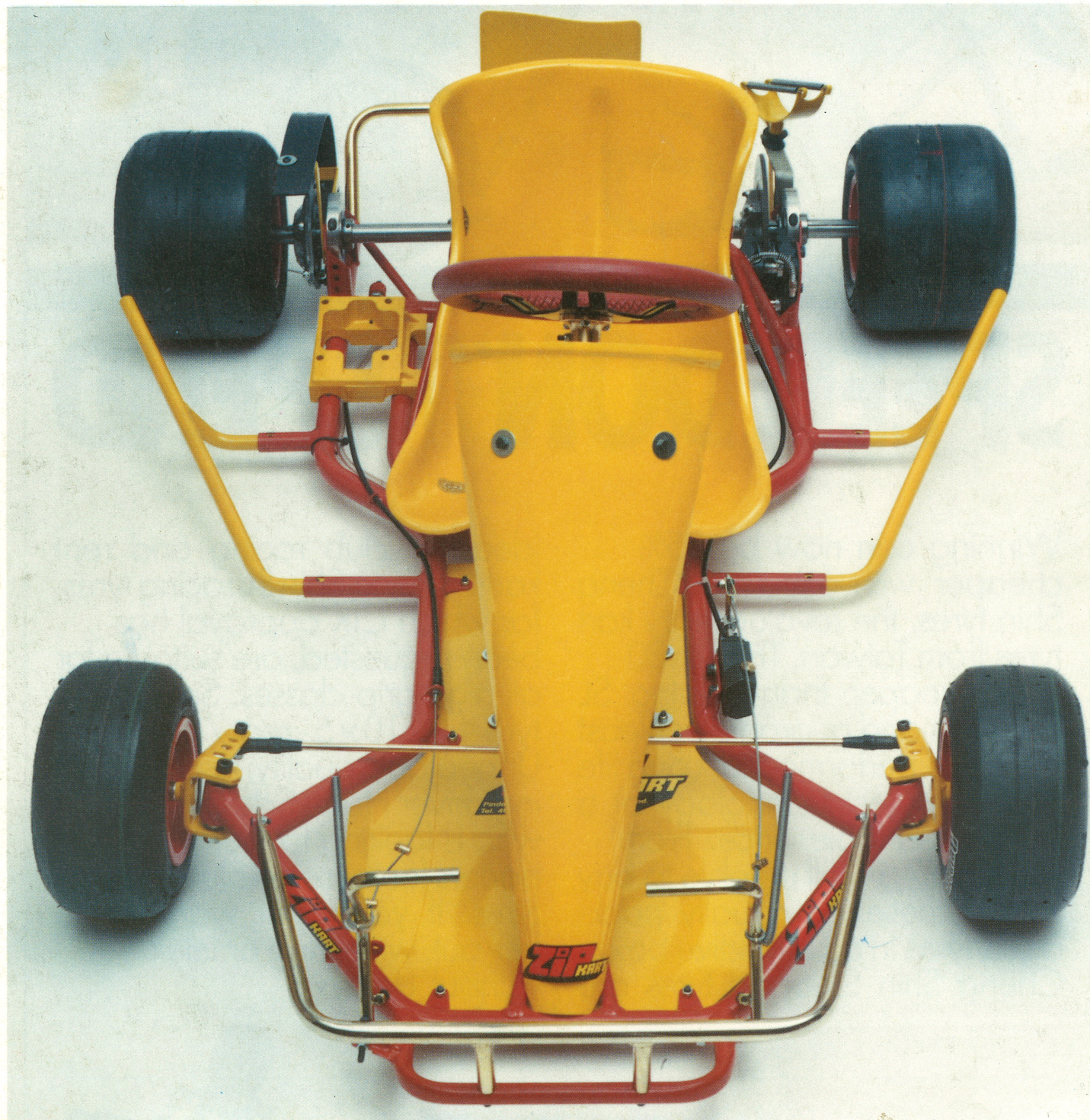


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Vest only £32.20
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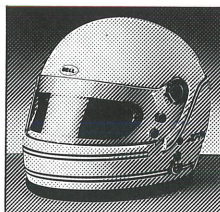
Sparco 134 'Rally' s/layer, leather palms—white £27.60
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as 134, red, blue £32.20
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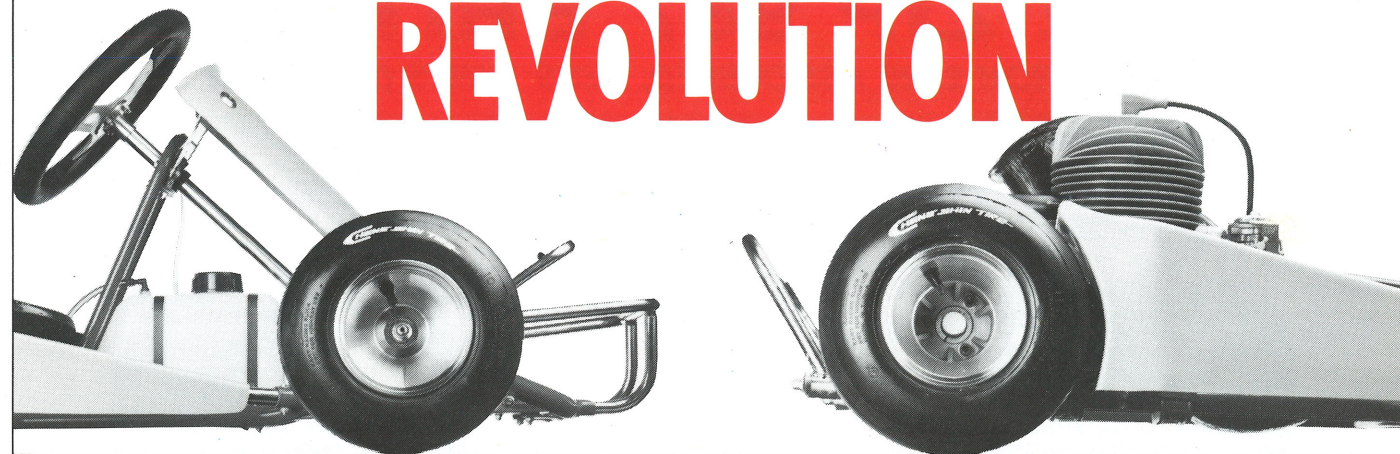
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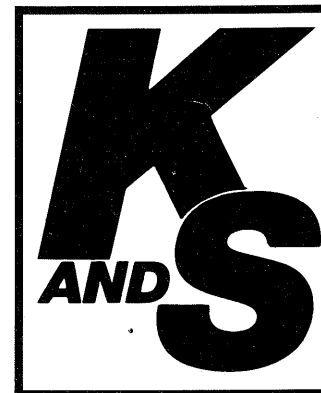
Brand New ZIP 925 Rolling Chassis, Kelgate Brakes and axle, never raced — £550. 4 sets of ZIP rims — £10 per set. Tel: Oxford 247155 (evenings).

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MONTHLY

FRONT COVER:

Paul Rees in action at Rye House. A profile of this up-and-coming Junior Britain driver appears next month.

(Pic: Ashley Holding)

No. 96



Ian Shaw will be at the wheel of the Silverstone Formula E kart again this year, following the one-off arrangement he had for the Grand Prix last August. Apart from Zip factory backing Ian also has support from Morson International, the Manchester based professional recruitment agency. He will contest all rounds of the World and European Formula E series, if last year's performance is any indicator the International scene could prove very interesting.....

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NEXT MONTH'S FEATURES INCLUDE:- DONINGTON BRITISH CHAMPIONSHIPS ROUND 1; SILVERSTONE INVITATION RACES: CARBURETTORS FOR 100cc — PREPARATION AND SETTING UP, THE BIG 'PUSH' FORWARD IN CLASS 1 AND MORE. (These items correct at time of going to press). PUBLICATION DATE:- THURSDAY 7th MAY 1987

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Where and when to see karting during the coming weeks

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CLASSIFIED SECTION

Ed Says

A couple of late announcements following the RAC Technical Group meeting on Thursday 26th March in Belgrave Square. During recent months there has been a lot of contention over the use of Parilla conrods. In an effort to settle the problem once and for all, the RAC has emphatically stated that the use of Jubilee conrods is expressly forbidden — this takes place with immediate effect. Regulations governing other conrods for RAC homologated 100cc engines will be announced shortly.

