

A NEW ERA HAS BEGUN



After an 18 month test and development programme, we are pleased to introduce the first **TOTALLY UNCOMPROMISED** kart design from any manufacturer for the past 15 years.

From a clean sheet we have designed a kart to meet the specific requirements of today's circuits, tyres and engines.

Development has been effected by several leading drivers from every class to ensure that the new **BANDIT** suits everyone!



- * NEW concept - the result of 18 months of development
- * NEW tube standards to ensure longer life
- * NEW computerised machining to ensure concentricity
- * NEW self adjusting brakes manufactured to aerospace standards - maintenance free
- * NEW aerodynamic bodywork
- * NEW 'thick grip' steering wheel
- * NEW 8mm Meonite brake discs
- * NEW as standard - One piece wheels
- * NEW seat with built-in safety head restraint - class four
- * NEW pre-drilling of body and undertray for ease of fitting - class four



WORLD CHAMPIONS

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

THE BANDIT



K AND S

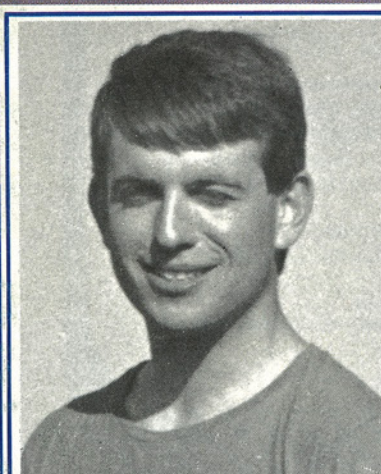
THE INTERNATIONAL MAGAZINE

Features include
100 Scene 'Technical'
Profiles —
BJK Racing
Steve Tillett
Dale Spruce

KART AND SUPERKART

MARCH 1986

80p



Profile Next Month
— Mark Webster

**K&S United
Kingdom Champs**
— Full Details

EXCITING NEWS ABOUT A
PRESTIGIOUS 125 NATIONAL
EVENT COMING SOON AT
DONINGTON PARK!

DINO

RACING EQUIPMENT

SPRING SPECIAL OFFER

DINO 125 SUPER

Fully adjustable, inboard self adjusting disc brakes, adjustable wheel width front and rear, adjustable front castor. 8 size seat option, hand or foot clutch.

Extensive use of mag components — 1 piece mag wheels, fuel pump, red only with **BRIDGESTONE** YAK's ideal for P&R

125 SUPER normally £920 including VAT

125 SUPER + tyres £1,012 including VAT

125 SUPER Special Offer £966 including VAT, **A SAVING OF £46.00!!**

NOW AVAILABLE —

125 "S" Short or Long Circuit use. All features as super, and more
£1,200 Including VAT

250 "S" — Top of the range rolling chassis but with added features, eg: Twin discs on rear. **£1,375 including VAT**

Non gearbox karts — All build rolling chassis from **£483 inc VAT**

Enquire about Dino-Sport, Junior, Super 100, 286 and 386.

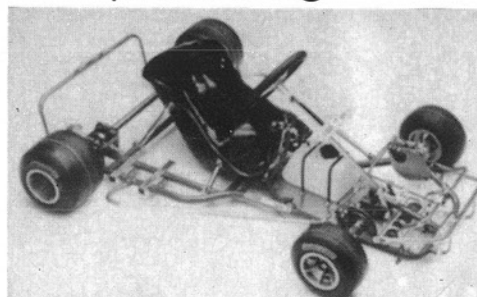
Note: All prices quoted in this advert include VAT. All prices collect 2-spec

WE RESERVE THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE

2-SPEC COMPETITION
32 Oldgate
Widness
Cheshire W08 8TL
Tel: 051-420 2222
Mikuni Carbs and Spares

DINO RACING
Hyllehojuet J
5500 Middlefart
Denmark
Tel: (09) 403299
Telex 58225 DINO UK

SURESPEED ENGINE DEVELOPMENTS
For all your 125 Rotax requirements from standard engine builds to full tuning
Contact John Brooks,
15 Sturminster Close, Clifford
Park, Coventry.
Tel: (0203) 611224



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, Tillotson carb and motoplat ignition.
Engine mount and finger guard to fit Arrow engine at extra cost:
Finger Guard£7.61 Engine Mount£13.31
L90 BP Super Motor comp.....£446.00
L90 BP Motor comp.....£359.10 Arrow TT BP Super.....£328.50

IAME
WE ARE A U.K. CONCESSIONAIRE FOR PARILLA ENGINES & IAME GENUINE REPLACEMENT PARTS. DARTFORD KARTING ARE ALREADY THE LARGEST STOCKISTS & DISTRIBUTOR OF TKM AND ARROW ENGINES & SPARES IN THE U.K.
PARILLA TT27 Britain.....£340
PARILLA TT27 National.....£240
PARILLA TT27 Jubilee.....£483
PARILLA TT31 Jubilee.....£340
PARILLA TT31.....£483
All supplied with carburettor, ignition, coil, engine sprocket, exhaust & engine mount.
TRADE AGENTS REQUIRED TO SELL THESE PRODUCTS IN THE U.K.
Please apply in writing

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.

SUPERDART

I.A.M.E.

KOMET

PARILLA

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
Crankcase main bearing	31p
shims	30p
Valve locator	£4.96
Valve locator circlip	20p
Crank nylon stuffers	£1.20
Aluminium stuffers	P.O.A.
Copper rivets	33p
Cylinder Comp. 3P	£60.00
Cylinder Comp. TT	£64.00
Cylinder Comp. L90TT	£68.00
Crankcase Comp. 3p	£52.00
Crankcase Comp. TT	£60.00
Crankcase Comp. L90TT	£68.00
Crankshaft Comp. 3 p + TT	£70.40
Crankshaft Comp. L90TT	£76.00
Crankshaft Drive 3p + TT	£28.00
Crankshaft Drive L90TT	£32.00
Crankshaft Mag. 3p + TT	£25.60
Crankshaft 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
All mods	£4.40
Rotary valve locator	£4.96
Liner 3 port	£30.24
Liner TT	£34.80
Gaskets, paper	16p

TKM Engine — 10% Off TKM printed price list (dated 1st January 1985)

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	£1.00
O' ring	£7.90
Exhaust pipe	£29.90
Cylinder liner, TT	£34.80

TKM ENGINE SPARE PARTS

Cylinder liner, 3-port	£30.40
10T sprocket, fine pitch	£4.00
11T sprocket, fine pitch	£4.00
9T 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	£3.00
Rotary valve, tuned, 45-72°	£5.70
Rotary valve, 45-65°	£5.00
Cylinder comp. 3P	£60.00
Cylinder comp. TT	£64.00
Cylinder D Port	£71.20
Liner 3P	£33.00
Liner TT	£34.80
Liner D Port	£39.60
Gaskets, paper	20p
Connecting rod	£20.24
Connecting rod, selected	£25.04
Carb restrictor	£2.00
Carb restrictor, stepped	£4.80

CHAINS and SPROCKETS

219 Type Chain and Sprockets

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

NEW ITEM! 10 tooth & 111 tooth sprockets to fit Arrow Motors £4.00

KART COVER AND TOOLS

Kart cover, 100cc	£9.50
Seat cover, universal	£8.00
Kart stand, unsprayed	£10.00
3mm, 4mm, 6mm, 8mm, T-bar	
Allen-key	£1.50
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)	£5.75
6204, V.N.S.K.	£2.00
Super roller cage	£3.75
Standard track rod ends (female)	£1.95

Super track rod ends (male)

Track rod ends (male)	£2.50
Axle bearings 30mm (Super)	£1.95
Axle bearings 25mm	£3.00
Axle bearings, 1"	£3.00
Stub axle bearings, 15mm	£1.00

GOODYEAR TYRES

(CIK) 11-450x5	£14.00
moulded wets	£14.00
11-600x5 (German)	£14.00
11-450x5 (German)	£14.00
11-350x5 large 10A	£7.50

PISTONS

TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Marx 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. Unable to bring your engine rebuild or tune to us then we will collect and return to you — £8.00.

New liner fitted with spectacular DARTWAYS — £25.00
Equipping your liner with DARTWAYS including removal and fitting — £25.00

D.K. Special Tuning including DARTWAYS £50.00

BOOSTER KART.....£235.00
CHAIN.....£6.50
SPROCKET.....£2.50
KART ASSY.....£20.00
ENGINE COMP. ARROW.....£265.00
BRIDGESTONE YBN.....£60.00

£589.00
+ VAT £88.35
£677.35

Booster 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 EP90	£1.25
Castrol T.Q.F.	£1.25
Triflon (small)	£1.50
Triflon (large)	£4.00
PJ1 chain lubricant	£2.50
DAG heat dispersant	£2.50
Shell R oil	£3.90
Girling brake fluid	£1.00
PH grease	60p
Castrol 30	£2.50
Castrol 40	£2.50
Trackside hand cleaner	70p
ILC Van-clear demister	£2.00
Hermetite Instant Gasket	£1.75
In-line petrol filters	large or small
Chrome exhaust ends	£4.50
NGK plug caps	75p
PVC tank tape (large)	£4.00
Steel sprocket Class IV	1" or 25mm or 30mm
Steering wheels	£2.75
Class IV rear sprocket carrier	£5.00
210 pistons c/w rings	£12.00
210 Motoplats c/w coil	£37.00
Class 1 Motoplats with coils	£39.90
Advance & Retard Motoplat	£37.43

RACING PLUGS

Motocraft AG 603	£2.00
Motocraft AG 403	£2.00
NGK 8EV-9EV-10EV	£1.95
Special rubber plugs caps	50p
Plastic plug holders 6 plug	20p
NGK, 8BEN, 89EN, B10EN	£1.75
NGK, 8EGV-9EGV-10EGV	£2.65
NGK 8EG-9EG-10EG	£1.25
NGK Plug Caps	85p

HELMETS AND ACCESSORIES

Star Wars, Simpson	£150.00
Bell M.1 replacement visor	£10.50
Bell LTD helmet	£110.00 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
Bell Start II replacement visor	£3.75
Rotor visor (a must for the wet)	£9.50
I.C.L. Van-clear	£1.95
Turbo whirly visors	£9.50
quality version	£9.50
Helmet bag	£2.75
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 team suits are in the latest fashion with stripes up the side of arm, leg & body and carry DART logo on back and shoulders
Leather suits are available in colours and sizes as per PVC overalls. But manufactured in top quality leather£90.00
DART new team leathers. New style, in various colour combinations in 7 sizes, also carrying DART logo. Manufactured in top quality leather£120.00
PVC racing boots£12.50
Super leather boots£16.50
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
Comp	£42.63
Conrod Hi-Fi Selected	
Comp	£54.81
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	



All prices subject to alteration without prior notice



All Export Orders Welcome

No hidden extras, simply add 15% VAT and postage or securicor.
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.

THIS MONTH'S SPECIAL OFFER

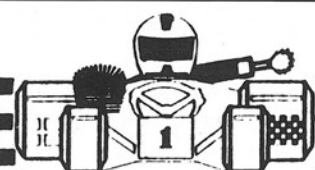
VEGA SL SLICK or WETS.....£70.00 per set	
BRIDGESTONE YAK 7.1 and 4.5.....£70.00 per set	
BRIDGESTONE YBK 7.1 and 4.5.....£80.00 per set	

NEW NEW NEW NEW NEW NEW

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

DARTFORD KARTING

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



Mini Ads

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



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**

2 SUPERB SPECIALIST TUNED ARROW ENGINES. Bored 51.0 one only run in. Other engine never used. £275 each. Various new tyres, some spares, Zip suit, Bell helmet (cost £185) will accept £90. Farnborough (Kent) 55370.

PEAK REVS Kart Centre

K.T.M 250 National, water cooled Phoenix in long circuit trim. All new March 1985. Price includes 1986 skeleton chassis.

1985 World Cup Winner Cadwell Championship Winner 3rd GP, plus many more.

**Contact
Alan Cheetham on:-
(0706) 79468**

100 BRITAIN SUPERDART ROLLING CHASSIS, 6 races since new in 1985, vented disc, nose cone, good Bridgestone YBN's, suit, spares, all in very good condition £210. Brand new Bridgestone YBF's on rims £80. Parilla TT27HK 48.3 bore, complete, plus spare carb. Excellent condition £250 (NO OFFERS!). Telephone 01-777 1887.

ANDERSON

Superkarts For Sale

1 x ZIP GP — Full Body,
Anderson Rotax — P.O.A.

1 x ZIP GP — Normal Trim,
Anderson Rotax — P.O.A.

1 x ZIP GP Full Body, Kelgate
Drakes, Anderson Rotax — P.O.A.

**PLEASE PHONE
FOR DETAILS
TEL (0279) 36000**

PREMIER 100 NATIONAL KART. Rebuilt Hewland, 2 sets of drys, 1 set of wet tyres. Numerous spares, complete with trailer. Telephone Harrogate 63834, £400.

ZIP 925 ROLLING CHASSIS, good condition, Rotax plates £375. Telephone Newmarket 751826 (evenings). 4-STROKE CLUTCH GO-KART, brand new engine. Disc brakes, 100 National frame £275 ono. Telephone 021-382 6116.

REEMA 841/TKM FF99TT 100 National engine, tuned. 48.2 bore. Prepared for the '86 season. Chassis unused for eighteen months £350 ono. Dap T72TT tuned £350. 25mm axle £15. Telephone 05436 2836.



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

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

FOR SALE, six new Rotax barrels, nicasil'd non tuned, plus various others. Sell, exchange. W.H.Y. Telephone Cobham (0932) 65711.

GO-KART ZIP 125cc with gears, disc brakes, good condition £325 ono. Telephone (0787) 237801.

**SOMETHING TO
SELL?
TAKE A MINI-AD
Tel: Hoddesdon
444201**

250 INTERNATIONAL BARLOTTI YAMAHA TZG, very good condition, including body, wing. Nearly new wets and good slicks. Totally rebuilt, ready to race. Trophy winner. £900 ono. Telephone 021-329 3810 after 5 pm or at the weekend.

1985 PHOENIX L/C CHASSIS, complete with wet and slick tyres. £550. Telephone 061-740 5672 after 6pm. 210 DALE/WOLF, many spares, engine, wets, slicks, stand etc. £650 complete. Telephone 0827 56846.

SIRIO/SIRIO ST51TT, 100 National for sale. Very quick ex-international outfit. Genuine quick sale required £350 or offers! Team Lewis Leathers worn 4 times. In very good condition. Offers! Telephone Richard on Chalfont St Giles 2340.

ANDY MILNER'S BARLOTTI YAMAHA TD3 250 international. Offered with spares, wets etc... fully prepared, ready to race, trophy winner. Probably the fastest and best looking in the country! £575 ono. Phone 021-308 6096 (night), 0543-250088 (day).

TIMED AT 57.7sec AT CADWELL OPENER

Superkart ZIP GP 250 Rotax, Kelgate 4-Brake system, Kelgate axle, 3 sets magnesium 1-piece ZIP Wheels; motor totally rebuilt and Anderson tuned. Over £2,000 spent in last 6 months — bills to prove, new type bodywork. Absolute bargain — £2,400

**Telephone:
Southend-on-Sea (0702) 76213 — Work
South Benfleet (03745) 55671 — Home**

AERO PANTHER ROLLING CHASSIS 125 + 210 mountings. Front fairing and side pods. Bridgestones in good condition. £230. Telephone 0923 6757A.

ZIP GP 250E ROTAX

Absolutely immaculate and completely rebuilt with spare engine. Very reliable trophy winner. S/C Welsh Champion 1985/86, 2nd British RAC Champion S/C 1985, 4th Non-Championship Silverstone GP. Complete Kit £1,500.

Phone Ieuan Davies 0267-88584

BRITAIN SPRINT ARROW, fast, race winner. £350. Spare Arrow £200. Just rebuilt! Kettering 520815.

BARLOTTI ROLLING CHASSIS, stand, tyre spares, fair condition. £95. Telephone Harp 5496.

100 NATIONAL ZIP FRAME, fully tuned KTM, never raced. £400. Telephone Dartford 335173.

WANTED! Set of YBF class 1 wets on rims. Ring 0603 748567.

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

125 P&R ZIP YAMAHA, slicks, wets, spares. £475 ono. Telephone 0625 872004.

ZIP G.P. ROLLING CHASSIS 1984, Long/Short circuit, 125 Rotax plates, spares, £350 ono. Telephone 0628 36096.

FOR SALE ZIP 250. ROTAX SUPERKART ENGINE, completely rebuilt at CTRP. Chassis and bodywork in excellent condition, absolutely ready to race £1,500 NO SENSIBLE OFFER REFUSED! For further details telephone Tamworth 50067, can deliver.

Motivation

**DESIGN & DEVELOPMENT
131 MILLRISE RD, MILTON
STOKE-ON-TRENT
Telephone: 0782 542621**

125 P&R

Yamaha-Mugen R736 £85
Honda-Minarelli P736 £85

125 NATIONAL

Rotax-Minarelli D636 £80
Rotax-Minarelli D636'XS' £90

210 VILLIERS

STD British Champs 1985 £80
P736 £85, R736 £89

250 NATIONAL KTM

*R640 £89 R640'XS' £95
Yamaha R740'XS' £95
Honda R740'XS' £95

250 INTERNATIONAL

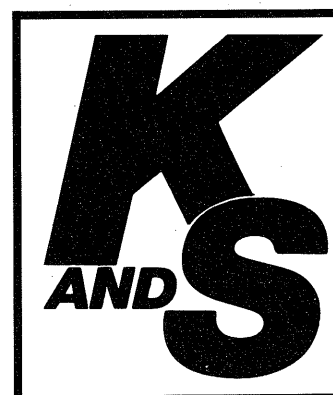
Yamaha TZ250 F-G P636 £170 Pr.
Yamaha TZ250 H-K P763 £185 Pr.

