhall, off M74 Hamilton/Larkhall)

## 9th MARCH

ElloUGH — Beccles & Dist KC (2 miles from Beccles, Suffolk)  
Chasewater (Pleasure Park, approx 1 mile from Brownhills, Staffs.)  
Rowrah (4 miles from Frizington, Cumbria)  
Kimbolton (10 miles west-southwest of Huntingdon, off A45 out of Kimbolton village on Stowe Longa Road)  
Tilbury (Dunlop Road, East London, near Tilbury Docks)  
Clay Pigeon (Dorset) — midway between Yeovil and Dorchester, on A37  
Entries to:-  
Mrs Pamela Newsham,  
Competition Secretary,  
257 Preston Road,  
Yeovil,  
Somerset.  
Tel:- (0935) 71104

# Mini Ads

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



All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.  
**Rates:** 18p per word (£1.80 minimum charge)  
**Mini-Display Ads (boxed)** are also available at £11.50 per column inch.  
*These prices include VAT.*

## HAVE YOU GOT ANY BITS TO SELL OR SWAP?

**WHY NOT USE THE COUPON BELOW!**  
**ONE WORD PER SPACE**


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

Name .....  
Address .....



Access/Barclaycard No. ....

**Advertisements to:**

**KART & SUPERKART, PINDAR ROAD, HODDESODON, HERTS EN11 0DE**

CHRIS STONEY TUNED 125 ROTAX on short circuit Phoenix kart. Frame only two meetings old and has new bars. Engine completely rebuilt and proven to be very fast on long or short circuit. PMP pipe included. £1,050 ono. Phone Richard Crump, Leeds (0532) 737208 (evenings) or 822181 (daytime).

## RACE HIRE 125 ZIP G.P. ROTAX

available for all 1986 long circuit events, series or one offs. Also available for test sessions during winter period. For full details contact:-

**RICHARD WALLIS MOTOR SPORT**  
REAR OF 194 PHILIP LANE,  
LONDON N15 4H8 TEL: 01-808 4286

125 P&R ENGINE, very quick, Chris Stoney tuned Kawasaki, 2 spare barrels, spare reeds, power jet Delorto, spare Mikuni, P.M.P. and Motiv pipes, duplex sprockets. Trophy winner, long and short circuit. £325 ono. Telephone 0977 662717 evenings or 0977 514033.  
WANTED! ZIP SHADOW BARE CHASSIS for Yamaha twin. Phone Bournemouth 627468.

## CONGRATULATIONS

**BRITISH CHAMPIONS 1985:**  
**MARTIN HINES 250 SUPERKART**  
(World Cup Winner)

**STEPHEN COWARD 125 NATIONAL**  
(GP Winner)

*Agents*

ANDERSON K C, CTRP, GRANGE KARTING (N. Ireland), PEAK REVS, PHOENIX KARTS, MERLIN DEVELOPMENTS, SRS and ZIP KARTS.

SWEDEN. Lennart Bohlin  
NORWAY. Torgjer Kleppe  
CANADA. Super Kart Shop  
USA. John Gibson, Franklin Kart Sales

**MERLIN EXHAUSTS**  
Grass Gars Farm, Ulpha,  
Broughton in Furness, Cumbria  
Tel: 06576 560

## "INCREASE YOUR EARNINGS"

AMSOIL Dealership now available to people wanting to develop a lucrative second income. **Contact:** Phillip Burrows, Winsford. (06065) 54366



100 NATIONAL ZIP DAP T80, some spares. Ideal novice kart. For sale due to pregnancy. £200 ono. 0495 222478 (Blackwood).

250 YAMAHA YZH ENGINE, tuned, very fast. Offers! Telephone John Ottrey on Staines 54648 (Middx).

## EX-KERKHOVEN

**250 International Water-cooled TZ Yamaha**

With wets. Freshly rebuilt engine. Immaculate condition — ready to race.

● ● ● ● ● £700 ono ● ● ● ● ●

Telephone: 021-373 3531

PETER BERRY TUNED ROTAX 125 with spare tuned barrel £525. Merlin tuned Rotax 125, used as a spare £390. Both motors recently rebuilt and complete with exhaust, carb, engine plates and R/H gear change. New, unused Motoplat tachometer £25. Phone Richard Fray on Crowthorne 778453.

ZIP SHADOW 250 INTERNATIONAL TZ250. Unused three seasons. Spare tyres, pipes, stand, trolley, new wets on rims. Complete long circuit outfit. £650 ono, or will break. Gloucs/Avon 0453 844508.

## KARTING BUSINESS FOR SALE

(Includes)

**MERC. 608D — 1980 — 12 months plate**  
Fully racked and stocked  
Generator — drills — hones  
Welding equipment, etc.  
Trade Counter, Till, Shop Shelving and desk, plus much more.

● £7,500 ●

Ring Us on 0706 849084

"Waiting for the licence from the RAC MSA" will not be a valid reason — any hold up by the RAC MSA is very likely to be as a result of a query about the medical examination.

## British Standard for Crash Helmets

We have been advised that during 1986 a new British Standard for Crash Helmets will come into operation:- BS 6658 1985 TYPE A.

This will be adopted for Motor Sport and will be phased in as soon as it is issued. Current Standard BS 2495 (1977) Amend 5 will continue until the life validity on the RAC Approved Sticker expires.

A new ONS (German) validity label will also appear during 1986. It will be blue in colour.

Full details of identification from BSI, DIN and ONS will be announced as soon as available.

## 1986 250 INTERNATIONAL SHORT CIRCUIT SUPER CHALLENGE

Anyone interested in competing in a 250 International series, run over 10 Short Circuit meetings during the coming season, should contact:-

**Andy Stratford**  
on

**021-353 5772**

Further details to follow.

## WELL DONE!

We are happy to announce that Jayne, so long in the Advertising seat at *Kart and Superkart*, gave birth to a boy — James — on Wednesday 15th January. Both Mum and little one are doing fine, even husband John is bearing up under the strain! Congratulations and all the best for the future.

## CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

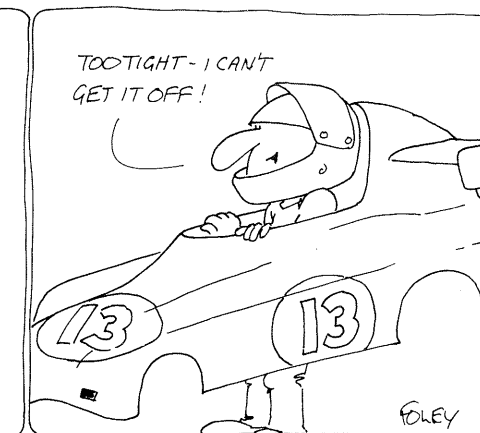
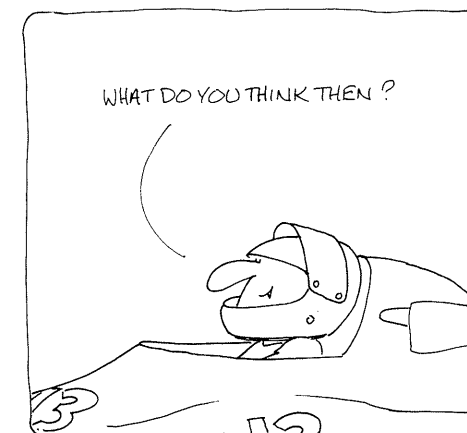
The publishers accept no liability for any loss or damage caused by an error or inaccuracy in the printing of any advertisements.

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

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

Advertisements are only accepted subject to the above conditions.

## FRIGGIT



## NOTE

Credit for the excellent photograph taken of Mark Tredwell, which appeared on the cover of the January issue of *Kart and Superkart*, goes to Mr K. Bush of Dagenham, Essex, whose name regrettably was not available before we went to press.

Ed

## STOP PRESS THE WORLD CUP IS NOT DEAD!

As we go to press Else Price of the Bolton Kart Club informs us that the dispute over the World Cup has finally been resolved, in favour of Bolton and Merseyside Kart Clubs retaining the title. However, there will be certain changes and before going onto that side of things, it is necessary to explain a little of the background of the problem. In October last year the CIK announced it would not recognise the World Cup as an International status event because the title 'World' was strictly reserved for CIK use. Donington Park Circuit subsequently withdrew the offer of a date, (31st May-1st June), the circuit not being prepared to run other than an International meeting.

In a quandary the Bolton and Merseyside clubs sought guidance through the RAC and the matter was left in the hands of the National governing body. Unfortunately the CIK would not revoke its decision but an alternative proposal was put forward.

The World Cup remains, but under a different title and status. It will now be known as the 'Bert Hesketh Trophy', in deference to Bert who first instigated the event at Morcambe in 1968. It will carry National status and the prestigious '0' number plate will remain, the driver who wins it will be entitled to race with it at UK National status meetings, but not International. The location also changes, away from Long Circuit and back to Short Circuit — Three Sisters in fact, where it will remain. So, thankfully it has been settled and the Bolton and Merseyside Clubs inform us that the meeting will take place at Three Sisters on Saturday and Sunday, 24th and 25th May 1986. Practice facilities will be available on Friday 23rd May. Further details and information may be obtained from:

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

## TYRE NEWS

### VEGA TYRES

10 x 4.2 (SL)	
11 x 7.1 (SL)	£19.00 each
10 x 4.0 (WETS)	plus vat
11 x 5.0 (WETS)	

### GEARBOX CLASSES:-

VEGA RS 10 x 4.80	£21.00 each
VEGA RS 11 x 7.10	plus vat

### BRIDGESTONE

4.5x10x5 YBN (SL)	£15.75 each
7.1x11x5 YBN (SL)	£15.75 each
4.5x10x5 YAK (SL)	£19.50 each
6.0x11x5 YAK (SL)	£19.50 each
7.1x11x5 YAK (SL)	£20.50 each
4.5x10x5 YBR, YBQ	£23.50 each
7.1x11x5 YBH, YBR, YBQ	£25.25 each
5.5x11x5 YBH, YBR	£25.25 each
7.5x11x5 YBH, YBR	£35.70 each

(All prices — add vat)

3.6x10x5 YBF (WET)	£23.50 each
4.5x11x5 YBF (WET)	£23.50 each
6.0x11x5 YBF (WET)	£23.50 each
7.5x11x5 YBF (WET)	£37.75 each
3.6x10x5 YCK (SL) WET	£21.50 each
4.5x11x5 YCK (SL) WET	£21.50 each

(All prices — add vat)



## DATE CHANGES

Dunkeswell Kart Racing Club advise that their meeting dates for 1986 published in the Blue Book as incorrect and they should read:-

30th March  
27th April  
25th May  
29th June  
27th July  
31st August  
28th September  
26th October  
30th November

These dates will also appear regularly in our 'Where and When' column

BY BARRY FOLEY

# IT BANDIT BANDIT BANDIT BANDIT BAN

your letters..

Dear Ed,  
Through the pages of your magazine, may I express the thanks of all Australian Superkarters for the efforts of Martin Hines and his mechanics, Steve and Grant in the time they were with us. It is hard to tell you in the U.K. how we awaited the visit of Mr Superkart — meeting the 'founder' of our sport is not an everyday occurrence out here — and in such a short period of time everyone became the absolute best of friends.

Also to the other Europeans and 'Poms' who visited, we owe a big thank you for their effort and time taken for our benefit.

Hoping we may have the pleasure of all those who came in 1985 visiting again in '86 and welcome most openly any others who may wish to journey this far — and don't listen to Martin and Steve's stories on how they drank US under the table! Just wait until next time!

Happy New Year,  
Bob and Ian Williams

Dear Sir,  
May I, through the pages of your magazine, express my thanks to everyone who has helped me in 1985. I would like to thank Terry for his excellent equipment and Paul for faultlessly bolting it together, and especially my parents for all their help and support because without them

it would not have been possible. Lastly I would like to thank you for publishing this letter.

Thank you again,  
Allan McNish  
'Shielaig'  
Kirkton Road,  
Dumfries

Dear Sir,  
May I, through the columns of your magazine, say thank you to Jim from Dartford Karting for all the help he gave me during the last year, also for the motors he has lent me, as it has helped me have numerous wins, including two rounds of the Bridgestone United Kingdom Championship and the first round of the Rye House Winter Series.

Thank you,  
Craig Booth

Dear Sir,  
Would you please advise all readers that for 1986 the Manchester and Buxton Kart Club will be running a 50cc Gearbox class at Three Sisters circuit, Wigan, roughly based on the Schools Karting (but open to any junior) Regulations, using a normal one brake 100cc chassis.

We are intending to run this class for our first meeting in February. If the response is good, other clubs — especially Wombwell — have expressed interest to do likewise.

Any interested parties are asked to contact me at:  
49 Brook Lane,  
Timperley,  
Cheshire,  
WA15 6JZ  
Telephone: 061-928 8347

Yours faithfully,  
Kevin Priest

NEW FOR 1986 — THE 210 VILLIERS  
LONG CIRCUIT CHALLENGE!

A £2,000 prize fund will be available — with cash and prizes to reward the top 20 drivers!!

The Challenge will take place over eight rounds, the best six of which will count to the drivers final score.

Dates are as follow:

- |                   |  |
|-------------------|--|
| 1. March 16th     | Snetterton   |
| 2. March 30th     | Cadwell Park   |
| 3. April 27th     | Donington Park (Practice, Friday April 25th)   |
| 4. May 17th       | Oulton Park  |
| 5. June 15th      | Cadwell Park (Subject to confirmation — at present clashes with Three Sister s/c champs) |
| 6. July 6th       | Knockhill  |
| 7. July 27th      | Cadwell Park   |
| 8. September 27th | Cadwell Park   |

Drivers will enter meetings as normal — points will be scored on official results of final only.

Points will be awarded from 1st down to 20th place at each round in the following order:- 23, 20, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Note: 2 points will also be awarded for competitors signing on at elected meetings. The points will be given regardless of a finish or not. Hopefully this will help to encourage full grids at all venues. Therefore, a drivers final score for the day with a win would read 23 + 2 = 25, 2nd 20 + 2 = 22 etc. A non-finisher would automatically receive 2 points — so all would not be lost if disaster falls!

The end of season pay out will be substantial, with first place receiving £300 in cash + Trophy, right down to 20th = £20. There will also be an award for the driver who registers at the start of the series as a novice. All drivers will be required to register. The registration fee required will be £20 for each competitor — (forward now to address below). If you finish in the top 20 you will more than receive your money back (dependent on the number of drivers registered, it may be possible to guarantee a return on all registration fees in the end of season payout!)

So come on lads, this is what you've been waiting for — let's see some real action.

NOTE: All competitors will be required to be a member of the 210 Drivers Club. So if you haven't joined already — do so now!

(Full details and regulations will be available on receipt of a fee.)

ADMINISTRATION Tim Price, 13 Oakfield Road, Codsall, Nr. Wolverhampton, W.Midlands WV8 1LA. Tel: (09074) 2724.

Dear Sir,  
Through the illustrious pages of your magazine may I thank Russell Penn for:-

- (i) getting me up early most Sunday mornings, when sensible fathers have another five hours in bed;
- (ii) costing me a fortune in tyres, engine rebuilds, frames and entries;
- (iii) covering the inside of my new company car with grease (don't tell the boss!);
- (iv) causing several back strains whilst acting as a Junior pusher (big lads, some of these 15 years old!);
- (v) forcing me to be 'tea-total' on race days (well, almost!), but above all for winning the London Kart Club Junior and overall Championships. Today London, tomorrow the world!

Thanks Russ,  
Terry Penn

BITS

★ John Shaw and the Cadwell Car and Kart Club will organise 5 kart meetings this year at the circuit. At the Spring Trophy Meeting on the 1.5 mile circuit on Sunday 23rd February the trophy winners will be presented with Halley's Comet Trophies!

The other dates are:-

- 30th March — RAC Long Circuit Championship (1.5 mile circuit)
- 15th June — 25th Club Championship (Full circuit)
- 27th July — RAC Long Circuit Championship and Superkart Finals
- 27th September — Autumn Championships and 125 P&R Finals

Readers will note that the Club Championships are 25 years old, making Cadwell Park the first and oldest established motor race circuit venue for kart racing in the world. In 1986 the Club will run its Superkart Series over four rounds, alongside the Cadwell Series for 125cc, 210cc and 250cc National classes, plus the Cadwell 125 P&R Series over three 1.5 mile circuit meetings, with the Final at September's Autumn Championships. Cadwell is looking forward to an exciting year's racing, with a major publicity programme to attract more spectators; a large part of the circuit will be resurfaced, from the Hairpin to Coppice in May, just in time for the special Club Championship meeting.

(Info: courtesy John Shaw)

★ Tim Parrott would like to remind all drivers and crews intending overseas travel to Europe events during the coming year that he is able to offer generous discount facilities on fares booked through Sealink British Ferries. Any interested parties should note that Tim needs, at the very minimum, 4 weeks notice of the intended date of travelling. He can be contacted on Peterborough (0733) 244050.

★ Grice Racing Services announce that they have bought up all Evans Racing equipment, advertised recently in Kart and Superkart Magazine. This includes the records of all engine development and the drivers using Evans prepared engines. Evans have agreed to send to Grice Racing Services all present or potential customers. Ricky Grice tells us that they have decent home workshop facilities and are currently seeking a facility to enable them to run in motors.

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

for the Junior and the Cadet classes; Officials putting up the 50cc trophies and the Club giving £50 to each class winner.

JUNIOR AND CADET

The heats provided three relatively easy wins for Kartsport's Martin Jubb, with Simon Redman, Michael Mills, Matthew Payne and Scottish visitor, David Coulthard, all showing to the front. Jubb had pole for the final with Redman alongside, Mills and Coulthard behind. Anyone expecting Jubb to disappear to another easy victory was in for a shock, as Mills was circulating appreciably quicker than in the heats, grabbing the lead on lap three in the top bend. Behind, Coulthard and Redman were glued together and further back still Payne and Hodgetts were disputing the same piece of track. In the Cadets Guy Smith was slowly pulling away from Nicholas Lamb. Just as it looked like Mills would be able to hold the advantage he became the first victim of the water seeping onto the track at the braking point for the top bend and Jubb was through to take the flag. Mills recovered to take second and Redman won his private duel with Coulthard, whilst Payne got the better of Hodgetts. Three great scraps and a credit to these youngsters. Smith trundled in ninth overall to take the Cadet trophy.

50cc GEARBOX

With all the present discussion about this class it was not surprising to see the interest generated in the Pits and at the trackside. What was, by Wombwell's standards, a medium sized grid trundled round to face the starter Trevor's flag. By the end of the first lap it was obvious where, barring incidents, the winner's pot would go. Breezehill's Jason Pal had left the field for dead and proceeded to reel off three straight wins. Knottingley's new RM Suzuki was keeping Craig Kidd at the front and Granby's Jon Hepworth was leading the Class 3 challenge on the Fizz. In the final Pal steamed off into the distance leaving a fair old scrap in his wake. Kidd's Suzuki led the chasing bunch only to spin in the top bend allowing Hepworth to take up the challenge. Market Weighton's Darren Hill led St Wilfred's Stephen Ball and Valley's driver, with the two Breezehill outfits of Scott Bennett and Richard Lord still in contention. With Pal and Hepworth well clear, Ball piped Hill on the last lap, was fifth, Bennett and Lord had disappeared in the water so Steve Morphet arrived to clinch the last trophy. Such was the strength of the competition that only half a lap separated first and last.

SENIOR BRITAIN

A maximum grid and only two novices promised a fair old battle here, and we weren't to be disappointed. A win each for Chris O'Hara, Steve Hazlett and Paddy Walsh. A non-finish put the other front runner, Tim Sugden, well down the final grid. Walsh took the lead from pole but for five laps Hazlett pushed him hard. O'Hara had closed on this struggle and benefited as a tail ender spun on Pit bend, taking out Walsh and bringing Hazlett almost to a standstill. Martin Gibson and Sugden were also ahead of a now angry Walsh, but not for long, as the ex-champion began to show his mettle. Hazlett outraked O'Hara at the end of the straight and much to the relief of his anxious Dad, who was going dizzy in the middle with me, held onto the flag under tremendous pressure. Sugden was third just ahead of the charging Walsh, with Gibson fifth.

COMBINED GEARBOX

With such a small entry the heats had little to

offer by way of 'racing'. Steve Coward's Rotax 125 gave him three easy heat wins and Dale Spruce's P&R Honda gave him two seconds and a third for the next place on the Final grid. Not unnaturally Coward opened up a formidable lead which lasted until lap six when he became the next victim of the water at the hairpin, allowing Spruce to take the lead and Chris Anderson to follow him through. Coward repassed Anderson brilliantly on the pit bend but couldn't catch Spruce who had won a combined 250/125 race on a P&R outfit.

100 NATIONAL

This may have been a small field in a class where we used to boast three grids, but what a quality! It was a pity that Allan McNish didn't arrive to try his luck in the Seniors as the racing was at times breathtaking. Two first and a second had given Stephen Sykes pole alongside Fullerton-mounted Dominic Connelly, back after a layoff. Kartsport's Nigel Edwards, also back after a rest, and Scott Banks enjoyed row two, ahead of Mark Rose and David Redfern.

Connelly got the best of the start with Sykes closer to him than his vest and Edwards waiting for the slightest mistake. Banks was some way back, fending off Kerry Thorpe, until the latter expired on the right hander, first in smoke then in steam!! Roscoe, down on power after his first heat success, was carving his way through the field followed by Rose and Paul Fletcher, seldom seen this far down the field. Sykes found a moment of inspiration to get past Connelly on the pit bend and began to get away, only to become another victim of the water in the top bend and was last seen disappearing up the railway embankment. Connelly inherited first place again but Edwards had no intentions of letting him keep it, but try as he might he had to settle for second place. Roscoe had continued his steady progress and acquired third place, relegating Banks to fourth; Rose fifth and Fletcher sixth.

Brian Lord

CADET

- |     |               |                 |
|-----|---------------|-----------------|
| 1st | Guy Smith     | Gillard/Parilla |
| 2nd | Nicholas Lamb | Jeta/DAP        |

JUNIOR BRITAIN

- |     |               |                   |
|-----|---------------|-------------------|
| 1st | Martin Jubb   | Kartsport/Parilla |
| 2nd | Michael Mills | Jeta/T70JM        |
| 3rd | Simon Redman  | Fullerton/TKM     |

SENIOR BRITAIN

- |     |               |               |
|-----|---------------|---------------|
| 1st | Steve Hazlett | Jeta/Arrow    |
| 2nd | Chris O'Hara  | Jeta/DAP      |
| 3rd | Tim Sugden    | Fullerton/PCR |

50cc GEARBOX

- |     |              |                  |
|-----|--------------|------------------|
| 1st | Jason Pal    | Breezehill YZ    |
| 2nd | Jon Hepworth | Granby Fizz      |
| 3rd | Stephen Ball | St Wilfreds Fizz |

COMBINED GEARBOX

- |     |                     |               |
|-----|---------------------|---------------|
| 1st | Dale Spruce         | DAP/P&R Honda |
| 2nd | Stephen Coward      | Zip/Rotax     |
| 1st | John Leah (250 Nat) | Barlotti/TKM  |

100 NATIONAL

- |     |                  |                           |
|-----|------------------|---------------------------|
| 1st | Dominic Connelly | Fullerton/TF PCR          |
| 2nd | Nigel Edwards    | Mondial/Kartsport Parilla |
| 3rd | Graham Roscoe    | DAP/DAP                   |

WOMBITS

It was nice to see that the only class with 100% of its entry below the 90dba noise level, was the 50cc Gearbox which ranged from 81 to 88dba. Other classes got the hard word from the Clerk

of the Course, Ken Wright.

Speed — The officials had the last word here too, powering through three 8 lap heats and 10 lap final for each class in under four hours.

Trophies — The club experimented with giving more, albeit smaller, trophies in the Junior classes so that more of the youngsters had a chance at the silverware — nice gesture.

Last Chance — There are still two rounds of this fabulous series left if you want to join us — February 9th and March 9th.