The Technical Group also discussed the 125 Super-125 National problem, listening to views for and against from driver representatives. After extensive deliberation the RAC decided to retain the two classes for this year and re-evaluate the situation at the end of this season. The Governing Body did confirm, though, that 125 Super and 125 National will each compete for its own British Championship, each for its own 'GP' number plate and each for the 125 UK Cup.

The question of water-cooled engines for 125cc is still the subject of discussion and contention. If water-cooled engines are to be permitted then it is likely it will happen in 1988. The deliberations are expected to be concluded shortly in order to give all drivers concerned the maximum amount of notice possible.

There was also a lot of discussion over the question of upgrading from National to Super. It has been decided that those wishing to upgrade may do so, provided they produce a letter from their Club, (i.e., Central Kart Club or Cadwell Car and Kart Club) and on that premise may be upgraded with immediate effect. In fact several did apply at Donington on 28th March and were upgraded immediately.

Only very recently was it learned that 250 National is to join the 'O Plate Club', this exclusive title will be up for grabs the same weekend as the 125 UK Cup — Donington Park on Saturday 9th May. The decision to institute the award is sure to meet with overwhelming approval from those concerned and should certainly augment the grids of 250 National further, even though there still remains argument on the engine front.....

The talk at Donington last weekend was the intention to set up a 250 National Drivers' Association to give the class stronger representation to the RAC. Mike Keel, ex kart chassis manufacturer and Bill Tinkler, ex-250 National Champion, both with numerous years experience are willing to act as representatives on behalf of the class, but they need the solidarity of the drivers behind them. Other nominees to join Bill and Mike would be most welcome. A fee of £5.00 will be charged to cover administration expenses for one year, any surplus monies will be carried forward to 1988. Remittances should be forwarded to:- Mr. Bill Tinkler, 9 Tennyson Way, Melton Mowbray, LE13 1LJ

Further details are now available on the Silverstone Awards Scheme. The Scheme will take an up-and-coming 125cc driver, with less than three years experience in that class and aged under 21, through the 6 rounds of the RAC British Championship, the 125cc UK Cup and the British Kart Grand Prix. The kart will be easily distinguishable in the Silverstone livery.

Lastly, confirmation has just been received that the Sporting Scene Editor of *Motoring News*, Mark Skewis, intends to visit Cadwell Park on

Sunday 26th April, suitably attired in a nurse's outfit, complete with black stockings and hobnail boots! Evidently this is to lend support to the ed's 'nursemaid', mention of whom was made in that same weekly paper not so long back. Word is the pair have teamed up and plan lobbying RfB to help supply a normally (or is it naturally?) aspirated 800bhp wheelchair for the said editor. The Cadwell hairpin should be interesting, if nothing else!

Ed McCormick

RAC NEWS

REGISTERED CADET CHASSIS MANUFACTURERS

Zip Kart
Gillard Engineering
Deavinsons
B. Ferrari Racing Services
Lane Racing Developments
Red Dragon Competitions
John Mills
Simon Wright Racing Development
Tabor Karting

JUNIOR BRITAIN 'A' CLASS

It has been agreed that any 10 year old driver who competed or who held a licence for the Cadet class during 1986, may compete in the Junior Britain 'A' class, even though he may not yet be 11 years old.

100 NATIONAL/SUPER CLASS

In the event of a club receiving less than 10 Super class entries, the Supers may be raced as Nationals with the National class, complying with National regulations and running on National equipment. How this is done is at the discretion of the Club concerned.