250 FORMULA E

256 Rotax D736 £170 Pr.

*Despite Adverts that might lead you to believe the contrary Mark Allen 250 National GP Winner and British Champion 1985 used a MOTIV R640 Exhaust, Barrel and Ignition Controller. Beware!!

Copyright reserved on all MOTIV designs.
'XS' means Extra Silencing



MONTHLY

FRONT COVER:

Leaside boss, Philip Glencross, in action last year — a very satisfying year in all. He will be campaigning all European and World Championship Rounds during 1986 aboard the familiar liveried outfit.

(Pic: Doug Rees)

No. 87



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WHERE AND WHEN

Where and When to see karting during the coming weeks.

IT BANDIT BANDIT BANDIT BANDIT BAN



Some rather disturbing news was announced on BBC 'News Night' on February 25th, which by this time has probably worked its way round karting's 'Jungle Telegraph'. The announcement also received wide newspaper coverage the following day, yet the implications still have to sink in. If government proposals are accepted they may well effect karting in this country by bringing about the loss of another circuit.

The Government plans further dumping of nuclear waste in designated UK sites, although the intention would seem to be to limit the dumping to one of four locale, proposed in a £100 million programme. One of those named was described as a 'disused wartime airfield, currently used for army training' — Fulbeck!

If Fulbeck is chosen, and God forbid, then the thriving Lincolnshire Kart Club could be forced to seek an alternative venue to promote its very popular kart meetings. Where, one might ask, should the Club look in the event Fulbeck falls foul of a signature that writes into dust over 25 years effort? Probably nowhere, as freedom is slowly eroded by the machinations of those in influence.

Although reports indicate nothing is likely to happen before 1990-91, the life of the Club could rapidly be reaching conclusion. The Authorities seek a repository for 'low level and intermediate radioactive material', described as ranging from 'contaminated clothing to power station rubbish' considered 'not a threat'.

Suppose Fulbeck is unfortunate to be selected, is then the karting fraternity to be foisted with more rubbish? The rubbish it accepts at present at least can be digested without likelihood of engendering any long-term disability. Cumbria has evidenced the potential health problems such practices can bring about and a decision to include Fulbeck could well draw it into parallel.

Confirmation has just come through from Ronald Bon, Secretary of the Dutch KC250 Club, that there will definitely not be a Dutch Kart Grand Prix at Circuit Zandvoort this year. The news is bound to cause disappointment to many British drivers because Zandvoort has always been a favourite, the racing taking place in a relaxed and convivial atmosphere enhanced by the friendship and hospitality of the Dutch people.

The reason? Noise problems would you believe? Apparently the Club is still at pains to establish exactly what the maximum noise level the Authorities are prepared to accept — a stasis situation, as ridiculous as it is frustrating. It is hoped the Grand Prix will return to Zandvoort in 1987. In the meantime the KC250 Club is trying to secure Zolder in Belgium as an alternative, although the date proposed, Sunday 27th July, clashes with the British Championship

Next month's features include:- Cadwell Park 'Spring Trophy Meeting'; Carburation, Mark Webster in Profile, plus our regular columnists. (These items correct at time of going to press). Publication date:- Thursday 3rd April.

round at Cadwell Park and that is unlikely to ease the Club's dilemma over entries for the meeting.

For details of the Dutch organised calendar for 1986, all interested drivers are asked to contact these offices, or apply direct to:-

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

The Cadwell 'Spring Trophy Meeting' has been and gone — in conditions no 'true blue' Eskimo would have missed for the world! All in all it went off very well, indeed John Shaw, his Staff and the competitors who braved the fragmentary snowstorms are to be congratulated. More of that though in the next issue...

Everyone will be pleased to hear that Warmastyle Racing for Britain has offered sufficient funds to Giles Butterfield to top up his budget which will enable him to undertake a full season in Class A Formula 3. Giles will be driving an Alan Docking Racing Ralt RT30. Well done Giles and every success.

Ed McCormick

RAC NEWS

The following points emerged from the RAC MSA Kart Committee meeting, held in Belgrave Square on Wednesday 19th February:-

1. The proposal published in the Karting 'Green Paper' that the first 9 in all RAC Championships, (excluding 100 National) to use their Championship result number exclusively for the following year, has been ratified. It is felt that this will lead to easier identification for the public as to who the class front runners are and also may aid promotion. A list of the names and numbers will be available soon.

2. One of the most interesting items of news is that the Committee agreed the establishment of a 125cc UK Cup and, wait for it — the winner will be awarded an 'O' number plate! The 125cc UK Cup will be fought for at the Donington Park meeting on Monday 26th May and the number plate may be used at any Long Circuit National Permit meeting.

3. Number plates won at Short Circuit meetings are not permitted to be used at Long Circuit events and vice versa.

4. *Noise Tests:-* Static noise tests on Short Circuits are to cease as the Committee felt they were ineffective. Static noise tests will now only apply to Long Circuit events.

5. Because of the rate of exchange fluctuations between the Japanese Yen and Sterling, it was agreed in Committee to enforce a currency surcharge of £1.50 which takes the maximum price of Bridgestone YBN and YBF tyres in List A up to £17.25.

6. As from 1st April 1986 wet tyres for 100 Cadet, 100 Junior Britain and 100 Britain will be Bridgestone YCK SL wets. The Rule Book is being amended accordingly and all clubs are being notified.

7. Side Pods:- Contained within para S3.1.7, it states maximum width — rear 17cm, front 10cm, where it should state minimum width. The rule book is being amended and clubs notified.

THE NORTH OF ENGLAND P&R CHAMPIONSHIP 1986

Regulations governing the eight rounds Karting Championship for drivers in the 125 Nat Piston and/or Reed Class.

Round 1 — May 18th — Bolton, Three Sisters
Round 2 — June 8th — South Yorks., Wombwell
Round 3 — July 13th — Auto 66; Carnaby
Round 4 — July 27th — Lincs. KC, Fulbeck
Round 5 — Aug 17th — Bolton, Three Sisters
Round 6 — Aug 24th — Lincs. KC, Fulbeck
Round 7 — Sept 21st — South Yorks., Wombwell
Round 8 — Oct 5th — Auto 66, Carnaby

At each of the eight rounds points will be awarded to the drivers finishing in the first ten places on the following scale:- 1st 50, 2nd 40, 3rd 35, 4th 30, 5th 25, 6th 20, 7th 18, 8th 16, 9th 14, 10th 12. For each of the eight rounds in addition any driver starting in any final will receive 10 attendance points towards the Championship total. The driver in pole 5 bonus points, driver 2nd on the grid 2 points for each of the finals. The best of six rounds to count for the Championship.

A.S.R. Karts are limited to 125cc Single Cylinder air cooled piston and/or reed controlled induction motors with a min of three & max of six gears. All karts and equipment must comply to the RAC rules governing the 125cc Nat class as published by same. Grooved or treaded tyres will not be allowed on dry tracks. The decision of the Clerk of Course as to wet or dry track to be final.

Enrollment Fee. The sum of £12.00 to be paid to Reg Kay, "Westcarr", Rutland Road, Goole, DN14 6LZ. Cheque or Postal Order to be made payable to Reg Kay. This amount must be paid in full before the entrants first event. The organisers reserve the right to alter the number or venue of events in this Championship should need arise. All entries to be sent direct to the club running the round along with the entry fee called for by the club, who will in turn make the awards for the event.

The Final Championship Awards will be made from the £12.00 enrollment fee to the **FIRST SIX PLACES.**

**Best of Luck
Reg Kay**

VEGA TYRES

Zip Kart, Deavinsons, B. Ferrari Racing Services, Redhill Racing and Simon Wright are the official importers of Vega SL Tyres in Britain and Zip Kart also announce they have been appointed the sole importers of Vega RS Tyres for Long Circuit Gearbox Karts.

NOISE TESTS

The RAC MSA has agreed with the Central Kart Club proposal to implement a maximum noise level of 105DbA in static tests for all the Club's long circuit events. However, because of the shortage of time available to notify everyone, it has been agreed to enforce the regulation commencing with the meeting at Donington Park on April 27th. All exhaust manufacturers are being notified.

Aside from the static test there will also be an on-circuit meter to check karts on the track. Those drivers whose machinery exceeds the level will not be permitted to race. You have been warned so don't get caught out.

CONGRATULATIONS

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**MORE
MINI-ADS
OVER PAGE**

IT BANDIT BANDIT BANDIT BANDIT BAN

WHERE AND WHEN

15th MARCH

Nutts Corner — Ulster KC, NI.

16th MARCH

SNETTERTON — (on A11, approx 19 miles west of Norwich) — Central KC.

Boyndie — (3 miles west of Banff, Grampian.)

Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware road.)

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs, off Junction 25, M6.)

Jurby — (Isle of Man KRA)

Felton — (7 miles from Morpeth, on A1.)

Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth.)

Shenington — (8 miles from Banbury, off A422, Banbury-Stratford Road.)

22nd MARCH

Ballymena — (Mid Antrim MC Karting Section, NI.)

23rd MARCH

Blackbushe — (via Cricket Hill, of A30 and Vigo Lane, Yateley, Surrey.)

Pembrey — (8 miles from Llanelli, on A484, Dyfed, South Wales)

Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad.)

Snetterton — (Kart Raceway, on A11, approx 19 miles west of Norwich) Winter Series.

28th MARCH

Ellough — (2 miles from Beccles, Suffolk), Good Friday Meeting.

29th MARCH

Nutts Corner — Ulster KC, NI.

30th MARCH

CADWELL PARK — (8 miles NE of Horncastle, on A153, Horncastle-Lough road) — **RAC British Championships — Round 1.**

Dunkeswell — (5 miles from Honiton, Devon.)

Crail — (9 miles SE of St Andrews, Fife, Scotland.)

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs, off Junction 25, M6) — Lion KC.

31st MARCH

Carnaby — (2 miles west of Bridlington, North Humberside) — Auto Club 66 Easter Monday Meeting.

5th APRIL

Nutts Corner — Ulster KC, NI.

6th APRIL

Little Rissington — (RAF Base, south of Stow-on-the-Wold, Glos.)

Rye House — (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon, Herts.)

Jurby — (Isle of Man KRA.)

Summerlea — (Merriton Road, Larkhall, off M74, Larkhall-Hamilton Junction) — West of Scotland KC.

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125cc UK CUP!

News is just in that there will be a special 125 National UK Cup meeting to be held at Donington Park racing circuit on Monday 26th May. It will be the first time such a prestigious event has been held for 125 National and the Organisers have negotiated a special 'O' number plate to be awarded to the winner. Such a meeting is sure to become an annual affair. The entries will be limited to 150!

More news when available.

STOP PRESS

The Norfolk & Suffolk Kart Club are to join forces with the Beccles & District Kart Club in promoting a two-day Championship meeting to be entitled "PRYDE OF THE EAST". Sponsorship for the event is being sought and a days racing at both the Ellough Track and Snetterton Kartway will decide the Championship titles — for all classes.

Racing at Ellough will be on Sunday May 25th and the karting circus will move to Snetterton Kartway to continue the battle on Monday May 26th (Bank Holiday Monday). Camping facilities are provided free of charge by the Norfolk & Suffolk Kart Club for Saturday or Sunday evening and a Bar-B-Que and disco is being arranged for the Sunday evening.

Would be participants are invited to send entries to Mrs Anne Caswell, 9 The Fields, Tacolneston, Norfolk NR16 1DG, (Norfolk & Suffolk Kart Club) and to Mrs Jill Maryon, Toad Hall, Mardle Road, Wangford, Beccles, Suffolk (Beccles KC).

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Aerodynamics, interior drafting, comfort and above all safety have been and remain prime considerations in the evolution of the ARAI helmet line. This year Formula 1 driver Elio de Angelis joins the ARAI Club — Martin Hines too. So, ARAI hopes to add another Champion to the list in '86 — to make it 10!

K & S United Kingdom Championships

The Organisers of the K & S United Kingdom Champs have decided to run the class 100cc Cadet along with the other classes in this year's six round contest. They do stress though it is up to you Cadets to register **NOW** — the more who register, the more successful the Series will be. Don't delay — fill in and despatch the coupon in this issue.

HUNTS KRC

Please note HKRC Competition Secretary, Stu Perry, can now be located at:-

104 Hamble Road,
Brickhill,
Bedford,
MK41 7XW

Telephone Bedford 68844.

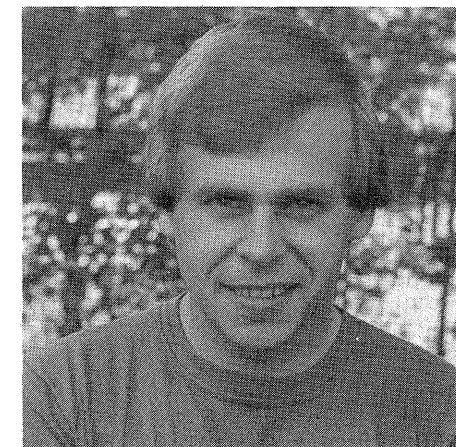
CORRECTION!

Please note — among the Long Circuit Dates quoted in the February issue was one for 23rd May. This is a misprint and should in fact read 23rd August (Saturday) — Snetterton (British Champs). Apologies to all concerned for any confusion.

Ed.

MORSON INTERNATIONAL

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125 National campaigner, Ian Shaw from Salford, apart from continued sponsorship from Zip Kart, has also secured additional help for the coming season from Morson International, the Manchester based professional recruitment agency. As an agency, Morson contract staff out to petrochemical companies, etc, and Ian actually works through them. This very welcome backing will help to ease the financial burden of entry fees and travelling expenses to and from meetings. Well done!



DUNKESWELL KRC

Dunkeswell Kart Racing Club tell us that their '86 season dates, published in the current issue of the RAC MSA 'Blue Book', are incorrect and should read:-

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

The above dates will also appear monthly in Where and When.

FRIGGIT

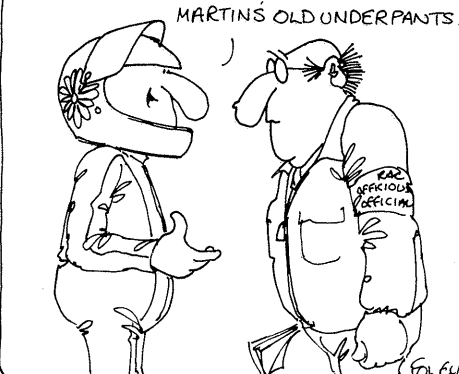
OH DEAR - IT SOUNDS AS THOUGH WE'LL HAVE CLOSE DOWN FULBECK - THIS NUCLEAR DUMPING IS A PROBLEM.



IT SEEMS SOME CONTAMINATED CLOTHING IS BEING DUMPED THERE.



OH - I EXPECT THAT'S JUST MARTIN'S OLD UNDERPANTS.



IT BANDIT BANDIT BANDIT BANDIT BAN

Dear Sir,
I have read with some disappointment the RAC Green Paper on Karting.

I race a 125 Rotax Liquid Cooled in Germany, Holland and Belgium. I am a serving member of the British Army and hold a RAC International Kart Licence.

It seems to me that Karting in Britain has been halted for the next couple of years to the advantage of a couple of major retailers and importers!

The Britain Class in my reckoning should be a 100 reed valve engine which would bring a class into the European way of thinking, both for junior and senior age groups.

125 Rotary. I feel should be water cooled and air cooled, water cooled being quieter, doesn't seize as often and would bring us up to CIK regulations, and allowing more British entrants who race abroad a higher chance of winning, not like air cooled, which go bang more often to the delights of some British firms who repair them!

125 P&R. The 125 P&R class is quite up and coming in Holland. They are raced on a separate grid from 125 Rotary. These are also water/air cooled. By the way Rotax make a 125 P&R Liquid Cooled engine. Why don't you give it a chance or are some firms frightened of the reliability these engines could bring to British Karting and also the technical progress.

250 National. I feel this class should be allowed to use any air/water cooled motor cross engine which would bring a big drop in outlay to the class. Please note any engine, i.e. P&R and Rotary.

I wonder how many people agree with the classes which I have listed. I hope the RAC MSA haven't been led into the decision on the class structure in gearbox karting, by one or two importers and retailers, so they can make a quick pound or two out of the karters and are not interested in the progress of karting and the cheaper motor sport.

It seems that Bob Clowes of Motiv has got the right idea more or less, I wish there were more with his type of thinking. Maybe there is but are too worried to upset the big boys.

Yours sincerely,
Rob Willshire
34 Bty,
39 Hy Regt. R.A.
B.F.P.O. 16

Dear Mr Willshire

In reply to your letter printed above, I should like to make one or two observations, particularly on the subject of 125 National and the question of water-cooling. Perhaps my sentiments will be echoing those of Mr W. D. Morris in last month's issue on Page 7, nevertheless, I shall advance them. When I say "my sentiments", that is not wholly the case but a general consensus of 125 National drivers up and down the country. The RAC MSA decision not to allow water-cooling into the class before 1988 at the earliest I think a very laudable one, unless the class was divided into two categories, as suggested by MH in Hines Quarter on page 25. The situation as it stands at the moment is we have established a very healthy breed of 125 National competitors, all on air-cooled motors. Entries at all long circuit events during 1985 averaged between 60-80, necessitating split heats, a qualifier and a main final. Indeed at Silverstone we had a massive entry of some 130-odd drivers. Stability in the class over the past few years has been achieved and the last thing anyone wants, in view of the economic climate in Britain, is to jeopardise that stability which, I feel strongly, the inclusion of water-cooling would do. On the reliability question,



We welcome your letters on any topic related to karting and they should be posted to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. They should have the name and address of sender, whether or not this is to be published. Opinions expressed are not necessarily those of the Editor or staff.

if one takes a full grid of say 40 starters, on average about 30 or so actually complete the course. That 20-25% failure rate is anything but caused by seizures; a high percentage of non-finishes can be attributed to other mechanical faults and sometimes unfortunate collisions during a race.