Rowrah

SUNDAY, NOVEMBER 10th

JUNIOR BOOSTER

- |     |              |              |
|-----|--------------|--------------|
| 1st | A. Jack      | Wright/Arrow |
| 2nd | Kevin Barton | BM/Komet     |

JUNIOR BRITAIN

- |     |                 |              |
|-----|-----------------|--------------|
| 1st | Vicky Starkey   | Zip/TKM      |
| 2nd | Andrew Laws     | Sprint/PCR   |
| 3rd | Adrian Fletcher | Sprint/Arrow |
| 4th | James McKnight  | Zip/Arrow    |

100 BRITAIN

- |     |                |               |
|-----|----------------|---------------|
| 1st | Lloyd Ross     | Zip/Grice TKM |
| 2nd | Mike Popham    | Stratos/Arrow |
| 3rd | Peter Walmsley | MM/Arrow      |
| 4th | Andrew Lee     | Zip/DAP       |

100 NATIONAL

- |     |                  |                 |
|-----|------------------|-----------------|
| 1st | John Coupe       | TKM/CJC Yamaha  |
| 2nd | Stu Davison      | TKM/TKM         |
| 3rd | John Docker      | Sprint/DK TKM   |
| 4th | Richard Crossley | Gillard/Parilla |
| 5th | Paul Henderson   | Sprint/Parilla  |
| 6th | Rob Gardiner     | TKM/TKM         |

125 P&R

- |     |               |                |
|-----|---------------|----------------|
| 1st | Andrew Harvey | Barlotti/Honda |
| 2nd | F. Hyndes     | Zip/Honda      |

125 NATIONAL

- |     |                  |                   |
|-----|------------------|-------------------|
| 1st | Brian Winder     | Nevada/Rotax      |
| 2nd | Berni Stoney     | Stratos/CSK Rotax |
| 3rd | Barry Mellor     | Phoenix/BDR Rotax |
| 4th | Malcolm Campbell | Zip/Rotax         |
| 5th | Mike Brookes     | Zip GP/Rotax      |

210 NATIONAL

- |     |                 |               |
|-----|-----------------|---------------|
| 1st | Ashley Winter   | Aero/Villiers |
| 2nd | Mike Stephenson | Zip/Villiers  |
| 3rd | S. Connor       | Zip/Villiers  |

250 NATIONAL

- |     |            |               |
|-----|------------|---------------|
| 1st | Tony Brown | Phoenix/Maico |
|-----|------------|---------------|

FORMULA E

- |     |                 |                    |
|-----|-----------------|--------------------|
| 1st | Mike Davidson   | Zip/Rotax          |
| 2nd | Brian Graham    | Zip/Rotax          |
| 3rd | Steve Mattinson | Zip/Tinnion Yamaha |
| 4th | Edgar Wills     | Zip/Yamaha         |

Mini Ads

Telephone: Hoddlesdon 444201

Webcam Access

VISA

## CLUB SCENE

### Tilbury

SUNDAY, JANUARY 12th

'86 had arrived and so had our 80 or so competitors for the first of our televised Winter Meetings. There wasn't a cloud in the sky as dawn broke. Wind, a usual hazard at Tilbury, whistled up the Thames Estuary, (no typographical errors please, Dawn's a nice girl!), the temperature was a degree or two above freezing and the track was more or less dry. But the grass was wet — very wet, in fact there were 'lakes' everywhere. By the time practice had finished several competitors had already been for an early bath. Hot engines and six or seven inches of water certainly made 'good television', even if it didn't do irate drivers much good.

A little earlier than usual the Juniors got proceedings under way.

#### JUNIOR BRITAIN/CADETS

**Heat 1:-** diminutive D. Harding had a fine win in his first Junior Britain race; second was Tony McCarthy and third, Cadet Daniel Stilp.

This race set the pattern for the day. As soon as a competitor left the track for the grass, the immediate area was covered in water. So we had a basically dry track with random wet areas and this caused havoc with even the most experienced drivers.

**Heat 2:-** went to Oscar Newman, with Tony McCarthy again second and A. George third. **Final:-** Tony McCarthy had pole with Oscar alongside. At the end of the first lap it was Tony, Oscar and Steven Kite, then at the top bend Tony hit one of the wet patches and spun, to be restarted last. By lap four a charging Peter Olsen had passed D. Harding to take third, hotly pursued by Russell Penn. Meanwhile at the front Oscar was opening a significant gap on Steven Kite, who in turn had the advantage over Olsen and Penn. Jamie Spence, Cadet, was snapping at the heels of the leading four. I look forward to the day Jamie becomes a Junior Brit.

Positions stayed the same for the last few laps with Oscar taking the flag from Kite, Olsen and Penn.

1st O. Newman	Kali/PCAR
2nd S. Kite	Superdart/PCR
3rd P. Olsen	Superdart/TKM

#### RESTRICTED (NATIONAL/BRITAIN Combined)

Due to a smaller than usual entry the National and Britain restricted classes were combined. The Juniors had done a good job of 'watering' the track and our Restricted drivers provided all the entertainment we have come to expect of them, both on and off the track!

**Heat 1:-** First — T. Martin; Second — S. Williams; Third — P. Denham. T. Hewitt was the first Britain home in sixth place.

**Heat 2:-** First — P. Denman; Second — T. Howes; Third — T. Townsend (Britain).

**Final:-** By the end of the first lap we were down to just seven runners. Some did not turn up for the final grid due to the water sports in the heats — and one or two fell foul of the wet patches on the rolling and first laps. By the beginning of lap two P. Denham had opened up a significant gap from Martin. S. Williams was well established in third slot. On lap four, fourth placed man, Weedon, spun at the hairpin, to restart last. Three laps later T. Martin found the wettest piece of grass on the circuit and treated

us all to a free steam bath. T. Howes was charging through the field to take second and on the last lap managed to snatch the lead from Denman. All exciting stuff, but you could see the engine rebuilders rubbing their hands with glee all around the circuit!

1st T. Howes	Lane/Komet (Nat)
2nd P. Denman	Superdart/Parilla (Nat)
3rd T. Beddins	Dart/Parilla (Nat)

#### SENIOR BRITAIN

**Heat 1:-** First — P. Cornwell; Second — C. Booth; Third — D. Gibbs.

**Heat 2:-** First — C. Booth; Second — D. Gibbs; Third — K. Baines.

**Final:-** The standard of driving shown by Craig Booth and Darron Gibbs in the heats was exceptional and accordingly they shared the front row. At the starter's flag Booth flew off into the lead, hotly pursued by Gibbs; Cornwell was third with Keith Baines on his bumper. On lap six Baines squeezed past Cornwell to take third. At the front Booth was managing to hold off Gibbs' advances and at the flag it was Booth, Gibbs and Baines — a repeat of the second heat results — and an exhibition of fast, consistent driving by the leading trio.

1st C. Booth	Superdart/DK Parilla
2nd D. Gibbs	Zip/Arrow
3rd K. Baines	Wright/Arrow

#### 100 NATIONAL

25 drivers arrived for the National entry, including their newest recruit — Ivan Turner — fresh up from the Juniors. More of him later. **Heat 1:-** First — A. Sinclair; Second — M. Tredwell; Third — A. O'Hara. **Heat 2:-** First — T. Whiting; Second — M. Salter; Third — I. Turner.

My son and I visited the track on Saturday and had the privilege to watch O'Hara and Tredwell practicing — "That's the way to do it" was the immediate response, but Sunday's events showed how unpredictable karting can be. And it was nothing to do with track conditions, (at least, I don't think it was).

**Final:-** Sinclair flew off into the lead at the start, hotly pursued by O'Hara and Turner. On lap two the front four were nose to tail, Tredwell climbing all over Turner in an effort to gain third. Then the fireworks: on lap four O'Hara seized promoting Turner to second; Tredwell, third, was still on Turner's rear bumper and the three of them circulated with barely a cigarette paper between them for the next three laps. Then on lap eight, a brilliant Turner was past Sinclair to take the lead. On lap nine Tredwell tried to follow, but in his efforts both he and Sinclair came to grief at the top bend. Eventually Sinclair managed to restart but Tredwell stayed on the grass. Lap ten and Mark Salter was up to second and things stayed reasonably stable until the flag, with the end result being — Turner, Salter, Royston and Tully.

It was young Ivan Turner's first 'National' race, newly up from the Juniors and his face in the Pits afterwards was a joy to behold — a grin from ear to ear. And he didn't even get wet. Well done, Ivan — watch out the rest of you 'Nats'.

1st I. Turner	Gillard/Parilla
2nd M. Salter	Kali/Parilla
3rd C. Royston	Superdart/Parilla
4th B. Tully	TKM/TKM

#### CLASS IV

A quick glance at the programme on Sunday morning convinced me that our gearbox drivers

were ganging up on me. So many classes in one race.....here we go again!

#### Heat 1:-

1st M. Johnson	210 National
2nd M. Court	250 International
3rd T. Wildish	210 National (Restricted)
4th S. Young	210 National
5th R. Bettis	125 National
6th J. Collins	125 National

#### Heat 2:-

1st J. Collins	125 National
2nd R. Bettis	125 National
3rd M. Vicente	250 International

No other finishers

**Final:-** Jason Collins (125) got off to a flying start, pursued by Clinch (125) and Bettis (125). By lap two Vicente (250 Inter) was with them and into third; the next lap and he was up to second. On lap five he was past Clinch into first place. Lap seven and it was — Vicente, Johnson (210), Bettis (125) and Collins (125). On lap eight Vicente failed to pass the lap scorers and at the flag it was Johnson (210) and Clinch (125).

#### 125 NATIONAL

1st S. Clinch	Barlotti/Rotax
---------------	----------------

#### 210 NATIONAL

1st M. Johnson	Stratos/Villiers
----------------	------------------

#### 250 NATIONAL

1st S. Law	Zip/Yamaha
------------	------------

#### 250 INTERNATIONAL

1st M. Court	Dino/Yamaha
--------------	-------------

So concluded the day's events. The television people seemed well pleased with the day's racing, and the cameraman who stood on the back of the flatbed truck for four hours has my undying admiration — 'cos it *was* cold.

Our thanks, as usual, to all our Officials, Pearl and 'the girls' and, of course St John Ambulance. To all the people I offended in the last article — sorry. To the rest of our members — your time will come!

Finally, I fell over twice at this meeting, Brian, the silly bugger just accelerated away from me! S'not funny — is it!

Happy New Year to all our members and friends.

Terry Penn

### Wombwell

SUNDAY, JANUARY 12th  
Winter Series — Round 1

After spending all week pouring pans of hot water over the car each morning, it was a relief to see the snow and ice disappear in time for the South Yorkshire club's first round of the Winter Series on January 12th. Last year a sudden snowstorm caused a premature end to this fixture and perhaps this had something to do with the smaller than hoped for entry. Nevertheless, there was a maximum grid of Senior Britains, a very powerful National entry and the return of the popular 50cc Gearbox class, bigger than the combined Junior/Cadet ones. All entrants were competing, not only for today's awards, but for the Series ones, with Kartsport's Mike Mulhearn and Nigel Mitchell offering £300 worth of goods; Terry Fullerton two magnificent trophies



**We hold the  
largest stock of  
genuine Rotax  
parts in Britain**



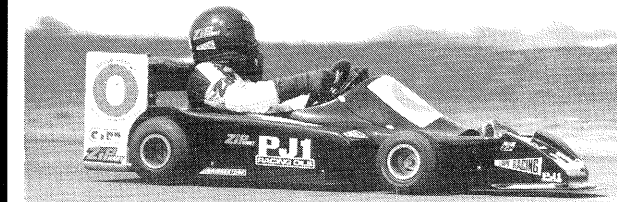
**1986 125 & 256 ENGINES IN  
STOCK FROM EARLY  
JANUARY INCLUDING THE  
NEW TYPE 128. ORDER NOW  
FOR EARLIEST DELIVERY**



**Andover Norton Limited**

West Portway,  
Andover,  
Hampshire SP10 3LF

Telephone:  
(0264) 50855



**CALL US FOR THE BEST PRICES ON '86**

**ROTAX MOTORS — 125 and 250cc**

**'86 Zip Karts supplied and prepared**

**Brembo brake kits for Zip Karts  
from £260 + VAT**

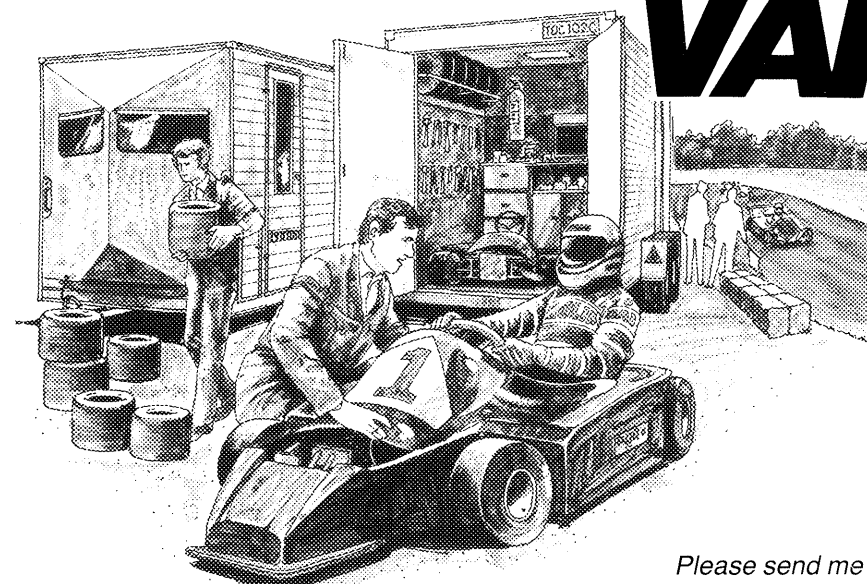
**New exhaust systems available as used by  
Steve Styrin and Mark Allen**

**125 — £70 250 ROTAX — £140 250 KTM — £80**

**Ring us on (0327) 857458  
or call into**

**UNIT 6D, SILVERSTONE CIRCUIT,  
SILVERSTONE, Nr. TOWCESTER,  
NORTHANTS.**

## LYNTON RACE VAN TRAILER



**Lynton Race Van trailers  
are the answer to your trackside  
service problems, complete mobility,  
easy to tow, storage for karts, bikes,  
and racing cars, with a secure place  
to keep tools, tyres, spares and all  
the other essentials — and in the dry.**

- EASY TO TOW • VERSATILE
- TOUGH • LOW DEPRECIATION
- WIDE RANGE OF OPTIONS
- LOW COST • RANGE OF SIZES
- HIGH SECURITY
- SLEEPER CAB WHEN REQUIRED

*Please send me  
details of your  
Race Van Trailers.*

Name .....  
Address .....  
.....  
.....Post Code .....

**SOUTHERN  
ENGLAND  
DISTRIBUTORS:  
ZIP KART  
PINDAR ROAD  
HODDESDON  
HERTS.**



**Lynton Commercial Units Ltd  
Constable Street,  
Gorton,  
Manchester M18 8GJ.**

**Telephone: 061-223 8211**

**UNIT CURRENTLY ON DISPLAY, FOR YOUR INSPECT, AT ZIP KART**

**Please note — this letter should be read in conjunction with the 'Green Paper' published in the October issue and along with the views of those readers expressed on pages 6 to 9 in the January 1986 edition of *Kart and Superkart*.**

**Dear Sir,**  
After the January edition of *K&S* I felt that I had to put pen to paper ref the various comments on the 'Green Paper' and Mr Clowes of 'Motivation's' structure of karting.

First of all I would like to clarify my own position. In 1985 I served on the RAC MSA Kart Committee and the RAC MSA Technical working group, the latter being the main source of the 'Green Paper'. As I have been heavily involved in 100cc karting for some 15 years I obviously feel qualified in that area, and don't claim the same status for Gearbox Karting, although I still try to do my best wherever possible. Therefore my main efforts are obviously channeled in the non-gearbox department, and I tend to leave the Gearbox department to those experienced in that field. When the plan for karting was announced I therefore prepared a paper on non-gearbox for the next five years, as did a few others both on and off the Kart Committee. No such papers were forthcoming from anyone in the Gearbox classes. The results of these papers form the basis of the 'Green Paper' hence the bias on the Non-Gearbox classes.

I am therefore pleased to note no adverse remarks from the Editor and very few from anybody on the 100cc contents of the paper. I can also report the RAC have received little adverse correspondence on the paper, and the sum total of the correspondence received would amount to less than 30 letters. This amounts to less than .001% of licence holders in the country. Do we therefore believe that 99% are happy with the contents. I very much doubt it, but how is one supposed to assess the situation. The 'Green Paper' has probably had more publicity than any other item ever coming from the RAC. Unless karters are prepared to put pen to paper, they have no-one but themselves to blame when the results are finalised. Why did Bob Clowes not submit his paper to the RAC after the Open Day, and prior to the 'Green Paper', instead of leaving it some two months after the 'Green Paper' was published. It's so easy to sit back and criticise when the job's done. I have spent endless hours, unpaid hours, on the preparation of the 'Green Paper', as have others, with no axe to grind, no vested interests to better, but for the love and furtherance of our sport. I claim to be nothing other than a non-gearbox driver the same as many, many others. Yes I was one of the 'Gang of Five', and it was from this effort that I was invited to join the Kart Committee. I do object to Mr Clowes' accusation that the 'Gang of Five' represented the trade interests of non-gearbox karting at that time. This is totally untrue. They were just 5 concerned persons, non-gearbox admitted, who wanted some changes made, and went to a RAC Open Day to express their opinions. From that Open Day, one of us, namely myself, was invited to a meeting of a working group of the Kart Committee, which had been formed to look at Junior Karting. Mr Clowes likewise was also invited to that meeting. In other words the only two non RAC persons present were Mr Clowes and myself. How can he accuse the 'Gang of Five' of meeting his ideas with massive force, it was a one to one situation. He aired his views and I aired ours, and that was all. Junior Booster was

created by that Working Group, but it was not what the 'Gang of Five' wanted at all. What we actually wanted is only now beginning to materialise in the 'Green Paper'. It's taken nearly 3 years to get this far, and the only remaining members of the original five left are Jerry Cotterill and myself. Along the way we created the 'Super One Series', this is an independent series which has also been very time consuming, non-profit making, but we think well worth the effort. Perhaps Mr Clowes would care to pick this to pieces as well. Yes Mr Clowes I object strongly to your accusations. What have you got if it's not a 'Vested Interest', is 'Motivation' not involved in the karting business?, does it not specialise in Gearbox Karting? I shall return to your proposals further on, but I would like to deal with some letters first.

#### R. Hession

The reason for the change of name from Booster is that in 1987 the class will no longer be using only Boost Port engines, and it was therefore felt that the name would be misleading. As there are several European Countries who have a Cadet Class it was the obvious choice. There were no implications meant as to the ability of the drivers in this class. Your remarks re scrutineering and safety are both very valid, but until such time as the sport has more money or more scrutineers available I cannot foresee, regretfully, any vast improvement in this area.

#### J. Bunyard

If you feel there is a need for a Regional or National series for more gearbox classes, and I would not argue the point, why don't you and a couple of others who feel the same, get together and organise something. I'm sure you're no less qualified than Jerry Cotterill and myself.

With reference to the crankshaft breathers, a good point, I have made a note.

#### C. Long (And others ref 210)

I don't believe it was the intention to wipe 210 from the face of karting whilst interest and support in the class exists. It was felt that the support was declining and that the class might die a natural death. Should this not be the case, and it appears that it certainly is not, then I would not be a party to giving it the chop. Likewise, if a substitute motor was made available, then one would have to give it consideration.

Re Promotion, a valid point and I am a little surprised if what you state is correct. Certainly both Dunkswell K.C. and Clay Pigeon K.C. have such posters.

#### S. Brazier

My sentiments entirely. See 'Green Paper' for 100 National 1987. Don't get too excited however as there are many problems trying to sort this one out, Monopolies Commission, Fair Trading etc.

#### A. Bush

This is always a problem, but it depends whether you are heavy or light as to which way you would like the weight changed. Unless you split the Senior Classes into a heavy & light for each class, which at present is not feasible, there is no suitable answer.

#### R. Hipkin

The criteria to homologate any engine for any class is that ten engines are made available, within the price limit if there is one, and that they are in current production. This procedure is to safeguard against small quantities of special engines being produced and only available to a

minority of drivers. No applications for homologations complying with these criteria have been received for 250 National in the last twelve months. It is not up to the RAC MSA to homologate engines themselves. It is appreciated the situation is not at all satisfactory, but a suitable solution has not yet been tabled. The idea put forward by Mr Clowes (250 Int) may have possibilities, but if there are no homologations as such, all data on all eligible engines has to be available from somewhere, and then made available to all scrutineers. Does this stop the one off engines, or engines that may prove to be exceptional but out of production, hence leaving only a small quantity available. Who is to say what an engine retailed at if it's 2 or 3 years old, or whether in fact an engine was ever available as a single unit rather than part of a motorcycle. It's fraught with problems, but a satisfactory solution has to be found. Any other ideas?

#### Unsigned

Unqualified 100cc drivers who wish to race abroad have to apply to the RAC MSA for dispensation to do so. To race 100 Nat and short circuit gearbox you will require a National S/C licence.

#### G. P. Goldsbrough

Your remarks on tyres I endorse wholeheartedly, although a 5 year period may be impractical due to production not being planned that far ahead. Ref to the restrictor, firstly checking the combustion chamber volume, with the correct equipment, is very quick and simple, but most important is that increasing the combustion chamber volume will restrict the performance and revs, hence make the engines more reliable.

Noise. If clubs enforced the existing noise levels, manufacturers would soon make the equipment available to do the job, after all it is their livelihood. Why limit to one brand? Incidentally non-gearbox CIK meetings are very strict on noise, but generally the standard Vevey seems to conform to the CIK noise limits without too many problems. As mentioned before many clubs are very lax when it comes to enforcing the limits, on the other hand some clubs seem to be over keen when it comes to enforcing the limits, making it almost impossible for any driver to comply.

#### I. Blair

Tyres. Full agreement. Engines. It is the intention. Junior Britain/Booster (Cadet).

Effectively from 1987, Cadet will be the younger version of Junior Britain, the only difference being the head volume size.

Noise. As stated above I feel there is little need for research, if the limits were enforced, the means to do it would be available within weeks. Manufacturers are being very short sighted in not getting on with it NOW. One day the RAC are going to clamp down with great force, and then none of us will be racing until the products to do the job properly are produced. Be warned manufacturers it may be a lot sooner than later.

Promotion. The number of upgraded drivers will be monitored so that the Super National class will neither be too small or too large, therefore the criteria for upgrading may well change.

#### Team Tomlinson Racing

250 Nat & Booster to Cadet dealt with previously.

Sidepods. I can only say that I am sorry that you do not think sidepods are safer, the Kart Committee do not agree with you, and as I used these several times in 1985, as did my Team mate

## Kimbolton

### 'TURKEY TROT' MEETING SUNDAY, DECEMBER 1st

**The annual 'Turkey Trot' meeting does not usually count for Club Championship points, but this year it had been decided that this meeting would be included and some classes were up for grabs. The weather forecast was 'fowl' for late afternoon, something to do with the turkeys perhaps, so racing was rushed through without a break and rain commenced just as the last final was reaching its conclusion. Early morning complaints about the cold where heeded by the Committee who lit a fire; actually, what really happened was that the new generator caught fire and this quickly spread to some straw bales nearby. Competition Secretary, Stu Perry, always game for a laugh, tried to put it out with an extinguisher but found that, although useful for spraying a burning kart, if we ever had any, it was a bit small for a 6Kw genny and six straw bales! Treasurer, Terry Hardy, assured us that the insurance premium was paid and we should be covered. By the way, whilst all this was going on a practice was completed without mishap.**

#### JUNIOR BRITAIN

Richard Walton had already clinched the Club Championship in this class and also the overall Club Championship and increased his tally still further with two more wins. He was followed home both times by Simon Harrison and Marcus Gavin. Walton took control of the final immediately with Harrison, Kinsey and Gavin just behind, followed by Tony Hardy and Mark Dell. Walton extended his lead but Harrison could not shake off Kinsey who closed in as the race reached its final stages. Walton took the flag, but Harrison went wide on the last bend and Kinsey took advantage to secure second spot; Gavin came fourth, followed by Hardy, Dell, Pyett and Kelly.

#### JUNIOR BOOSTER

Five drivers contested this class, with Alex Abbey-Taylor the only novice. The heats were dominated by Oliver Gavin and Daniel Stilp, these two claiming a first and second each; Guy Smith had two third places.

Stilp took the lead from Gavin, Smith, Abbey-Taylor and Stuart Lee. Stilp lead for seven laps but spun out and dropped to third, leaving Gavin the winner from Smith; Gavin also won the Club Booster Championship.

#### 100 BRITAIN

Championship leader in the class, Paul Murphy, holed a piston in the first heat; second placed Glenn Taylor was knocked off but finished sixth to close the gap. Adrian Williamson won the first heat from Steve Ogden, while Taylor won the second from Murphy, closing the points gap still further and Murphy had to finish the final in the top nine to be sure of the Championship.

Ogden and Williamson led out the final, followed by Taylor, Manning, Murphy and Gibbs. As they completed the first lap Ogden led from Williamson, Taylor, Manning, Murphy and Gibbs and the rest. On lap two Taylor outraked Williamson to take second and Murphy came through tenth. Ogden held Taylor at bay but on the fifth lap left a gap at the Willows and Taylor

took his chance to break clear. Murphy was battling back and was eighth on lap seven as the leaders lapped backmarkers.

At the flag Taylor won from Ogden and Williamson; Murphy came home sixth and claimed the Championship by just seven points.