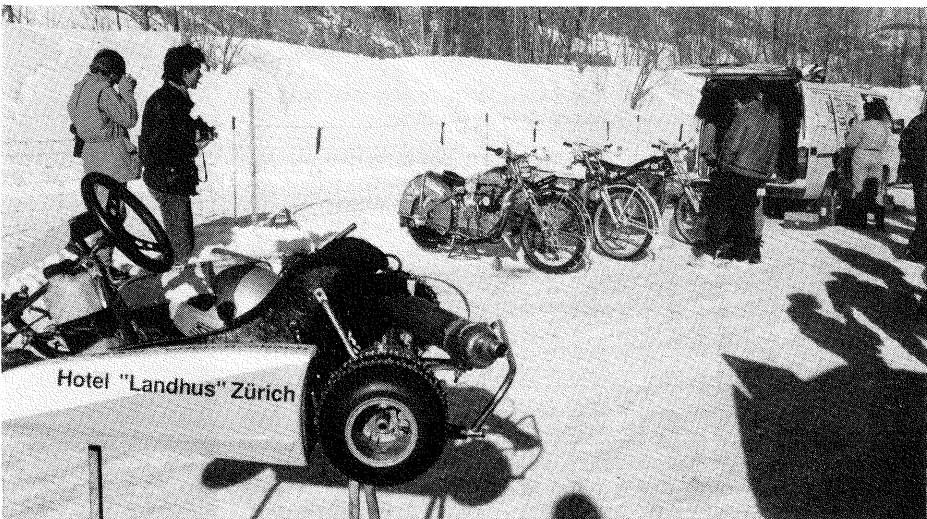
1987 SLIDE CARBURETTORS

The following manufacturers are permitted to supply slide carburettors, complying with MSA Regulations and to be sold within the price limit of £55.00. Samples of carburettors, together with Technical Drawings have been submitted to the MSA.

Gillard Engineering
Simon Wright Racing Developments
Redhill Racing
Tal-Ko

1987 CIK ANNUAIRE

These are now available from the RAC MSA at a cost of £6.00 including postage and packing. The books have changed their format this year and are considerably thicker and heavier, hence the rise in cost.



Seen recently in Switzerland — Snow Karting

OPEN DAY

The RAC MSA Kart Open Day will take place on Wednesday 24th June in 31 Belgrave Square at 10.30am. Items for discussion must be submitted to the RAC MSA before Wednesday 17th June.

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Kart Components
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Lane Racing Developments
Red Dragon Competitions
Anderson Kart Centre
Kartpro
Redhill Racing
John Mills
Kart Tech
Langcourt Ltd
Red Angel Racing
SRS Racing
Surespeed
British Racing Karts
Simon Wright Racing Developments
Grice Racing Services
Tabor Karting

IN BRIEF

ZIP KART are to start distributing the Rotax 100cc range of engines. The Rotax has been enjoying immense success in Holland and Switzerland of late, as well as some excellent showing in the U.K. last year.

ZAPELLI 2 are to shortly release a new boot aimed at the kart and motorsport market.

★ The CIK wish to reiterate that the dates for the first three rounds of the Formula K European Championships remain as published and disclaim any rumours to the contrary. The dates and venues are:-

10th-12th April
Circuit Le Mans — France

9th-10th April
Circuit Fontenay-Le-Comte — GP of France

28th-31st May
Circuit Parma — GP of Italy

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Long Circuit — Phoenix Anderson Rotax 125, minilite wheels, new Bridgestones, spares, stand, trolley, must sell hence — £1150 ono. Phone Doug — 01-692 4024, or John — 0732-882407 (eves).

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CLUB SCENE

Carnaby

Freezing conditions greeted the hardy band of racers who turned up for the December meeting at Carnaby but things soon warmed up once the racing started. Results on the day were as follows:

JUNIOR BRITAIN

1st Lee Pullen Dap

100 BRITAIN

1st Colin Kermode Dap
2nd Barry Grice Komet

125

1st David Gilson TM
2nd Colin Kay Yamaha

250

1st Kevin Stevens Maico

210

1st Terry Percival Villiers

The previous weekend had seen the presentation of the Club Championship trophies to the following at the York Show:

JUNIOR Andrew Hodgetts

100 NATIONALS John McKenzie

100 BRITAIN Christopher Gent
Paul Dixon
Christopher Baker

125 NAT & P&R

Jonathan Shaw
Colin Kay
Malcolm Davies
Andrew Bratley

210 NATIONAL

Dudley Martin
Jon Mark
Paul Clapham

250 NATIONAL

Kevin Stevens

250 INTER

Michael Bickerton

The new season begins at Carnaby with the Easter Monday meeting on 20th April, so please come along all you North Eastern karters and those from further afield too.