To allow water-cooling at this time would create the very situation we have now in 250 National. If we were to introduce water-cooling just now there would be a massive upheaval, the vast supply of air-cooled engines and spares would virtually become obsolete and the influx of water-cooled engines would introduce further prohibitive cost factors, with the nett result that drivers, let's face it, most of whom race on a limited budget, would be forced to seek alternative, cheaper means of racing, perhaps further deplete the karting ranks by moving out of the sport altogether.

On the question of European competition, at such venues as Zandvoort and Le Mans Bugatti I have watched numerous 125 National air-cooled versus water-cooled races and can safely state that the British lads aboard their air-cooled outfits have led their European water-cooled contemporaries home — each time. The RAC MSA intention to admit CIK homologated engines to the Britain classes in 1988 will help to equate the U.K. with its European counterparts.

The 125 P&R is really a category within a category and has become respected as a relatively inexpensive form of gearbox karting, both on short and long circuits. The popularity has increased quite dramatically during the past 12 months and it is true now that the engine market is beginning to dry up of permissible air-cooled motors. There are literally thousands of inexpensive units available which would suit and it might be pertinent for the RAC to examine some alternatives, the idea, surely, is to increase karting numbers — not deplete them even further.

I tend to agree basically with your views on 250 National and have expressed my own opinions in the past about should be done. I will be

watching with interest the forthcoming grids in that area to see if, in fact they do, as predicted by many pundits, continue falling.

You didn't really dwell at length on the noise situation but I feel there is need to raise the issue. We live in a world governed by law makers and environmentalists come within that category. In all honesty they have as much right to try to look after, what they regard are the interests of the majority of the public, just as we assume the right to try to protect the interests of the motorsports public. You can't beat 'em though. Try, and they will soon shout you down, therefore, you have to meet them on their own territory and face facts. They are the law makers, by whom the RAC must abide. The RAC has legislated noise levels which may or may not be possible to attain, that remains to be seen. Some people are to be actively seen attempting to comply with instructions from the governing body, others are not. In all fairness there are clubs that do not suffer noise problems, therefore the regulations are not adhered to in the manner they should be, but they are strongly advised to do so, because I feel the 'writing is on the wall' and it is only a matter of time before there is a major clampdown. Those abusing the system will be the ones blamed for creating the 'thin end of the wedge', to the detriment of others.

Unless everyone makes a concerted effort and tries to reduce noise to acceptable levels, we'll have the same old on-going situation — until someone takes the initiative for us and we'll suffer in the end! I honestly feel that manufacturers are ready and have been ready to work to this end but, until the rest of the karting community also channels its efforts to the common purpose, we are unlikely to see any dramatic change in attitude. The regs must be enforced and enforced firmly, with no 'ifs' or 'buts'.

I know a club, not a million miles away, that will be enforcing very rigid noise controls this coming season, so be warned, as it will involve most gearbox competitors!

Ed.

Continued.....Page 6

CLUB SCENE

JUNIOR BRITAIN

1st Martin Jubb Boxer/KS TKM
2nd Michael Mills DAP/T70JM
3rd Matthew Payne Fullerton/TF PCR

SENIOR BRITAIN

1st John Wilcock Mondial/TKM
2nd Greg Bush Wright/DAP
3rd Jeremy Lee Sprint/Parilla

100 NATIONAL

1st Nigel Edwards Mondial/KS Parilla
2nd Paul Fletcher Sprint/Parilla
3rd Mark Rose Mondial/KS Parilla

250 INTERNATIONAL

1st Bob Kennings Dino/Yamaha

250 NATIONAL

1st Rob Hipkin EDR/Yamaha
2nd Peter Roberts Barlotti/Yamaha

210 NATIONAL

1st —/— Bailey —/—/Villiers

125 P&R

1st Rob Johnson Spyda/Yamaha

ROWRAH DINNER DANCE

Over 200 hardy souls braved freezing weather to come through the difficult task of eating masses of food, getting thoroughly drunk and dancing themselves silly. Once again our congratulations to the Shepherds Inn, Carlisle, for their excellent culinary fare.

Messrs Ballantyne and Strachan gave their customary speeches summarising the year at Rowrah although Mr Strachan dropped a bombshell by announcing that this would be his last year in an official capacity. This decision has a bonus though, as Kath will no longer be coming round to beat money out of terrified karters for her raffle.

Ashley Winter was then called upon to make a speech which can only be described as brilliant (it says here), during which he extolled the virtues of everything at Rowrah except the rain, although he was pretty damn close.

As the silverware was by this time blinding everyone, it was promptly given away to the deserving recipients, the first of whom was our new Kart Queen, Melissa Tooley, who spent a good couple of seconds looking round to see who it was before the awful truth dawned on her.

Once the trophies were dispensed, the dancing commenced with the usual tour of loo's etc by the Conga Dancing Team led by by that Blair character. The "Game for a Laugh" spot provided the first incident of "mooning" at a CKRC function during his sexy dance by one B. Winder. Maybe a trifle too much milk of amnesia!

The lucky winners were:
Junior Britain — Vicky Starkey
Senior Britain — Ray Robson
100 National — John Docker
125 National — Brian Winder
210 National — Ashley Winter
250 National — Tony Brown
Formula E — Brian Graham
Best RAC performance on short circuit — Mike Ballantyne
Best RAC performance on long circuit — Duncan White
Junior tryer — Jonathan Holt
Senior tryer — Brian Bird
Champion of Champions — John Docker
Iain Blair

Further to the licence 'brief' printed in the December issue of *Kart and Superkart*, the RAC MSA has issued definitive instructions regarding licence grades and fees, effective as of 1st January 1986:-

Licence	Use	Up-grading
RESTRICTED (£5.00)	Universal first Licence. Gearbox or non-gearbox classes. Short Circuit only for gearbox karts until necessary signatures are obtained.	6 signatures at at least 2 different tracks for up-grading to National Short Circuit . If gearbox, signatures must specify which class. After obtaining 4 Short Circuit gearbox signatures, a further 2 signatures for Long Circuit events will be required to qualify for National . To compete on Long Circuits, a competitor must have reached his 17th birthday (see note 2).
NATIONAL S/C (£8.00)	All Short Circuit events other than International meetings or competition in the 100 Super Class	To <i>International Short Circuit</i> . Placed in the first 15 of the RAC or Commercial Championships for 100 National in 1985 (see notes 1 & 4). To International Short Circuit (gearbox) 4 additional signatures which must all be for gearbox events.
NATIONAL (£12.00)	All events both Long and Short Circuits other than International meetings or the 100 Super Class.	To International . A further 4 signatures for Long Circuit events (see note 2).
INTERNATIONAL S/C (non-gearbox) (£10.00)	All Short Circuit events, including 100 Super Class and CIK Short Circuit events.	CIK Grading Rules for Formula K World Championship.
INTERNATIONAL S/C (gearbox) (£10.00)	All Short Circuit gearbox events including International.	
INTERNATIONAL (£15.00)	All Long and Short Circuit events other than 100 Super, Formula E competitors require 'E' Endorsement.	CIK Grading Rule for Formula E World Championship events.

NOTES

- For non-gearbox events, International Short Circuit Licence holders may only compete in the 100 Super Class in all Championship or Club events unless the Club, by virtue of lack of entry, is unable to run the Class. In this case, the International Licence Holder may compete in the ordinary 100 National.
- For Formula E, all signatures must be for Formula E (250 International) events. Should an International Licence Holder in other gearbox classes wish to switch to Formula E, he will only receive the 'E' Endorsement when he has obtained 2 signatures for non-International Long Circuit Formual E events.
- Junior competitors wishing to take part in CIK Junior events or other International Junior events may obtain International Short Circuit Licences on application should they be considered suitable. They will retain International status on becoming seniors if they have qualified for the Final of the International event in which they entered.
- For 1986, in order to establish a list of 100 Super Competitors holding International Short Circuit (non-gearbox) Licences, the following applications will be considered if accompanied by suitable documentation:
(a) 1985 Club Champions in the 100 National Class.
(b) Drivers who did not take part in a Championship in 1985 but who are nominated by their Club.
(c) Drivers who undertake to take part in one of the official Championships for 100 Super if the application is supported by their Club.



Blackbushe

SUNDAY, JANUARY 19th

January 19th started off mild but damp and from that promising start deteriorated rapidly. All the heats were wet but later it stopped raining and all but the Junior class finals were on slicks.

JUNIOR BRITAIN/JUNIOR CADET

Heat Results:

Heat 1 1st Paul Rees, 2nd Fraser Wells, 3rd Mark Fay.

Heat 1 Junior Cadet 1st Sven Gibson.

Heat 2 1st Paul Rees, 2nd Paul Evans, 3rd Mark Fay.

Heat 2 Junior Cadet 1st Jamie Spence.

Virtually all the competitors decided to run wets on what was almost a dry track. The Junior Cadet (formerly Booster) British Champion Jamie Spence had dropped a heat and he was sitting further back down the grid. Rees and Wells shared the front row and at the drop of the flag Rees jumped into a lead which he never lost. Wells and Evans followed him but at the back of the circuit bedlam broke out stopping several karts including Spence. Gibson kept going to take the Cadet trophy while Rees, Wells and Evans were never challenged for the first three places.

SENIOR BRITAIN

Heat Results:

Heat 1 1st Craig Booth, 2nd William Hewland, 3rd Robin Whittaker.

Heat 2 1st Craig Booth, 2nd Patrick Smith, 3rd Robin Whittaker.

Obviously Booth was on pole but Smith was looking menacing on the second lap so an exciting tussle was in prospect. At the end of the first lap it was Booth, Hewland and Smith but the Smith spent the next few tours at a very slow pace until he finally disappeared. Behind Hewland, Geraty had pushed Whittaker down to fourth place but didn't seem to have the pace to catch Hewland. John Bowden and Roger Langton were having a fight for 5th until they collided at Pits bend. Bowden stopped for good while Langton eventually finished eighth behind the triumphant Booth, Hewland, Geraty, Whittaker, Tim Murphy, Michael Pallet (his first senior race) and Bill Watts.

250/210

Heat Results 250:

Heat 1 1st John Coaker, 2nd Melvin Spree.

Heat 2 1st Melvin Spree, 2nd John Coaker.

Heat Results 210:

Heat 1 & 2 1st Keith Edwards.

John Coaker jumped into the lead followed by Spree and Pritchard. After four laps Pritchard disappeared and third place was taken by Novice Colin Mitchell. Tragedy struck Coaker on his last lap, he left the circuit in a nasty way leaving himself feeling shakey and with a badly bent kart. Spree inherited first place followed by Edwards who won the 210 class.

125 NATIONAL

Heat Results:

Heat 1 1st Steve Bird, 2nd David Hopgood.

Heat 2 1st Steve Bird, 2nd David Hopgood.

This looked like Bird was going to continue on his winning ways but Hopgood grabbed first place at the drop of the flag. However, Les Saunders wasn't far behind and he, Hopgood and Bird had a dice for a few laps until Lap 7 when

Hopgood disappeared. The duel with the remaining two ended with Bird taking the chequered flag followed by Saunders with Alan Thorne in a distant third.

100 NATIONAL

Heat Results:

Heat 1 1st Mick Whitehouse, 2nd Derek Higgins, 3rd Stuart Green.

Heat 2 1st Derek Higgins, 2nd Martin Collard, 3rd Mick Whitehouse.

Derek Higgins had to be favourite from his pole position. Alongside he had Mick Whitehouse with Collard behind. Darrell Beasley was further back due to poor heat results. Higgins was in a class of his own and he just disappeared. The real question mark was who would take second and third. A great battle developed between Beasley (up to fourth by the second lap!) Collard, Green and Whitehouse. Higgins started to lap the back markers by the sixth lap! Collard seemed to settle down to second with Beasley looking up his exhaust pipe, Green and Whitehouse followed.

David Lingham

JUNIOR BRITAIN

1st Paul Rees

2nd Fraser Wells

Sprint/Parilla
Zip/Arrow

JUNIOR CADET

1st Sven Gibson

Dart/DAP

SENIOR BRITAIN

1st Craig Booth

2nd William Hewland

3rd Anthony Geraty

Super Dart/TKM
Dart/Parilla
Dart/Arrow

100 NATIONAL

1st Derek Higgins

2nd Martin Collard

3rd Darrell Beasley

All Kart/Parilla
Super Dart/Parilla
Sprint/Rotax

250 NATIONAL/INTERNATIONAL

1st Melvin Spree

Zip/Samurai

210 NATIONAL

1st Keith Edwards

Zip/Upton

125 NATIONAL

1st Steve Bird

2nd Les Saunders

Zip/Rotax
Magnum/Rotax

Fulbeck

SUNDAY, JANUARY 26th

After a week of snow, rain, wind and sleet Lincs Kart Club's first meeting of the year was greeted with a lovely sunny day and near perfect track conditions. The televised meeting at Rye House had taken its toll on the 100 National field but, nevertheless, there was a healthy entry in each of the classes.

CADET/JUNIOR BRITAIN

There was no stopping Micheal Mills in the heats as he won all three in style. The main opposition came from Martin Jubb, (two seconds); Simon Redman (a second and a third); Matthew Payne, (third and fourth) and Andrew Hodgetts, (third and fifth). Not surprisingly these drivers occupied the first five spots for the final. In the new 'Cadets' Guy Smith had two wins with Nicholas Lamb taking the other.

In the final Jubb grabbed the lead from the flag

to start twelve tortuous laps with Mills climbing all over him, apart from a brief moment when Mills got the better line past a backmarker the Barnsley youngster kept his head and his lead. Further back Payne held a comfortable third from Hodgetts, Lynton and Redman. The leading Cadets were next in line, with Smith holding off Lamb for victory.

SENIOR BRITAIN

Two wins and a third gave Paddy Walsh pole, and some consistent front running put John Wilcock alongside him. With Riley and O'Hara on the second row, Hair and Hazlett behind, the stage was set for a terrific scrap. However the sorting out was done on the first bend, as all bar Wilcock out of the first six bit the dust. Simon Court and some members of the pile started to battle their way up through the teens. Lap six and Court disappeared, leaving Bush in a second spot that he was to hold to the end, homing in behind Wilcock who had survived the melee. Lee moved up to third which he also held onto, but Hazlett was charging up the grid to an unbelievable fourth ahead of Court, also climbing the order again. Walsh was chugging around with carburettor problems and Hair and O'Hara were unable to get back on terms. Unmoved by the drama behind him Wilcock coasted to an easy victory.

100 NATIONAL

Two club stalwarts, Paul Fletcher and Nigel Edwards had dominated the heats, with Paul's two wins giving him pole. Mark Faulder, Scott Banks and Mark Rose had made up the challenging group and enjoyed the other front positions for the final. Edwards got the better of the start and led Banks, Fletcher, Rose and Faulder round the first lap. Fletcher slipped past Banks into second on lap eight but was unable to make any impression on the leader. On the very last lap Banks disappeared, leaving Rose to collect the third place spot, ahead of Faulder and Hayden.

COMBINED GEARBOX

The 250 Nationals provided the biggest entry but it was Bob Kennings' International that dominated the heats as he started '86 as he left '85 — with a clean sheet. The third heat took its toll with only a third of the entry managing to complete it but, nevertheless, most of them lined up for the final. Not surprisingly Kennings shot off into the distance, pursued by Hipkin (Nat), Johnson (P&R), Bailey (210 Nat) and Gillson (P&R). By lap six Kennings was amongst the back markers, Hipkin was still second, but Alan Flewitt had climbed through the field to third on his International. Kennings was slowly clearing the rest of the field, which he completed on the last lap and finished with a victory of one tour over the rest. Hipkin took the National pot with a second overall ahead of Flewitt (International) and National Novice, Peter Roberts with a fine drive in fourth. The P&R battle was resolved in Rob Johnson's favour as he pipped David Gillson, with Bailey the lone 210 National finisher.

With all the usual slick organisation, despite running 10 lap heats and 12 lap finals, the prize-giving was over well before 4.00pm and winners and losers alike disappeared into the sort of sunset normally reserved for Elvis Presley.

Brian Lord

CADET

1st Guy Smith

2nd Nicholas Lamb

Gillard/Parilla
Jeta/DAP

FREDDIE SPENCER
IAN SHAW
NIGEL MANSELL
KEKI ROSEBERG
PAUL LEWIS
RON HASLAM
ROB McELNEA
RUSSELL SPENCE
JOEY DUNLOP
TIM PARROTT
DAMON HILL
MARTIN HINES
MARTIN BRUNDLE
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your letters..

Dear Ed,
In the past I've never put pen to paper to air my views on any karting matter. However, not wanting to discredit karting in any way, I now find it necessary.

Having not raced for 3 years, I entered the Winter Series at Rye House on 26th January, looking forward to driving with supposedly the cream of Class 1 racing drivers in this country. Unfortunately, the rumours about 100 Supers being more like 'banger' racing were true!