#### 210 NATIONAL

This supposedly 'dying' class produced another good entry and some entertaining racing. Alan Poole won the first heat but did not contest the final, while Steve Hurst won the second from Paul Umney. The consistent Martin Riley was leading the Championship but needed more points to be certain. Hurst, Riley and Mark Smith made the front row. Fitzgerald led from novice Short, and Hurst whilst Umney hit the tyres and pulled off. By lap five Hurst was second and chasing Fitzgerald, but two laps later missed a gear and Hurst passed him on the straight. These two were followed by Short, Riley, Smith and Witt. With Umney sidelined Riley had only to finish to win the Championship. Holloway took sixth place from Witt and, with one lap to go, second placed Fitzgerald developed a misfire and slowed, eventually coming home fifth. At the flag Hurst won comfortably with novice Short just holding onto second from Riley.

#### 100 NATIONAL CLUBMAN

Lawrence Ribbans and Duncan Roberts won the heats, with Mike Booth and Mike David taking second places. The Championship was between Booth and Roberts, but by the final Booth had sufficient points to clinch the title. David led the final on the first lap from Ribbans, Booth and Roberts. One lap later Roberts was third and, by lap six, had moved into second and was threatening the leader. Roberts took the lead on the seventh tour and David dropped to fourth as Wilson and Booth got past while Ribbans spun out, but managed to rejoin the race, though one lap adrift.

Booth took second place but could not make an impression on Roberts who had a lead of fifty metres. Behind the leaders Bullin, Powell and novice Dexter, were having a tremendous scrap for fifth place. Roberts took the flag from Booth and Wilson; David went missing on the last lap and Bullin just held off Powell and Dexter in a tremendous dash for the line.

#### 125 NATIONAL

A surprise visitor was Lightning Windows sponsored Mark Allen looking for a Christmas turkey, alas he could not quite match the locals and had to bid for one in the auction. Geoff Hodge had the Championship sewn up with his consistency. Roger Goff and Colin Poole won the heats, with Allen and Goff taking second places. Goff, Allen and Poole filled the front row, with Hodge and Maggie Dell on the second rank. Poole took the lead from Allen, Goff, Maggie and Colin Mason, with Hodge back in ninth spot. By lap five Goff had taken second from Allen and Hodge was in seventh spot. Goff was chasing Poole hard but could not get past; Maggie Dell moved up to third as Allen pulled out with mechanical failure on the eighth lap. With two laps left Hodge moved up to third, an excellent drive after a poor start, but was well back from leader, Poole, who held Goff at bay to take the flag.

#### 100 NATIONAL SUPER

The entry of six was unusually low for this class. The heats were won by Mark Woolford and Ron Cox; these two led out the final, followed by Bowes, Rhodes, Parker and Cooke. Cox led from Woolford and Bowes, the trio late braking away

from Rhodes, Cooke and Parker. On lap six Woolford outraked Cox at Stow and took the lead, but with light rain wetting the track Cox was having handling problems and dropped to third on the eighth tour when Bowes passed exiting the Willows. Parker was having an off day and pulled into the pits on lap ten for an early bath. Woolford took the flag by half a length from Bowes, with Cox holding off Rhodes for third place.

	<b>Duncan Taylor.</b>
<b>JUNIOR BOOSTER</b>	
1st Oliver Gavin	Wright/Arrow
2nd Guy Smith	Gillard/Arrow

<b>JUNIOR BRITAIN</b>	
1st Richard Walton	JETA/DAP
2nd Darren Kinsey	Zip/Goff TKM
3rd Simon Harrison	Wright/TKM

<b>100 BRITAIN</b>	
1st Glenn Taylor	Wright/TKM
2nd Steve Ogden	JETA/-
3rd Adrian Williamson	Boxer/Arrow

<b>100 NATIONAL NOVICE</b>	
1st Gary Dexter	Zip/PCR

<b>100 NATIONAL CLUBMAN</b>	
1st Duncan Roberts	Sprint/Parker TKM
2nd Mike Booth	Birel/PCR
3rd Kevin Wilson	Dart/Parilla

<b>210 NATIONAL</b>	
1st Steve Hurst	Zip/Villiers
2nd Mark Riley	Aero/Villiers
3rd Mark Smith	Barlotti/Villiers

<b>125 NATIONAL</b>	
1st Colin Poole	Zip/Goff Rotax
2nd Roger Goff	Zip/Goff Rotax
3rd Geoff Hodge	Zip/Rotax

<b>100 NATIONAL SUPER</b>	
1st Mark Woolford	Ferrari/Parker Arrow
2nd Ken Bowes	TKM/Parker TKM

SOMETHING TO  
SELL?

TAKE A MINI-AD

Tel: Hoddesdon  
444201

FOR ALL YOUR  
KARTING  
PHOTOGRAPHY

Contact  
DOUG REES  
on  
(0452) 26892

# CLUB SCENE

first, Sherrif second and Spruce third. The first 250 National driver home was Faunch in fourth position and the first 210 National driver was Martin in fifth place overall.

## JUNIOR BOOSTER

1st	S. Capstick	Wright/Parilla
2nd	N. Lamb	Jeta/DAP
3rd	G. Smith	Gillard/Arrow
Nov	D. Manning	Dart/Arrow

## JUNIOR BRITAIN

1st	M. Mills	Jeta/DAP
2nd	M. Jubb	Boxer/Parilla
3rd	J. Worden	Wright/Yamaha
Nov	J. Hunter	Boxer/Parilla

## 100 BRITAIN

1st	C. O'Hara	Jeta/DAP
2nd	S. Court	Boxer/TKM
3rd	A. Roberts	Jeta/Arrow
Nov	Elaine Ogden	Jeta/DAP

## 100 NATIONAL

1st	S. Sykes	Fullerton/Parilla
2nd	P. Fletcher	Sprint/Parilla
3rd	S. Banks	DAP/DAP
Nov	G. Butcher	Premier/Parilla

## 125 NATIONAL

1st	S. Murray	Zip/Rotax
2nd	B. Sherriff	Phoenix/Rotax
3rd	S. Pauls	Lancer/Rotax
Nov	J. Collins	Stratos/Rotax

## 125 P&R

1st	D. Spruce	DAP/Honda
2nd	D. Gilson	Star/Yamaha

## 210 NATIONAL

1st	D. Martin	Zip/Villiers
2nd	R. Harpman	Zip/Villiers
3rd	S. Martin	Aero/Villiers
Nov	P. Russell	Villiers

## 250 NATIONAL

1st	T. Faunch	Barlotti/Yamaha
2nd	J. Leah	Barlotti/KTM
3rd	M. Hallums	Zip/Yamaha

# Fulbeck

## SUNDAY, DECEMBER 29th

Whilst some competitors struggled through many inches of snow to get to Fulbeck for this Christmas meeting, they were met by a completely dry track, glorious sunshine and a nip in the air. With a healthy grid in all the classes and a relaxed festive atmosphere in the pits, the officials took on a lighter role, dressed as chickens, rabbits, ducks and Mother Christmas'es, not to mention the sexy French maid dishing the prizes out! I must admit I began to wonder how much I had drunk the previous night!

## 125 & 210 COMBINED

However, once out on the track the goodwill disappeared and it was down to the serious stuff. The 125's and 210's were combined but there was no doubt who would dominate the heats. Steve Coward's GP plates disappeared into the distance each race, vainly chased by the P&R Yamaha of David Gillson and the Villiers of Graham Spavins. The final followed much the same pattern, with Coward reeling off 43 second laps to an easy victory, having lapped all but the second placed man. Gillson's Yamaha held

second place before being passed by Spavins on lap three, then suddenly Ed Mellor's Villiers passed the pair to collect the 210 prize, with the other two settling for second in their respective classes.

## JUNIORS

In the Junior heats Martin Jubb was really 'buzzing', (you have to see his helmet to get that one) with three straight wins on his TKM. Simon Redman produced the main opposition, helped by Adrian Lowe and Matthew Payne, whilst Nicholas Lamb and Guy Smith battled out the Booster honours.

In the final Jubb grabbed the lead, never to be headed, with Redman some four seconds behind in a safe second. A pile up on the first bend removed most of the back of the grid, including Booster contender Lamb and a very rapid novice, Jamie Hunter, who had looked good in the heats. The only battle centred on Paul Rees and Matthew Payne which was terminated by an inconsiderate tail-ender in Rees' favour. The Booster class was won by Guy Smith with a creditable fifth overall and a place behind on the road Nicholas Duffield bagged second.

## SENIOR BRITAIN

In Senior Britain the heats were a dual between Darron Gibbs and Steve Hazlett with Chris O'Hara, Robert Husband and Steve Ogden keeping the pot boiling. In the final Gibbs grabbed the lead from pole, with Hazlett glued to his bumper and O'Hara, Ogden, Husband and Yeomans hot in pursuit. Lap two and Hazlett went off coming out of the chicane, losing five places. Gibbs extended his lead, lapping around fifty seconds; O'Hara's second place came under pressure from the charging Hazlett but he held onto it in a sprint for the line. John Wilcock clawed his way up to fourth just ahead of novice, Jeremy Lee, who didn't have to worry whether his licence had been signed!

## 250 COMBINED

All the 250's were out together and despite a fair sized grid only one Rotax to be seen! The heats turned out to be a battle between Bob Kenning's Yamaha and Alan Paxton's Rotax, with Fran Rowthorn and Martin Hallums figuring in the frame.

Kennings grabbed the lead in the Final with Paxton second and Woodcock third, but a spin on lap three coming out of the chicane put Paxton to the back, leaving a bit of a procession which he gradually climbed back up into third, relegating Martin Pluck to fourth place.

## 100 NATIONAL

Either most of the 100 National lads had expected to be smashed from Christmas exploits, or hadn't had time to run their Christmas presents in, but this once great feast on non-gearbox expertise was sadly depleted. In the heats Derek Higgins Ferrari outfit kept a clean sheet with Paul Fletcher, Mark Faulder (trying out a new seat), Scott Banks and Mark Rose offering the most opposition. In the Final Higgins proceeded to open up a considerable gap from Paul Fletcher in yet another safe second, but the battle behind raged fast and furious. Banks led from Faulder and Rose but lap three and Rose was fourth and on lap seven he was by Banks and into third, apparently having lost none of his old skills, but still a decent hanky would cover them. Despite a twelve second lead, Higgins continued to crawl under the steering wheel going up the straight and came home an easy winner, ahead of Fletcher, Rose, Banks and Faulder.

## FULBITS

★ Thanks to the officials — Steve Clayton, Ken Wright, Pat Connelly, Noreen Walsh, John Walsh and Roland Padley who brightened the day up with their excellent fancy dress — not forgetting the French bit — Tracy of course (who would?)

★ There is no truth in the rumour that several lads wanted the address of "Miss Grimsby" who helped dish out the prizes in a skin-tight leotard, under-nourished bra and 'Y' fronts!

★ Roland Padley had a very nicely prepared 50cc Gearbox outfit on show and several people tried it out. More importantly, it created a lot of interest both from spectators and competitors alike who see this class as a means of attracting large numbers of new competitors who cannot afford what is at present on offer.

★ Bob Clowes demonstrated a Rotax exhaust which, whilst it didn't meet the RAC levels, at least didn't rattle your eardrums and came very close to the level required by the Scandinavians, so often used as an example in this difficult area. At a time when clubs are supposed to be cracking down on noise, it's amazing when he tells me no one has even enquired about his pipe!!

★ I notice that the Green Paper says that the Villiers are disappearing. Today 9 out of 10 of their entries finished the final. Only 2 out of 10 125's managed it — I wonder if the the 'Belgrave Bunch' have got it right?

★ A happy and successful New Year to our members and friends alike — see you soon.

Regards,  
Brian Lord

## JUNIOR BOOSTER

1st	Guy Smith	Gillard/Arrow
2nd	Nicholas Duffield	Wright/Arrow

## JUNIOR BRITAIN

1st	Martin Jubb	Boxer/Parilla
2nd	Simon Redman	Fullerton/TKM
3rd	Paul Rees	Sprint/Parilla

## SENIOR BRITAIN

1st	Darron Gibbs	Zip/PCR
2nd	Chris O'Hara	Jeta/DAP
3rd	Steve Hazlett	Jeta/Arrow

## 100 NATIONAL

1st	Derek Higgins	AllKart/Parilla
2nd	Paul Fletcher	Sprint/Parilla
3rd	Mark Rose	Mondial/Parilla

## 125 NATIONAL

1st	Stephen Coward	Zip/Field Rotax
2nd	David Gillson	Star/Yamaha

## 210 NATIONAL

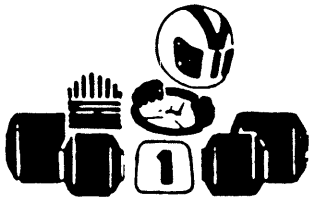
1st	Ed Mellor	Zip/EJV Villiers
2nd	Graham Spavins	Aero/Villiers

## 250 NATIONAL

1st	Ian Woodcock	Barlotti/Yamaha
2nd	Martin Pluck	Dino/Yamaha

## 250 INTERNATIONAL

1st	Bob Kennings	Dino/Yamaha
2nd	Alan Paxton	Dino/Rotax



Andrew Clark, neither of us can agree with you either in the light of our experiences. I am well aware of the cost factor, although they can be purchased for under £50 a set, but in this instance it was considered safety to be more important than the cost. For 100 Super I do not believe however that they should have been mandatory at all meetings. Perhaps just National events.

## Moss Family

Thanks, I'm sorry about the wet tyres!

I am sure by now the majority of you will be fed up reading this, but regretfully I must now return to Mr Clowes' proposals, so please read on.

I agree with Mr Clowes that the main objectives should be to improve the image and reduce the cost. But you have to do this bearing in mind the persons already in the sport. That doesn't mean that you scrap all Junior Classes as we know them and start again, as Mr Clowes would have us do. What about the current engines that Juniors have?, do they just throw them away? That sounds pretty economical to me! I also note that ALL his proposed classes have free tuning. How can that possibly aid economy? Firstly Mr Average Karter does not have a clue about tuning 2 strokes, so he has to pay to have his motors tuned, secondly with no tuning regulations the sky's the limit. Kart engines are hadly the most reliable animals in standard form let alone with limitless tuning, in all classes!! 'God forbid'.

Let me explain the thinking behind the non-gearbox section of the 'Green Paper'. It is the ultimate aim to have all 100cc classes with basically the same equipment, but performance limited in the Junior & lower Senior classes by a simple inexpensive means. For example a 10 year old starts karting in Cadet with a CIK homologated 3 port TT engine, limited on performance by head volume, achieved by a pre-set thickness shim between the cylinder & head and a standard carb, and a kart of his choice that complies with the price regulations etc, complete with side pods. At thirteen he can move into Junior Britain with the only expense incurred being a different thickness head shim. At sixteen he can move into Senior Britain with no expense whatsoever, or into 100 National. In National he can throw away the head shim at no cost to himself, he may then machine his carb and change his tyres, no other expense incurred. If he is then good enough he will progress to 100 Super where he may have to change his tyres again and will have the option to purchase a slide carb, which will have a price control. Apart from that no other expense will be necessary, as he already has the side pods from his Cadet days. The actual engine tuning regs (CIK) will be the same for all classes, i.e. no addition of material and only the port configuration originally homologated. Our Cadet has progressed from start to the ultimate in karting on the same kart & engine, and only having to make reasonably minor other changes. I realise this is an extreme example and hardly likely, but it is feasible, therefore it must be a move in the right direction. It also provides an ultimate place in 100cc racing which drivers can aim towards and set their sights. It provides more economic racing in the Junior and Britain classes, both for the beginner and for those who cannot afford, or do not wish, to progress any further up the ladder. Although Mr Clowes does not agree, it does seem to be the considered opinion of many 100cc engine tuners that reducing the compression ratio will reduce the revs and therefore reliability will be improved. It is also my opinion that moving to reed valve engines would be a very very short term economy measure, as now that the CIK have adopted these for Junior racing, the Italians

have already got these engines performing almost on a par with R/Valve engines, and certainly quicker than a high head volume R/Valve engine. As all the major components are identical, where is the advantage, apart from extra engine sales. Why do you think the class was introduced in Europe? If we restrict the performance in the Britain classes, keep a single hard compound tyre and limit the tuning we may get a lot closer to the original concept of the class, without large quantities of equipment becoming obsolete in the process, which I am sure would force even more drivers out of the sport. Mr Clowes offers no cheap class to Seniors at all, and I consider this to be very wrong, especially as I do not share his optimism that the recession is receding at anything but a snail's pace. He must be a strong Tory! Looking at Mr Clowes suggestion his Cadet driver would require 4 different types of engines, 4 different types of tyres, ending with OPEN TYRES (Help!!), before he reached the ultimate, not forgetting all the tuning costs incurred, as there would be no tuning restrictions.

Having explained the thinking behind the 100cc part of the 'Green Paper' I do now however feel there is an opening for a 8 to 10 year old class using a scaled down kart and a Italian Comer engine. These engines come in a 60 or 80cc version and are complete with carb, filter, exhaust, electronic ignition and centrifugal clutch with pull start. They fit on a standard 100cc engine mount, are said to be extremely reliable. The fact they are used extensively for concession karts must bear this out. They need little maintenance and are certainly quick enough for this age group. The retail price would be around £175 complete, this means a complete outfit could be available for around £450. The class would of couse have to be box stock (No tuning allowed) and of course single make hard compound tyres. In short, identical equipment apart from perhaps a choice of chassis. I am sure this would appeal to parents who would not have to push start or spend hours on maintenance. Likewise our budding racer would be able to use it on any small area of tarmac or concrete which must be good, as Mr Clowes rightly stated. It would enable the keener clubs and traders to promote karting in the type of public places Mr Clowes suggests. In time I would foresee this type of class being available for the older juniors and maybe even seniors. It offers economical and simple racing. There are engines in the country and I am extremely keen to see a complete outfit.

I also agree with Mr Clowes that the Kart Committee should be split into Gearbox and Non-Gearbox, and I have made and will continue to make my views known on this point at the RAC.

Mr Clowes stated that he did not feel qualified to speak on non-gearbox karting, but still did so, I previously stated that I felt unqualified in the gearbox field, therefore I will refrain from commenting on his suggestions in this field, as I did when I represented the 'Gang of Five'. I am very interested to see the reaction of others who are qualified in the Gearbox part of our sport.

To finish off, my views on tyres are similar to Mr Clowes but my views on tuning are definitely not. My views on noise are similar and have been previously stated. Yes let's be more civilised, and let's project the sport forward. People do not wish to be manipulated and do not wish to line the pockets of the tyre manufacturers or the engine tuners either. I would love to see 20,000 licence holders but Mr Clowes I am afraid I cannot see them in your non-gearbox classes, and it's debatable how many your gearbox would attract.

I trust this letter may have helped clear up a few queries, perhaps made the 'Green Paper' a little clearer and made my position somewhat clearer. Should anybody wish to discuss any further points with me they are very welcome to phone me during working hours at 074 76 3910. I wish you all the best for 1986 and look forward to seeing many of you at the Super One in a couple of months.

Yours sincerely

Neil Hann

100cc driver, still not retired!!

Please note all views stated are personal and bear no RAC Authority.

## Dear Sir,

As a regular competitor on a 125cc Rotax it has greatly surprised and distressed me to see such little opposition to the proposed introduction of watercooling into the 125 class. I find the situation surprising because I know of many other drivers, as well as myself, who feel that the inclusion of watercooling could do nothing but harm to a healthy and stable class.

Firstly, the proposed switch to watercooled engines will cause much unnecessary expense. A motor, together with all the plumbing, will set the karter back at least £1000. This, coupled with the fact that the aircooled engines used at present would become obsolete almost overnight, would mean that any driver prepared to make the change would have to have an exceptionally healthy bank balance. And remember, all this expense is before you even get to the race track.

The homologation of the aircooled Rotax to the 125 class appeared to provide the perfect base from which to build the structure of this class. The engines are widely available as are the spares, the reliability is very good, the entries are higher than in any other gearbox class and still growing, and the racing is close and competitive. All this was achieved at a realistic price to the competitor. To my mind the introduction of watercooling would undermine much of what is good about the aircooled class today.

The fact that I find hardest to understand is that in a class which seems to have all the right ingredients for success, there seems no logical reason for this proposed change. "Well it's called progress" I hear someone shout. Well O.K. define "progress" for me. If "progress" is the destruction of the largest and probably most competitive gearbox class, then this "progress" is certainly what will be achieved. Just because a kart is going ten or twelve miles per hour quicker doesn't mean to say that progress is being made. Surely it's the quality of the racing that's important.

Indeed the only reasonable explanation for the change that has been offered to me so far concerns the age old problem of noise. Well surely it is cheaper to introduce an RAC tested and approved exhaust system, or better still a silencing box to fit over an existing exhaust system, than to buy a new engine.

I also heard a whisper concerning better reliability from a watercooled unit. Well forgive me if I seem a little naive, but I fail to see that the 250 twins of today are any more reliable than the old aircooled Yamahas.

I do, however, hold a different opinion of watercooling in the 250 International class, but that's another story. It's also worth pointing out that the introduction of water-cooling to the 250 Nationals hasn't exactly done a lot for the class. I, for one, certainly don't want to end up in the same ridiculous situation as them.

In fact, these days there seems to be no encouragement being given to anyone who wants to start gearbox kart racing. Formula E is great if you have the money, but with 250 and 125 National looking as if they may be undergoing engine changes, and the 210 Villiers possibly being phased out, even after making a successful comeback with the 210 Challenge, it seems likely that more and more would-be karters will be turning their interests towards some other form of motorsport.

Remember, karting in the National classes is supposed to provide us with a relatively cheap form of competitive racing. If the present trend of continuous instability in these classes continues, then surely there can be little hope for the growth of the sport in the future.

**Yours faithfully,  
M. W. D. Morris  
Merryboro' Farm  
Dale,  
Haverfordwest,  
Pembrokeshire,  
Dyfed**

**Dear Sir,**  
I read with great delight the support shown for 50cc Gearbox class in last month's magazine. I must admit, I was somewhat surprised as the class is hoped to encourage new drivers and, as they aren't around yet, they are unlikely to be writing into magazines or the RAC asking for the class. Nevertheless, as so many existing karters realise the advantages of it, then I hope that the Kart Committee will speed through its introduction. However, the success of this depends on radical change of policy which effects not just the 50cc's but also other 'Budget' or 'National' classes — Engines.

We all know the Japanese manufacturers will not guarantee to sell individual engines, often these are available in small lots, but the Japanese are in the business of flogging BIKES by the thousand throughout the world, not just a handful of engines to Britain for karting. This means that when the last ageing Yams disappear, the gearbox brigade will have to buy a European motor with both a limited choice, and life, if I read the feelings in the pits correctly.

I respect the RAC's views on the image of karting, which they have successfully fostered from our straw bales and lawnmowers beginnings to our present highly regarded status. However, no amount of fine words or beautiful chariots can make up for a lack of numbers. If the top echelon is to survive, then the 'grass roots', i.e., local club races, must be healthy. The top man with the money and/or sponsorship will always want and have new equipment, but the newcomer wants to test the water first, at a price which doesn't start a divorce, and here is where a change of policy is necessary.

There are thousands of cheap, readily available second-hand engines which can be purchased, clean and reconditioned, *across the counter* from bike breakers, (don't be conned by the scrapyard tale — no one grovels in the mud with spanners to get engines nowadays) which could plug valuable gaps in our classes and encourage lots of NEW people into our sport. Why then does the RAC object, (resent, fear?) these engines? The top lads won't rush out to buy them, so the Trade won't lose out, all that would happen is that the average guy could afford to join in as well, thus more entries for clubs; more licence money for the RAC and a bigger market for new and second-hand karts — everybody wins.

In order for the 50's to get off the ground this

policy must be accepted. The Minarelli 50 is available for anyone wanting to buy a new motor, but many people would wish to obtain their first motors second-hand and I'm sure that the kart trade would move to have a supply of second-hand units available, if only the RAC can accept the fact that it is necessary to provide for both ends of its karting family and get off its pedestal and give the sport a much needed shot in the arm.

A healthy parallel could be seen in 250 National — you could obtain second-hand Honda or Suzuki water-cooled units for a quarter of the price of a KTM and the Honda is still available NEW at half the price!

I don't think the drivers realise how much power they have; despite pressure the Villiers refuse to die: despite refusal to accept P&R 125 it's now the biggest gearbox class at most northern circuits. I've heard so many people say — "It's a waste of time writing about the Green Paper — they've got the final one printed already, so why bother?" This simply isn't true — the Green Paper is a *discussion document* and when all the views are received, and only when, will final decisions be made.

If you want some change, do something about it; if you agree with the need for other engines in the 50's and National classes, then put pen to paper and write to the RAC before the next Kart Committee meeting!

This year four circuits will run the 50cc Gearbox class, others have been in touch with me to see what they must do to start it and I'm sure others would follow if they knew more of the facts, but this is a case of the dog being wagged by its tail — again. We need a lead from the Governing Body and to get it they must be shown the strength of feeling. NatSKA, representing thousands of school pupils, has thrown its weight behind the 50cc Gearbox lobby, so have several clubs, but it still needs the individual to do his bit.