Sandy Howarth



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

**FOR ALL YOUR
KARTING
PHOTOGRAPHY
Contact
DOUG REES
on
(0452) 26892**

NORTHUMBRIAN PROMOTION

The first race meeting of the season held at Felton International Circuit on March 1st was a resounding success. Pre-event press coverage ensured a large crowd of spectators (300 plus) and even the pouring rain did not dampen their enthusiasm for what to some was a new sport. A contributing factor was, no doubt, the new clubhouse with its excellent catering facility serving hot meals of various kinds. The event was attended by representatives of three regional newspapers who have undertaken to run a full feature on the Northumbrian Kart Club including race report and Club history.

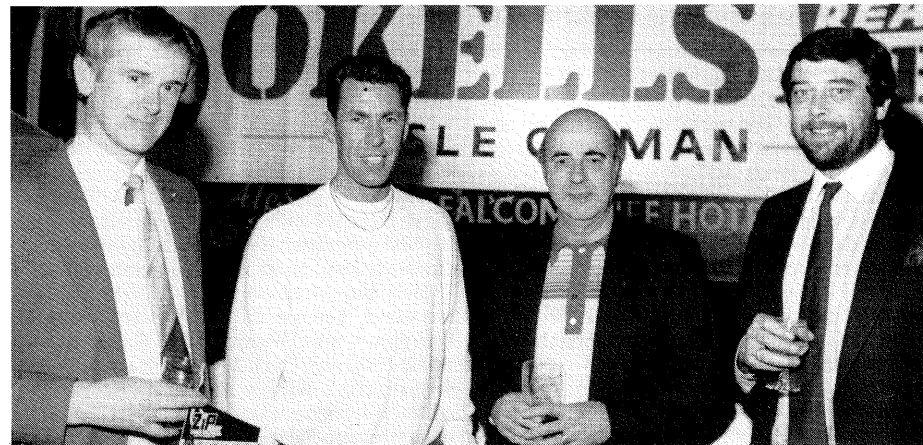
The next planned event in the new NKC policy of bringing the sport to a wider public audience is an Exhibition Night. This is to be held in association with Tyne Mills Motors of Hexham, Northumberland who have kindly allowed us the use of their showroom and car park. On show on the 23rd April will be a wide variety of karts from past to present including a Fox/McCulloch and the latest Cadet kart which hopefully will be demonstrated in the car park. All classes, including some in full long circuit trim, will be available for viewing. There will also be videos showing all evening on a large screen with coverage of all forms of the sport. Free NKC gifts will be available for those in attendance.

Tyne Mills Motors are Mazda dealers so of course the complete range of Mazda cars will also be on view.

Don't miss it — Remember, April 23rd.

BREWERY TO SPONSOR ISLE OF MAN SERIES

MH made a trip to Peel in the Isle of Man on Wednesday March 11th to inspect the street circuit for the 'Round the Houses' Mini-Monaco GP, so popular an event last year. Whilst there he met Mr John Cowley the owner and Mr Alan Gawne of Okells Brewery who this year are sponsoring the Jurby ten race series. The Isle of Man KR Association is currently trying to interest Okells in sponsoring, or helping to sponsor, the Peel Mini-Monaco event as well and is working very hard to attract other sponsors to help spread the load. Entries are arriving at the Comp Secs office like greeting cards, so it looks as though this year's meeting will have a bumper turnout. If you don't want to miss out on this unique event, get your finger!



(L to R) — Alan Gawne, MH, Gordon Sweetapple and John Cowley.

PEEL 'MINI MONACO' GRAND DRAW

The winner of the Isle of Man Karting Association Grand Draw, held on 1st February, was Mr Trevor Alexander, 163 Western Way, Darras Hall, Ponteland, Tyne and Wear whose prize is free Ferry and Accommodation for a driver and guest.