The rolling laps definitely left something to be desired. I was amazed that the officials allowed the rolling laps to be run at the speed they were. We all know that cold tyres can be tricky (it should be down to drivers to adjust to the condition) but this is no excuse for the ridiculous fast rolling laps before the start — someone's going to get seriously injured or killed and it may not be a driver. Speed and speed alone is the main factor.

We are now lucky enough to have the meetings televised. If we are to portray a good image — let viewers see some good clean racing.

Let's hope that the sport that I knew (where top racing drivers were born) does not gradually become a general 'hack'.

P.S. *Collins English Dictionary* definition of 'hack' = CUT, MANGLE, CHOP, GASH OR BRUISE!

Yours faithfully,
ALAN GATES
208 Grace Way,
Stevenage,
Herts. SG1 5AQ

Dear Ed,
I had wanted to start karting for many years, now I am starting in Junior Britain — thanks to my dad who has made it all possible. He has spent a fortune on my outfit, as well as countless hours preparing it.

I don't really know how to thank enough but I would just like to say it through your magazine.

Yours sincerely,
S. Morton

Open Letter on Behalf of Clay Pigeon Kart Club Ltd

Dear Sir,
Contrary to some rumours that we have heard, we would like to point out that we have not excluded any kart trader from trading at any time at the Clay Pigeon Circuit, and that we do not in any case have any authority under the terms of our lease to do so.

As far as we are concerned, all traders are most welcome.

Yours sincerely,
A. L. Wood,
Secretary,
Clay Pigeon Kart Club Ltd.

SHELL OILS SPONSORSHIP

Hunts Kart Racing Club who, this year, play host to the Cadet-Junior Britain RAC British Championships on 31st August, announce they have secured sponsorship for this prestigious event from Shell Oils, the meeting to be entitled — 'The Shell Oils RAC British Junior Championships'.

KIWI NEWS

The first round of the New Zealand Superkart Drivers' Series was held at Taupo over the weekend of 14th and 15th December. Although entries were slightly down on the Superkart front the meeting was very successful, run in warm and sunny weather with temperatures over 25°C on both days. Jeff Champion on his Zip/Rotax dominated the racing along with Wayne Wright (Wright/Rotax) and the pair were head and shoulders above the rest for most of the day. It was young Kevin Nairn though who showed something of his potential when he recorded the fastest lap.

The Taupo meeting was also the first outing for the 250 National class and it managed to attract six entries which is a promising start. The race was won by Bruce Fuller on an air-cooled twin Suzuki, although not in the fastest time. Unfortunately the two class top men, Mark Sandbrooke and Simon Elliot both suffered mechanical problems.

In the 125cc class, Russell Grant took his Eagle/Rotax to victory, while the 100cc event was won by Jane Murray-McGregor. Garry Harrison clinched two out of the three races in his laydown outfit but suffered demise in his other outing when he was swiped off when overtaking a 125cc machine.

All the drivers present praised the track and the organisation; the track proved much faster than it looked and most drivers will be waiting eagerly for the next round of the series on 15th-16th February.

The next meeting is the second round of the

Hotel St Amond series at Bay Park, news of that in a future issue. Rod Skinner is the current points leader and he now has his motor updated to '85 specifications. The 'Sunday News' team will be looking for another good performance and should have more power, now that they have some power-jet carbs for their Rotax. Bay Park should also be the first outing for Mark Gregory on his Zip/Kawasaki — its progress will be closely watched by the other competitors.

On the 100cc scene, the Christchurch club recently held a televised meeting to open their new, extended track. Auckland drivers, Craig Scott and Des Fleet, were the fastest qualifiers, although South Island drivers, Michael Wallace and ex-Superkarter Paul Larsen, finished first and second.

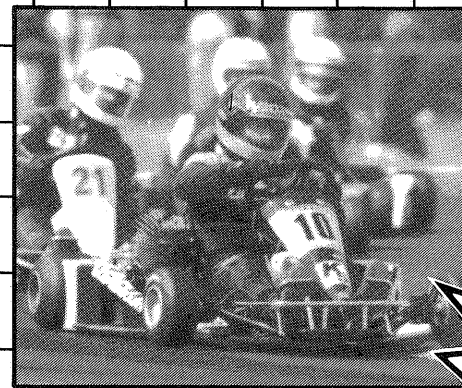
The photographs were taken at the Superkart Club show at Auckland Showgrounds. Top — is a Rimmer Kart with a 125 water-cooled Yamaha, owned by Ian Bias the current NZ 125cc Champion. Bottom — shows the Superkart Club's stand which they shared with the Auckland Kart Club.

Info & Pics: Garry Harrison

CAMBRIDGE KC

Please note enquiries and entries for the Cambridge Kart Club should be sent to:-

A Cole,
Press Secretary,
Cambridge Kart Club,
99 Norman Road,
Barton-le-Clay,
Beds.

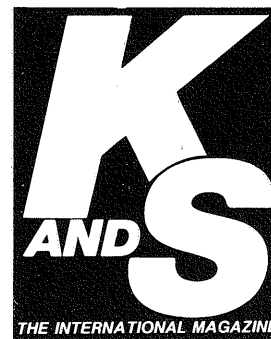


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210 CHALLENGE 1985

A Season Survey

The 1985 210 Challenge can be summed up in two words — JOHN HAIGH. This experienced and highly talented driver scored in every round held and finished the series with the quite remarkable score of 8 firsts, 2 seconds and 1 third, and, with 8 rounds out of the 11 held to count, this gave him a perfect score of 160 points, a quite amazing feat. To put it in perspective this was achieved against the local "hotshots" as the 210 Challenge "circus" travelled to each round (some of the circuits John had never even set eyes on until race day) and also against the other regular Challenge competitors. As one local Kimbolton competitor said "When John Haigh arrived at Kimbolton we expected to give him a run for his money but by the end of the day it looked as if he had been born and bred here!"

John Haigh, together with his mechanic Alan Peat and tuner Frank Williams, put a lot of time and effort into his seasons racing (traveling 3,100 miles to race at all the rounds) and just to prove that 210 engines can be fast as well as reliable he finished in all 11 rounds achieving a 100% reliability record. So if your 210 engine is breaking down you are not preparing it to the high standard required. John added the North West Championship to his 210 Challenge victory and truly had the sort of season that most drivers can only dream of. It will be interesting to see if he can maintain his form for this season John having every intention of defending his 210 Challenge crown in 1986.

1984 Challenge winner Paul Woodward finished runner up and put up a valiant defense of his title. For part of the season he looked the only driver who could stay with John Haigh, a fine win at Three Sisters in April (beating John Haigh on his home circuit into second place) and breaking the lap record at Shenington in September were some of the highlights of his season. Paul also having pole and finishing second at the British Short Circuit Gearbox Championship at Little Rissington. He will be in action again this season but this year he will be running again, a force to be reckoned with on the track but also a welcome addition to the pits.

Third place was Tom Thacker Jnr who had a fairly good season. At the start of the year he was extremely competitive and was running at the front, he seemed at his peak at Kimbolton in July where he led for half the race until John Haigh got by to win, after that he appeared to go off the boil slightly and by the end of the season he was finishing in 6th place. The problem was finally traced at the end of the season to a faulty carburettor so he is looking forward to the new season with renewed confidence, the potential is certainly there and if he can get his act together again then there should be every chance of a few victories in 1986.

Charles Morris in fourth place may not have appeared in all the rounds but her certainly made an impression in the ones he competed in. Two thirds followed by two consecutive wins (not forgetting a spin into retirement when in second place in the first round) were Charles's tally. Let's hope he can do all the rounds this year when I am sure he will be one of the favourites to take the title.

John Cheeseman and Simon Bateman were only separated by 2 points in 5th and 6th places and both could be described as competent, fast and dedicated 210 enthusiasts. Simon for example coming home early from his holidays

in Scotland so as not to miss one of the rounds (also having one of the best looking mechanics on the Challenge trail!!!) and John has very definite views on how 210 racing should progress. Both will be in action in the 1986 210 Challenge and both should do well once again.

Lionel Sifleet in 7th place had a season dogged with bad luck and did well to finish in the points table where he did. I know he is working hard ready for this years Challenge and let's hope his luck changes for the better.

Steve Jones, Ed Mellor and Steve Hurst completed the top ten and all put in good, competent drives at various times in the Challenge.

Special mention must be made of three drivers — Tony Lees, Simon Barnett and Robert Webb. Any one of these three could have won the novice trophy as the Challenge went into the last round at Shenington but alas the meeting had to be cancelled because of fog. This left Tony Lees with the trophy (by 2 points) and two other very disappointed drivers but I am sure that all three have a bright future in 210 racing.

A total of 65 drivers scored points throughout the season and thanks to each and every one of them for providing some memorable moments. How can anyone who was there forget the sight of the leading bunch of drivers fishtailing onto the start and finish straight at Rissington absolutely on the limit, or the superb day in the summer at Kimbolton, or the large grids at Shenington, or the great final at Three Sisters in November.....etc.....etc.....

About the only note of discontent was about tyres. Every driver I spoke to wanted to run long life (S.L.) tyres and I believe a petition is being raised amongst the drivers (both long and short circuit) to sort out the idiotic tyre situation as it now stands.

Finally a big THANK YOU to all the sponsors who provided such good prizes for the end of season prize fund and a big THANK YOU to all drivers who clubbed together to present myself, Barbara and Tom Thacker with gifts at the end of the series, they are very much appreciated. See you all at the first round — I for one can hardly wait!!!

Ian Hunter

P.S. Please note our new address:-

1 Church Way,
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PAUL CARR RACING

When Paul Carr retired from a successful racing career in 100 National four years ago, he kept in close touch with the sport by carrying out engine work for friends and by helping them set up equipment at practice sessions and race meetings. He soon found that other people were seeking him out, not only for the technical skills he had acquired through his development work with former sponsors, but for the practical and unbiased advice he was able to give on the basis of thirteen years 'sharp end' experience as a winning driver.

What started as a spare-time occupation grew rapidly into a part-time business, and Paul Carr Racing has expanded over the past couple of years to offer a full range of services to customers from all over the country. On the engineering side, all the work is done 'in-house', including not only reboring, honing, crank-splitting, rebuilds and precision tuning, but also computerised dynamometer power testing and analysis.

On the sales side, a full range of Class One spares and accessories is available, with wife Katie manning (hardly the right word!) the trade trailer at race meetings. Paul also produces his own range of manufactured components — including hubs, sprocket and drive carriers, engine mounts and other castings. The latest edition to the collection is a 35mm axle with all fittings, designed to be cost-effective while maintaining the high quality essential to smooth performance. The axle, complete with sprocket and drive carriers, bearings and adaptors, and wheel hubs, retails at around £70.

A great deal of thought has obviously been given to the various accessories produced — from a selection of engine/carburettor/chain guard brackets, to the trolley (illustrated), which is priced from £45 for the basic model — to the latest Carr brainchild, a hydraulic tyre remover which will strip a tyre in a mere 5 seconds! (see photo). At £45 this is a significant investment for the club driver, but it could certainly save time and trouble (not to mention temper!) for the professional team who have to change tyres regularly and speedily. The tool is supplied with two interchangeable hoops to fit both spun and cast rims.



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HESKETH TROPHY MEETING

The Hesketh Trophy Meeting, formerly known as the World Cup, will be held at Three Sisters Circuit, Ashton-in-Makerfield, on:-

SUNDAY 25th and MONDAY 26th MAY 1986
Under National Permit No. 52

Signing-on, Scrutineering and Organised Practice:
Saturday 24th

**CLOSING DATE FOR ENTRIES:-
FRIDAY 2nd MAY**

There will be racing for all RAC classes (including 100cc Nat/Super) Formula E250 Superkarts will compete for the 'O' Number Plate. The 'O' Plate will now only be recognised and accepted in this country.

ENTRY FEE:- £20.00 (includes Saturday)

ENTRIES TO:-
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Competition Secretary,
Merseyside Kart Club,
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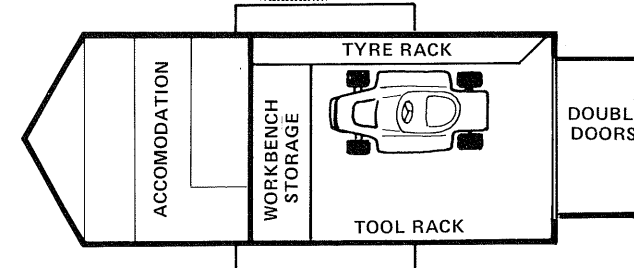


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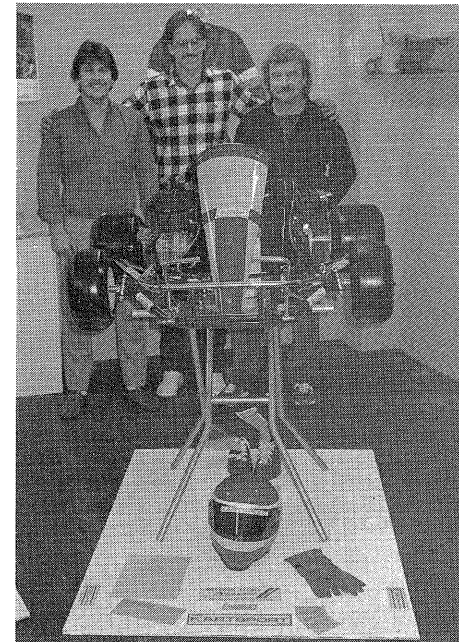
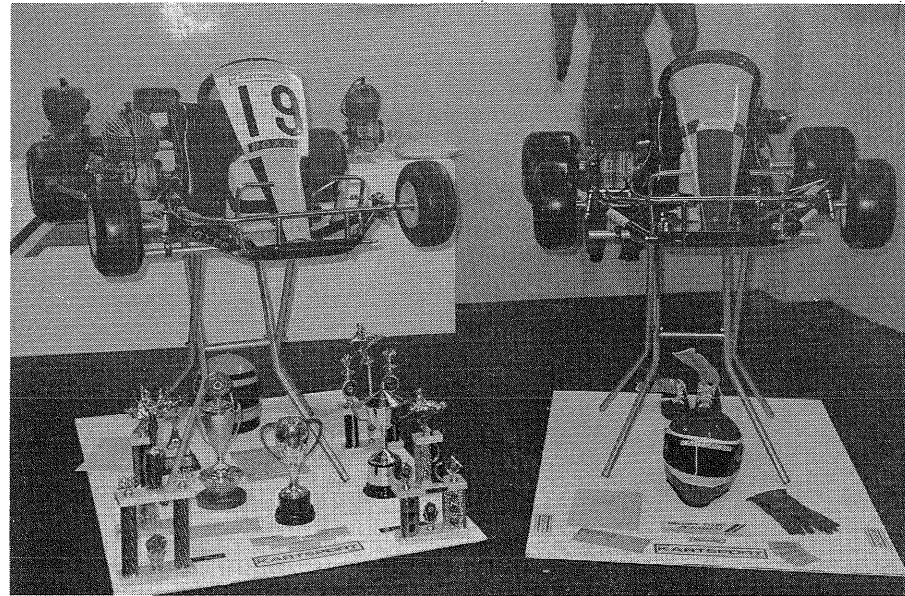
UNIT CURRENTLY ON DISPLAY, FOR YOUR INSPECTION, AT ZIP KART

"KARTSPORT" OPEN EVENING

Kartsport, the Sheffield premises of Mike Mulhearn and Nigel Mitchell were recently open to the press and public. The evening was to officially change the name of the business from F.R.E.D. to Kartsport and the highlight was the unveiling of the 1986 Boxer, Britain class, and the Mondial, National class, karts. The ceremony was covered by local press and local radio — Radio Hallam. Also present was Kartsport's 100 National Super driver, Nigel Edwards, who has sponsorship again in 1986 from 'Thompson & Chappell', the Retford based commercial vehicle repairers, with Mr Dave Thompson in attendance, and also support from Nigel's employer, British Ropes. Nigel is currently negotiating additional assistance for his 1986 race programme, including the possibility of a link with Radio Hallam.

Initial testing of the Pete Elliot manufactured 'Mondial 86' is very promising, with power from Nigel Mitchell tuned Parillas. The kart has some unique features, including adjustable steering geometry and adjustable wheelbase, with development bodywork being evaluated soon.

(Info & Pics: courtesy Rodger Calvert)



The new Kartsport team — l to r: Nigel Mitchell, Nigel Edwards and Mike Mulhearn pictured with the kart Nigel will pilot in '86.

The 1986 Boxer (left) and the Mondial karts on display.

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

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.

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N.I.K.A. REVIEW

The 1986 Northern Ireland kart racing season promises to be the best for many years mainly to some past champions returning, either with new equipment or updated original engines.

Some years ago in England due to hard work by a number of enthusiasts a Yamaha Twin Challenge Series was organised; here in Northern Ireland one of our Twin Yamaha drivers, Geof McBride, saw the need for such a series. Having contacted past drivers a driver's meeting was successfully held resulting in a local Series. (Any English friends requiring information contact Geof on Ballyclare 22310, or Dessie at Lisburn 76097). Returning to this class, which will be named 250 International, will be Brian Beattie, past multi champion, and John Eastwood who in the middle 1970's was a prominent Formula Atlantic driver.

There was a specific need to inject enthusiasm into "Superkarts" because of dwindling numbers, when during 1985 there was an average of only five drivers all driving Rotax machines leaving Yamaha drivers with a considerable speed loss.