Only the karter, with his feet in the pits at the grass roots, really has his finger on the pulse of our movement and the power in his pen. God knows, if we don't get it right this time, we are stuck with the results for the next five years!

**Brian Lord  
'Englesea'  
9 Fern Close  
Springhead  
Oldham  
OL4 4NS**

**Dear Sir,**

#### Open Letter to the Kart Committee

Regarding Britain engines. Never in karting history has a bigger mess been made of a set of Engine Regulations. First we had the revised Rotary Covers with the, quote: 'Built in 19mm restrictor'. Many in good faith or otherwise, threw the restrictor plate away. Next — 'N' porting and then the biggest fiddle of them all — 'TT' engines. Many of them out of the price limit and out and out *National* motors. The scrutineers job is not an easy one, but at the moment I think they have been put in a very bad position.

The only way to catch the cheats is to inspect all the motors at a meeting, and this would make the scrutineer a most unpopular guy at the track, which is not on at all, gentlemen.

I would suggest there are three things which would go a long way to sorting this mess out:

1. List all engines legal to use and send the list to all Clubs.

2. Sketch to be put in both magazines and the 'Blue Book' of porting — legal and illegal.
3. Anyone caught cheating to be stripped of all Club points at all clubs they are members of.

I feel this must be sorted once and for all as karting grids are getting smaller with each change that is made.

**Yours 'hopefully',  
Ray Robson,  
55 Holmrook Road,  
Carlisle.**

## MINI MONACO GP!

News is just in that the Isle of Man Kart Racing Association is to stage a Mini Monaco Kart Grand Prix on 27th and 28th June round the streets of the fishing port of Peel. The meeting promises to be a must for all karting enthusiasts who wish to savour the unique excitement of road racing. The course starts and finishes on the promenade.

Practice and racing will take place on 27th and 28th June for all gearbox classes. Package tours are available from £55 per person, inclusive of all travel and three nights bed and breakfast. Brochures and ASR's giving full details of all practice, race times and travel arrangements will shortly be available.

To be certain of your copy, contact either:-

**Howard Gibson,  
Competition Secretary,  
Beach House,  
Crown Street,  
Peel,  
Isle of Man.  
Tel: (0624) 842800**

or:-

**Tim Smith,  
Capital Travel,  
23 Arbory Street,  
Castletown,  
Isle of Man.  
Tel: (0624) 824444**

## BRSCC RACING CAR SHOW

The Racing Car Show, held in Alexandra Palace Pavilion from 9th to 12th January, would appear to have gone down as a resounding success, in terms of public response. Sunday in particular saw the Pavilion packed to the seams whilst, outside, lengthy files of people determinedly queued hours for admission. The show was officially opened on Thursday 9th by Tyrell F1 driver, Martin Brundle, and featured some 80 display stands covering all aspects of motor racing, everything in fact from racewear to kit car exhibits. Bob Pope had on display a Class 1 outfit from Burgess Park and spent most of his time answering virtually non-stop questions on the sport and was only, at times, dwarfed in the crowd centred round the Slot Car Racing stand.

Among the range of magnificent exhibits in the central feature display was Martin Hines' British Championship and '85 World Cup winning Formula E outfit. The features also included such notable items as the Rothmans Porsche of Derek Bell and Hans Stuck, Nelson Piquet's Brabham BT54; Nigel mansell's Williams; Mike Thackwell's Bridgestone F3000 Ralt RB20, plus rally, saloons, dragsters and much, much more, too much in fact to be listed here.

Many drivers were on hand to informally chat to the general public, including Johnny Herbert, ex-karter and Festival of Brands FF1600 star with Quest Racing. The only criticism would be that the organisers tried to squeeze too much into too small an area, however, it didn't really detract from the enthusiasm of the visitors, nor the exhibitors to impress upon them their keenness to promote the growth of British motor racing.

# CLUB SCENE

fixture and Trevor Cryer and John Ashe were the victors at the annual August pilgrimage to our lovely circuit. Of the non-winners, Steve Mattinson fared best, scoring in six finals he competed in. Edgar Wills high spot was a 2nd at the May meeting as he accumulated points in five rounds and took the Border Championship trophy as well.

Barry Mellor had recorded three finishes in the points before switching to 125 and scoring three finishes in that one too. Now that's what I call a well balanced year.

The Zip/Rotax combination proved to be totally invincible this year as it took nine wins from nine finals. The introduction of the power-valve version next year will do nothing to change this dominance.

To the many drivers who haven't featured this time, either try harder next year or ply me with money and do unusual things. You never know, it may work.

**Iain Blair.**

## Snetterton

### SUNDAY, OCTOBER 27th

The October 27th meeting held by the Norfolk & Suffolk Kart Club at Snetterton Kartway not only marked Round 9 of the Club's Championship, but was also an Interclub meeting between neighbouring Hunts Kart Club from Kimbolton. It attracted a record entry of 108 drivers. Good clean driving was witnessed throughout the day in all classes.

#### JUNIORS

**Heat 1:** 1st Simon Reeks, 2nd Marcus Gavin, 3rd Tony Hardy.

**Heat 2:** 1st Chris Prior, 2nd Dean Caswell, 3rd Darren Kinsey.

**Heat 3:** 1st Darren Kinsey, 2nd Gavan Kershaw, 3rd Tony Hardy.

#### Final:

**1st** John Lowther  
**2nd** Tony Hardy  
**3rd** Ricky Flynn  
**4th** Darren Kinsey  
**5th** Simon Reeks  
**6th** Andrew George

#### JUNIOR BOOSTER

**Heat 1:** 1st Oliver Gavin, 2nd Adam Baker, 3rd Daniel Stilp.

**Heat 2:** 1st Richard Westbrook, 2nd Mark Thomas, 3rd Oliver Gavin.

**Heat 3:** 1st Daniel Stilp, 2nd Oliver Gavin, 3rd Mark Thomas.

#### Final:

**1st** Daniel Stilp  
**2nd** Adam Baker  
**3rd** Mark Thomas

#### SENIOR BRITAIN

**Heat 1:** 1st Mick Mayers, 2nd Keith Baines, 3rd Chris Dagless.

**Heat 2:** 1st Chris Dagless, 2nd Glenn Taylor, 3rd Paul Murphy.

**Heat 3:** 1st Chris Dagless, 2nd Mick Mayers, 3rd Keith Baines.

#### Final:

**1st** Chris Dagless  
**2nd** Keith Baines  
**3rd** Mick Mayers

#### 100 NATIONAL NOVICES

**Heat 1:** 1st Paul Denman, 2nd Howard Duff, 3rd Trevor Packard.

**Heat 2:** 1st Simon Bucknell, 2nd John Leek, 3rd Derek Irving.

**Heat 3:** 1st Paul Denman, 2nd Derek Irving, 3rd Howard Duff.

#### Final:

**1st** Paul Denman  
**2nd** Derek Irving  
**3rd** Howard Duff

#### 125 NATIONAL

**Heat 1:** 1st Roger Barrington, 2nd Nick Evans, 3rd Steven Webb.

**Heat 2:** 1st Roger Barrington, 2nd Gary Thexted, 3rd Nick Evans.

**Heat 3:** 1st Gary Thexton, 2nd Steven Webb, 3rd Nick Evans.

#### Final:

**1st** Roger Barrington  
**2nd** Gary Thexton  
**3rd** Andrew Hornigold

#### 250 NATIONAL

**1st** Bill Garner  
**2nd** Bob Almond

#### 250 INTERNATIONAL

**1st** Tim Rawlinson

#### 210 NATIONAL

**1st** Ian McKenzie

#### 100 NATIONAL 'B'

**Heat 1:** 1st Mark Woolford, 2nd Tim Bishop, 3rd Simon Whiting.

**Heat 2:** 1st Mark Woolford, 2nd Simon Whiting, 3rd Paul Somers.

**Heat 3:** 1st David Adams, 2nd Paul Somers, 3rd Robert McIntyre.

#### Final:

**1st** Mark Woolford  
**2nd** Paul Somers  
**3rd** Robert McIntyre

#### 100 NATIONAL 'A'

**Heat 1:** 1st Gordon Chenery, 2nd Lee Cranmer, 3rd Robbie Adams.

**Heat 2:** 1st Clive Weldon, 2nd David Banbury, 3rd Gordon Chenery.

**Heat 3:** 1st Martin Prior, 2nd Bob Kett, 3rd Clive Weldon.

#### Final:

**1st** Gordon Chenery  
**2nd** Martin Prior  
**3rd** Lee Cranmer

The final result after very careful scrutiny by both teams' representatives was Norfolk & Suffolk KC 535 points and Hunts KC 517 points. To all drivers from both teams hearty congratulations and our grateful thanks to all representatives and friends from Hunts Kart Club for their invaluable assistance in making this meeting a great success from both Clubs' points of view. We at Norfolk & Suffolk KC look forward to the return match early in 1986.

**Report by Hugh Caswell**

## Wombwell

### SUNDAY, DECEMBER 8th

**The entry for the Turkey Trot meeting was poor and the weather was damp but the seventy drivers provided exciting and clean racing. The organisation was up to its usual high standard giving all drivers 3 heats and a final in the few hours of daylight that were available.**

#### JUNIOR BOOSTER

Guy Smith won the first two heats, the second one being a close thing, just taking it from Stuart Capstick on the last lap. Capstick won the third heat and then went on to take the final with Lamb taking second place and Smith third. The first novice home was Darren Manning.

#### JUNIOR BRITAIN

Junior Britain saw a convincing first heat win for Martin Jubb. The second heat was a marginal victory for Michael Mills over Jubb and then Mills won the third heat with ease. The line-up for the rolling lap with Mills on pole and Jubb in second place promised an exciting final. Mills took the lead from the start with Jubb trying everything he knew to pass but Mills held on for an enthralling ten laps when they crossed the line bumper to bumper, half a lap in front of Worden, Payne and Redman. The first novice was Jamie Hunter with a creditable sixth place. Keep it up lads.

#### SENIOR BRITAIN

Once again the largest grid of the day produced the most exciting racing with three different drivers winning the heats. The first was won easily by Andy Robert, Chris O'Hara who has been going very quickly recently too the second and Simon Court the third. Simon provided the surprise of the day earning second place on the grid for the final in only his third meeting as a senior.

In the final O'Hara was first into the corner and gradually pulled away to a comfortable lead leaving Court, Roberts, Walsh, Wilcock and Hair bumper to bumper, fighting it out for the places. Hair's race ended on the fifth lap with a broken coil leaving Court hanging on to second with Roberts trying hard in third. Wilcock overtook Walsh on the last lap. The class must now be an attractive proposition for anyone starting Karting and for those struggling to keep up in the 100 National.

#### 100 NATIONAL

Although only 15 karts lined up, this class provided excellent racing with Paul Fletcher leading the first heat until the last lap when Steve Sykes overtook him to win. Sykes was pushed all the way to the flag in the second heat by Mark Faulder. The last heat saw a hard fought race between Faulder, Sykes and Fletcher, with Faulder winning, Sykes retiring with electrical trouble and Fletcher, with a faulty plug being passed by Blake on the last lap. In the final Sykes took the lead from Faulder on the third lap leaving Fletcher and Faulder to battle it out for second place until Faulder made a mistake and spun on the seventh lap. Fletcher then proceeded to close the gap on Sykes but had been left with too much to do. Banks took third, Fox fourth and Blake fifth.

#### COMBINED GEARBOX

All three heats were comfortably won by Steve Murray on his 125 Rotax, with two second places and P&R class wins for David Gilson. 250 National class wins were shared by club Chairman Trevor "Findus" Faunch and Martin Hallums. 210 National class wins were by Dudley Martin, Ron Smith and novice Paul Russell. The lead from the start of the final was taken by Murray with Faunch in second place until lap six when he was overtaken by a storming Dale Spruce who then overtook Murray on the penultimate lap only to spin and eventually take third place. Some silly wheel banging tactics in this race somewhat spoilt an otherwise good clean day's racing. The final order was Murray ►

# CLUB SCENE

as Rissi, Silverstone and 3 Sisters proved and no doubt the odd glass will be hoisted in his honour at the Dinner Dance.

The next most prolific winner was Ian Williams, who took part in only two clubbies and won them both. The first was in abominable weather in July when he would have been quicker swimming and the second was at the first day of the August meeting which was also damp. I suspect we'll be seeing rather more of Ian next year, especially as we're hosting the Championships.

Most consistent driver was without doubt, Stu Davison, scoring seven times from nine outings and not finishing lower than 4th on each time in the points. He had to wait until December until his win after finishing 2nd on no fewer than four occasions.

Willie Grieve returned in fine style in April with a win but his fortunes declined thereafter and it is rumoured that this likeable character will be seen piloting a 125 next season. William Turner won in May but didn't attend often enough to be considered a threat to the front runners. John Coupe was the other race winner, withstanding great pressure from Docker and Davison for his only result of the year.

Phil Chappel, Rob Gardiner and Kevin McBride all finished in the points on three occasions which was probably more of an achievement for Kevin than the others. Dogged all season by handling problems, Kevin's first year in the rough and tumble of the seniors was no picnic, but the experience will have done him good. Rob Gardiner should have finished more often but too many incidents and breakages in heats as well as finals kept his record down. Young Phil Chappel finished rather less often than he would have liked, mostly due to the engine but such things often cannot be helped and next year he should go a bit better on Mr Fullerton's creation.

Splitting the megabuck drivers from the average clubbie is a good idea all round. It should encourage drivers to move around a bit as they won't have star names to contend with.

On the equipment front, Dartford Karting's various chassis took four wins over TKM with three and Sprint with two. TKM dominated the engine scene with five wins, Yamaha and Parilla tied up second place with two each.

## 125 NATIONAL

Eighteen drivers scored points at some time during the year with seven different winners. Revelation of the season was Brian Winder, two wins from five finishes giving him the club championships. On his self-built Nevada chassis he gradually increased his competitiveness with one of the few quiet Rotax motors around. He also emerged as one of only two drivers to net five finishes during the year. More of the other one anon.

Two wins from two starts was Gary Docker's record for the year at Rowrah although he gained some good results elsewhere. Once again a lack of attendance scuppered his chances of retaining his title. Berni Stoney won in May and had three other finishes to end the season as runner up to Brian. A mid-term "hole" in the points table was the reason for her inability to repeat 1983's success.

Mike Ballantyne had only one outing at Rowrah at the streaming wet July meeting and totally blitzed the opposition from pole position. Organisational commitments meant Mike would do only the Border Championships at Rowrah before selling his gear to Barry Mellor who carried it to three points finishes by the seasons close.

Beaten into second by Ballantyne in July, Gilbert Keenan came back with a win at the August meeting which was totally undisputed. A very quick and tidy driver, Gilbert has considerable talent which he should show more often this side of the Border. The opening meeting was won by David Davidson with an impressive turn of speed but he was fated not to appear in the results again. Last win of the season was taken by Bill Stoddart after Duncan White and Brian Winder eliminated themselves. Bill had the misfortune at both the GP and Short Circuit Championships but shrugged off both disappointments as one of those things.

Best of the rest was Malcolm Campbell, the other driver to net five points scoring finishes. He learnt to cope well with the different style required compared to his previous P&R and it shouldn't be too long before a win comes his way. The new projectiles appeared at the start of the year, the Phoenix/Minarelli outfits of Brian Bird and Chris Bell. These two attacked the scenery at venues throughout the North of England and Southern Scotland with unerring regularity although off track excursions were becoming rarer at the end of the year. When the dust settled, Bell had recorded four finishes to Birds one. Alan Tolson showed good early season form and was threatening to win a few before he unfortunately faded from the scene. Mike Brookes survived early engine troubles to notch up a couple of points finishes by the seasons close whilst still on novice plates, no mean feat.

Zip dominated the chassis front with four victories, Nevada had two with Barlotti, Phoenix and Stratos on one each. Rotax again proved invincible by taking all nine wins.

## 125 P&R

1985 was the first time the Cumbria club ran separate grids for the P&Rists and we had an amazing 15 drivers with top five results and six different winners.

Andrew Harvey spent the early part of the year trying to sort out his chassis before purchasing an ex-Craig Dixon Barlotti. This was used to take him to two wins and a third as well as the Border Championship crown. He would also have been well placed at Mallory in October but his chain snapped in the final.

Dale Spruce appeared twice at the start of the year and won easily before going elsewhere in pursuit of the pot of Gold at the end of a commercial championship. John Brolley also appeared twice, winning the sodden July meeting (it's surprising how many people were saying "I hate this sodden weather") and coming third in August. This was nearly a Mike Fowler benefit as he won the first day and was set to do so on the second before gear linkage problems gave the win to R. Dickinson. The only other winner was R. Ainsworth who also came second in December. We didn't really have a hard core of support but a rather fluid group which constantly changed through the year.

Zip took four wins over Barlotti's two with Sprint and Phoenix gaining one each. Honda won seven finals and Yamaha took the other.

## 210 NATIONAL

The dinosaur lives on. Thirteen such beasts scored points this year at Rowrah although the attrition rate was pretty horrific at times. Undoubtedly the formation of the Villiers Drivers Club has saved the class from what seemed to be certain doom but the fight must continue as the RAC is considering phasing out the old mill.

Top of the pile was Ashley Winter, with four wins from seven finishes. One or two minor

hiccups caused a loss in performance but this was usually rectified swiftly on his immaculate outfit, proving that clean Villiers do actually exist.

In terms of wins, Barrie Irving comes next, two wins from four finishes in the first half of the season although the second half is probably best forgotten as he failed to finish a single meeting. Terry Percival showed a remarkable turn of speed on occasions, winning one meeting, although in direct head-to-heads with Winter, he tended to come off second best.

Gordon Addie and Mike Gilfillian both turned up once each and came up trumps on both occasions with the winners trophy.

Tony Holman, Bill Mee and Mike Stephenson all finished in the points on three occasions each but were not really close to troubling the leaders due to attacks of the dreaded gremlins.

Aero took the chassis honours 4-3 over Zip with Barlotti a close third with two wins. All engines were of course Villiers.

## 250 NATIONAL

Tony Brown retained his club championship title with the remarkable record of 5 wins from 5 finishes. Mid-season worries included a voracious appetite for pistons, which at £50 a go is very worrying, and a nasty habit of spitting out reed blocks. Once cured, the motor ran very quietly and quickly to complete a mixed season for the Thornhill man.

Andy Martin dominated the August meeting, taking both wins with the same outfit that came from dead last to 13th at Silverstone. Experimentation with carburettors in the latter part of the season played havoc with his reliability as he failed to finish the last two meetings.

Brian Crickett started as a novice using the unusual Lynx kart with an air-cooled KTM engine. He won the July meeting but bearing failure in August and one of the later meetings blotted his copybook. The only other winner was Paul Beatyman who dragged out last year's winning outfit for a once only go round Rowrah and promptly won the final. Kevin "Zipper" Routh and Geoff Ross both finished in the points at the August meeting but unfortunately not in any others. The Nats tended to be a bit thin on the ground and could do with an entry injection.

Phoenix took five wins, Stratos two and Lynx and Star came away with one each. The water cooled Maico was victorious on seven occasions with the air cooled KTM and Yamaha taking one win each.

## FORMULA E

This year belonged to Brian Graham. He was the only driver in the entire club championship trail in any class to score points finishes in all nine rounds, winning two of those. Piloting a Superkart once raced by Duncan White, consistency was the name of the game and he was consistently quick too, never finishing out of the top three. His kart control was quite superb and early season form belied his novice plates.

Next best finisher was Barry Tolson, last year's championship winner, with two wins from five matches. Non-finishes in July and August and non-entry at the last two meetings sealed his fate and ensured the trophy would have a new home in 1986.

Mike Davidson finished only two races in 1985 but took emphatic wins in both of them, proving that he can never be written off. A mid-season absence was put down to temporary retirement whilst the engine was sorted out and the difference really showed up on his return. We look forward to seeing more of Mike in 1986.

R. Smith was the winner at the very wet July

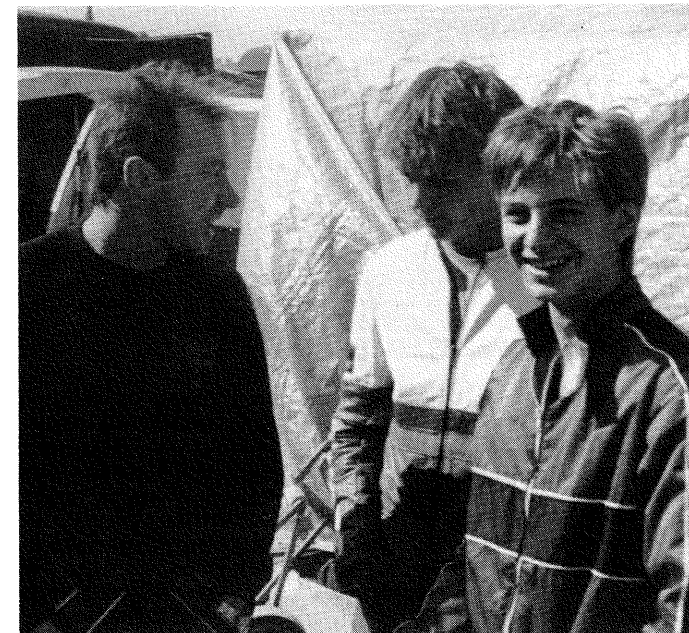
# Profile... Darron Gibbs

**He first began racing in the autumn of 1979 at the age of thirteen and gradually progressed until he found his feet in 100 Senior Britain. The 1985 season was nicely rounded off with the class title in the Bridgestone United Kingdom Championship; what lies in store this year remains to be seen...**

Basildon in Essex saw the Gibbs family add a son to the family tree — that was in February 1966. They named him Darron, with an 'o'. Anyway, this young man found himself conscripted into the education network at Nicholas Comprehensive where his main interests seemed to lie in the sporting genre; most notably football — at school, club and district level. In fact, he achieved enough notoriety to attract the likes of Queens Park Rangers to his ability to shoot a ball around a soccer pitch. Those were the days when Terry Venables was Team Manager and saw in the young Gibbs an aspiring future. Unfortunately opportunities in that sphere fizzled out when Venables left QPR. Around the same time Darron became interested in karting and his local football team did not take too kindly to this change in allegiance and issued an ultimatum — karting or football, not both — make up your mind. So he did.

He left school and began a mechanical engineering apprenticeship at Marconi Avionics in 1982; he should just about have completed the term of his apprenticeship by the time he reads this! Darron still attends one day and one evening at Basildon College studying for his City and Guilds Certificate.

As seems common amongst his contemporaries, Darron first showed interests in karting after playing around on fun karts each time the family went to the coast for holidays. All pocket money was devoted to 'rocketing' round on such machines, until one day his mother, realising the futility of trying to dissuade her offspring from his four-wheeled intentions, offering to buy him a proper 'Go-Kart'. "If you're going to do it, then do it right." Being very green the promising enthusiast had no idea where to start looking or how to get in on the action. As it happened mother knew a chap round the corner, none other than Fred Brogan, a betting shop owner, whose son, Steve, raced 'Go-Karts'. Anyway, mother made enquiries and Darron ended up with one of Steve's old karts — a Zip Californian powered by a TKM motor. His first race was at Tilbury on 9th September 1979 at the age of thirteen.



Wombwell '85 — Andy Clark (left), Darron and 'Janine' Thompson (?).



Aged 10 — practising at 'GP de Tilbury' — in Dad's lorry!

He raced in Junior Britain for the next two and a half years, gaining experience but unfortunately not a lot of success. The main reason for his apparent failure to succeed was that he was overweight for the class — he was carrying between 30 and 40lbs more than his fellow drivers; not fat — just big!

It was therefore, with considerable relief that he moved into Seniors on his sixteenth birthday, just before 1982 season got under way. Now he was in with a fighting chance — weight on par with others in Senior Britain — and soon became competitive, making a name for himself in quite a few club races.

In 1984 the Gibbs' budget was extended to take in the bigger meetings, the Commercial Championships, which culminated with a fourth overall in the Super One series that year.

1985 and the second year on the Commercial front; a fifth in the Super one after a series which, for Darron, was fraught with a lot of bad luck. The season, though, ended on a high note, with a resounding overall class victory in the Bridgestone United Kingdom Championship at Rye House last September.

As far as his most satisfying race is concerned, Darron would opt for the last round of the 1985 Super One series at Wombwell. It was a 25 lap final and he was one of the trio, which included Tim Sugden and Paddy Walsh, who spent the entire race fighting for the lead, consistently swapping places almost on a rotational basis. Plenty of good, clean, non-contact racing, across the finish line to a fine and deserved victory.

During 1985 Darron raced a Zip chassis powered by an Evans prepared Arrow and, contrary to popular belief, he was not sponsored by Dave Evans, but was going it alone, the complete

privateer. He thought the kart handled extremely well and he was able to put it where he wanted it to go on most tracks, and the engines were on the pace and unusually reliable.

