



1. Hook onto the rear bumper. 2. Lower handle to raise kart wheels off ground. 3. Push kart. 4. Press trigger, kart drops to ground, pushing continues until kart accelerates away.

PATENTLY PERFECT

Clearly the appointment was going to be a waste of time, yet another of those inventions that have little practical application. Gary Tupper and Nobby Hills arrived with a sample 'Shunter' and within a couple of minutes we were as captivated by its potential as has everyone else who has seen it in action.

For too long it has been accepted that the arduous chore of starting a direct-drive kart could not be avoided unless you went the American route of centrifugal clutches and portable electric starters. If you were prepared to insist on an industrial standard of

tune, as in the Cadet class, then a recoil starter could suffice — but such devices just can't cope with modified engines.

The Shunter is of tubular construction with a zinc coating to resist corrosion. It is a two wheeled trolley with a couple of hooks to slip over the rear bumper. The handle is arranged so that it falls at a natural height for pushing.

Having engaged the over-centre lock, you hook the Shunter onto the kart and tilt it downwards a few degrees to raise the kart's rear wheels off the ground. You walk forward with the driver seated, no need for the latter to perform acrobatics to assist his wheezing mechanics, and after a few paces squeeze a trigger lever on the handle. This has the effect of abruptly lowering the kart wheels to the ground, yet the pushing is not interrupted.

It is the perfect way to fire up a motor. Only a practical test will show you what an effortless process it becomes once you remove the need to crouch down, strain to lift about 150lbs, lurch forward until exhaustion makes you drop the kart, and desperately fumble to try and push the engine over compression. With a Shunter even non-Amazonian young ladies have proved to be easily capable of push-starting.

Very sensibly Tupper and Hills have lodged a patent application. The first production batch have been completed and are selling at £45 + VAT.

In a stroke one of the most serious limiting factors to the growth of the sport has been removed. You need less people in your team, and as you have only one pusher per kart the pre-grid is less congested so safety is improved too. What a good idea!



Shunter hooked on ready for pushing.



The two trigger lever positions.



Membership Enquiries & Race Entries to
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4470.



After a day of solid rain on Saturday H.K.C.'s luck changed on Sunday 5th April for the fourth and final round of our Kart Trade Sponsored Winter National Series for the sun shone and spring did indeed seem to be bursting through the rye.

The popularity of this Series can be measured by the 178 entries. Enquiries had been made prior to the meeting by 7 of the new Cadets about a race for this class. In order to not disappoint them a demonstration race was staged during the interval for the 4 young ladies and the 3 young men, the Chairman donated a small trophy which was won after 6 laps by 10 year old Matthew Davies, Formula 1 year 2000?

100 National Restricted. Apart from this full grid, 7 others raced for a separate trophy on the rear of the Nouvo group. Heat 1 — 1 Darren Tupper, 2 James Calvert, 3 Rob Gough. Heat 2 — 1 Steve Faulkner, 2 James Calvert, 3 Derek Darken.

Final: Tupper and Calvert were on the front row but second pole man Calvert had the edge at the start and although challenged

early on by Tupper, Philip Elms and Alan Pigram, by four laps had drawn away from the others. The pace enabled the leader to shake off Tupper and he went on to win 1st trophy and clinch the overall 1st prizes being promoted from 4th overall by this fine performance. Further down the order Derek Darken and Alan Pigram were both close on the final grid with Pigram having the edge but in lap 2 he was caught and passed by his friend and also overtaken by Steve Faulkner in the last lap and they ended taking 3rd and 5th trophies; Faulkner of course was happy with 4th prize. In the overall Darken and Pigram moved up to 3rd and 4th respectively.

100 Britain Restricted. This group, although now racing separately, were still included in the main category for the overall prizes. Heat 1 — 1 Lee Baldwin, 2 Nathan Winch, 3 Dave Ellis. Heat 2 — 1 Mike Meade, 2 Terry Hillary, 3 Lee Baldwin.

Final: Lee Baldwin, from pole position, immediately took the lead, never put a wheel wrong and went home with a fine trophy. 2nd early on was Mike Meade but he was under attack from Nathan Winch and Terry Hillary. Winch's persistence paid off in lap 3 when he squeezed into 2nd place, then in lap 6 Meade's misery was complete when Hillary found a way past to take 3rd trophy, leaving Meade to go home empty handed.

Juniors. (13 to 16 year olds). Heat 1 — 1 Oscar Newman, 2 David Coulthard, 3 Daniel Stilp. Heat 2 — 1 Paul Rees, 2 David Coulthard, 3 Oliver Gavin.

Final: Coulthard's father was anxious that David should do well in the final round as he wanted to win the superb EME Mosquito engine which was on offer for 1st place overall. David was lying 6th in the Series but had missed a round so a good performance could give him the win he desired. Now he sat on pole with 28 points under his belt, but his biggest rival was former British Cadet Champion, Jamie Spence, driving on his home track sitting on row 2 and lying 2nd in the overall Series. Also in with a chance was Oscar Newman on 2nd pole and Club Cadet

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