R. J. Elliott, chairman of the N.I.K.A. has taken the responsibility for Formula E (Rotax powered karts) and to date has also been successful in obtaining approximately ten drivers. In rewarding R.J. and Geof it is hoped drivers will acknowledge their efforts and offer support by keeping these premier classes alive.

125 National has for a number of years been the most competitive gearbox class with drivers of the calibre of Brian Kennedy (beard and all), Gordon Howell, Henry Crossan, Leslie Currie and Alan McAloran, to name but five, these guys will not only have to contend with each other and other prominent 125 drivers, but with new "recruits" Trevor Roberts and Raymond Lyons.

Roberts is well known around English circuits in 250 National and latterly Formula E; Lyons in contrast has not been seen as often in England, due to his business, nevertheless it is acknowledged by local drivers he is the best. With these two talented drivers combining Formula E with 125 National the expectancy for their first race against the current top drivers is eagerly awaited.

Two years ago 250 national was on the verge of extinction now it is one of the expanding classes; having introduced water-cooled engines there will be some additions.

Prominent is the return of Wesley Cairns, who will campaign a K.T.M. Having retired some years ago after winning many championships, starting with Villiers, Wesley's inclusion will provide 250 National with the extra competition it deserves. Alan Hyde is the other significant driver returning but with as yet unknown machinery. Our popular road race champion Alan Wallace has taken delivery of a new Yamaha which will be slotted into either a Phoenix or Zip chassis; last year "our" Alan had a trouble-free season until late July when "it all went wrong" by suffering a number of mechanical breakdowns. Undaunted our hero raced at every Northern Ireland meeting as well as the Isle of Man. With his new equipment Alan should have a successful 1986 season which he richly deserves. Although Joe Morton maintains he will reduce his racing commitments one is not sure if this will be the case, however should major championship be at stake, he will be available. Other strong 250 National challengers who made rapid strides during 1985 are Willie Lytle, David Beattie and Raymond Lillie. Lytle and Lillie will be driving Motiv tuned engines, Yamaha and Honda; Beattie remains faithful to his Peak Revs Yamaha which carried him to his Peak Revs Yamaha which carried him to an excellent second place in Northern Ireland's Premier series promoted by

The Ulster Club. Providing he increases his race appearances Harold Montgomery will challenge everyone.

125 P&R for 1986 will be missing Mark Playle who has graduated to 125 National after winning most of the trophies during 1985, however a newcomer from last year, Chris McIlwaine, could easily take his place in winning major honours. Despite little kart racing experience Chris proved his ability by winning a couple of races towards the seasons end. He will face strong opposition from Mark Taggart, Ronnie Knox, Ronnie Begs and Raymond Johnston all formidable drivers. Should they maintain better reliability Gordon Crossett and Ivan Fisher will definitely be there and maybe have their share of winning.

Francis Stewart who has progressed from Class 1 to cars and David Allen who may retire could have left a void in this class but with such talent as Gary Jordan, Alan Vance, Gordon Duncan and Joe McCullach around, plus many others, this class will be as competitive and fierce as in previous years, possibly more so with a number of drivers on equally quick machines. To predict a favourite is impossible, all one can do is observe each event and watch these demons in action.

To all drivers and spectators enjoy 1986 it could be the best yet.

Dessie Black



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Profile.....Dale Spruce



Juniors — Wombwell '83.

Not yet 18 this young driver is one of the up-and-coming chargers making a name for himself around the northern karting tracks.

Born in Warrington in July 1968 and educated at Penketh High School from 1979 to 1984, he acquitted himself with a fair old parcel of C.S.E.'s before going to work for Super Trucks of St Helens as an apprentice coach builder.

Dale was first introduced to the sport through Ivy Griffiths, (Fred's mum) and, after spectating regularly at Three Sisters, took the plunge. He bought an ageing Zip Euro with a DAP power unit and, like so many others, was on the road.....

He took to karting like a duck to water — some say he's a natural and his results help to back up the claim:-

Junior Club Champion — 1982-83 — Bolton KC
Junior Club Champion — 1982-83,84 — Cheshire DC
Junior Club Champion — 1983 — Merseyside KC
Junior Club Champion — 1983 — Three Sisters
Junior NWKA Champion — 1984
As a Junior at Bolton KC in 1983 he shared Joint Champion of Champions with John Haigh.

In 1985 Dale moved into 125 P&R and in that category too soon began to notch up some impressive results:-

125 P&R NWKA Champion — 1985
Champion of Three Sisters — 1985
2nd Motiv P&R Challenge — 1985
3rd Northern Drivers — 1985 (after 2 Rounds out of 6)
He has won at least one final at every short circuit raced at during last season.



In action during the 1984 Super One Round.

The best challenge of the year came from competing in the Northwest Karting Association Championship race, because the outfit was new — in the form of the DAP 125cc chassis and therefore an unknown quantity; the carburettor set-up supplied by the 2-Spec Tuning Company of Noel Humphreys. Confidence in his machinery and preparation, along with his ability he walked away victorious with the title.

During 1985 2-Spec competition management, part of Powertool Services and 2-Spec Tuning, provided sponsorship for Dale on carburettors, the flat slide Mikuni type, with tuning on the day at races and monitoring the performance technology. His 125 P&R outfit race over 20 meeting without the bottom end being stripped and the replacement of only two pistons, the last one clocking up 9 or ten meetings! He raced a Merlin pipe and with the right carburation and excellent preparation was undoubtedly a force to be reckoned with.

1986 sees a change of class as Dale graduates from P&R to 125 National, intending to race both long and short circuit. His affiliations with Noel Humphreys are very strong and, recognising the potential, 2-Spec are extending their sponsorship. They will still be providing carburation with the addition of a chassis in the form of a Dino 125S, made available through their franchise from the Danish company. John Brooks of 'Surespeed' will provide co-sponsorship on the engine side. In fact, everything is looking very busy for this young man.



He won the 1985 NWKA P&R Championship.

He raced most of last season on a Zip Shadow, Honda powered outfit, the Zip did all that was asked of it, but at four years old was becoming a bit tired. The DAP was purchased as an alternative, two-pedal kart and used for the last four races of the season; it proved as good as the Zip, however, in saying that, it could be that the pilot could win on anything!

Racing commitments seem to involve most of Dale's leisure time, precluding virtually all other interests, although, just for a change, he tries to fit in the occasional disco. Unmarried, obviously, he hasn't managed to get involved in any romantic entanglements, at least not as far as he admits!

His ambition to race long circuit as well has already been realised and he is grateful of the sponsorship coming his way for the season.

He feels that water-cooling in 125's would be a good move, although does appreciate the many problems involved. Karting could do with both event and individual sponsorship — it would help attract more spectators and more money to the sport.

At the Wombwell meeting last month Dale was up against the likes of Berni and Chris Stoney and kept company with them frequently around the track, which raised a few eyebrows. His prowess on long circuit will, therefore, be keenly followed.....

JOIN THE CLUB — WHY?

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

THE CENTRAL KART CLUB is always striving to promote long circuit racing. In '82—'85 they brought you the richest long circuit championships, and organised events at Thruxton, Snetterton, Mallory Park and Brands Hatch. In 1986 they will once again organise the Champion of Champions series, 4 rounds of the British Championships, the Martyn Merritt Memorial meeting, arrange practice days prior to events and even throw in a few discos.

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ADDRESS

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

I race in class

Kart Engine

Race Number

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

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)

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ADDRESS

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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).

At the annual dinner dance of the West of Scotland Kart Club held in November at the Old Mill Hotel, Motherwell, the winners of the Club's 'Kartpool 200' were drawn, as follows:-

Charlie and Linda Kinnon — £500
Bert Donoughue — £100
Douglas Croft — £100
Elizabeth Keenan — £50
Gilbert Keenan — £50

Bert Donoughue, the Club Chairman, also accepted a cheque for the remainder of the Kartpool 200 fund of £550 toward the Club House.

The 'Kartpool 200' was formed to create extra funds for the Club House. Since the first draw in June 1985, the pool has handed back to its 72 members £1,240 — well done, members.

The Club's goal is to have 200 members so that the prize list could be greater, which would allow the Kartpool to pay our prize money along the lines of eight £25 prizes per month; four quarterly £500 prizes and two half yearly prizes of £1,000.



WEST OF SCOTLAND KART CLUB



The lucky winners (1 to r):- Bert Donoughue, Douglas Croft, Charlie and Linda Kinnon, Elizabeth Keenan, Gilbert Keenan and Eleanor Sutherland.

If anyone is interested in joining the W.S.K.C. Kartpool 200 Club, they are invited to forward a one year subscription of £48.00 to:-

West of Scotland Kart Club
c/o Mrs E. Keenan (Secretary),
12 Lomond Drive,
Barrhead,
Glasgow.

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.

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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

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4.5x11x5 YCK (SL) WET	£21.50 each

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For 1986, there remains no limitation on the number of competitors from each country who may compete in CIK Championships. The only restriction being the requirement of the authorisation from the Competitor's ASN that he is sufficiently experienced and proficient. (For Formula K and Formula E the Graded or Super Licence qualifications still applies).

If you are considering taking part in any of the Championships, you are requested to complete this form (ticking the appropriate Championship) and return it to the RACMSA at the earliest possible date.

EUROPEAN CHAMPIONSHIP

Formula K Grand Prix Series (CIK Graded or Super Licence holders only)

* Intercontinental A

9th — 11th May	(D) Leidsdorp	<input type="checkbox"/>
*31st May — 1st June	(S) Goteborg	<input type="checkbox"/>
21st — 22nd June	(D) Manheim	<input type="checkbox"/>
3rd — 6th July	(I) Jesolo	<input type="checkbox"/>
*25th — 27th July	(F) Laval	<input type="checkbox"/>

WORLD CHAMPIONSHIP

Formula K (CIK Graded or Super Licence holders only)

18th — 21st September	(USA) Jacksonville	<input type="checkbox"/>
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WORLD CHAMPIONSHIP

Formula E (CIK Graded or Super Licence holders only)

10th — 12th April	(F) Le Mans	<input type="checkbox"/>
8th — 10th August	(GB) Silverstone	<input type="checkbox"/>
22nd — 23rd August	(D) Nurburgring	<input type="checkbox"/>

EUROPEAN CHAMPIONSHIP

Formula E (CIK Graded or Super Licence holders only)

3rd — 4th May	(S) Mantorp Pk	<input type="checkbox"/>
7th — 8th June	(D) Jyllandsring	<input type="checkbox"/>
8th — 10th August	(GB) Silverstone	<input type="checkbox"/>

JUNIOR CUP

FORMULA C INTERCONTINENTAL C

3rd — 6th July	(I) Jesolo	<input type="checkbox"/>
28th — 31st August	(I) Pomposa	<input type="checkbox"/>

EUROPEAN CHAMPIONSHIP

Intercontinental A — NORTH
Intercontinental A — SOUTH
Intercontinental A — FINAL
Intercontinental B — FINAL

31st May — 1st June	(S) Goteborg	<input type="checkbox"/>
25th — 27th July	(F) Laval	<input type="checkbox"/>
22nd — 24th August	(D) Oppenrod	<input type="checkbox"/>

Name Signature

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DONNINGTON 27th APRIL
SNETTERTON 3rd MAY
DONNINGTON 26th MAY

KNOCKHILL 6th JULY
SNETTERTON 23rd AUGUST
DONNINGTON 26th OCTOBER

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★ Bruno Ferrari informs us he can supply the MBA engine, possibly the most famous famous 125cc gearbox kart engine, from £1,959 and the TM Rotary from £1,160. At the moment these engines are only homologated internationally. Hopefully the TM P&R will remain available at £650, though the currency fluctuations continue to play havoc with the markets.

HUNTS KRC LTD

The Club's annual dinner dance and trophy presentation was held on Saturday 24th January at the Moat House, Bedford. After dinner the lady helpers of the club were presented with bouquets by David Rhodes. A new trophy for "Wally of the Year" was presented to Ricky Flynn for dedication above and beyond the call of duty, chasing his empty kart around the cornfield — and catching it! Karen Blick as 'Miss Hunts Kart Club of 1985' presented the trophies to the following winners:-

Oliver Gavin	Junior Booster & Junior Xmas Trophy
Tony Hardy	Junior Sportsman
Darren Kinsey	Goff Challenge & Zip Kart Trophy
Paul Murphy	Senior Britain
Maggie Dell	Ladies Trophy
Geoff Hodge	125cc Trophy
Martin Riley	210cc Trophy
Mike Booth	100cc Clubman
Richard Walton	Club Champion, Junior Britain, Xmas Trophy

The Chairman's Trophy was presente to the Hardy family for outstanding contribution to the Club.

MC, Stu, Perry, then welcomed the guest speaker, RAC 1985 Formula E winner Martin Hines. Among his many reflections of karting Martin recalled ow he had been involved in racing at Kimbolton in his early days and had always found a friendly atmosphere, with people only too willing to assist one another with advice and offer spare bits and pieces when someone was stuck. As Martin closed his speech to loud applause, bouquets were presented to Mrs Martin Hines and the Chairman's wife, Mrs Farmer.

The evening was completed with dancing to disco music and liberal amounts of liquid lubrication!



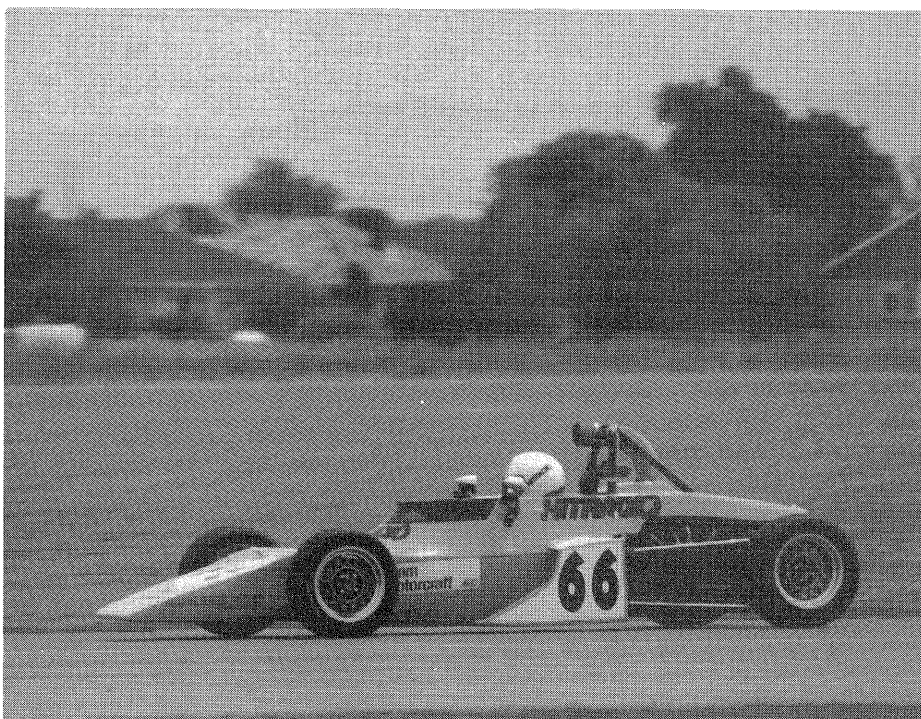
I CAN'T UNDERSTAND WHY THEY CALL IT THE 'SPRING' TROPHY MEETING

PAUL LARSEN

Former Superkarter, Paul Larsen, who returned to New Zealand in October '84, is still actively involved in racing, concentrating his efforts on 100cc. He has now turned his proven talents to FF1600 as well and in his first season is lying second in the nine round South Island Championship. With three rounds still to run, Paul hopes to improve on that score. This photo was taken at the Wigram Airfield circuit in January. The car would qualify for the 1975-78 category in this country but it is still pretty competitive in South Island. Ideally Paul needs a new car, like a 1984-85 model Reynard or Van Diemen, items very difficult to buy 'Down-Under', and when they do sell the price is \$NZ 30,000 (about £12,000).