250 NATIONAL — THE 'O' PLATE!

This year 250 National joins 125cc as another class to have its own prestigious event. The 'O' number plate will be awarded to the winner of the 250 National final at the 125cc 'UK Cup' meeting at Donington Park on Sunday May 8th.

CASTROL SUPPORT NORTHUMBRIAN KC

Too late for inclusion in the advert elsewhere in this issue, the Northumbrian Kart Club is pleased to announce support from Castrol for the Bank Holiday Monday meeting at Felton on May 4th. The event has been designated the *Castrol Spring Trophy*.

TYRES IN CIRCUIT RACING

It has been noted that there has been chemical tyre surface treatment by competitors and such proprietary chemical products as "Fast Track", "Dutrex" etc have been applied.

The use of any chemical treatment is prohibited in racing.

Such use will be considered as violation of eligibility and will be reported to Clerks of the Course for exclusion proceedings.

The Technical Commission may require to make chemical check tests at events and may require to impound tyres for further analysis.

★ The hard working efforts at promotion by officials of the Northumbrian KC are paying off. The Felton meeting on March 1st attracted a back page sports feature in the local paper, plus snippets in other papers in the general area. Keep up the good work.

★ At an RAC MSA Seminar held recently for Stewards and Officials they were instructed to be stricter in enforcing the regulations contained in the MSA Yearbook. Donington?...

★ Formula E driver William Batmalle recently became an importer of ZIP Karts and components for France.

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

BILL WEBSTER RECOVERING

Mark Webster's father Bill and brother Stuart were unfortunately involved in a serious car accident on Sunday March 15th when Bill's car was totalled by a speeding Metro. Stuart suffered mild concussion and is almost fully recovered. Bill's injuries, however, were more severe, and he had to be cut from the wreckage. He sustained damage to one eye and suffered extensive bruising and abrasions. Thankfully Bill will recover fully. Everyone at *Kart and Superkart*, indeed karters all over the country wish Bill a speedy return to full health.

Swiss Chatter

Karting has always been strictly governed in Switzerland, with rigidly enforced noise levels and a limitation on cylinder capacity, ie, 100cc maximum. All karting has been of the Class 1 category on a handful of sprint tracks. No form of gearbox machinery was introduced into the country until quite recently when Formula E pilot Peter Tschanz, through Zip Kart, turned up at home with an 80cc KTM water-cooled gearbox motor aboard a Zip Class 1 chassis. Extensive testing was subsequently carried out by both himself and Paul Geudel at Wohlen, along with a big promotional drive to get the idea off the ground. Popular it seems to be, as an alternative to Class 1 it keeps within the 100cc maximum size restriction on engines. Under the auspices of Rolf Carigiet at Kart-Shop four other distribution outlets have been set up which effectively blanket the country. It is hoped to monitor the class during the course of the coming season.

EASTER MONDAY SPECIAL

For Monday 20th April the British Racing Drivers' Club has organised the "Easter Monday Meeting" at Silverstone and extended an invite to Formula E and 125cc drivers to compete in a 10 lap race for each class using the 1.6 mile Club Circuit. Scrutineering takes place on Monday between 07.30 and 12.00. The karts will be the last out for practice, terminating at approximately 12.30 and grid positions will be determined according to the times established during official practice. Starts will be rolling starts and after the lunch break, around 13.30, 125cc will race first, followed by Formula E. It will be interesting to watch them come down the Club Straight into Woodcote!

STOP PRESS

News is just in from the RAC that the first round of the CIK European Championship for Formula K 135cc has been rescheduled. The event will now take place at Le Mans on 10th-12th April and *not* Zaragoza as originally planned. This month's Where and When has been amended accordingly.