Outside karting, he enjoys the odd bit of jogging, at least once a week; working on old 'bangers' with a friend, and on the odd occasion has been known to go off carousing with Andrew O'Hara. Still, nobody's perfect! He is a single man, thoroughly enjoys it and certainly doesn't look like contemplating nuptials for some time yet.

He hopes to achieve his City and Guilds and progress up the ranks of the engineering ladder, and I'm sure everyone wishes him all success for the future.

As far as karting is concerned, like everyone else Darron wants to get to the top — to win the British Championship would be a just accolade for his efforts.

"How would I like to see karting progress? Let's see... I think the RAC will kill karting altogether, if they keep changing the classes about and dreaming up new regulations. They should now leave the Britain classes alone and let them build up in strength; there are full grids at most tracks now. If they want sticky tyres, etc, let the Nationals have them."

"Finally, I would like to take this opportunity to say thank you to my mum and dad for all their hard work and perseverance and to all the other competitors for making 1985 a most enjoyable year's racing."



Victory in the '85 Bridgestone Champs (Pic: Doug Rees).

## CAN'T GET IT?

HAVING TROUBLE GETTING  
'KART & SUPERKART'  
AT YOUR LOCAL NEWSAGENT?

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

Newsagent: .....

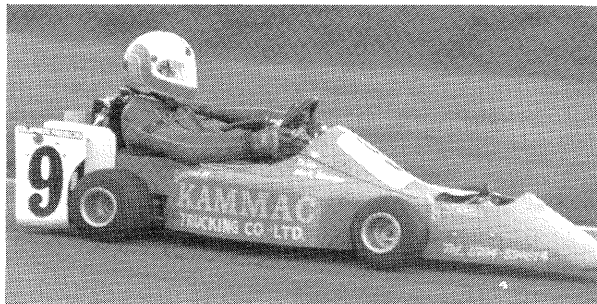
Address: .....

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

## AMSOIL CONGRATULATIONS TO JOHN ASHE & MARK WEBSTER FOR A SUCCESSFUL SEASON USING AMSOIL SYNTHETIC LUBRICANTS.



JOHN ASHE 250 INTERNATIONAL



MARK WEBSTER 250 NATIONAL



2-CYCLE OIL @ 40:1  
& 75w-90 GEAR LUBE

Contact:  
**Philip Burrows**  
4 Chester Road, Winsford, Cheshire  
(06065) 54366

Contact:  
**Cliff Hartley**  
74 Cadeby Road, Sprotboroug,  
Doncaster (0302) 859169

## CLUB SCENE

210 National — Ashley Winter  
250 National — Tony Brown  
Formula E — Brian Graham

### ROWRAH 1985 SEASON REVIEW

Here it is, Rowrah's World famous 1985 season review. We had a good year by anybody's standards, with a round each of the Super One and Bridgestone UK commercial championships, as well as the resurrection of the Border Champs and our traditional August Bank Holiday meeting. Club membership showed an increase over the previous year and our grids improved overall in most classes. The decision by the club to run separate grids for the 125 P&R category pulled in a few more entries and if enough turn up in '86 they may get a race of their own as at the two-day meet. This category will be run again in 1986 and if more club members race in this class, it may even get its own Club Championship.

This year promises to be one of the best ever; we are staging the 100 National RAC British Championship on 12/13th July as well as the possibility of a Super One round. An extensive investment programme has already begun to ensure that Rowrah remains the best circuit in the country.

#### JUNIOR BOOSTER

Unfortunately, this class hasn't exactly been a dazzling success with no more than four entries at any club meeting and only nine at the Bridgestone meeting. 1986 should be the crunch year for this class. If it fails to pick up, it should be scrapped and a 50cc gearbox class introduced along the lines of the NATSKA class. This has literally hundreds of outfits ready to race and could surely do no worse than the Booster has.

Barry Forsyth turned up more often than anyone else and won on each occasion he raced (four in all) on both Wright and Fullerton chassis. With a great deal of inherited talent from his dad, 100 National ace, Jim Forsyth, he needs to race more regularly against top opposition to hone his driving still further. The way this class is going, however, this seems unlikely.

Of the rest, only Alan Mackay and Alan Jack showed any real form although Graham Melville's stirring drive from the back at the December meeting gave a useful pointer to his talent. Let's hope that things improve in 1986.

Wright emerged victorious on five occasions with Fullerton taking the laurels on the other two times the class was run. Arrow seemed to be ideally suited to this class, winning on six occasions to TKM's one.

#### JUNIOR BRITAIN

Vicky Starkey dominated the class this year, winning all the races she entered although October's win was scratched when her borrowed engine was deemed illegal. Growing in stature as the season progressed, Vicky's form only wavered when mentor Duncan White was missing through Long Circuit commitments. Five wins from six starts is impressive by any standards and George Hazard should try and keep this filly in his stable for as long as possible as really good lady drivers are hard to come by. They also tend to have a greater degree of mechanical sympathy.

James McKnight won only one meeting all year despite being at the front throughout the season. Two early seconds gave way to a barren period in mid year before the October win restored the status quo. Other winners were Richard Smith (before he turned senior), Desson

McDonald and David Scott. The latter two, along with Richard Scott were very rapid in August but didn't have Starkey to contend with so a realistic comparison cannot be drawn.

Consistently quick but with a habit of falling off the track was Andrew Laws who should go better in a class with more grip. Adrian Fletcher, a novice at the start of the year, played himself in gradually and eventually collected some pots for his efforts. Picking up only one pot all season was Jonathan Holt who, as well as starting the season with no karting knowledge had the added handicap of having his gear vandalised in mid term. It seems likely that he won't race in 1986 which is a great pity as his cheerfulness in the face of adversity is an example to all bad losers.

On the chassis front, Zip scored 6 wins to the one each of TKM, Wright and Jeta whilst TKM was the dominant motor with five victories over Arrow's three and Yamaha's one.

#### 100 BRITAIN

Ray Robson hoisted the Club Championship for a second time but, in contrast to the previous occasion when he shared it with Neil Brayton, he emerged the sole victor. More consistent than blindingly quick, he didn't fail to score once in eight outings which is probably the recipe for his success. Covering only the last four meetings was Lloyd Ross sporting a Grice tuned TKM. This motor took him to a 2nd and two wins before he tried out a PCR at the last meeting. The failure of the PCR didn't affect the Championship results but a non-finish by Robson could have meant the retention of his '84 title if Lloyd had won. Nicky Robson won one meeting but didn't compete again after a stub axle breakage at the May meeting. He kept himself busy thereafter looking after the needs of the old man, polishing his bathchair, straightening his blankets etc and is reputed to be considering 125 P&R next year.

Mid-season quick men were John Ingham and Iain Deans using PCR and DAP motors to great effect but lack of attendance at later rounds meant a full estimation of their talents could not be made. A. Roberts won day two of the August meeting but he only raced on that day too. Rob Gardiner tried out Britain at the last two meetings and came away with a 2nd and a win with good drives in the final on both occasions after mechanical mayhem in the heats.

Many novices joined us this year, thanks largely to the efforts of RR himself who has promoted the class well in the county. The best of these turned out to be Mike Popham, who gleaned some useful results from what was essentially a learning year.

I've saved the best till last. Mike Leonard, superstar, has been mentioned many times (and I'm still waiting for the money) and as predicted last year, he very nearly beat the arch-rival in the October meeting. Always cheerful (God knows why) he really should race more often as a good laugh does us all good (only kidding Mike).

#### 100 NATIONAL

No fewer than 24 drivers finished in the points throughout the year with six different race winners.

Pick of the bunch was John Docker with three wins and only one finish out of the points in April. A three month lay-off, after he wrecked his kart as the innocent party in a shunt, did him the power of good, but ran the championship rather close, only securing the title at the final round. His Dartford prepared TKM's delivered plenty of power and, once mounted on a new Sprint, he was able to exploit his talent to good advantage. John is always very good company

Championship stakes at the start of the meeting, he could have been forgiven for not trying. However, a challenger to his supremacy stepped into the arena. Alan Tinnion, sporting a new aerodynamic haircut, had borrowed Barry Tolsons outfit which he then pirouetted all round the track, eventually winning the last heat as he was the only one running. Graham's uncharacteristic DNF in the last heat was offset by his two early wins and he lined up on pole. Steve Mattinson finished heat two in 2nd place and he took up the outside of the front row as his grid position.

With Tinnion not competing in the final, there was no viable competition for Graham in the final, which he duly won at a canter from Mattinson.

Well, that's it for another year. Coming soon is the third annual Rowrah Review which will be better than ever.

And now the thank you's. Thanks to the drivers, mechanics, wives, mothers, girlfriends, and all who make up the competitive element. Thanks also to all the officials, organisers, lap scorers, race control (hi Susan), producer, director and script writer. Many thanks to my reader and whoever invented beer.

See you all next year.

Iain Blair.

#### JUNIOR BOOSTER

1st A. Jack Wright/Arrow  
2nd Graham Melville Wright/Arrow

#### JUNIOR BRITAIN

1st Vicky Starkey Zip/White TKM  
2nd David Greig Jeta/BTR DAP  
3rd Andrew Laws Sprint/DAP

#### 100 BRITAIN

1st Rob Gardiner TKM/TKM  
2nd Ray Robson Stratos/Arrow  
3rd Callum Rose Premier/Parilla

#### 100 NATIONAL

1st Stu Davison TKM/TKM  
2nd John Docker Sprint/DK TKM  
3rd George Price DAP/GEP DAP  
4th Richard Smith TKM/Yamaha  
5th A. Graham Kali/Rutherford Arrow  
6th Kevin McBride BM/NSR TKM

#### 125 NATIONAL

1st Bill Stoddart Zip/Rotax  
2nd Malcolm Campbell Zip/Rotax  
3rd Berni Stoney Stratos/CSK Rotax

#### 125 P&R

1st Andy Harvey Barlotti/CSK Honda  
2nd R. Ainsworth Sprint/Yamaha  
3rd Scott Thompson Sprint/Yamaha

#### 210 NATIONAL

1st Ashley Winter Aero/Villiers  
2nd Terry Percival Zip/Villiers  
3rd Mike Stephenson Zip/Villiers

#### 250 NATIONAL

1st Tony Brown Phoenix/Maico

#### FORMULA E

1st Brian Graham Zip/Rotax  
2nd Steve Mattinson Zip/Tinnion Yamaha

#### CLUB CHAMPIONSHIP WINNERS

Jr Britain — Vicky Starkey  
100 Britain — Ray Robson  
100 National — John Docker  
125 National — Brian Winder

## Rowrah

**TURKEY TROT,  
SUNDAY, DECEMBER 8th**

The final meeting of the year at Rowrah was also the Club Championship decider with only two categories still to be decided. In 100 Britain, Ray Robson was fending off a late season challenge from Lloyd Ross, which was looking a good bet on recent form as Ray had been flagging of late. In 100 National, defending champion, Stu Davison had a rejuvenated John Docker to contend with. Six points separated the two, but with strong challenges likely from drivers not in a championship-winning position, the cat could be very much among the pigeons.

The race was also on for the Champion of Champions trophy, awarded to the driver gaining the most points in the season. Three were in for this, Brian Winder in 125 National, Brian Graham in Formula E and that man Docker representing 100 National.

Entries were, on the whole, quite good except for the larger capacity gearbox classes where greater numbers would make things rather more interesting. Whilst on the subject of entries, these should be in by Wednesday night before the meeting to be sure of a grid position. Please help us to help you.

### JUNIOR BOOSTER

Only two Boosters in the White Elephant class and pole was taken by A. Jack after a brace of wins and a DNF with Graham Melville alongside, taking the other win and a pair of 2nds.

The final went Jack's way but not before we saw a superb drive from the back by Melville take him to Jack's rear bumper before the flag fell.

### JUNIOR BRITAIN

The Britain class was rather less settled as we had three heat winners. David Greig took the first heat and followed that with 2nd and 3rd to clinch pole, heat two was won by Vicky Starkey following a 3rd in the first race before seizing the blessed engine in the last heat. James McKnight won the last heat and coupled that with other good finishes to annexe opposite pole. On the inside of row two accompanying Vicky Starkey was Niels Cristofferson (still no relation to the large hairy American composer), after a pair of 2nds and a disappointing 7th.

Star of the final was undoubtedly Vicky Starkey as she shot into second place from the start by the chicane and upon its exit had taken the lead. She then proceeded to ease away from the opposition and stroked the motor home to a clean win. 2nd throughout was David Greig who was just unable to match Starkey's pace in the final. Part of the reason may have been that Vicky opted for wets on the cold dry track whilst the rest went for slicks which only warmed up in the last few laps. Third for most of the race was James McKnight but he went missing on the 9th lap leaving that spot open for Andrew Laws who gratefully accepted it.

### 100 BRITAIN

No prizes for guessing the polewinner here, Lloyd Ross won all three heats leaving the opposition gasping in his wake. Callum Rose was next best with 2nd, 3rd and 4th from his heats, as had Ray Robson but in a different order so he lined up on the second row. Keeping him

company on that row was S. Hall who combined a DNF with his earlier 3rd and 6th results.

The final was led away by Robson (!) from Ross and Rose with Hall and Andrew Lee plugging away in 4th and 5th respectively. Ross took the lead on the 2nd lap but his joy was short lived as the rings on his PCR seized in the barrel and concluded his race there and then. This left Robson with his main title threat gone and himself in the lead. This he held until lap eight until it was wrested from his grasp by Rob Gardiner. His charge from the back had been quite something, especially as he'd failed to finish any heats due to various problems. Aside from the demise of Championship pretender, Ross and Gardiner's charge, that was basically it. Gardiner won from Ray Robson with Callum Rose 3rd and Andrew Lee 4th.

### 100 NATIONAL

Stu Davison took pole with two wins and a 3rd underlining his intent to hang on to his Championship trophy. Ian McLeish made a welcome return to Rowrah and took opposite pole with three steady drives. The second row was made up of Robert Crossley (inadvertently referred to as Richard in November's report, sorry) and J. Wright whilst the third row contained a pair of big guns. Late entry George Price had a poor third heat and John Docker's big end failure in the same race dropped him from a certain front row place. Mercifully the big end didn't take anything else with it as the liner, piston etc were all unmarked. Kevin McBride and Lyle McMorland took up their places on the 4th row but owed their places more to consistency rather than outright speed which is no bad thing.

So the scene is set for the final, and the chugging snake made its way round to the flag for the start. Davison burst into the lead with Price on his bumper then Crossley, Docker and Wright. Richard Smith was next up, having given Junior Britain up as a dead loss earlier in the year, and was keeping Kevin McBride at bay. By the time they came round to complete lap two, Docker was in 3rd and closing on the titanic struggle going on for the lead. Price was determined to take the lead and Davison was equally determined that he wasn't, both drivers using every trick in the book (and one or two only found in the index) to achieve their aims. This allowed Docker to creep right up to them although he held back in the hope that they'd take each other off. This didn't happen but Price did lose pace after 10 laps and let Docker through to second. John then mounted an assault on the lead but ran out of laps before he could get past Davison. Wright dropped out of contention as early as lap 3 allowing Richard Smith through into 4th which he held to the end. A. Graham, from a lowly 8th position zapped through the pack to take up 5th on the fourth lap with Kevin McBride taking his 6th place up on the next lap. And that's how it finished, Davison took the race but the Championship went to Docker as did the Champion of Champions trophy.

### 125 NATIONAL and P&R

This was going to be an interesting confrontation, Champion-elect, Brian Winder against long circuit hotshoe Duncan White, despite White being on a chassis not ideally suited to Rowrah. The heats showed that Winder was tops with two wins and a 2nd giving him pole. White was alongside with a win, 2nd and 8th whilst the front row was completed by Barry Mellor, getting to grips with the handling of his outfit but still not getting off the line too well.

Malcolm Campbell and Bill Stoddart took up their places on the next row and, judging by their heat performances, were sure to feature in the final. The last full row of the grid was made up of Gary Cordner, Berni Stoney and Brian Bird using race numbers 88,89 and 90 respectively whilst Chris Bell (the second of the dynamic duo) brought up the rear with what he reckons is a pretty tired engine.

Winder and White made a blinding start at the beginning of the final with Campbell and Stoddart bursting through from row two to take up 3rd and 4th places. 5th was the property of Berni Stoney from Cordner and Bell. The big upset happened on the third lap when White drew alongside Winder at the exit to the hairpin. The two locked wheels, White slewed round and was T-boned by Winder, the pair sliding off the circuit and out of the race. This left Campbell in the lead with Stoddart, Stoney and Cordner following on. Lap four saw further change, though, as Stoddart moved up into the lead and Chris Bell deposed Gary Cordner for 4th. The only other incident of note was Barry Mellor's spin at the hairpin late in the race.

The P&R lads numbered four with Rowrah regular Andy Harvey now sporting a CSK Honda on his Barlotti chassis. Having his first go on a P&R at Rowrah was Andy Fairless trying out Bruno Ferrari's AllKart/TM combination which has proved very quick elsewhere. Harvey took pole despite non finishing heat one by winning the other two in fine style. The middle of the front row was taken by R. Ainsworth with two 2nds and a 3rd whilst the front row was completed by Scott Thompson who won the first heat but didn't finish the others. Andy Fairless had mixed fortunes in his heats, running well in the first two but clashing with a Rotax in the last leaving him to sit out the final.

The final was as per the form book, Andy Harvey winning comfortably from Ainsworth and Thompson, who was eventually lapped by the first two Rotax runners.

### 210 NATIONAL

From an original entry of six, only three actually completed the rigours of the heats, Ashley Winter coming out on top with two wins and a 2nd. Terry Percival took the other win and a brace of 2nds whilst Mike Stephenson was content to toddle round and notch up three 3rds.

Placed behind the 250's, the Villiers boys slugged out their final amongst themselves Winter and Percival circulated close to each other for several laps before Ashley was able to consolidate his lead. Percival kept his second spot whilst Stephenson finished 3rd and gained another signature.

### 250 NATIONAL

The Brown vs Martin continued with Tony again coming out in pole position thanks to Andy's motor's annoying habit of dying on him. This it did twice before it was kidded into winning the last heat ahead of Tony who was completing his hat-trick of finishes.

The final looked to be an Andy Martin benefit as he led for nine laps despite Tony's attentions close by. Things changed on lap ten though. It isn't known whether the engine gave up again or if the kart locked up and spun but Andy reversed into the tyres and promptly gave Tony the bird (Turkey, frozen, Xmas dinner for the use of). Tony didn't look back as he accepted the lead and also won the club championship for the second year in succession.

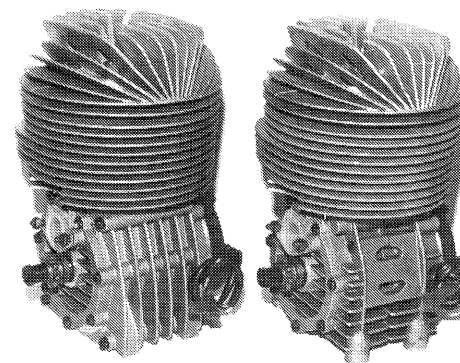
### FORMULA E

Brian Graham was so far in front in the Club

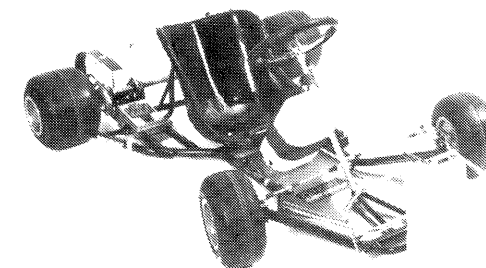
## DAP RACING ENGINES (Mick Worth)

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

**DAP — ARROW — PARILLA — TKM — PCR — YAMAHA**

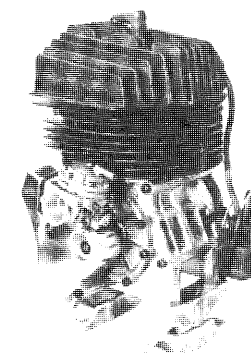


Large Stocks of DAP motors and spares for all classes, including latest Britain motors for the UK. Worldwide tuning/spares service for DAP. We have supplied and/or tuned DAP motors for use by top drivers in every major country in the World.



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

The best bored & modified TILLOTSONS (even other tuners have used our carbs!). Individually tested and set up MW/22B — £29. MW/52B & MW/72N — £45.



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

1st CLASS USED EQUIPMENT ALWAYS FOR SALE

HIGH PERFORMANCE 2 STROKE OIL  
**MIRACoil-R**  
SOLE WORLD DISTRIBUTORS

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

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

## DAP RACING ENGINES (MICK WORTH)

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

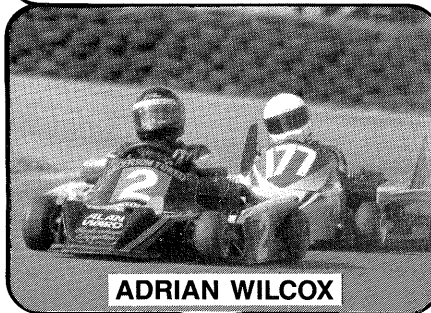
**CALLERS BY APPOINTMENT: 10am to 5.30pm Mon-Sat**

# ANDERSON

KART CENTRE

1 SHENFIELD COURT,  
PERRY ROAD,  
STAPLE TYE,  
HARLOW,  
ESSEX

TEL (0279) 36000



ADRIAN WILCOX

★ **CONGRATULATIONS!** ADRIAN WILCOX on winning the Zip-Bridgestone 125 Championship — Anderson prepared.

## "AUSTRALIAN SUPERKART SERIES"

<b>1<sup>st</sup></b> LENNART BOHLIN Zip-Anderson Rotax	<b>2<sup>nd</sup></b> TORGE KLEPPE Dino-Anderson Rotax	<b>3<sup>rd</sup></b> PHIL GLENCROSS Zip-Anderson Rotax
--	---	--



★ '86 ROTAX ENGINES — 125-250 — ORDER NOW  
★ During '85 we have tested & raced powervalve engines in Grand Prix Motor Cycles — now YOU can benefit from development already done.



MODIFIED  
IN  
SWEDEN



PARTS & SERVICE

**ANDERSON**

PREPARED ENGINES FOR  
UNEQUALLED RELIABILITY  
AND PERFORMANCE

**MERLIN  
EXHAUST**

- ★ MIKUNI POWERJET CARBS — FOR 250 & NOW SET UP FOR 125cc ENGINES
- ★ COMPLETE REBUILD SERVICE — CYLINDER PLATING — CRANKSHAFT SERVICING
- ★ MERLIN EXHAUST — EXCLUSIVE (BLUE) DESIGN

**RIP SPEED** FOR RACE WEAR IN LONDON

INTERNATIONAL 01-803 4355

RIPSPEED INTERNATIONAL  
54 FORE STREET,  
EDMONTON N18 2SS.

**SEE US FOR YOUR 1986 REQUIREMENTS NOW!**

NO.	DESCRIPTION	PRICES
1	Race Suit	from £39.50
2	Race Suit	from £49.95
3	Race Suit	from £59.95
4	Race Suit	from £69.95
5	Race Suit	from £79.95
6	Race Suit	from £89.95
7	Race Suit	from £99.95
8	Race Suit	from £109.95
9	Race Suit	from £119.95
10	Race Suit	from £129.95
11	Race Suit	from £139.95

**NEW FOR 1986**  
GPA Clubman  
RAC legal for Motorsport  
£115.00  
BS2495

THIS IS JUST A SMALL  
SELECTION OF OUR  
VAST RANGE OF  
RACE PRODUCTS  
ALL PRICES  
+ 15% VAT  
EXCEPT CRASH  
HELMETS

**LUKE**  
**OMP**  
**Britax**  
**Sparco**  
**BELL**  
**CORBEAU**  
**BIEFFE**  
**APOLLO**

## Isle of Man

SPECIALLY NEGOTIATED LONG WEEKENDS FOR COMPETITORS, FAMILY AND FRIENDS TO EXPLORE THE ISLAND AND COMPETE AGAINST THE LOCAL CHAMPIONS (IN ALL CLASSES) ON OUR THRILLING NEW SHORT CIRCUIT ON ANY OF THE FOLLOWING 10 SUNDAYS

16th March	18th May	20th July	19th October
6th April	8th June	7th Sept	
27th April	22nd June	28th Sept	

ALSO:- A TWO-DAY EXCITING STREET CIRCUIT EVENT IN PEEL ON 27/28th JUNE (Gearbox classes only)

Apply without delay for regs, and full details of this special package to visit our:

"MAGIC ISLAND OF MOTORSPORT" to:-

The Kart Club, 25 Arbory Street,  
Castletown, Isle of Man  
(0624) 824444

# REDLINE RACING

## THE NEW NAME IN KARTING

Opening in Southwest Wales  
We are Stockists For:-

**ZIP KARTS** and components  
— from 100cc to 250cc

**KELGATE BRAKES**

**DELLORTO CARBURETTORS**

**ROTAX AND KTM ENGINES**

**BRIDGESTONE TYRES**

**NGK AND NIPPONDENSO  
SPARK PLUGS**

and offer

**A kart race preparation service, let us do the work while you do the racing**

Orders taken for 1986 — **NOW!**

**Contact: Tony Holmes**  
Kart & Bike Centre  
Ellis Avenue  
St. Thomas Green  
Haverfordwest  
Dyfed

Telephone: 0437 68416

## Paw Cart Racing

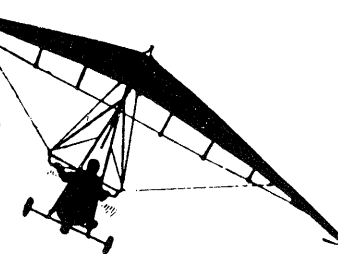
PRECISION CLASS ONE PREPARATION

- ★ REBORES, REBUILDS, TUNING, RUNNING-IN
- ★ COMPUTERISED DYNOMETER POWER TESTING
- ★ KART ALIGNMENT AND PREPARATION
- ★ FULL RANGE OF CLASS ONE SPARES  
(including a limited supply of kart trolleys at only £45 + VAT)

CONTACT 88 MAIN STREET, WOLSTON, COVENTRY

TEL. 0203 542551

**THE  
THREE COUNTIES  
MICROLIGHT  
FLYING CLUB**



For your trail flight  
contact Carolynn on:  
**0295 811939**

## GOLDEN OPPORTUNITY

**SWIFTMARK CAR MARKING SYSTEMS**

NEED UNSKILLED PEOPLE TO ENGRAVE CAR WINDSCREENS IN YOUR AREA. NO EXPERIENCE NEEDED AS FULL PRODUCT KNOWLEDGE WILL BE GIVEN.