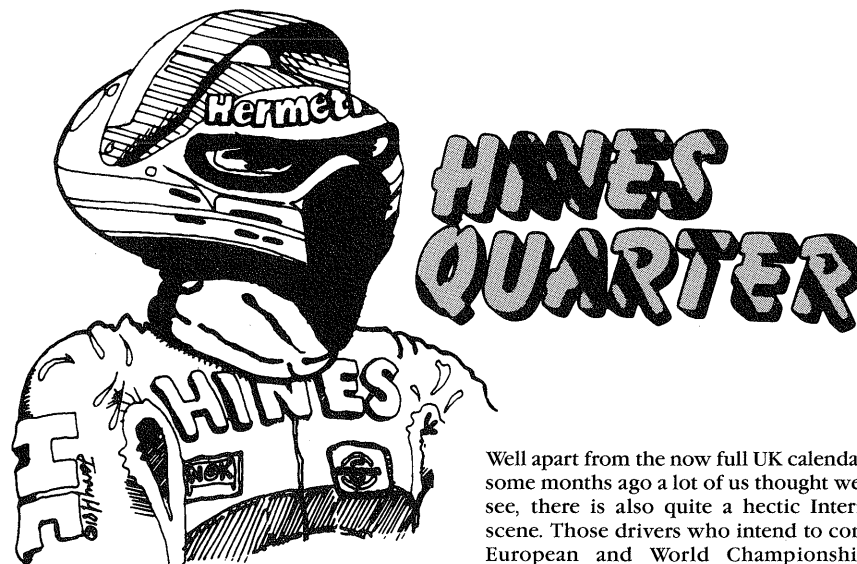
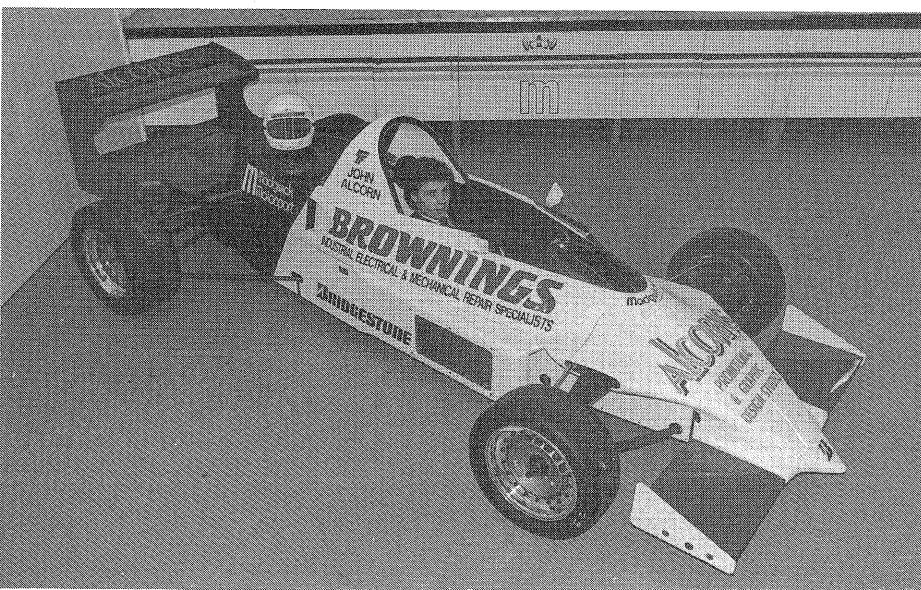
On the karting front there was recently extensive coverage on NZ Television for two meetings, one going out live nationwide during a 2½ hour programme. Paul finished second in the first meeting by one point, but grabbed the most TV coverage himself by winning two of the five races, so he and his sponsors were justifiably pleased.

There is every chance Paul will be back in the UK after the Championship series ends in April to try his hand at a few FF1600 meetings over here. More of that later...



ALCORN'S MADGWICK FF2000 DEAL

Formula K 135cc exponent, John Alcorn, recently concluded a deal with Madgwick Motorsport by signing to their FF2000 team, driving a Reynard 86SF. John tells us he will run in the Racing Displays series and hopes to contest the EFDA Euroseries also, finances permitting. His main sponsorship comes from Brownings, industrial electrical repair specialists, with additional help from Alcorns Ltd, the family promotional and graphic design studio in Stansted Essex. At a test session at Thruxton the other week John was encouraged with a time of 1min 19.0secs, 0.2secs up on Mark Blundell's Reynard.



I wonder whether there has ever been a more wintry start to the season than Cadwell Park on 23rd February. In fact it was more like the Cresta Run in a Bobsleigh than anything else! You found yourself driving down the straight with icy walls of snow either side and just nowhere to go. The turnout in the circumstances was not too bad and, indeed, all at Cadwell had worked extremely hard to ensure the circuit was in raceworthy condition. It was somewhat of a pity that more clearance work was not done in the pits; trying to start a kart on the ski slopes of Cadwell was a task not envied by anyone! The next meeting at Snetterton on March 15th-16th cannot possibly be any worse — or can it!

During the latter part of last year it appeared that, in '86, there would not be quite as many UK events, due to the loss of Mallory Park but, right at the last minute we were able to secure three dates at Donington Park, which must rate as the karters' favourite circuit. The big news, as you will have seen elsewhere, is the 'UK Cup'; this will be a prestige meeting for all classes, but the main attraction will be the 125cc class where everyone will do battle for the prestigious 'O' number plate. This will be a National number plate eligible for use at all Long Circuit events. At the moment negotiations are taking place to secure sponsorship for this event to ensure a sizeable prize fund for what is the first event of distinction of its kind for the UK's strongest Long Circuit class.

The number plate will not be eligible for use on Short Circuits, as indeed any number gained on Short Circuit is not eligible for Long Circuit.

Well apart from the now full UK calendar, which some months ago a lot of us thought we'd never see, there is also quite a hectic International scene. Those drivers who intend to contest the European and World Championships will certainly have a heavy financial burden to contend with. In just seven weeks, from mid-April to the first week in June, they will have to go to Le Mans, back to the UK, and then to Sweden, back home again, then off to Denmark! I think that is just a bit OTT, especially when you consider for five people and a Mercedes van it will cost nearly £1,400 for the return fare to Sweden and, believe me, Denmark is not much cheaper.

This will certainly do nothing for the entry in the European Championship; let's hope it does a lot of good for Scandinavian karting, as I cannot see any other real benefit coming from it. Obviously, somehow, we have to get the costs down, so Russell Anderson and myself are trying to put a package together which should bring the financial outlay onto a more realistic level. What we need to know is exactly how many people would be interested; the information we need at this time would be the total number in your party and full details of vehicle or vehicles, eg, van and caravan, etc. So, if you want to save a substantial amount for yourselves and others give, either Russell a ring on (0279) 36000, or ring me at Zips. Needless to say the more we get in the party the bigger the saving. Sailing times will be so arranged that the trip will only take up the time necessary to get there in ample time for all practice and then catch the earliest possible return boat after the meeting. Should you wish to take a few days holiday at the same time, then I'm afraid that would not be possible in the group rate, because everyone has to travel at the same time. Everyone travelling in the party would be given a list of the nearest hotels to the venue in order that they could arrange their own accommodation.

It's only just 1986, but what about '87? Is there any need to run a 125cc 'Super' class, similar to the system now operating for 100cc National? This would mean that the class was split, on merit, with the more experienced drivers in the 'Super' class, leaving the National class for the less experienced drivers, which would inevitably lead to safer racing and provide more rewarding racing for the lesser experienced. It could also be considered that the 'Super' class was a water-cooled class, which would also allow air-cooled. This would allow for a transition period to water-cooling which inevitably one day must come about.

The National Class could be left air-cooled, as it is at present, with its normal price limit. The 'Super' class could allow water-cooling but also have a strict price limit to hold costs at a realistic level. The financial burden for the Super drivers would not be that great, as in virtually every case they would only need to purchase a cylinder head and radiator to become fully water-cooled. There would of course be an excellent market for the discarded equipment in the air-cooled National class.

Well, let's have a few ideas from you, the drivers; no one wants to upset the 125cc class as it is the backbone of Long Circuit karting. These are just some thoughts for the future, so let's have some serious views from the drivers. Perhaps everyone is happy as it is for the next couple of years or so? What about the weight limit?

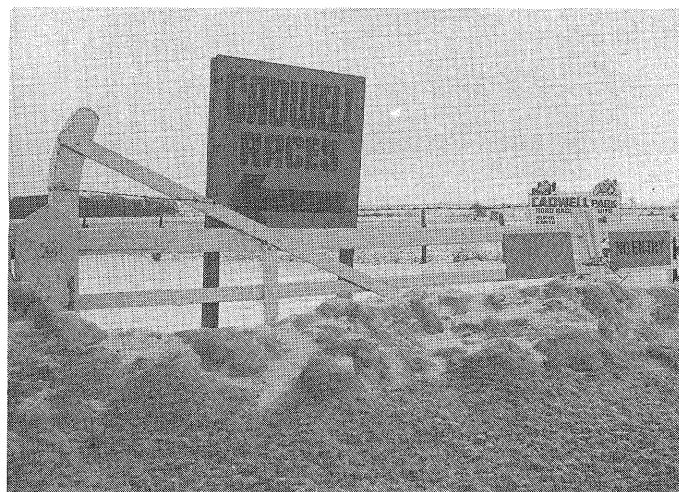
The same thing applies to the 250 National class, there is a lot of unrest in that league as well. So let's have some concrete proposals. Do you want piston/reed engines or do you want rotary valve engines to be allowed? What price criterion, weight limit, etc?

As a Kart Committee member I will put on the agenda any realistic proposals you wish, but it does have to be done in the next couple of months if it is to be considered for 1987. Well, it is up to you — don't leave it to someone else all the time!

That should give you plenty to think about, so until next time —

Regards,

Martin



"I love Cadwell, in the springtime.....!"



Icy walls either side and nowhere to go. (Pics: Doug Rees)

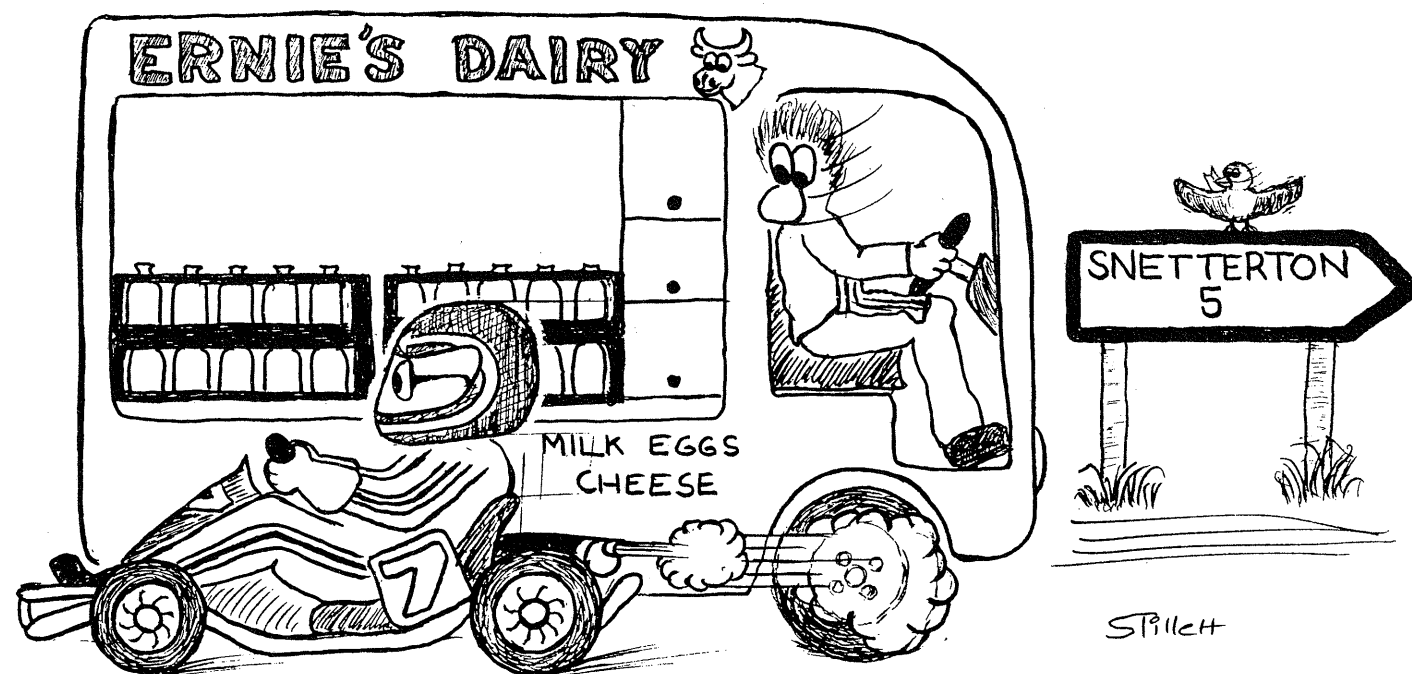
As a post script, Steve relates the time he was at Snetterton, on pole for the Kart and Superkart round, during the quest for that ever elusive win. Everyone was saying — "this is your race, Steve," after some quick heats. Come the final, it rained — which didn't help. As I was crossing the start line, a lens from my glasses dropped out giving me three tracks to choose from! Needless to say, the elusive win was still elusive!!

I hope your '86 season, Steve, brings the successes deserved.

Ed.



In the thick of it with good friend Gary Prior (19) at Rye House.



LETTERS SPECIAL by Bob Clowes

Dear Sir,

I am sorry that Mr Neil Hann, a member of the RAC Kart Committee, has found it necessary to disagree so vigorously in public with my proposals for the structure of non-gearbox karting, without discussing the subject with me or asking for an explanation.

I am not involved in non-gearbox racing in any way at present, but I am aware that many competitors find the maintenance schedule and financial aspect of this side of the sport just too much. If Mr Hann's proposal for low compression cylinder heads goes through as a method of limiting performance, I'm afraid all the indications are that it will increase the stress on all the components in a 100cc engine that already has a very short working life; namely, conrods, big end and main bearings, cranks and seals.

Let me explain, from a purely engineering point of view. A 100cc disc valve engine revs to about 17,000rpm. At 17,000rpm it produces 13-15 horse power, but maximum power is at about 10,500rpm and around 18-20 horse power. A motor raced like this will require seals changing every couple of meetings; big ends and mains every three or four meetings to be sure there is no big bang!

On the other hand a common 125cc racing engine that produces around 36 horse power at 12,500rpm uses exactly the same big end bearing and cage as the super 1 conrod. Yet, despite the fact that the 125 conrod and piston are heavier and the motor is producing twice the power and the motor is run closer to maximum revs for a longer percentage of the race, the same big end bearing will only require replacement every 10-15 meetings.

If we examine the function of the conrod and big end through one complete revolution of the crank it will become clearer why these parts fail. When the spark plug fires the charge of mixture in the combustion chamber the piston is forced down the bore, so the conrod is compressed between the piston and the crankpin. About halfway down the stroke the piston reaches maximum velocity, about 48 metres/second, or 108mph. The piston comes to a halt on zero velocity and is stopped from going through the bottom of the engine by the conrod, big end and crank at bottom dead centre. So the conrod is still compressed. The piston is then forced up the bore by the inertia of the crankshaft wheels and the velocity again increases to about halfway up the stroke. The conrod is still in compression. In the upper half of the upward stroke, the piston will try to go out through the cylinder head; the only thing stopping it is the conrod, which is anchored to the crankshaft, so now the conrod is being stretched, or is in tension. The conrod has undergone a stress reversal. It has changed from compression in $\frac{3}{4}$ of the crank revolution to tension in the last $\frac{1}{4}$.

Now, the important part. There is one other force that can relieve some of the tension in the conrod as the piston approaches top dead centre and that is the force created by the pressure of gas in the combustion chamber acting on the area of the top of the piston. The area of the piston is fixed by the bore of the motor, but the pressure of gas depends on how much gas the motor has breathed in when the transfers closed, how effective the exhaust is in keeping that gas in the combustion chamber and, last and most important, the mechanical compression ratio.

So we can now see that reducing the compression ratio will increase the tension on the conrod when the piston approaches TDC. In an ideal engine we are looking for a pressure and area that will equal, or even better — exceed, the upwards force of the piston caused by its velocity and weight. With a low compression 100cc engine, it is true, lap times would be increased and acceleration reduced, but by gearing the motor to rev more, some of the acceleration and lost time could be regained — but at what cost? More rebuilds, conrods, seals, big ends, etc. That's great — if you sell engines and spares and rebuild motors, but who can afford it?

Most drivers will have observed that virtually all big end/conrod failures occur at the instant you lift off at the end of a straight

at high revs. This is because when you close the throttle and shut off the gas supply the combustion chamber pressure drops and the tensile load on the conrod and big end increase dramatically. You will also have noticed that, all things being equal, the short stroke motors with bigger piston areas require less conrod/crank maintenance than long stroke, small bore area motors.

So unless The RAC and Mr Hann wish to subject competitors to even more expense, this compulsory low compression method of limiting performance must be forgotten.

I think the Committee has tried to use methods applied on four stroke racing engines to limit power, ie, intake restrictors and low compression on two strokes.

Four strokes are designed to withstand greater stress reversals caused by low cylinder head pressures; they have much heavier section conrods and larger area bearings. I have been doing research and development work into all aspects of two stroke racing engines for over 10 years and I am now confident to say that the more power we can get out of a two stroke engine, the more reliable it will become. That might well be contrary to most peoples' experience to date, but all the technical and engineering arguments agree.

The conclusion we have to come to is that to improve reliability on two strokes we must not limit combustion chamber pressure. So if we wish to keep reliability and produce less power we must resort to either — smaller capacity engines — or some sort of rev limiter, either mechanical or electronic. The mechanical method I suggested was to use reed valve motors and I'm glad to see that Martin Hines' column in the February issue refers to the reliability of 100cc reed valves in the States. As for an electronic ignition limiter, I don't know, my knowledge of electronics is elementary, but if some easily checked limiter could be fitted to all junior karts that is both accurate and tamper-proof I'm sure that could be the most effective answer. How about some ideas, all you out there?

Mr Hann also disagrees with free tuning — I don't! The reasons are as follows: First, in any batch of production engines, both two stroke and four stroke, there is at least a 10% difference in power output and this difference can be increased by blue printing or factory selection. People in privileged positions, such as importers, dealers or factory selected drivers have, in the past, and I suppose always will be offered 'works' engines. These are not tuned!

Now, if a selected engine is given to a selected driver then the ordinary customer will have no chance to compete on equal terms with the works teams if he is not allowed to try and improve his equipment. The emphasis is on the word 'try', because motor racing is all about trying. Most drivers, if beaten at one meeting, will go home and work on equipment to find improvements. If he is not allowed to try and make up the difference in his motor's power output, what chance has he got at his next meeting? Not many people will continue racing for long if they realise 'the system' is designed to make sure they can't challenge the selected drivers. It all comes down to the rules being formulated to the benefit of the commercial side of the sport to the detriment of the competitor.