WHERE AND WHEN

10th-12th APRIL

Circuit Le Mans (France) — CIK Formula K135 European Championship Round 1

12th APRIL

Lydden Hill (Ace KC) — (7 miles southeast of Canterbury, Kent)
Chasewater — (Pleasure Park, approximately 1 mile from Brownhill, Staffs)
Clay Pigeon — (Midway Dorchester and Yeovil, on A37)
Rowrah — (4 miles from Frizington, Cumbria)
Boyndie — (3 miles west of Banff, Grampian)
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs)
Jurby (Isle of Man)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley)
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)

15th APRIL (Wednesday)

Belle Vue (Jersey, Channel Islands)

18th APRIL (Saturday)

Nutts Corner — (4 miles from Crumlin, Northern Ireland)

18th-19th APRIL

Manheim (Germany) — International Sprint event

19th APRIL

Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware)
Pembrey — (8 miles from Llanelli on A484, Dyfed, South Wales)
Belle Vue — (Jersey, Channel Islands)
Crail — (9 miles southeast of St Andrews, Fife, Scotland)
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)
Shenington — (8 miles from Banbury, off A422, Banbury-Stratford Road)
Rowrah (Super One 2) — (4 miles from Frizington, Cumbria)

20th APRIL (Easter Monday)

Silverstone (BRDC) — Formula E/125cc
Carnaby — (2 miles from Bridlington, North Humberside)
Ellough — (2 miles from Beccles, Suffolk)
Nutts Corner — (4 miles from Crumlin, County Antrim, Northern Ireland)

21st APRIL (Tuesday)

Kirkistown — (Near Portavogie, County Down, Northern Ireland)

26th APRIL

Cadwell Park — (Midway Horncastle-Louth, on A153, Lincs) — RAC Long Circuit Championships Round 2
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad, Lincs)
Blackbushe — (Via Cricket Hill-off A30 and Vigo Lane, Yateley, Surrey)
Dunkeswell — (5 miles from Honiton, Devon)
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland)
Geestnacht (Germany) — International Sprint event
Snetterton — (Kart Raceway, on A11 beside Car Racing circuit, approx 15 miles from Norwich)

2nd MAY (Saturday)

Vasteras (Sweden) — FKE Cup Round 1

2nd-3rd MAY

Nogaro (France) — NOSCAR Formula E Championship, Round 1

3rd MAY

Kimbolton (Super One 3) — (10 miles west-southwest of Huntingdon, Cambs)
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)
Little Rissington — (RAF Station near Stow-on-the-Wold, Glos)
Rye House — (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon, Herts)
Summerlee — (Larkhall, Hamilton, Strathclyde, Scotland)

3rd-4th MAY (May Day)

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

4th MAY

Ellough — (2 miles from Beccles, Suffolk)

9th MAY (Saturday)

Donington Park — (On A453, Nottingham-Birmingham road, 1½ west of Castle Donington; 3 miles off M1 at Junction 24 — 125cc UK Cup — 250 National 'O' plate award

9th-10th MAY

Circuit Fontenay-le-Comte (France) — CIK Formula K135 European Championship, Round 2
Dijon-Prenois (France) — NOSCAR Formula E Championship, Round 2
Mantorp Park (Sweden) — Scandinavian Championships

10th MAY

Lydden Hill (Ace KC) — (7 miles southeast of Canterbury, Kent)
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Clay Pigeon — (Midway Dorchester-Yeovil on A37)
Rowrah — (4 miles from Frizington, Cumbria)
Boyndie — (3 miles west of Banff, Grampian)
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs)
Belle Vue — (Jersey, Channel Islands)
Tilbury — (Dunlop Road, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley)

10th-12th MAY

Jurby — (Isle of Man)

12th MAY

St Sampsons — (Guernsey K&MC, Channel Islands)

GRAN PRIX — SOUTH AFRICA

The South African Camel Kart Gran Prix — CIK Africa Cup held during 6th and 7th March saw seven nations represented in Intercontinental 'A' and Formula E. The excellent organisation and extremely good racing attracted a record crowd, with live television and radio coverage.

22 drivers in intercontinental 'A' battled for the honours and it was Swiss ace Paul Geudel, racing in both categories, who took the flag. Germany's Michael Schumacher homed in second ahead of Simoni Piero of Italy. South African drivers acquitted themselves well, Chris Aberdein, Justin Renton and Claudio Piazza-Muzzo filling the next three places.