EARNINGS FROM BETWEEN

**£120-£280**  
per week

SO IF YOU WANT TO GET AHEAD IN A MONEY-MAKING MARKET SEND A S.A.E. TO:

**SWIFTMARK**

OFFICE 2, 26 GT. CORNBOW,  
HALESOWEN, WEST MIDLANDS

# DRE

have moved to  
new premises

Unit 9, The Half Croft,  
Main Street,  
Syston, Leicester  
Tel: (0533) 602834

## "New" DRE Rotax Exhaust for 256 '85 Motors Power Valve Motors

as used by Steve Styrin and Steve Patrickson (Motorcycles)

DRE Prepared Race Engines for the personal and professional approach to racing

Rotax & Yamaha Spares Services  
Engine Rebuild Service — Crankshaft Rebuild including Cylinder  
Plating Service with full machine shop back-up

Motors prepared for:

Steve Styrin — 3rd Long Circuit Championships

Steve Patrickson — (probably the best private entrant road racing)

Contact Malcolm for your '86 Kart & Motorcycle requirements

# DINO

AVAILABLE AGAIN IN THE U.K.

## THE COMPLETE PROGRAM IN KARTING FROM 2-SPEC TUNING

A FULL RANGE OF CHASSIS' AND SPARES FROM JUNIOR TO SUPERKARTS

U.K. IMPORTER

**2-SPEC TUNING**

32 OLD GATE, WIDNES, CHESHIRE  
051-420 2222

ENQUIRIES OUTSIDE THE U.K.

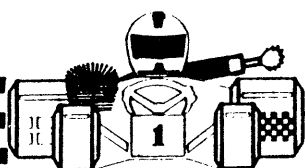
**DINO-RACING**

Hyllehojvej 1 — DK-5500 Middelfart  
Telf. (09) 40 3299 — Giro 7 20 75 73  
Telex 58 225 Dino DK

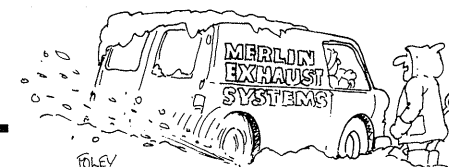
**U.K. AGENTS  
REQUIRED**

MIDLANDS AGENT  
**SURESPEED**

15 Sturminster Close,  
Clifford Park, Coventry  
Tel: (0203) 611224



## WORLD CHAMPIONSHIPS — 1986 Preview



I CAN'T HELP FEELING WE WOULDN'T HAVE GOT STUCK  
IF YOU HADN'T FITTED YOUR LOW LINE  
EXHAUST SYSTEM.

1985, in terms of chasing the World Formula E title, was pretty disastrous for most of Britain's hopefuls. Only three drivers collected enough points from the series to be included in the top ten — Derek Rodgers, Martin Hines and Phil Glencross; Rodgers coming closest, who but for the racing hand of fate would have made it. No one, however, can take the credit away from Danish driver Poul Petersen, a very deserved victory, with two outright wins.

So, what of the coming season? Again the Championship will be staged over three rounds, the venues household names — Le Mans, Silverstone and the Nurburgring. It is necessary also this year to mention the European Championship because it changes format; it too, is to be run over three rounds — the venues known are Mantorp Park, Sweden, Jyllandsringen in Denmark and Silverstone along with the 'GP'. Saturday at Silverstone has been earmarked for the final round. With two Scandinavian treks in the offing, just how many of the U.K. drivers can spare the time and afford the journeys remains to be seen.

Lining up for the '86 series will be an impressive array of names, some campaigning different equipment marques to previous. Reg Gange, who would probably prefer to forget last year, sides with Ed Duckett's EDR banner, like-wise Brian Heerey whose past season, apart from a sixth at Le Mans in April, is also best tucked under the carpet. What sort of 'carrot' was dangled by the EDR stable to tempt Gange-Heerey duo away

from their Zip affiliations is not known. Shopping around may be a good thing; a change being as good as a rest, so to speak. That the pair get along is common knowledge and it is hoped with CTRP engine preparation that fates will recognise their undoubted talents and breathe success their way.

In go Gange and Heerey to EDR — out goes Steve Styrin to Zip, a change after a long association with Dino, then EDR. Steve suffered appalling luck, particularly during the major events during 1985 and, understandably, must have felt dispirited; like Reggie, close to chucking the towel in. Such a competent and experienced driver the sport could not afford to lose and the news that he will continue racing this year is a shot in the arm for the already flagging Formula E numbers. With the capable Malcolm of DRE looking after his motors the trend this year will surely be upward.

The decision of Hermetite to withdraw their sponsorship form karting had been 'writing on the wall' for some time and Martin Hines, not known as one to let grass grow under his feet, has been keenly pursuing alternative sponsors. The loss of television to prompt public awareness to the sport has been a hefty kick in the rump for the Superkart league. Without that type of media coverage the big moneybags hesitate before pumping cash into, what may appear from their standpoint, a lost cause. At this time, what the Zip boss may have up his sleeve forms a big question mark. This year he will be concertedly defending the titles he has and striving to regain what was lost.

Though Roger Goff now works at the Hoddesdon factory it is unlikely there will be a 'team' setup, both are individuals in their own right and will campaign the championships on that basis. Help he will have, that much is certain and, after a dismal '85 World Series, his devotion to the sport more than deserves reward.

Tim Parrott has managed to retain sponsorship from his catering company employers, Gardner Merchant along with Sealink British Ferries, for 1986 and it also looks like a deal has been set up with Arai Helmets, although that has yet to be confirmed. Last year Tim suffered the same sort of misfortune ascribed to Steve Styrin, yet it has done little to dampen his enthusiasm; if anything he is even more determined. That he will be a front-runner in the forthcoming challenge goes without saying.

Until fairly recently there seemed doubt about Derek Rodgers plans for 1986, but the horse's mouth confirms the Leaside Team remains the same, Derek probably only running one outfit this season, preparation staying in the hands of the Anderson Kart Centre. Derek will be looking to produce the goods so narrowly missed last year and the determination of the Leaside boss, Phil Glencross will be to improve on his very successful inaugural year, both in British and World respects.

Richard Dean, that privateer of renowned ability, whose necessary 'shoestring' budget has precluded more circuit appearances than he would have liked, rides on new Zip equipment in 1986. Resources permitting, this season's challenge should see Richard regularly at the front where his talents dictate he should be.

Yorkshire contender, Steve Gill, only two seasons up from Class One competition, had a

fraught '85 World Series, failing to finish in any of the rounds. Like many of his ilk he possesses one of the prime motivators — determination. With his talents honed and channeled in the right direction, Steve will present a serious challenge.

Sandy Dalgarno's business commitments robbed him of regular appearances last year, but when out on the track he gives only of his best. Word is that he is to contest all rounds of both the European and World Championships, along with the majority of the British long circuit rounds. He is certainly a match for his contemporaries. Little, unfortunately, is known of Rob Kerkhoven's 1986 plans. He has the ability to come back after a lengthy lay-off and leave egg on a number of faces. Whether this year will see omelettes flying around remains to be seen!

Plans of others in the 'Ivy League' mould are not to hand, therefore it would be inappropriate to cast any red herrings which might have to be refuted at a later date.

Apart from Lennart Bohlin and Poul Petersen, details on the rest of the overseas contingent are pretty sketchy. Lennart is known to have secured backing from Swedish BF, Trygg Hansa and Vicks of Sweden for the coming season. He teams up with young Monica Stråth under the same colours. The Stråths will be transporting Lennart's equipment to the various locale whilst the 'Super Swede' will fly to the venues. Word is our hero is suffering from the 'too much time off work to go racing' syndrome! Perhaps his employers aren't aware how effective an ambassador for his country the likeable Swede is!

Current World Champion, Poul Petersen, plans to defend the title to the best of his ability in the forthcoming contest and looks forward to the prospect of a three round European, especially as one of the rounds is to be staged on his home territory. The resolute Dane may prove a hard man to beat.

It seems unlikely that Dutchman, Perry Grondstra, will be vying for the titles this year funds on Perry's part and work commitments on father Tony's pre-empting any karting aspirations, more's the pity.

France's hopes, Eric Gassin, who proved a real thorn in the side on many occasions, will undoubtedly be at Le Mans in April piloting the 'home-brewed' Nissag and looking for a better result than last time. Paul Guedel the Swiss driver, who finished fourth overall in the '85 series, could well improve upon that score.

Yet another name drops from the Formula E circus this year — Norway's Torgjer Kleppe — he announced after his Australian foray he would concentrate on Group C2 during 1986. We can only wish him success in that venture.

There are others of course — Mikael Janson, Hans-Peter Kiefer, Hakan Dahlman, to name a few, plus other British drivers too, who may decide to play the field. We'll have to wait until Le Mans though to see.....



Chris Merlin is on holiday at the moment, (making pipes we hear!) but will be back next month with a super article!

**HAVE YOU ORDERED YOUR 1986 EQUIPMENT YET  
CALL US FOR THE RIGHT PRICE**

**ZIP**

**ROTAX**

**VEGA**

**BRIDGESTONE**

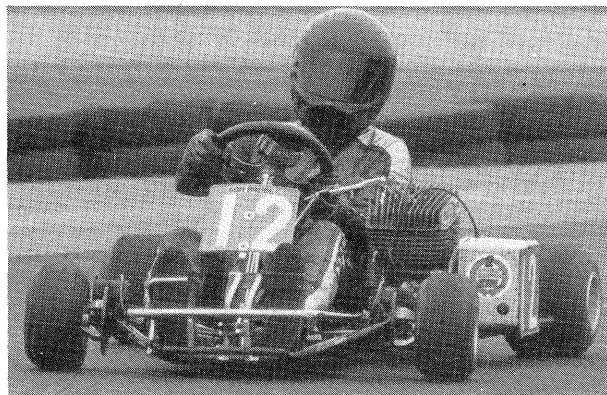
Cost Effective Racing — Long and Short  
Circuit — 100cc to Formula E!



High Standards of Perfection and a  
Preparation Service that is Unbeatable.



The Goff's Experience is exactly what  
YOU Need — after 20 years experience!



**ROGER GOFF PRÉPARATION**

Discount prices for ZIP KARTS  
Spares and Accessories  
Secondhand Karts and Engines Supplied

**P.C.R. T.K.M. Arrow**

**BE A WINNER — AT A PRICE YOUR POCKET CAN AFFORD!**

Call in and see us at Goff Racing or telephone for  
professional advice and a friendly service.

**5 Pear Tree View, Elstow, Bedford  
Telephone: Bedford 66549**

**Goff  
Racing**

**RWM**

**RICHARD WALLIS MOTORSPORT**

Rear of 194 Philip Lane, Tottenham, London N15 4HH Tel: 01-808 4286

**ROTAX**

We carry a comprehensive range of GENUINE Rotax  
125 and 256 engine instock at competitive prices,  
and our workshop can carry out all your preparation  
and tuning requirements

**ROTAX**

**125 — 210 — 250 NAT — 250 INT SPECIALISTS**

**LET OUR 20 YEARS OF KARTING EXPERIENCE BE YOUR GUIDE TO SUCCESS**

OUR STOCK INCLUDES:- Bridgestone and Vega tyres, Castrol and Shell oils, NGK, Nippondenso and Motocraft plugs, PMP, Merlin and Motiv  
exhausts, Villiers, KTM, Yamaha and Rotax engine spares, Amal, Del'orto and Mikuni carb spares, Kart Component wheels and hubs, Zip products,  
Yakazi and Smiths temperature gauges, RWM radiators, DID chain, RWM fibreglass products, Specialist engine tools, Heuer stopwatches, plus lots  
more. Our 1986 catalogue with illustrated Rotax, Villiers, Amal, Del'orto and Mikuni parts sections, and lots of other illustrations and information gives  
full details of the range or products we stock. Price £2.00 inc P&P.

**RACE PREPARATION:** From a simple thread repair to complete kart preparation

**KTM BRIDGESTONE VEGA ZIP KART**  
**ENGINES & SPARES PRODUCTS**



**THE ULTIMATE PERFORMANCE PLUG AT A  
REALISTIC PRICE**

W31ES-ZU (B-10EGV Equivalent).....£2.48 + Vat  
W27EN (AG603 Equivalent).....£1.98 + Vat  
W31EN (AG403 Equivalent).....£1.98 + Vat



**THE PROFESSIONAL STOPWATCH**

Model 1030 Split/Taylor action...£30.73 + Vat  
Model 7031 Timing board with Split/Taylor  
action watch .....£59.26 + Vat  
(Taylor action enables the timing of every lap)

**RACE TRACK SERVICE**

Our trade van will be attending every long circuit kart event during the 1986 season

★ EXPORT ENQUIRIES WELCOME

★ FAST MAIL ORDER SERVICE



**BE SURE TO PHONE THROUGH YOUR ORDER TODAY**



**WORLDS' LARGEST STOCKISTS**

OF

**BRIDGESTONE & VEGA**

**SPECIAL OFFER FOR FEBRUARY...**

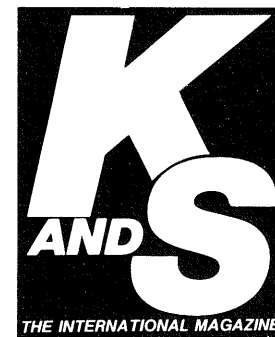
COMPLETE SET OF **BRIDGESTONE** Y.A.K.s

ONLY **£74.00** + VAT INCL. FREE DELIVERY BY SECURICOR

**VEGA** WETS, NOW IN STOCK

**£74.00** A SET + £11.00 VAT

TRADE ENQUIRIES WELCOME



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

**SUBSCRIPTION RATES**

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

**NAME**.....

**ADDRESS**.....

I would like a 12 month subscription beginning with the .....issue

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

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

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

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

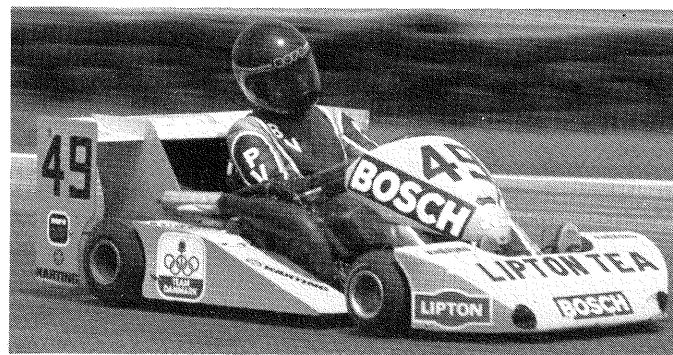
and Susanne supports him wholeheartedly in his driving. He doesn't profess any other interests or hobbies, nor any ambitions in any other form of motor sport than Formula E.

As far as the future is concerned rest assured Poul Petersen will defend his World and European titles to the best of his ability in this year's forthcoming challenge and, if as intended by the CIK, a round of the European Championship is to be staged at Jyllandsringen in Denmark, then others beware, he'll be on home territory.

He feels, like the rest of us, that karting needs as much promotion as it can get. "People must be told what an interesting sport it is."

The future of Scandinavian karting causes him grave concern and Lennart Bohlin, too, has echoed similar fears. The grids are depleting, environmentalists are more and more dictating what we can and cannot do. Effective promotion of the sport and attracting newcomers into it, both on a National and International basis, is of paramount importance for its survival.

Quiet, resolute and dedicated, that then is Poul Petersen, a very worthy World Champion to wear the mantle of his two, equally worthy, predecessors.



En route to the World title at Silverstone (Pic: Doug Rees).

# MIKUNI

Carburetors

FROM **2-SPEC TUNING**  
AN EXTENSIVE RANGE OF REPLACEMENT  
TUNING PARTS AND CARBS AVAILABLE

including MIKUNI flat slide as successfully used  
by Dale Spruce  
**TOO MANY WINS TO MENTION!**

**LAST 12 MONTHS**  
(22 starts — 16 wins) eg.  
**WOMBWELL 12-1-86**

**125 NATIONAL**

1st DALE SPRUCE HONDA 125 P&R  
2nd STEVEN COWARD G.P. ROTAX  
3rd CHRIS ANDERSON ROTAX

**2-SPEC TUNING, 32 OLDGATE, WIDNES,  
CHESHIRE, WA8 8TZ  
TEL: 051-420 2222**

**Motivation**  
Design & Development

Bagnall, Stoke-on-Trent ST9 9JW  
Tel: 0782 542621 (503908 6pm-9pm)

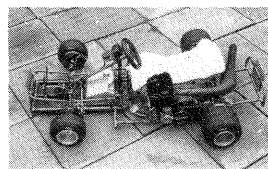
KARTS  
ENGINES  
TUNING  
EXHAUSTS  
SPARES

**MOTIV**  
■■■■■

**THE MOTIV  
SUPERFLEX**

**CHASSIS**

Built by Engineers  
for Drivers who  
seek Perfection



More NEW features  
than have been  
seen in Karting in  
10 years. A  
Combined Long  
and Short Circuit  
Machine.

**from £1,375**

★ The First Production MOTIV 125 Chassis  
with MOTIV Rotax Motor won its very first race  
at Three Sisters 1 hr after filling the fuel tank  
for the first time; and that included running in  
the Motor! ★

**SOME STANDARD CHASSIS FEATURES INCLUDE:—** Aircraft  
Spec Tubing. ★ Nickel bronze Welding ★ Adjustable Wheelbase  
★ Adjustable Castor (left/right) ★ Adjustable Weight bias  
★ Aluminium Fuel Tank with Total Empty Facility ★ 75Kg 125 Dry  
weight ★ Motiv-Brembo brakes ★ High tensile Hollow Axle ★ Axle  
Restrainer ★ Shoulder supporting seat ★ Unique MOTIV  
Aerodynamic bodywork.

The materials and components we use are designed to give a  
longer life with considerably less maintenance.

**MORE RACING — LESS SPANNERING!**

★★ Just sitting in this kart is a new experience ★★

**MOTIV EXHAUSTS — Quiet Power!**

Next year all karts competing on long circuits will be subjected to  
more stringent noise regulations. MOTIV exhausts are already  
prepared and officially RAC tested to 101 dBa at 8000 r/m at 1/2  
metre. Quieter than all others tested. The new MOTIV D636 XS©.  
Rotax exhaust has already raced and won even against current  
'Noisy' exhausts. The MOTIV exhaust has no adverse effect on lap  
times, jetting or engine temperature; and it's incredibly quiet!!  
MOTIV exhausts are available for 125 P&R's, Honda, Yamaha, TM,  
Minarelli and Kawasaki — 125 Rotax AC or LC, 125 DAP — 250  
KTM, Honda and Yamaha. (1985 British Champs Winner), 250E  
Rotax and Yamaha.

**MOTIV ENGINES AND TUNING**

New tuning mods are available for 125 Rotaxes. Our motors are  
competitive at the highest level yet reliability is so good that a total  
novice can run our fully developed motor without any prior  
knowledge.

**MOTIV 250 YAMAHA & HONDA NATIONAL MOTORS** have now  
been developed using new R740 XS© exhaust to compete with our  
MOTIV KTM Motor that won British Champs and G.P. (Beware of  
imitations and poor copies!).

**MOTIV 210 VILLIERS MOTORS** have enjoyed considerable  
success with total reliability over the last two years. NEW MOTIV  
mods will further improve this motor front or rear exit using P736©  
exhaust and a totally new R736© exhaust for our 210 Reed Valve  
Motor!

**MOTIV ROTAX 250 FORMULA E MOTORS**

We plan to return to Formula E in 1986 after a break of five years  
using the experience gained with both our 125 Reliability  
Programme and our 250 Rotax motorcycle motor developments.

**MOTIV SPARES**

Duplex Sprockets — Chain — Dellorto & Mikuni carbs and spares  
— NGK & Nippondenso spark plugs — Shell and Castrol Oils —  
Kart component wheels — Vega tyres — fuel systems, pumps and  
regulators — Rotax & KTM engines and spares — Yamaha &  
Honda spares to order — Boysen reeds.

★ We Support 50cc Junior Gearbox Racing. Are you ready for 1986? ★★

MOTIV components are designed and manufactured to be  
the best — Nothing Less!

Our aim is to improve the performance and reliability of your  
equipment. Don't get left behind in '86. **PHONE NOW!!**

ACCESS — SECURICOR — FINANCE ARRANGED — ©COPYRIGHT RESERVED

**LATEST**

**PCR**

**MOTORS**

Long stroke 54/3  
complete with Motoplat  
carb and exhaust

**£330**

+ **£49.50** VAT



**ZIP KART**  
**WORLD CHAMPIONS**

PINDAR ROAD, HODDESDON, HERTS.

Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

PINDAR ROAD, HODDESDON, HERTS.

Tel: Hoddesdon 463371/468503

Telex 266343G ZIP

# B. Ferrari Racing Services Ltd

**SPECIAL OFFER TO ALL KART  
PURCHASERS — 125 ROTAX  
(winner of Italian Championship)  
COMPLETE & TOTALLY REBUILT  
£850.00**

Allkart TM complete from  
£1,400.00 P&R

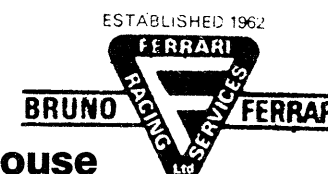
Allkart TM complete P.O.A.  
TM 125 Rotary w/cooled

Also to special order for  
International 125 the MBA  
rotary engine and more to  
come

**All kart Parilla outfits  
complete from £725.00.  
Complete range of  
spares — Parilla — TM —  
Allkart**

**MINIKARTS — MINIMOTORCYCLES  
— PETROL COMPRESSORS —  
VEGA**

Full Service,  
Preparation  
and  
Tuning



**66-69 Link House  
New Covent Garden Market  
Phone: 01-720 1004  
Telex: 918996 EMIFER G**

# THE GIRLS FROM DUBAI

Story and Pics: Beth Cunningham

Two British girls have formed the hottest new karting duo in the Middle East. Carole Jordan, aged 28 and Cindy Restall, 27, both members of the Dubai Kart Club, are the only all-women team in the Arabian Gulf.

Both girls were introduced to karting through their partners. Carole, a secretary with a firm of solicitors, borrowed a crash helmet and entered her first race, thanks to the powers of persuasion of her husband, Chris 'Flash' Gordon, the Dubai Club's reigning champion. She soon became a firm convert and last season, as a husband and wife team, they won the Club's trophy for the best overall performance.

Carole was so delighted with her success that she decided to look for a female team mate — and found Cindy, whose husband Tony is also a Dubai club member. "I was a very faithful, loyal supporter last season and that's how I became interested," said Cindy, executive secretary to the managing director of an oil company. "At the end of the day, they hold a Junior and Ladies race; I won one — and I suppose that's how I got the bug."

This season the girls are racing together, driving distinctive pearly white karts and kitted out in brilliant white overalls, bearing the name of their local sponsor — Valvoline. The search for sponsors is a constant headache for their fellow members of the club, but one of the advantages of being a female driver is that sponsors in the Gulf are keen to cash in on the novelty value. They can be assured of a better than average publicity return, regardless of performance.

There are also disadvantages of being a woman driver in the Middle East. Internationals are held in other Gulf countries, but Carole and Cindy will not always be able to compete alongside other members of the Dubai club. In Kuwait, for example, they will be unable to obtain visas, because they are women. Another, more practical, disadvantage is that both the girls, who are slim and lightweight, are finding it a little hard to cope with the extra lead weights which bring them up to the regulation 290lbs.