By allowing drivers to tune their motors might not be sufficient to make up the differences in power, tyres and driving ability, but at least the competitor has progressed by closing the gap. Ultimately the best thing for any sport is when the outsider beats the favourites, everyone takes heart and it makes the works teams TRY harder.

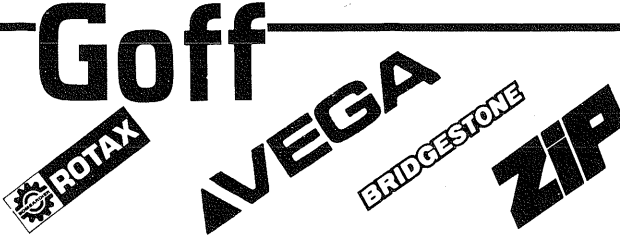
Finally, may I correct some of Mr Hann's comments. I was accused of having a vested interest in gearbox karts. Can I make it clear, I have no importation rights or dealership on any make of tyre, engine or spare part; nor am I sole distributor for anything. I am not paid by any kart or engine manufacturer to represent their interest and I have no influence on any kart club or kart committee or over any kart committee member.

Now to the 'Gang of Five'. They had a very elaborate and well prepared document to present to the RAC 'Open Day' in 1983 at Donington Park when I raised the issue of Junior Gearbox karting which they, as mostly 100cc kart traders, saw as a threat to business. I first raised the idea of an official RAC Junior Gearbox class in letters to the RAC and the magazines in late 1982, following the success of one year of 125 P&R. But, credit to the 'Gang of Five', they were well prepared for that Open Day meeting with documentation and assembled supporters, but it is their commercial interests I bring into question rather than the good of the sport. After all that time, did Mr Hann, who protests his non-financial involvement, not run Sportac Leathers and Race Suits and Mistrale Racing of Dorset which were only one of four Zip Discount dealers? Hardly NO financial involvement!

The last point I would like to draw Mr Hann's attention to is the time scale I put on my proposals — 1988-89-90, by which time virtually all but the youngest junior will be grown-up into the senior age group, so very little equipment would have been sold off. On the subject of tyres — nowhere have I advocated free tyres for non-gearbox, except in International 100 and 135cc. Both Mr Hann and myself would like to see 20,000 drivers in karting, but I can't help feeling Mr Hann would only be happy with 10,001 in non-gearbox and 9,999 in gearbox. But I am glad he agrees with a lot of my proposals.

Thanks for the opportunity to reply.

P.S. Reference Mr M. W. D. Morris, February issue K&S. As far as I'm concerned there is no reason to go water-cooled, except for noise. We have now got a 125 Rotax exhaust that is about 6DbA quieter than the mechanical noise from the engine itself. Quieter exhausts than ours won't reduce the overall noise level. Water-cooled 125 Rotax' cost about £90, including pump, more than an air-cooled version. Don't compare the water-cooled Rotax with air-cooled Yamahas. Rotax have a lot to learn yet, compared with Yamaha on reliability, air or water-cooled! I agree there is no easy way to start racing.

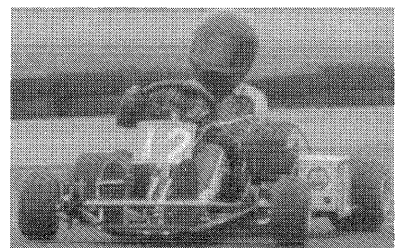


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Steve's first race was aboard this Kestrel/SS20 outfit, continentals, balaclava and all.....

For the last four years he has stayed soundly with Parilla-powered Gillard karts and in 1985 Gillard Engineering also looked after the engine tuning. The combination has proved both reliable and competitive. Tim and Tony Gillard have helped Steve out considerably during the past four years and he has asked for this opportunity to thank them for their sincere and genuine contribution to his racing. Also, grateful thanks to mechanic, Ray Wright, for his help throughout the rough and smooth of 1985.

A single man, but with a regular girlfriend, Nikki, who accompanied him throughout the last half of the season and has definitely brightened up his karting weekends and whose aim, like many others, is to win a major meeting. That is foremost on his mind, along with hopes to secure some form of sponsorship in this ever, cost-increasing sport.

Karting aside, for a moment, he would like to see the business expand and continue profitable, as it has been for over 100 years

now. He also intends to maintain his ski-ing.

"Karting has two paths which it could follow — one is the same route it has always followed, with little publicity or spectator interest; the other is that it could grow into a real television sport as we all know it could be. In my opinion, the facilities in this country in general have to be better. Every foreign track I have seen has been of a high standard. The new rules for 1986 though,



.....and in the rain.

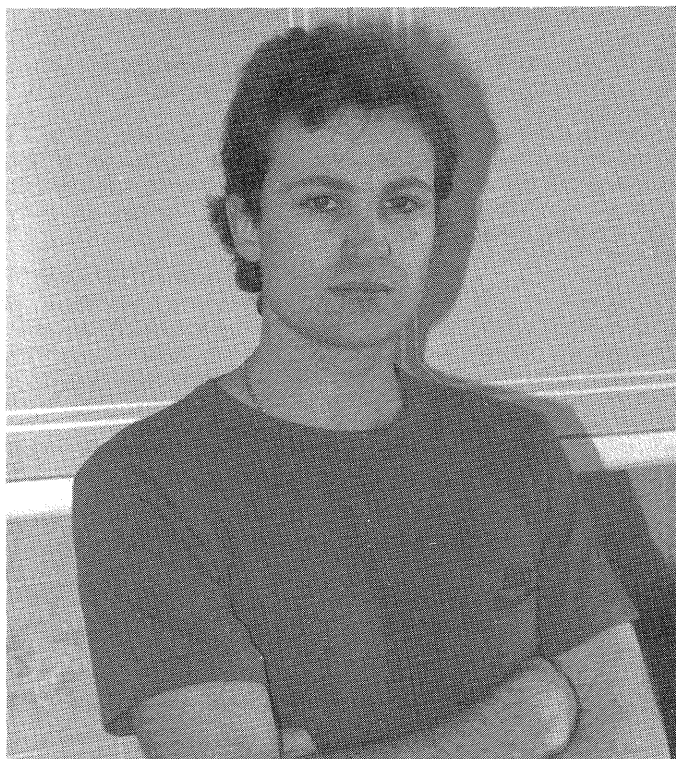
seem a step in the right direction. I am enthusiastic as far as the new rules are concerned, although I hope that the tyre situation can be stabilised. A tyre which constantly alters in performance is no good to anyone."

Steve has managed to broaden his horizons with continental experience. Last year he helped mechanic for Richard Weatherley when he had his European 135cc victory at the Nurburgring. He has also helped him out on other occasions. He was included in the team which went to Holland at the back end of last year for the English versus Dutch battle. Definitely an experience!



Stirring action, last season at Tilbury.

Profile Steve Tillett



Two seasons stand out as notable to this 24 year old from Plumstead — 4th in the 1982 K&S Championship, winner of the Pudney and Sims 'Golden Helmet' Award and, in 1984, the Midlands Championship title.

Born in Plumstead Common in 1961 Steve was schooled at Woolwich Polytechnic where he earned himself a load of 'O' Levels and CSE's, along with the 1977 engineering prize.



Touch of the rough — 1979 British Champs at Rowrah.

At the age of 16 Steve left school to begin working for the family business — 'J. Willis & Son', specialists in coach trimming, particularly repair and renovation of car seats, headlining and so forth, even work for the Royal Mews no less! The company also make kart covers and kart seats. In fact it, it was back in the late 1950's when the firm made the first kart seat covers for Invicta karts of Dartford, run by the Brise family. Most will remember Tony Brise was later tragically killed in a plane crash with racing driver Graham Hill.

As a family the Tilletts have always been motorsports orientated and it was during a holiday in Spain, after belting around on fun karts, that young Steve (now fourteen) became keenly interested in karting. Home after the holiday, it was straight over to Tilbury where he well and truly 'got the bug', the pattern was set.....

A couple of years later when he started working Steve bought a Kestrel K88 (as he describes it — more like a K87½!) from Sisley Karting. The outfit was delivered by Dennis Callingham, who subsequently informed him there was no way he could start a kart in a twelve foot square of uneven concrete!

After one lap on his new kart Steve promptly crashed it and decided karting was the sport for him!

Before his interests were seriously channelled into karting, Steve was very keen on archery and belonged to Blackheath Bowmen, but that gradually waned as racing took control. He did, however, develop interests in other spheres as well, ski-ing being notable and he has managed to squeeze in regular trips over the past three years. Squash rackets and snooker, too, add to his activity list, though finding the time becomes rather difficult — in between karting, ski-ing and the odd spot of socialising!

During the 1981 season he received assistance from Startline Racing, using their prototype Astra Kart and scored his first win on a kart that had never been raced before. He has notched top three placings in the Lincolnshire Kart Club Championships during the last four years and has been consistently in the top ten finishers in the Kart and Superkart Series for the last five — ever chasing that elusive win.

Last year Steve had a relatively satisfying end to the season with a second place in the final of the Bridgestone United Kingdom Championship at Rye House in September. It had been a long hard, often ill-fated season, so the result was most encouraging and helped bolster up flagging spirits, particularly at Rye House which had always been an unlucky track in the past.



'Oh, those halcyon days' — Oval Racing — at 5!



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ProfileBJK Racing



BJK team at Carrick Fergus 1983 road race — Brian (L) and Trevor.

Over the past few years two young kart drivers could be seen at races all over Northern Ireland and occasionally in England on their immaculately prepared, red and white outfits. The drivers in question — Brian Kennedy from Portrush and Trevor Roberts from Craigavon.

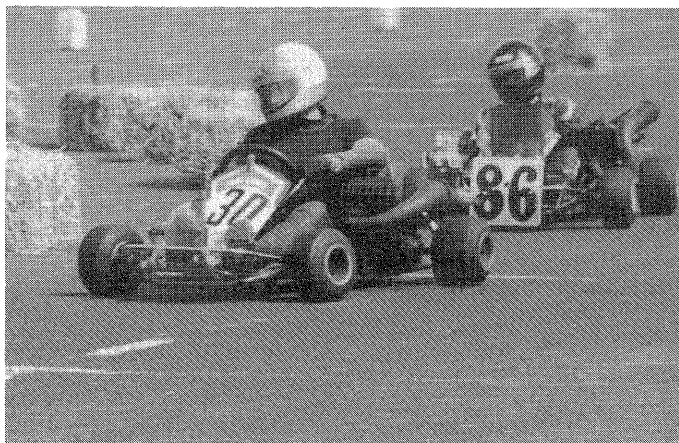
The association began in 1981 when Trevor arrived for his first race and parked up beside Brian in the paddock area of the Ballymena showgrounds; the first race of the year. Brian was only too pleased to see another newcomer to the ailing 250 National class and offered to show Trevor the ropes.

It didn't take Roberts long to get the hang of things and, when Kennedy was sidelined with a puncture, Roberts was over the moon on promotion to third place in his first race.

The pair battled it out all season, with the more experienced Brian Kennedy finishing second in the Northern Ireland Karting Association (NIKA) Track Championships and Trevor third. In the Road Race Series the situation was the reverse, with Roberts second and Kennedy third.

Brian also had a few outings in England that year. His best results were wins in the World Cup at Morecambe and the final round of the British Long Circuit Championships at Oulton Park, after a titanic struggle with Alan Collard and Dave Cullimore.

1982 found Trevor on a new Barlotti with ex-British Champion, Joe McBride's Montessa providing the power unit. Brian had a reasonably new Zip GP and, as always a Joe Crawford tuned Montessa. From past experience Kennedy knew England would be a good testing ground for the young Roberts to hone up his talents. On his first outing at Cadwell Park Roberts finished fifth, which prompted him to return for more of the same. Although Kennedy had a miserable year with DNF's, Roberts finished fifth in Adrian Lumb's brainchild — the 250 National drivers championship.

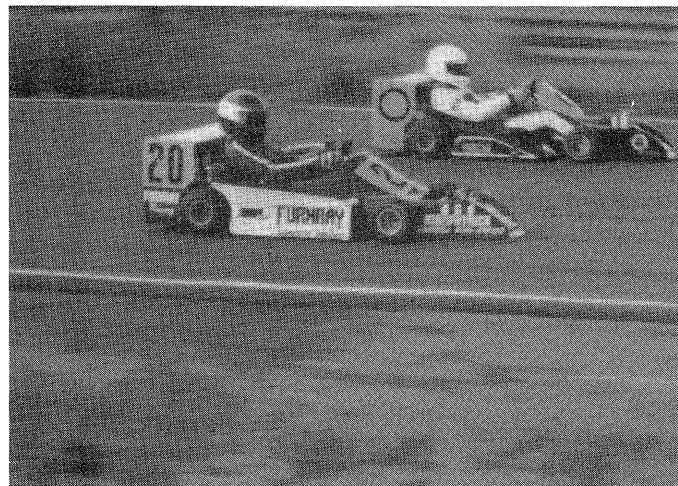


Kennedy (30) and Roberts (86) — Portrush event in '82.

Brian had better luck at home and won the Road Race Championship decisively from Trevor, the latter finishing second in both road and track championships. On the tracks the old arch rival, Joey Morton, took the honours, with Brian third.

At the end of that season Brian decided to try a warmer climate and went off to South Africa with his cousin. As there was no buyer for his Zip chassis and he wasn't expecting to be home for a while, he offered it to Trevor for the forthcoming '83 season. As letters were exchanged Kennedy was shocked to hear the price Roberts had paid their good friend, Derek Rodgers, for his British Championship winning Yamaha engine. The engine though proved to be worth every penny, it was unbeaten in Ireland all season — well, almost unbeaten. Almost, because Kennedy returned prematurely from South Africa for financial reasons, (i.e., he was broke!) and taught young Roberts a lesson by winning the big road race of the year at Carrick Fergus on his trusty old Montessa.

Because of his partner's long 'holiday' in South Africa, Trevor could not afford himself to travel frequently to England to race, but as always, he made that one lone pilgrimage to Silverstone for the British Kart Grand. After a win in the third heat and a front row grid position for the final he made the wrong tyre choice — the super 'sticky' Bridgestones killed his engine, but he laboured home fifth.



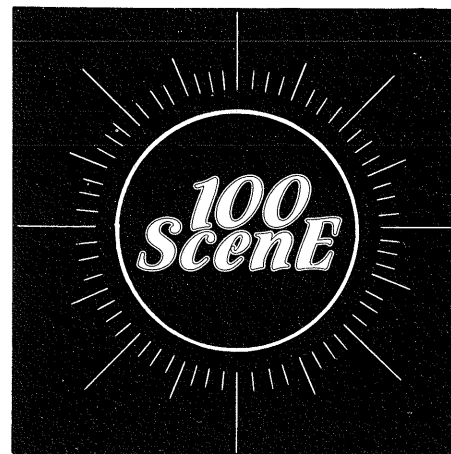
Trevor Roberts (20), aboard the Formula E at Kirkistown in 1984, won the N.I. Long Circuit Champs.

The young lady in Trevor's life, since he was 17, has been a Miss Wendy Leckey — a keen fan. On the night of the Bushmills Road Race Wendy took along her younger sister, Kay, to watch the partners race. At the prize-giving after the event, Kay and Brian got together and what a team that made:- Joe Crawford doing the tuning; Alan and John, Trevor's brothers, as mechanics, Kay and Wendy doing the cheering, the BJK Racing team was ready to take on another season.

Big changes took place before the start of 1984 — Roberts swapped his Yamaha for a 250 Formula E Rotax, while Kennedy sold the Montessa and went for a new 125cc Zip Rotax. Both drivers felt they had proved themselves capable in 250 National and wanted a new challenge.

In the first race of the '84 season, after a close dice with the man who was to become Kennedy's arch rival, Henry Crossan, Kennedy came out on top. Roberts, also, had a good run and finished second in his class to Raymond Lyons.

Disaster was to deal a couple of hefty blows that year at Silverstone, when Kennedy was lying fourth after leading most of the initial lap, he went off in a big way at 100mph plus. Luckily he was thrown clear and escaped with a broken toe and bruising;



Those of you who 'know it all' will probably disregard this but here, for the unenlightened, are a few pointers on what parts should be replaced when your engine is stripped. (remember — if you are not sure how to go about it — don't stumble on blindly — seek advice, you could do more damage than you think!)

Each time the engine is stripped, the oil seals, gaskets, piston clips and, possibly piston rings, should be replaced.

1). The oil seals can be fitted using only hand pressure and maybe a suitably sized socket, which pushes easily round the outer edge of the seal, ideally, pressure testing equipment should be used to check that the engine holds pressure when re-assembled.

2). Although piston rings are replaced during a major rebuild, it is not absolutely necessary to replace them after every meeting, although most of the top drivers usually do to give them that extra 'edge'. If fitting new rings, they should be 'gapped' — push them one at a time approximately one inch down the bore and measure the gap between the ends with a feeler gauge — the gap should be a minimum of 3 thou, but never more than 12 thou for optimum performance, any adjustment necessary can be made by very carefully filing the ends of the ring. Also ensure that the rings touch all round the barrel, i.e., the barrel or rings are not out of shape (oval).

3). Main bearings should last approximately 5 to 6 meetings running, especially those with fibre cage. The bronze or other caged bearings may need changing a little before that. However, either type may need changing before that time and this can be gauged by whether the bearing still turns perfectly freely or not. Any signs of grittiness or restriction in turning means the bearing should be replaced. This can often be the case if the engine has been used in *wet weather racing* — water is very hard on an engine, particularly on bearings and quite often it will be necessary to change them after a wet meeting. Usually if new mains give problems it will be in the first ten minutes running, but after that they settle down and give little trouble.