If she spins off during the race, Carole has found from experience that she does not have the strength to lift and bump-start her own kart, but she is working on exercises to strengthen her arm muscles. "I think we're just going to have to make sure we don't spin off," she says, philosophically. She keeps fit with Squash and Aerobics once a week, while Cindy plays Badminton, tennis and goes twice



Carole (left) with Cindy and the newly-painted kart at the Dubai Kart Club track.

weekly to a Jazz dancing session.

Both girls admit that they could know a lot more about the mechanical side of karting, but they are learning as they go along. "The men take the mickey all the time — like telling you your wheels are coming off!" said Carole.

"If anything happens to you, you have to know what it is that's gone wrong. Luckily our husbands are involved, but you do pick things up. I've learned a lot, compared to what I knew at the beginning and, hopefully, we will learn more this season." At one meeting last year, Carole's kart overturned, sending her skidding along the tarmac, the result of which was a sprained shoulder, but she was quickly back again, undeterred.

"There is a slight risk in doing anything — and it's really exhilarating," commented Cindy.

Karting is becoming an increasingly popular sport in the Middle East, ever since the Dubai Kart Club was formed back in 1976 under the name of the Dubai Road Runners. It is now affiliated to the Al Nasr Motor Sports Club, which also covers rallying. Fixtures are already held in Kuwait and Oman and fans in Abu Dhabi, capital of the United Arab Emirates, are now hoping to set up their own club.

The Dubai Kart Club's track is in the middle of the desert, some miles from Dubai and next to one of the most luxurious hotels in the area, the Jebel Ali. The track was donated by the local owner of the hotel, Abdul Baker. When it was first formed, with just three people, the club was located on the Airport Road and a year after its foundation it had swelled to a total of around 45 drivers. It moved to its Jebel Ali location three years ago.

In the early 1980's the Dubai club held three international races at the Dubai Metropolitan Hotel, events which helped karting gain more recognition among the Dubai public. Last year the club sent a team to Oman for the Goodyear International and, in February, club members hope to send a team to Kuwait for the Middle East Championship and again in April for the Middle East Club Championship.

Virtually all the original member of the club have now left Dubai, largely due to the fact that the expatriate population is a constantly shifting one. This year's Chairman is Tony Martyn.

The club charges 1,000 Dirhams - the equivalent of around £200 — to rent the race track for a day in an individual's name, and a further 1,200 Dirhams (£240) for the additional purchase of 21 trophies engraved with a company name. Following the success of company sponsored race days last season, the club is offering



A bump start for Cindy from husband Tony and another fellow club member.

# Profile... Poul Petersen

**As he quietly accepted the salutary gift of a bottle of Champagne from Reg Gange in Le Mans last April, after his European Championship victory, furthest from Poul Petersen's mind was that he would walk away with the World Formula E title in August.**

Poul was born in Copenhagen on 22nd December 1948 and, from the age of six, attended a Public School just outside Copenhagen until 1963. Like most of his contemporaries he grew up with motor sport as his main leisure preoccupation, although he wasn't actually involved in the racing side of things until some time later. He did, however, engage in Motocross for a while, strictly on a private basis and never in public events.

After finishing with school he began a career in precision engineering and studied copiously for four and a half years to that end. Then there followed a compulsory period of ten months in the Danish Army before taking up employment with the Lipton Tea company in 1970. Poul is still with Lipton Tea and is now Chief Mechanic. Over the years he has been involved in many and varied interesting projects, including the development of packing machines, for which he has received a good deal of recognition from the Company.

A year earlier he designed and built his own kart chassis, the familiar 'PVP', after becoming interested in karting a few years earlier. He began racing seriously in 1971, confining his activities to his native soil, although doesn't relate any particular successes in the period up to the end of September 1975.

It was 1976 when Poul finally hit the headlines by becoming Danish Kart Champion. From then on the pattern was set, with many National successes just round the corner.

He remained faithful to his own marque of chassis, convinced that others could not improve upon his own classic design. Only for one year did he forsake the PVP for another, but was soon back to the home stable with impunity for deviating and been steadfastly there ever since. Chris Merlin aptly summed up man and machine in his column last September, when he said: "It is my opinion that a PVP chassis would only be half the ingredients of success, the man in the seat would also have to have the ability to extract the best from the design."

In 1979 he was again acclaimed Danish Champion and also made his mark in International circles by going home from Mondello Park, Ireland, with the European Champion's title. His country



Poul, after his Le Mans European victory (Pic: Doug Rees).

too, paid tribute to his ability, proclaiming him 'Man of the Year in Motor Sport', in the Danish Magazine 'Bilen, Motor og Sport'.

Petersen was more the household name now in karting circles; he claimed the Danish Championship three more times — 1981, 1982 and 1985, and was runner-up in the 1981 European Championship to Rob Kerkhoven at Sweden's Mantorp Park.

Like every long circuit driver, since its inception, the British Kart Grand Prix was one of the titles Poul wanted to lay claim to. Silverstone had always eluded him, he had never completed a final there before. Because Silverstone '85 also culminated in the World Formula E Championship it carried that much more prestige and, when he pulled it off in August, he had all three major titles in his grasp and the admiration of everyone. He is only the second overseas driver to win the British GP since it first began in 1978.

He wouldn't now change for the PVP to any other, even as a gift, but would be the first to criticise his own craftsmanship.

He says: "The kart, I have no complaints about and for the Rotax engine I had at last found the so-called 'Philosophers' Stone'."

Not so long ago he married Susanne, the couple have no children



The Dummy Grid at Le Mans and the line-up for the Final — Peterson (32) — pole; Boblin (1) and Rodgers (68) (Pic: Doug Rees).

A Motorhomes for the motor racing market in the UK. They will be importing various models, but will specialise in the Sun Sport range made by Fairmount Homes Inc, Indiana, USA. All units will be fully loaded with air-conditioning, generators, superb layouts, etc, and range from 22 to 34 feet. Delivery would be approximately 8 weeks from date of order and manufactured exactly to the customer's specification. I personally shall be using a unit from the end of February, (if the boat does not sink!).

#### The Racer Van

You may have seen the advertisement for these units in the last and current issues of the magazine. Well, Zip Kart has been appointed the Southern Distributor for the units and have one on display at their factory. When you consider the unit will carry all your karting equipment, offer a workshop area and sleeping quarters, not to mention giving well-equipped accommodation through the day, it certainly saves the necessity of owning a van for racing, while also saving you tax, insurance, vehicle running costs, etc. I have tried many combinations over the years and, for '86, will use a unit similar but increased in size to carry four karts. The quality is excellent and the price very reasonable.

#### Steve Styrin

Steve Styrin has chosen to return to a Zip Kart for 1986 and will be campaigning one of the new Zip Bandits with a 1986 Rotax from February.

Well, that's about it for now. Just think, the February Cadwell meeting is just around the corner. What will it be this year — fog, snow, sun, rain — perhaps an earthquake — well we've had everything else!

To conclude, my sincere thanks to Steve for being a real friend and the countless hours effort he has put in, the results we have achieved over the years have been as much his as mine.

*Morton*

## ULSTER ROUNDUP

— By Dessie Black

A very successful Northern Ireland kart racing season closed on 26th October at Nutts Corner when the Ulster Karting Club held the final round of the Series Championship for all classes. Despite some championships already decided, there were many points available for the minor places. The top four in all classes are as follows:

<b>Junior N.I.K.A.</b>	<b>125 National</b>
<b>1st</b> John West	<b>1st</b> Brian Kennedy
<b>2nd</b> Roger Drumm	<b>2nd</b> Gordan Howell
<b>3rd</b> Keith Cheshire	<b>3rd</b> Henry Crossan
<b>4th</b> Harry Johnston	<b>4th</b> Alan McAloran

<b>Junior International</b>	<b>250 National</b>
<b>1st</b> Neil Cheshire	<b>1st</b> Joe Morton
<b>2nd</b> A. Johnston	<b>2nd</b> David Beattie
<b>3rd</b> A. McAuley	<b>3rd</b> Dessie Black
<b>4th</b> C. McKitterick	<b>4th</b> William Lyttle

<b>100 National</b>	<b>250 International</b>
<b>1st</b> David Allen	<b>1st</b> Raymond Lyons
<b>2nd</b> Gary Jordan	<b>2nd</b> Dick Curran
<b>3rd</b> Ian Frizzell	<b>3rd</b> Trevor Roberts
<b>4th</b> Joe McCullagh	<b>4th</b> Colin Menary

#### 125 P&R

- 1st** Mark Playle  
**2nd** Ronnie Knox  
**3rd** Chris Pentland  
**4th** Mark Taggart

Throughout the season there were many highlights, such as the joint Motorcycle-Kart Meeting, held at Kirkistown racing circuit. Many people assume kart racing is a participants only sport, so in effort to promote karting locally, this venture was dreamt up by Frank Weir in conjunction with one of the motorcycle clubs. Unlike some of the car racing drivings, all karters were made very welcome and, in fact, some kart drivers who experienced engine problems were offered assistance from their motorcycle counterparts. With Joe Dunlop, Alan Carter, Andy Watts, etc., making an appearance a large spectator number was assured, thus giving karting an excellent shop window.

Despite a crowded motorcycle programme kart drivers were allowed two races in which all the gearbox classes raced together — 125 P&R, 126 National, 250 National and Formula E.

One area in Northern Ireland where karting is popular with the spectators is at the Road Races; at a recent meeting held on the streets of Carrick Fergus several thousand witnessed a superb evening's racing. The trend seems to be, if the sport is taken to the spectators, it is successful but, should would-be spectators be required to travel, they simply will not. Nutts Corner, the most used circuit in Northern Ireland may, with the exception of the Ulster Kart Grand Prix, only attract a few hundred at most for a normal meeting. Something more dramatic in advertising between all clubs is required to increase public awareness; the irony is that sponsorship is not too difficult to obtain for certain events. For 1986 the Ulster club have, in principle, agreed to promote their events through posters to be displayed in filling stations and shop windows.

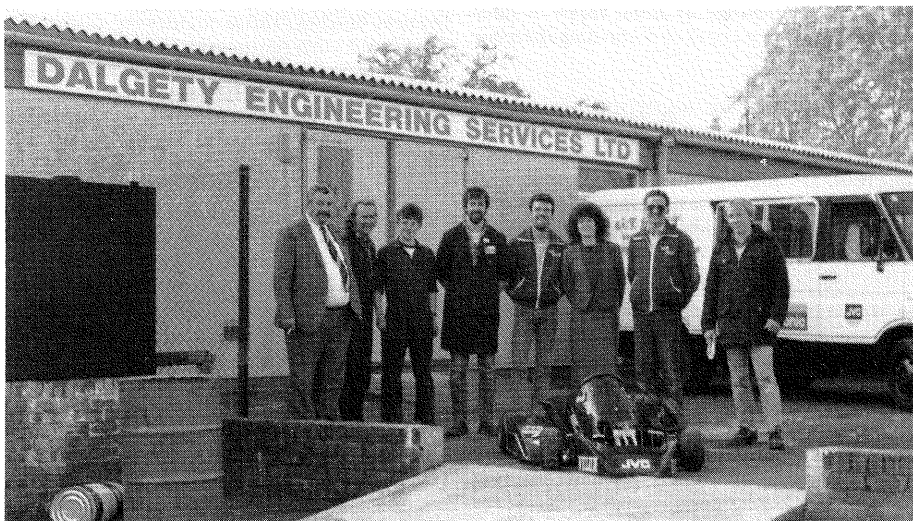
Two former minority classes made great progress during 1985 — 125 P&R and 250 National — from very small grids they averaged consistently around eleven at each meeting and, in doing so, some promising new drivers have emerged. Coming through P&R ranks there are at least four drivers who have shown skill and determination that would benefit their presence in the other quicker classes. Mark Playle, Ronnie Knox, Mark Taggart and Chris McIlwayne have continually

demonstrated their capabilities which will form a backbone for Ulster karting for years to come. In fact it is understood that Playle will be driving 125 National during 1986. A similar situation affects 250 National and Honda machines. While Yamaha drivers have dominated most of the major Ulster Championships, the future of this class is in the hands of the aforementioned new drivers who, after one or two seasons' racing, may upgrade themselves to either Yamaha or water-cooled power. Despite their inexperience some of these drivers have shown the correct attitude, in that their priority has been reliability and consistency, particularly in pre-race preparation. Raymond Lillie, Gordon Robinson, William Forsythe and Andrew Laverty have all shown the necessary ingredients to succeed.

Highlight of any kart race meeting is the spectacle of Formula E; unfortunately from last June grids have declined to, on some occasions, as few as four drivers. Nevertheless, with drivers of the calibre of Raymond Lyons, Trevor Roberts, Richard Bell and Dick Curran, the actual racing has been skillful and fast. Although the 1985 season has just finished, such is the determination of drivers, plans have already been passed to encourage new Superkart drivers. As an experiment, Superkarts will be divided, with Rotax machines retaining their Formual E status, and Yamaha twins being called 250 International. To date, eight in each class have been enlisted, with hopefully more to come. The most successful gearbox class has undoubtedly been 125 National, generally averaging fifteen plus at each meeting. With drivers, such as Henry Crossan, Leslie Currey, Brian Kennedy, Alan McAloran and Gordan Howell, no one can ever predict a winner for any individual race. As far as this New Year is concerned, with the possible addition of Lyons, Roberts and Curran to the 125 National class, the mind just boggles! There are, however, other vastly capable 125 drivers who are always on the pace:- Kirk and Karl Grills, Terry O'Neil, Dave Vance, Forde Fitzimmons and Brian King.

For the first time in many years the Ulster Karting Club ventured outside Northern Ireland to co-promote an event at the Isle of Man, the beautiful seaside town of Peel was the venue for a 1½ mile road race. This event was so successful there will be a follow-up race this year, probably during June. With 1985 being so successful for drivers, a word of thanks to all clubs and members for their race promotion, and sponsors for their financial help. Roll on this coming season!

#### GEORGE BETT



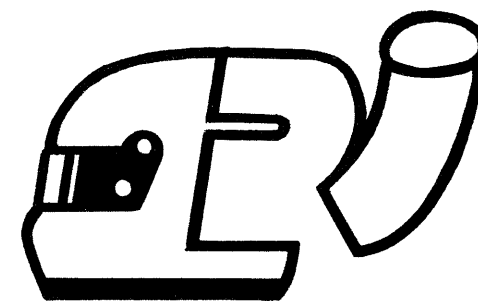
210 National driver and past 'GP' Plate holder, George Bett announces he has secured continued sponsorship for the coming season from Velux Windows and J.V.C. George is pictured here with his 1985 sponsors, Dalgety Engineering Services Ltd., the precision engineers.



Cindy in action.

the same opportunity to individual local firms this time around. The club itself organises the races, the overseas purchase and engraving of trophies, and so on. Companies can display their own banners and products, use the PA system and hand out T-shirts and other giveaways to the public. Membership of the Dubai Kart Club costs 375 Dirhams per annum (£75) but this includes an annual 150 Dirhams (£30) for obligatory membership of the Al Nasr Motor Sports Club. You have to be a member of the DKC in order to be able to race.

Enthusiasts can reckon on paying about 2,500 Dirhams (£500) for a new kart/chassis and between 1,800 and 2,600 Dirhams for a new engine. Secondhand equipment is often sold through the club, which constantly tries to recruit new members. A club kart is readily available to any newcomers who want to have a go first, before committing themselves.



**RJ HELMET GRAPHICS**

We produce a painted helmet that looks as good as a Formula One drivers, at a price that karters can afford.

We have painted helmets for drivers that want the professional look such as:

**DEREK RODGERS · PHIL GLENCROSS**  
**· REG GANGE · TIM PARROTT ·**  
**KURT LUBY · MARK WEBSTER**  
**· JOHN ALCORN**

FOR FRIENDLY SERVICE

**PHONE: 061-747 5122**

## BRITAIN'S FIRST LONG CIRCUIT KART SCHOOL!

Tuition by one of U.K.'s Top Drivers, using fully prepared 125 karts. 1 day courses with individual or group tuition.

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

**0480 860823**



19 The Green,  
Great Staughton,  
Huntingdon,  
Cambs.

# David Evans Racing Ltd

Due to our increased involvement in motor racing in 1986

## ALL OF OUR KARTING EQUIPMENT MUST GO!

- ★ ▲ Vega tyres
- ★ Parilla TT27 Jubilee engines
- ★ PCR 54/3 Reed Valve engines
- ★ All stocks of genuine IAME, PCR & Talko spares
- ★ PCR Slide Carbs
- ★ Numerous secondhand barrels, liners, crankcases, etc.
- ★ Quality used karts and engines

ALSO EVERYTHING THE PROFESSIONAL WOULD NEED TO TUNE AND PREPARE 100cc & 135cc ENGINES INCLUDING: BORE BAR, HONE, ROTARY TOOLS, LATHE, PRESS, POST DRILL, TWO WHEEL GRINDER, DEGREASER UNIT, SPECIAL TOOLS & STORAGE UNITS .....P.O.A.

TUNING & DEVELOPMENT INFORMATION AVAILABLE TO PURCHASER

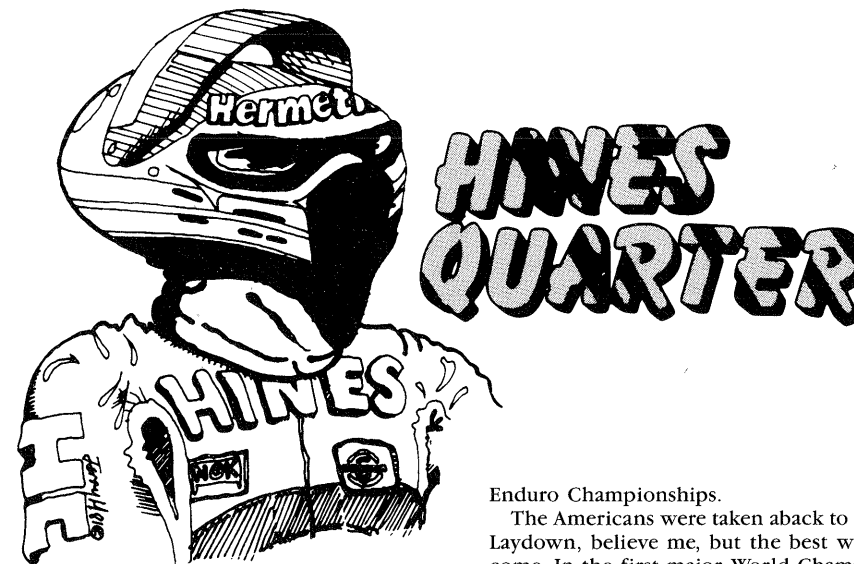


**BEDFORD TK860 TRANSPORTER**  
3000 miles since new engine fitted, S reg, 60mph, 20mpg, fully fitted out for kart racing including: full width bench (8ft+), 6" Record engineers vice, tyre rack for 20 sets of tyres, engine rack for 20 engines, brand new 18' x 18' Alfred Bull awning (used only once) tow bar, etc .....£4,500 + VAT

**18' SPRITE MAJOR CARAVAN**  
5 berth, fridge, cooker, awning, water carrier, etc. ....£750 + VAT

23 Endsleigh Road, Merstham, Redhill, Surrey RH1 3LX.

Telephone: 073 74 2456 Telex: 926395 ENTEX G



Over the past few months time has been at an absolute premium, hence the lack of my column. Firstly, I would like to wish all karters a successful 1986, even Steve Eaton who is, as you are aware after his column last month, defecting to the other side of the world. Steve will indeed be a great loss to the European karting scene as he really has given me 100% effort and support for many years. His bubbly personality and sense of humour will, I know, be missed by everyone who has had the pleasure of knowing him. In fact he will still be deeply involved in karting in Australia working for the Zip distributor. Certainly the country has a lot to offer and is probably the only place I have ever visited where I would settle down tomorrow.

The karting scene is not quite so professional as in Europe, but it certainly does not lack enthusiasm and the standards of driving are excellent. In fact, karting is really booming there at the moment. What is interesting is that they run an 80cc Gearbox class, using Motocross water-cooled engines. The karts used are basically Class 1 with a gear lever fitted to them. Only one rear brake is used, with no front, by the majority. Believe it or not they are lapping on a 1½ mile circuit within about four seconds of the 125cc times. There are various other countries running this class, all of which are reporting an excellent growth rate. Secondhand engines are available for around £250 — and that's water-cooled. It means that you could end up with a new chassis and a secondhand power unit for a total outlay of about £650. It does make me feel there could be something there for the future.

Well, in Australia, we nearly did not get the equipment for the race, but after involving the British Consulate we got the kart the day before the event. The highlight of the trip was without question meeting all the Aussies who have now become personal friends and the best hosts we have ever had.

So, it was off to Daytona, after popping home for about six weeks and certainly my luck with freighting companies is not exactly what you would call great. This time it took TWA 10 days to get the equipment to Chicago where it then got stuck because there was no way to get it to Daytona in time! So I had to resort to being a spectator at one of the world's most exciting circuits. We did get our own back, because over the past two months we had been developing laydown karts for the American 100cc Enduro Classes which compete for the WKA World

Enduro Championships.

The Americans were taken aback to see a Zip Laydown, believe me, but the best was yet to come. In the first major World Championship event, the two karts that we took over there finished first and third.

The same drivers, by putting weight on the karts, entered into the Heavy Weight category of the same class. In that event the Ireland brothers occupied first by some 21 seconds over the second man and the other Ireland occupied third. Unfortunately, with two-thirds of the race gone, the leading Zip seized, leaving the other brother to take second. It certainly shows it isn't only the Americans who can make laydowns — in just two events the kart took first, second and third in the World Championship.

The biggest surprise would have been if my equipment had arrived because, in with it, was 125cc laydown outfit and that certainly would have upset the apple 'kart'!!

The star of the show again was Gerry McCart who laid back and scored another victory. It must be mentioned that John Jackson put on a truly excellent performance and finished third overall in the Superkart event and was destined for maybe a first or second in the Enduro event 1 hour! Unfortunately his rear sprocket stripped all its teeth, but his performance was a great credit to him and his faithful mechanic.

While in the States I also went to see some Dirt Track Racing. Is *that* something else! It's just like Speedway with about six times as many people on the track and certainly gives the spectators value for money. There are two divisions in that branch of the sport — 2 Stokers and 4 Stokers as they call them. The Briggs and Stratton 4-stokers are the industrial type you find on rental karts, etc, however, that's where the likeness finishes. Those engines are all chrome-plated and your tuning bill can come to 1,500 plus US Dollars, a little over £1,000. This changes them from an industrial engine to an out-and-out racer! The kart is a 100cc kart with adjustable ride height so they can be set up for the oval circuits. They all have attractive noses and Nassau panels, (that is the karts — not the drivers!) which certainly adds colour and makes them look very aggressive — it all goes with the style of driving on those ovals.

The 4-stroke meeting, which was on the Saturday night, (yes at night under floodlights) attracted some 400 entries! Qualifying for the racing due to the size of entry did not finish until midnight and the last race finished around 3am. The next night it was the turn of the 2-strokes. In this class they use Italian reed valve engines which are also very reliable, from all the reports I heard. It is indeed an awe-inspiring sight to see 20 or so of those machines sliding through corners. Once again this class is gaining popularity in Australia at the moment.

It makes one wonder, with all the Speedway

circuits in this country sitting dormant for three or four nights a week, that maybe we should revive this form of racing again. It was back in 1963 and 1964 when it was going well over here, using the 200 Villiers kart. Please don't anyone suggest putting a Formula E around a Speedway track!

There is one thing that always gives me a feeling of true excitement when I go to Daytona, that is as you come out from the famous beach on the Main Highway, you arrive at the impressive 45 degree banked wall. It is really high and that is when you know what Daytona is all about. When you eventually get into the circuit to find your equipment is still floating around Chicago you come down to earth with a big thump. Well, there is always next year, but I may well go and compete in the WKA Grand Nationals which are to be held in the middle of '86 at Road America; it is reputed to be one of the best road circuits in the world.

### 1986 National and International Events

There is one big change to the CIK International events this year, ie, European and World Formula E Championships. There will no longer be any heats! The meetings will be run more in line with Formula events. As I understand it there will be — one hours free practice, followed by two separate one hour sessions of timed qualifying which will give positions for the Pre-Final, followed then by the Final. At Silverstone there will be two events run as separate meetings. Saturday will see a round of the new, three round European Championship, whilst Sunday will host the World Championship event. This of course only applies to Formula E. So, effectively, the World and European events will be completely separate from one another, each containing three rounds.

**STOP PRESS:** It may even turn out that there will be two UK rounds of the European Championship!

There is to be a round of the European Championship held at Jyllandsringen in Denmark at the end of May. Other news is that the Nurburgring event has been brought forward one week to August 22nd, 23rd and 24th, this will probably mean the Snetterton meeting for the same weekend will most likely have to be cancelled.