Some crankcases offer poor lubrication for the ignition side bearing. A good way of improving this is to drill a vertical hole in the crankcase housing directly above the bearing. There is no need for this mod on the carburettor side as the 2-stroke mixture is continually passing this area and lubricates the bearing well on this side of the engine.

4). The same could be said of the big end assembly. Normally this would be changed on heavily worked engines after 3 meetings running, although club drivers very often run on up to 6 meetings or more. Whilst the crank-

shaft is out of the engine, even if the big end is not being replaced, it is a good idea to have the crankshaft checked for trueness. The conrod itself should always do a good 6 meetings, though again a lot of people leave them longer. Current hi-fi Parilla rods, although expensive (£70) are lasting in excess of 10 running hours!!

5). The most critical part to be examined is the piston itself. Check for 'blow-by', (burnt carbon down the side of the piston, due to gases blowing by the piston rings), and also check for cracks in the piston skirt. A magnifying glass is a handy tool to assist in checking the latter. Unless the engine has been run in the wet the piston can be left in the engine, assuming there are no cracks or serious 'blow-by', for up to a maximum of six meetings.

At this stage boring and honing of the barrel to the next oversize is necessary and a new piston size to fit the correct bore clearance should be fitted. As a rule, don't fit a piston of the same size as, on most 100cc engines, the exhaust bridge wears particularly badly, even during the period of running. In order to ease the problem of quickly "out boring" the engine, you find that the cylinder bores or hones out to a similar size as before, in which case it is common practice to fit the same size piston, but with oversize rings. (i.e., a 48.1mm piston, but 48.2mm rings). Also, the chrome type rings, although very strong, really work the cylinder bore hard and can quickly knock the edges off the ports. The cast type are kinder on bore life but break easily and generally are not as efficient as chrome.

6). Generally speaking, small end assemblies, (i.e., needle rollers and spacer washers), give very little trouble, but as most parts are replaced after six meetings, most people replace these items at the same time. However, it may be necessary to check with your local dealer about this; there is a possibility that some 100cc engine models may have weaker small end washer assemblies than others. If that proves the case, obviously more frequent replacement of little end washers will be necessary.

In general 100cc engine care is down to prevention rather than cure. Monitor the engine running time and change components as required. For example, a £25 bill for boring, plus pistons and rings is far cheaper than rebuilding a motor that has broken a piston, (this would lead to total engine rebuild — in excess of £100). Also listen and talk to other users of your engine type as, from time to time, weaknesses in production can lead to troublesome parts, in which case you can be one step ahead in the game 'replacing before breakage'.

CHAIN CARE

Whilst on the subject of maintenance, a part of the kart/engine set-up which is given little consideration is the chain. Again, similar to engine maintenance, it is better to replace the item rather than wait for it to break. The D.I.D. chain seems suitable for 100cc power transmission, although different models are available. Though difficult to predict chain life it is advisable to replace after three meetings, (more regular — if finance allows).

Signs of chain problems are broken rollers (on the inside face of the chain) or stiffness in the links.

Several recommendations to extend chain life and give maximum engine power:-

- 1) Never run the chain too tight, approximately 10-15mm of play between engine and axle sprockets.
- 2) Always check precise alignment of

sprockets.

3) Use a good quality chain lubricant.

4) If an engine breaks or seizes the chances are the chain will have been stretched and damaged — *DO NOT RE-USE!*

5) Rivet the chain links together and do not use the push type of link joint.

Another preventative measure to minimise chain breakage or rubbing on the bottom of the carburettor, is to fit a hard wearing strip of plastic between the chain and carb, affixed to the rotary valve cover.

COMMERCIAL CHAMPIONSHIPS

The United Kingdom Championships is definitely on and will be known as the Kart and Superkart United Kingdom Championships, with backing from Bridgestone and Vega, along with Zip Kart and other sponsors. The Series regulations are published elsewhere in this issue, along with a registration form. Don't forget, there is a £10.00 registration fee and registration *will not be* accepted without the fee.

The venues and dates for the six round championship, (5 out of 6 to count), are:-

- Round 1 — Tilbury — 13th April
- Round 2 — Fulbeck — 27th April
- Round 3 — Clay Pigeon — 15th June
- Round 4 — Wombwell — 6th July
- Round 5 — Snetterton — 24th August
- Round 6 — Kimbolton — 28th September

The series is open to the following classes:-

- 100cc Cadet
- 100cc Junior Britain
- 100cc Senior Britain
- 100cc National
- 100cc National Super

With the following tyre restrictions:-

- 100cc Cadet — Bridgestone YBN SL 83 4.50x10 — 7.10x11
- 100cc Junior Britain — Bridgestone YBN SL 83 4.50x10 — 7.10x11
- 100cc Senior Britain — Bridgestone YBN SL 83 4.50x10 — 7.10x11
- 100cc National — Bridgestone YAK 4.50x10 — 6.00x11 7.10x11
- 100cc National Super — Vega SL 4.20x10 — 7.10x11

The Super One Series is again to be run this year, but with a slight change of format, in that the series will be staged over 8 rounds, 7 out of the 8 to count.

The calendar has been announced as follows:-

- Round 1 — Wombwell — 30th March
- Round 2 — Sherington — 20th April
- Round 3 — Rowrah — 4th May
- Round 4 — Kimbolton — 25th May
- Round 5 — Fulbeck — 22nd June
- Round 6 — Clay Pigeon — 20th July
- Round 7 — Little Rissington — 3rd August
- Round 8 — Rye House — 14th September

The Series is open to the following classes:-

- 100cc Cadet
- 100cc Junior Britain
- 100cc Senior Britain
- 100cc National
- 100cc National Super

National Super and 100cc National will run on Vegas tyres, while the other classes will be run per Blue Book.

In the next issue it is hoped to bring all the latest news from the RAC MSA.

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1 — PCR 54	£240
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1 — Hewland D Port Original	£240
1 — BM FK 96 TT	£150
1 — BM FK 96 TT	£140

BRITAIN ENGINES

2 — TKM S89 TT New	£240
1 — TKM S89 Booster	£200
1 — PCR 50/3TT Factory	£280

KARTS FOR 100cc

1 — ZIP 985 1985	£200
1 — Sprint 85 SE	£190
1 — Lane Aerospace	£180
1 — Allkart 1985	£290
1 — ZIP FXI 1985	£140
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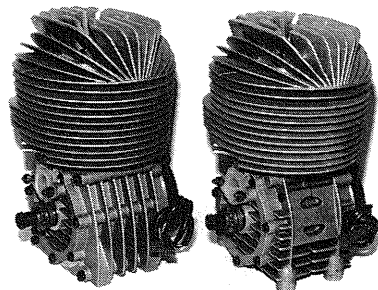
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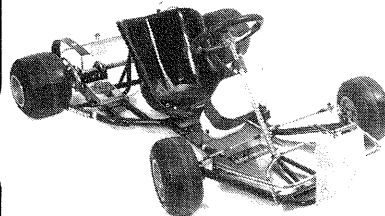
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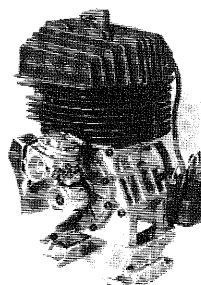
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1985 was Kennedy's good year — he won the N.I. 'GP' Plates in 125 National.

the kart in a sad state. A local bodywork specialist, Albert Loudon of Ballymoney attempted to repair the chassis, but gave up — it was a write-off. Money was found for a replacement and, while building up the new kart one Saturday morning at his father's garage, Brian was called away to repair a lorry puncture. Fate dealt its second blow, the tyre blew off the rim and broke his wrist. So, instead of increasing his lead in both the Ulster and Road Race Championships, he found himself flag marshalling. He still managed a second overall in the road race series. Trevor Roberts, meanwhile, was enjoying a good season, although the cost of running a 250 meant he could only afford to compete in the Northern Ireland Long Circuit Championship. He duly won on his 1982 Rotax.

Sponsorship is an essential ingredient of karting nowadays as both men fully appreciate. Trevor managed to arrange some good deals for the 1986 season, from his employers at P&T Furnray Ltd., and D.M. Dust Control, both companies located at the Maze, Lisburn. Brian Kennedy, likewise, was busy letter writing and clinched a deal for the team with Sealink British Ferries. Financial aid also came from Eddie Torrens, Vehicle Transporter from Ballymoney; William Dalzell Travel of Coleraine, Alumac, Stanley Cookers, Right Price Carpets and Star Tankers, with oil being supplied by Castrol Oils.



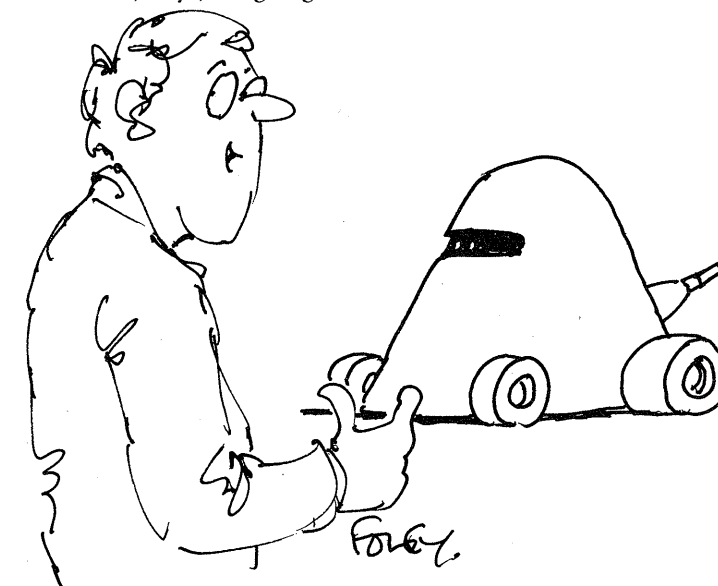
The team: — Alan Roberts, mechanic (thumbs up); Joe Crawford (back) ace tuner; Trevor, Lexie Sefton (mechanic) and Brian, after Brian won the 'GP' and Trevor finished 2nd in the Formula E GP — 1985.

Brian Kennedy invested his sponsorship money, together with a lot of his own, into Rotax spares, fibreglass products, tyres and so forth, both for himself and Trevor Roberts to trade. Though slow at first, word soon got around the paddocks early in '85 and a regular clientele built up. Friendly advice given free and even an engine tuned to the same standards as young Kennedy's was offered for as little as £100. So, from BTK Racing the name became BJK Racing Services.

During the 1985 season racing didn't go so well for Trevor Roberts. While other drivers were able to pay much more for speed he was finding his '82 Rotax a bit dated. He did manage an eighth though at Mallory Park.

Entered for the 250 Formula E World Championship race at Silverstone, seizure after seizure whittled his money away and left him very dispirited. Kennedy, on the other hand, had a good year, winning the unofficial 'GP' in Northern Ireland and won the Long Circuit Championship in 125 National. He also finished second in the Road Race Championships.

Big changes are in store for the forthcoming season, with Trevor leaving the team to join Jemm Racing of Antrim with a 125 Rotax in the pipeline. Brian Kennedy also foresees changes for himself and, although he is being very tight-lipped, will remain in 125's for sure. "It is the hardest class to win in, as the competition so so fierce. Trevor and I, I hope, will remain the best of friends, but the track rivalry is going to be something else! Good luck for 1986, boys, it's going to be a classic."



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Kimbolton — 28th September

5 OUT OF 6
ROUNDS TO
COUNT



Some of the Prizes.



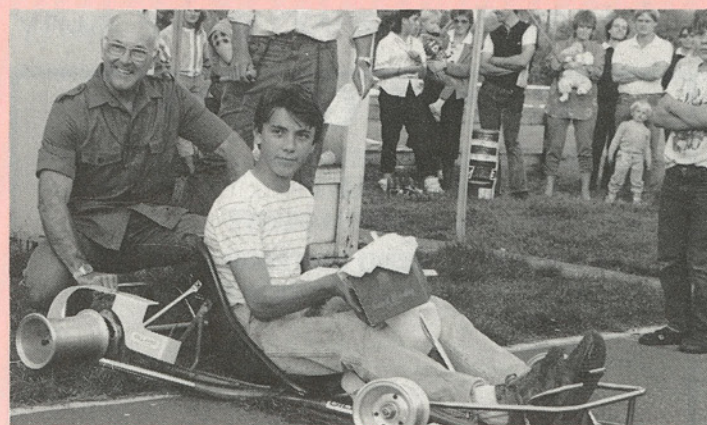
Ricky Grice — National Winner.

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100 SENIOR BRITAIN
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100 NATIONAL SUPER



Murray Walker with Senior Britain Champ, Ian Turner.



100 Cadet Champ — Dario Franchitti.

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KART AND SUPERKART UNITED KINGDOM CHAMPIONSHIPS — 1986 SERIES REGULATIONS

Kart and Superkart Magazine, along with the Bridgestone and Vega Tyre Companies, Zip Kart and other sponsors, will promote a six round Championship Series in 1986 to be known as the 'KART AND SUPERKART UNITED KINGDOM CHAMPIONSHIPS'. The Series is open to drivers in the following RAC MSA Kart Classes who register for competition with Kart and Superkart Magazine:-

100cc CADET, 100cc JUNIOR BRITAIN, 100cc SENIOR BRITAIN, 100cc NATIONAL, 100cc NATIONAL SUPER

The regulations will be strictly adhered to by all competitors. Any driver in any class found infringing these regulations may suffer disqualification and/or total loss of championship points scored in the round in which the infringement occurs or, if the infringement causes such a serious breach of the regulations, the offending driver may suffer total disqualification from the Series without recourse to any refund of registration fee so paid.

The Series will be held over six rounds, the best five rounds out of six to count towards Championship status and the driver in each class who accumulates the highest points score from the best five rounds will be declared the winner.

Tyre restrictions and weight limitations are per 1986 RAC MSA 'Blue Book', with 100cc National on Bridgestone Yaks, and are as follows:-

CLASS	TYRES	WEIGHT
100cc Cadet	Bridgestone YBN SL83 4.50 x 10 — 7.10 x 11	105Kg
100cc Junior Britain	Bridgestone YBN SL83 4.50 x 10 — 7.10 x 11	115Kg
100cc Senior Britain	Bridgestone YBN SL83 4.50 x 10 — 7.10 x 11	132Kg
100cc National	Bridgestone YAK 4.50 x 10 — 6.00 x 11 — 7.10 x 11	132Kg
100cc National Super	Vega SL 4.20 x 10 — 7.10 x 11	132Kg

WET TYRES

100cc Cadet, 100cc Junior Britain and Senior Britain — wet tyres as per RAC MSA 1986 Rule Book. 100cc National — Bridgestone wet tyres as per Rule Book. 100cc National Super — Bridgestone or Vega wet tyres as per Rule Book.

All classes will be restricted to the tyres listed above and each driver will be restricted to one set of slicks and one set of wets only per meeting, plus one front and one rear (slick and wet) tyre as spares.

REGISTRATION FEE

There will be a registration fee of £10.00 for the Series, payable to Kart and Superkart Magazine. Upon registration each driver will be allocated his or her personal race number for the Series, along with a copy of these regulations. These regulations should be read in conjunction with the appropriate ASR's issued by each individual club hosting a round of the championship. The clubs and dates are as follows:-

Round 1	Tilbury	13th April	Round 4	Wombwell	6th July
Round 2	Fulbeck	27th April	Round 5	Snetterton	24th August
Round 3	Clay Pigeon	15th June	Round 6	Kimbolton	28th September

As stated earlier, the driver who accumulates the highest points from the best five rounds in each class, will be declared the Series winner. The Series is unique, in as much that drivers score points in the heats as well as the final. At the end of each meeting the points will be totalled and it may be that the winners of the finals will not necessarily have accrued the highest points score to carry forward to the next round. By using this system, it is hoped that every driver will have a fairer chance of becoming Series Champion in their particular class.

(NB:- REGISTERED DRIVERS ONLY WILL SCORE POINTS IN THE KART AND SUPERKART UNITED KINGDOM CHAMPIONSHIPS).

POINTS SYSTEM

Each driver will participate in 3 heats and at least one Final. Points will be awarded at each round, as follows:-

Heats:-	1st 30 Points	6th 25 Points
	2nd 29 Points	7th 24 Points
	3rd 28 Points	8th 23 Points
	4th 27 Points	9th 22 Points
	5th 26 Points	10th 21 Points

All other finishers score 15 points

B Final:-	1st No Points — Goes forward to 'A' Final	6th 20 Points
	2nd No Points — Goes forward to 'A' Final	7th 19 Points
	3rd No Points — Goes forward to 'A' Final	8th 18 Points
	4th No Points — Goes forward to 'A' Final	9th 17 Points
	5th No Points — Goes forward to 'A' Final	10th 16 Points

All other starters score 10 points

The highest 20 point scorers from the heats go forward to the 'A' Final, highest scorer on pole position, and so on. The remaining drivers go to the 'B' Final. The first 5 from the 'B' Final go forward to the 'A' Final, at the rear of the grid.

Points in the 'A' Final, as follows:-			
1st 50 Points	6th 44 Points	11th 39 Points	16th 34 Points
2nd 48 Points	7th 43 Points	12th 38 Points	17th 33 Points
3rd 47 Points	8th 42 Points	13th 37 Points	18th 32 Points
4th 46 Points	9th 41 Points	14th 36 Points	19th 31 Points
5th 45 Points	10th 40 Points	15th 35 Points	20th 30 Points