There is also to be an International event held round the picturesque streets of Peel in the Isle of Man. The circuit is said to bear a striking resemblance to Monaco! The organisers will be offering a special deal to British drivers — ferry fare and three nights accommodation for just £55. You have, however, got to pay for the vehicle to go over, but it seems like a fairly inexpensive little break when the weather is likely to be OK. The event will be open for all normal gearbox classes. (NB. You cannot take caravans onto the island).

### New Products for 1986

Zip has just launched a new seat which offers many safety features not previously available. The seat is of the normal Zip GP design but offers a built-in head restraint, the head restraint is fully reinforced and extremely strong, as is the entire seat. It does make a very attractive and functional unit and, for added safety, it has large aluminium plates laminated in where the seat is affixed to the chassis. For super strength only woven matting is used in all Zip seats and not the normal chopped strand.

### Deluxe Class A Motorhomes

Zip are to commence importing American Class

## PLUG - IGNITION - TOOLS etc.

Motoplat, 100cc comp '84 model.....	£44.00
Motoplat, 125cc Rotax.....	£66.50
Motoplat, 250cc Rotax, with back plate.....	£100.00
Motoplat, 250cc Yamaha with back plate.....	£100.00
Motoplat rpm gauge to suit all above.....	£49.00
Motocraft plugs.....	£2.25
NGK plugs EV.....	£3.00
New NGK plugs - EG V.....	£4.00
Zip professional Tyre Pressure Gauge, Masta.....	£19.95
Precision dial gauge + adaptor.....	£20.00
Waterproof rubber plug caps.....	£0.90
3mm 'T' bar Allen key 'genuine Jacobs'.....	£1.60
4mm 'T' bar Allen key 'genuine Jacobs'.....	£1.60
5mm 'T' bar Allen key 'genuine Jacobs'.....	£1.60
6mm 'T' bar Allen key 'genuine Jacobs'.....	£1.60
Allen key foldaway set, in steel case, 2mm-6mm.....	£3.50
Tank tape, best quality, various colours.....	£4.75

## ZIP HIGH QUALITY DIE-CAST COMPONENTS

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

## GENERAL KART COMPONENTS

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

## ZIP SPUN ALLOY WHEELS

<i>The original Zip Deluxe spun alloy wheels - not to be confused with pattern types.</i>	
Front rim 5" x 2".....	£2.60
Front rim 5" x 2½".....	£2.90
Front rim 5" x 3".....	£3.00
Rear rim 5" x 4".....	£3.45
Rear rim 5" x 3".....	£3.00
Rear rim 5" x 2½".....	£2.90
Rear rim 5" x 2".....	£2.55
O' rings for above.....	£0.25

## STOPWATCHES

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

## CHAINS - SPROCKETS - etc.

<i>All 100cc sprockets are fully machined and made of L70 material.</i>	
219 pitch, 64T-95T.....	£3.50
35 pitch, 56T-82T.....	£2.60
219 pitch engine sprockets 10T, 11T.....	£3.75
35 pitch engine sprockets 9T, 10T.....	£3.50
DID 219 HT chain (110 link box).....	£8.25
DID 35T chain (100 link box).....	£6.80
DID 35T chain (10 metre box).....	£57.50
½" x ⅝" steel machined 4-hole sprockets, 23-36T.....	£3.75
½" x ⅝" DID 428H chain (per metre).....	£7.75
½" x ⅝" Rotax drive sprocket 17-28T.....	£10.00
½" x ⅝" Yamaha drive sprocket 23T.....	£10.00
Reynold link extractor (new model).....	£19.00
PJ1 chain lubricant.....	£3.50

## ZIP (Bridgestone approved) DIE-CAST WHEELS

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

## HELMETS AND ACCESSORIES

<i>All helmets are the latest specification BS1 2495-77 amend 5 or Snell 1980.</i>	
The new Simpson 82 range of helmets designed for karting use.	
Simpson type 33 (original Star Wars).....	£180.00
Simpson type 82 carbon fibre.....	£199.95
Simpson visor clear or tinted for type 82-32-14.....	£12.00
Simpson visor old type clear or tinted.....	£7.75
G.P.A. F.1 helmet.....	£199.95
G.P.A. visor.....	£20.00
Bell Star.....	£109.95
Bell Star Ltd.....	£139.95
Bell M1. <i>Special Offer.</i> Sizes 6½ - 6¾ - 7 only.....	£89.00
Bell M2, new F.1 style.....	£180.00
Bell Tour Star visor, clear.....	£4.50
Bell Tour Star visor, tinted.....	£6.80
Bell visor M.1. & M.2.....	£16.00
Bell Star I and II visor.....	£4.50
Bell Star visor.....	£8.75
I.C.L. Vari clear (demister).....	£2.20
Zip Rotor Visor, a must in the wet £12.50	
100% Cotton Balaclava.....	£2.25

# KTM 250cc ENGINES SPECIAL — AT £600 + VAT

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

## PRICES PLUS VAT

All prices subject to alteration without prior notice



## ZIP RACEWEAR

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

## "SOMETHING DIFFERENT"

### ZIP BACK/SIDE PROTECTOR

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

Despite the cold and harsh winter weather, the backbone of British karting soldiers on. A lot of clubs continue to run their monthly club meetings, many incorporating a Winter Series. Already one or two points of interest have arisen. Firstly, there is the advent of Terry Fullerton becoming the U.K. importer of the 100cc P.C.R. engines; this will enhance T.F.'s back-up service and should ensure the engine breathes a new lease of life on the British scene. Secondly, as mentioned in a previous article, 1986 will see Alan McNish graduate into the Senior National class. As yet no sign has been seen of him, but rumour has it that he will continue his association with T.F.

The newly plated (colour — blue) Junior Britain class which Alan vacates will be hotly contested this year and it is very unlikely that there will be a runaway situation as in 1985. Two boys who rate highly and are 'tipped for the top' are David Coulthard and Shaun Nicholson. Both, it would appear, are using Simon Wright equipment and, from last season's form, both should hit the headlines.

Although somewhat overshadowed, Ivan Turner's form continues to improve — the British Championship being his obvious highlight last year. With his skill and calculated driving his success this year should continue. An outside bet for someone who could upset the form book could possibly come from the ever-improving northern youngster, Martin Jubb. Although only in competition less than two years his skill is coming to light, and ably assisted by 'KartSport' he is the one to watch. Some more heated competition should hone his skill even more.

Although it is difficult in karting circles sometimes to sort out fact from fiction, a few snippets from the 'grapevine':- Jason Plato looks likely to contest the European 135 Championship, which is good for him, as he should benefit from the stern competition. Should he race here in 100cc it may well be on his familiar Zip kart, but with power from Petry!! (Fact or Fiction?). Neil Hann is rumoured to be using Deavin equipment and may well be returning to the kart agency circles. Neil sampled Deavin-Parilla power later last year at a Dunkswell 'clubbie' and he was very impressed.

Provisional venues and dates are currently being discussed for the 1986 Super One championship. One major difference from past format is that the event will expand to eight rounds instead of six, with seven rounds to count for points. One of the venues, if confirmed, could be surprising as it is many years since a championship event was staged there, but with recent improvements and enthusiastic support they deserve a chance. Rye House seems destined to host the final round and there is every chance that the recent Cable Television coverage will extend to that meeting.

As for the Kart and Superkart Series, it is understood that there will in fact be one during 1986 and that K&S will return to its old format of six rounds, the best five of the six to count. News is that clubs have already been invited to submit possible dates and once these are to hand, the Organisers can finalise details. As soon as the information is available drivers will be notified. It is believed that Vega will be one of the sponsors involved in this year's Series.....

## Engines — 100cc

As usual, the RAC MSA 'Blue Book' contains a vast array of 100cc homologated engines, either for Britain or National classes. Despite selection available, the trend is usually for certain motors to be more popular than others — in fact, some of the engines in the 'Blue Book' are no longer

available!

As a general picture the 100cc Kart Engine scene takes the following pattern. Led by the large I.A.M.E. concern in Italy, the Parilla range of engines are currently the U.K. market leaders. The whole range of engines, from the Britain class SS20(!), to the top range TT31 Jubilee for National, are very quick engines, even as standard, out-of-box versions. The Parilla has been around so many years and, although renowned for its speed, was often criticised for its unreliability. To some extent this has been overcome with the latest I.A.M.E. components — but at a price.

For many years Bruno Ferrari was the sole importer of these engines and is still closely linked with the concern. However, several other kart agents have recently jumped on the bandwagon and distribute the Parilla range. Probably the most successful of these has been Deavinsons who, with Paul Deavin's vast experience, have turned out some of the quickest 100 National Parillas for some time. Another major outlet for the Parilla is Simon Wright who is also a 'quick' engine tuner, but seems to have more success generally in the Britain class.

The range of Parilla engines continues to grow and, in 1985, the Jubilee versions of the TT27 and TT31 were available. The high purchase price reflected the use of selected factory



components, in particular the much talked about rods — costing in excess of £70. However, competitors continue to select the I.A.M.E. product and the range of engines is certainly a match for any other make.

Battling for sales in the U.K. market place behind the Parilla engines are a host of equally successful manufacturers, again mostly from Italy. The DAP concern has from time to time shown great potential, but the motors do not have the edge in this country that their counterparts have in Italy. DAP's cleaning up in Europe and the world with 100cc engines for Modena and Saspini is commonplace and, unbelievably, the Parilla hardly gets a look in.

The DAP engine range is very comprehensive, including reed valve units for the States. The hallmark of all DAP engines, (and kart equipment), is the standard of quality. Although mass-produced, the engines are soundly constructed and finished. The Britain engines seem to be quick, (T70 TT) but the top of the range National engine, the T75, is still a little down on the Parilla.

The P.C.R. concern, again based in Italy, is starting to make its mark on 100cc karting, not

only in the U.K., but also in Europe. The latest announcement, that Terry Fullerton is to distribute the engines, can only enhance their popularity here. Odd units have sprung up from time to time which are very quick, but the suggestions are that these are 'one-off' factory specials, rather than the run-of-the-mill equipment which the average karter could buy. Although a bulky and robust engine some question marks hang over its reliability. The British T.K.M. concern also takes a large slice of the U.K. market, but is generally not as popular as its Italian adversary. With Alan Turney continually developing the workmanlike family business, the U.K. engine is a bulky and solid unit, but well constructed and engineered. The 3-port TT versions are quite popular in 100cc Britain, but have to compete against the Arrow, a very strange situation to have evolved, as T.K.M. has taken over production of the former Hewland product. In 100cc National Ricky Grice has used the engine to its full, (and probably a bit more) and the results have been forthcoming.

For 1986 some new models have been introduced — L92 TT and L95 TT — probably to compete with the extra-long stroke of the DAP and Parilla.

Imported by Jerry Cotterill, the Rotax 100 engine has shown a lot of promise. Not a pretty looking unit but one which, when fully developed, could be successful.

Other odd engines appear from time to time — like Komets, Yamahas and, maybe in '86, the Petry.

Watch this space for future developments.

The 19th Hong Kong International Kart Grand Prix was held at Victoria Park during the 27th to 30th November and the results were as follows:-

## FORMULA K 135cc

### Qualifying

1st	G. Bugatti	(I)	38.19sec
2nd	P. de Bruyn	(NL)	38.28
3rd	J. Haase	(I)	38.31
4th	G. Borbidelli	(I)	38.38
5th	M. Hezemans	(NL)	38.47
6th	N. Higashisaka	(J)	38.71

### Final

1st	G. Bugatti	(I)	
2nd	P. de Bruyn	(NL)	
3rd	G. Morbidelli	(I)	
4th	M. Hezemans	(NL)	
5th	Y. Lee	(J)	
6th	M. Wilson	(I)	

### 100cc OPEN GP

1st	S. Modena	(I)	38.41sec
2nd	K. Sano	(J)	38.83
3rd	Y. Lee	(J)	38.88
4th	P. Joergensen	(DK)	38.98
5th	M. Hezemans	(NL)	39.07
6th	A. Zanardi	(I)	39.14

### Final

1st	A. Zanardi	(I)	
2nd	K. Sano	(J)	
3rd	T. Kristensen	(DK)	
4th	G. Bonanno	(I)	
5th	Y. Lee	(J)	
6th	E. van der Hoek	(NL)	

### ASIANT-PACIFIC CHAMPIONSHIP (100cc)

1st	Y. Lee	(J)	
2nd	J. Pizarro	(Aust)	
3rd	M. Sully	(Aust)	

### 135cc TEAM RACE

1st	P. de Bruyn	(NL)	
2nd	G. Bugatti	(I)	

# DARTFORD

# KARTING

## TKM ENGINE SPARE PARTS

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

## IGNITIONS

Motoplat, Class 1 comp, with coil	£37.50
Motoplat coil	£18.97
Dial gauge	£10.00
Extension	£1.50

## ARROW ENGINES/SPARES

Mounting plate & Allen screws complete	£13.13
Cylinder head	£30.40
Cylinder barrel to head	
O' ring	£1.00
Exhaust pipe	£7.90
Cylinder barrel	£29.80
Cylinder liner, TT	£34.80
Cylinder liner, 3-port	£30.40
10T sprocket, fine pitch	£4.00
11T sprocket, fine pitch	£4.00
12T sprocket, fine pitch	£4.00
9T sprocket, std. pitch	£4.00
Output shaft oil seal	50p
Rotary valve cover	£13.20
Oil seal 25357	60p
Hub r/v drive hub	£4.96
O' ring crank valve hub	40p
Crankshaft nut	£1.20
Crankcase R.H. Pair	£60.00
Crankcase oil seal	60p
Big end roller bearing	£3.75
Cylinder head nut	50p
Piston assy. all sizes incl. piston rings, and circlips	£11.00
S/E Thrust washer	75p
Crankpin	£3.60
Connecting rod TKM	£20.24
Crank assy. inc. rod	£74.00
Crank half R.H.	£30.00
Crank half L.H.	£30.00
Engine mount clamps	£3.50
Rotary valve, tuned, 45-72°	£5.70
Rotary valve, 45-65°	£5.00
Cylinder comp. 3P	£60.00
Cylinder comp. TT	£64.00
Cylinder D Port	£71.20
Liner 3P	£30.00
Liner TT	£34.80
Liner D Port	£39.60
Gaskets, paper	20p
Connecting rod	£20.24
Connecting rod, selected	£25.04
Carb restrictor	£2.00

## CHAINS AND SPROCKETS

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

## BRAKES & PARTS

K.P. Braking System Comp.	£38.00
DK Braking System Comp.	£32.00
Zip Braking System Comp.	£55.00
7% Steel Solid Disc	£9.00

7% Steel Disc Drilled	£10.50
7% Cast Iron Disc	£12.50
7% Cast Iron Cross Drilled and Radial Drilled	£23.00
Zip Type Brake Pads	£5.00
KP/DK Type Brake Pads	£5.00
KP/DK Type Brake Pads (Super)	£7.50
Type 35 Chain 1 metre	£5.50
Type 35 Sprocket	£3.00

## KART COVER AND TOOLS

Kart cover, 100cc	£9.50
Seat cover, universal	£8.00
Kart stand, unsprayed	£10.00
3mm, 4mm, 6mm, 8mm, T-bar	
Allen-key	£1.50
10mm T-bar socket	£3.25
13mm T-bar socket	£5.25
Sprocket puller	£4.75
Motoplat puller	£1.95
Motoplat holder	£1.75
Gudgeon pin extractor	£3.25

## BEARINGS

6204, C3 (metal cage)	£1.50
6204, C4 (metal cage)	£3.00
6204, C4 (fibre cage)	£3.25
6204, T, B, P63 (fibre cage)	£6.75
6204, V.N.S.K.	£2.00
Super roller cage	£3.75
Standard track rod ends (female)	£1.95
Super track rod ends (male)	£2.50
Track rod ends (male)	£1.95
Axle bearings 30mm (Super)	£3.50
Axle bearings 25mm	£3.00
Axle bearings, 1"	£3.00
Sub axle bearings, 15mm	£1.00
Axle bearing hanger	50p

## GOODYEAR TYRES

(CIK) 11-450x5 moulded wets	£14.00
11-600x5 (German)	£14.00
11-450x5 (German)	£14.00

## PISTONS

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

## TUNING

We tune any Class 1 engine to Works specification. All engine work undertaken is done in DK's workshop. DK Special Tuning, £50.00; Liners renewed from £30.00.

**Labour prices:**  
Strip, hone and rebuild.....£10.00  
Big end replacement.....£3.00  
Reboring & honing.....£2.00  
Resleeve & machine.....£8.00  
Carb test & rebuild.....£2.50  
D.K. special tuning.....£50.00  
Honing, crankshaft splitting and rod replacement while you wait (Except Wednesday afternoon).

We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec.  
**NOTE:** Crank splitting and Big End replacement, honing and crank truing if required during rebuild will be done at no extra charge. Unable to bring your engine rebuilt or tune to us then we will collect and return to you — £8.00.

New liner fitted with spectacular DARTWAYS — £25.00  
Equipping your liner with DARTWAYS including removal and fitting — £25.00

**D.K. Special Tuning including DARTWAYS £50.00**

**CADET panels complete with brackets to fit only kart for £40.00 each.**

Calling all export customers. With the excellent exchange rate and our large stocks and speedy service.

Air mail — Air freight — Sea freight.  
This MUST making karting CHEAP for YOU. So Ring Dartford 22645 TODAY.

## GENERAL PRODUCTS

Castrol A454	£5.50 inc VAT
Castrol 747	£7.50 inc VAT
Castrol EP90	£1.25
Castrol TQ.F	£1.25
Triflon (small)	£1.50
Triflon (large)	£4.00
PJ1 chain lubricant	£2.50
Front Nose Cone	£7.50
Nose Cone Bracket	£2.50

DAG heat dispersant	£2.50
Shell R oil	£3.90
Girling brake fluid	£1.00
PH grease	60p
Castrol R 30	£2.50
Castrol R 40	£2.50
Trackside hand cleaner	70p
ILC Vari-clear demister	£2.00
Hermite Instant Gasket	£1.75
PV1 Blue Label	£2.75
PV1 Exhaust Spray	£3.75
100cc Exhaust Vevey Italian	£12.00
In-line petrol fillers	
large or small	£1.00
Chrome exhaust ends	£4.50
NGK plug caps	£1.00
PVC tank tape (large)	£3.50
Steel sprocket Class IV	
1" or 25mm or 30mm	£3.00
Steering wheels	£7.50
Class IV rear sprocket carrier	£5.00
210 pistons c/w coil	£12.00
210 Motoplats c/w coil	£37.50
Class 1 Motoplats with coils	£37.50
Advance & Retard Motoplat	£37.43

## RACING PLUGS

Motocraft AG 403	£2.00
NGK 8EV-9EV-10EV	£1.95
Special rubber plugs caps	50p
Plastic plug holders 6 plug	20p
NGK, B8EN, B9EN, B10EN	£1.75
NGK, 8EGV-9EGV-10EGV	£2.65
NGK 8EG-9EG-10EG	£1.25

## HELMETS AND ACCESSORIES

Bell M.1 replacement visor	£10.50
Bell LTD helmet	£10.00 No VAT
Bell Star (limited stock)	
All helmets to BS2495 Amend 5 or SNELL 80	£95.00 No VAT
Bell Star replacement visor	£7.50
Rotor visor (a must for the wet)	£9.50
Helmet bag	£7.50
Team bags medium	£7.75

## DART 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.  
(DART std PVC suit).....£27.00  
New F1 style CIK suit. A new standard in style and comfort.....£42.00  
Most Size and Colours Available

PVC racing boots	£12.50
Super leather boots	£18.50
Short leather racing gloves	£8.50
Long leather gloves	£10.95
Equipment bag	£6.50

## TUBES

600/710 Tubes	£7.50
450 Tubes	£4.50
350 Tubes	£3.50
Large stock of all above now in stock.	

## PARILLA/IAME SPARES

Genuine TT27	
Cylinder Head	£30.45
Gudgeon Pin light	£2.45
Piston TT Bare	£8.75
Rings 2 Super	£6.90
Exhaust Gasket	49p
Exhaust Bend	£6.60
Woodruff Key	25p
Bronze Washer	£1.00
Paper Gaskets	30p
Crank Pin	£2.75
K80 Cylinder Comp.	£87.64
TT27 Nat. Cylinder Comp.	£85.26
Conrod Super 81	£30.00
Conrod Super 81 Selected	
Comp Inc Cage & Pin	£42.63
Conrod HI-FI Selected	
Comp Inc & Cage Pin	£60.00
Crankcase Jubilee & Washer	£92.54
Crankcase Nat. & Washers	£87.64
Rotary Valve	£4.62
Rotary Valve Locator	£4.50
10T Sprocket IAME	£5.18
Factory packed Gasket Set	£2.00
Iron Liner TG14	£23.00
Iron Liner TT27 Nat.	£32.00
Iron Liner TT27 Jubilee	£38.99
K88/K55/K80 Crank Pin	£2.75
K88/K55/K80 Conrod	£30.00
K80TT Crankcase Comp.	£85.26
K88 Crankcase Comp.	£75.46
Komet Cylinder Head	£30.45
Komet Rotary Valve	£4.62
Komet Valve Locator	£4.50
Timing wheel and boss	£23.10
Trade supplied on all IAME products	

**SUPERDART KART COMPLETELY ASSEMBLED, SPROCKET CHAIN, BRIDGESTONE YBN TYRES, ARROW/TKM ENGINE, READY TO RACE, FOR BRITAIN £677.00**

**SUPERDART KART COMPLETELY ASSEMBLED, SPROCKET CHAIN, VEGA TYRES, TKM FF99TT ENGINE, READY TO RACE FOR NATIONAL £685.00**

**DRIVER WANTED FOR 100 'SUPER' COMMERCIAL SERIES**

Kart, Engine and Tyres Supplied  
Full Sponsorship  
Contact  
**DARTFORD KARTING**

## MANUFACTURERS OF THE DART KART

MODEL	PORT	BORESTROKE	
TKM FF99	3 Port	48 x 53.8	£238.50
TKM FF99	TT	48 x 53.8	£238.50
TKM L90	TT	48 x 53.8	£269.10
TKM 589	3 Port	50.6 x 48.5	£238.50
TKM 589	TT	50.6 x 48.5	£238.50
Arrow KE	3	50.6 x 48.5	£238.50
Arrow KE	TT	50.6 x 48.5	£238.50
Arrow KE	D	50.6 x 48.5	£274.50
All the engines come complete with 10T drive sprocket, Tilotson carb and motoplat ignition.			
Engine mount and finger guard to fit Arrow engine at extra cost:			
Finger Guard		Engine Mount	£13.31
L90 BP Super Motor comp.			£448.00
L90 BP Motor comp		Arrow TT BP Super	£328.50

## IAME

**WE ARE A U.K. CONCESSIONAIRE FOR PARILLA ENGINES & IAME GENUINE REPLACEMENT PARTS.**  
PARILLA TT27 National.....£330.00  
PARILLA TT27 Jubilee.....£483.00  
PARILLA TT31.....£330.00  
PARILLA TT31 Jubilee.....£483.00  
All supplied with carburettor, ignition, coil, engine sprocket, exhaust & engine mount.

Are you thinking about starting Karting? Then why not join the most economical and enjoyable class of all — THE BRITAIN CLASS. We are able to offer a Super Dart (the latest Kart from Dartford), Arrow TT or 3 port engine (the most proven Britain motor to date), Bridgestone YBN tyres (longest lasting tyre for racing). Combine these with the drive sprocket and chain and all the fittings assembled by expert Kart builders and you have got a winning combination with the knowledge of being 3 times, and current, BRITISH CHAMPION. All for £677.35 incl 15% VAT.  
**DARTWAYS.** Our super modification used to win 1982/83/84 British Championship. Let us modify your own motor to this spec by fitting genuine Dartways for only £25.00.

## All Export Orders Welcome

No hidden extras, simply add postage or securicor and 15% VAT.  
Ring your BARCLAYCARD or ACCESS number to us and we will post your order to you the same day. Postage rates on orders up to £10 = £1; to £20 = £1.50; over £20 = £2.  
Securicor Rapid Delivery in the UK instead of post = £4.00  
**Mon-Sat 8.30am-5.30pm. Extended Opening Hours**  
**Wednesday 8.30am-5.30pm.**  
**LATE NIGHT — FRIDAY — open until 8pm.**

<b>THIS MONTH'S SPECIAL OFFER</b>	
VEGA SL SLICK or WETS	£68.00 per set
BRIDGESTONE YAK 7.1 and 4.5	£70.00 per set
BRIDGESTONE YBR 7.1 and 4.5	£88.00 per set
<b>NEW NEW NEW NEW NEW NEW NEW</b>	
Booster panels complete with front cone	£30.00
Nerf bar set to fit above	£10.00

## DARTFORD KARTING

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

**SUPERDART**

**I.A.M.E.**

**KOMET**

**PARILLA**



**All prices subject to alteration without prior notice**