Formula E had 21 drivers line up for the class main event. A predominantly South African grid included such notables as World Champion Wade Nelson and Derrick Irving. It was to be a home win, with only one of the six overseas drivers finishing in the top six. Niall Bernic took the flag for his country, Paul Geudel, the fly in the South African ointment, ran home second, whilst Nelson and Irving scrapped furiously over the third spot, Irving just beating Nelson on the line.

Theo Kamp and Hector North followed in fifth and sixth. No protests were lodged and after a very successful prize giving the CIK President Ernest Buser and Vice President Vittorio Loriga both expressed their pleasure at how satisfactorily the event had been run.

INTERCONTINENTAL 'A'

1st	Paul Geudel	CH	Swiss Hutless/Revo
2nd	Michael Schumacher	D	Kali/Parilla
3rd	Simoni Piero	I	PCR/PCR
4th	Chris Aberdein	SA	Dino/Yamaha
5th	Justin Renton	SA	Dino/Yamaha
6th	Claudio Piazza-Muzzo	SA	PCR/PCR

FORMULA E

1st	Niall Bernic	SA	Dino/Rotax
2nd	Paul Geudel	CH	—/Pinder Rotax
3rd	Derrick Irving	SA	Dino/Rotax
4th	Wade Nelson	SA	Dino/Rotax
5th	Theo Kamp	SA	Dino/Rotax
6th	Hector North	SA	Dino/Rotax

(info — courtesy Trever Kilburn)

SATURDAY SUPERSTORE GOES KARTING

In spite of a couple of unpredictable occurrences, ie, the sudden deterioration in weather conditions and that terrible ferry disaster which threatened postponement of the live karting transmission from Wigen on Saturday March 7th, the event went ahead and the presentation of the RAC's new Junior Cadet class was warmly received by all who viewed it. The BBC were extremely pleased with the way things went and congratulated the RAC, Les Jones and the Cheshire Kart Club for their painstaking organisation, all the liaison and the construction of the very effective makeshift track.

The fact that it took place at all is a credit to the resolve of everybody involved in the organisation, when everything is taken into consideration.

Originally there was to be an official launch for the class, scheduled for the previous Wednesday, with Nigel Mansell invited to open the proceedings. Unfortunately Nigel was unable to attend and, at very short notice, the massive warehouse in London's dockland where the event was to take place, was pulled down! The saving grace of the whole situation was that the

DRIVING FORCE

Over the weekend of 7th and 8th March the BBC recorded the fourth annual 'Driving Force' competition on location in Dorset. For those who have not seen the contest before, I will briefly describe the format. Eight celebrities are split into four teams and each scores points driving a wide variety of vehicles. This year these included rallycross cars, dumper trucks, Leyland articulated lorries, Ford Granada, Escort Cabriolet cars, karts and Centurion tanks!

The teams were as follows — Derek Bell and Stephanie Lawrence; Ari Vatanen and Roy Marsden; Derek Warwick and Garry Wilmot; Eddie Kidd and Chris Broad. I was not present for Saturday's event at Bovington for the cross country events. I was asked to be at Ferndown with five suitable karts by 4.00pm on Saturday, having collected the Comer engines at Zip Kart all shiny and new at 8.00am that morning.

Saturday evening was a chance to meet the competitors and hear them discussing strategy for Sunday's events. By lunchtime on Sunday all the drivers had tested the karts and given me about an hour's hard labour cleaning them up ready for the unsympathetic eyes of the camera! Many thanks to fellow karter Mr Patten, (sorry I don't know your Christian name) whom I met at the Plymouth Enduro, apparently involved at Bovington and thereby able to gain access to the event he came out of the crowd of onlookers and introduced himself — and started work! Our only moment of panic occurred minutes before the race when two drivers, Roy Marsden and another, crashed, bending the steering too much for hammer repairs! So, a quick rebuild of stubs and trackrods and the race was on.

The four non-professional drivers, Roy Marsden, Garry Wilmot, Chris Broad and Stephanie Lawrence went first, followed by a quick pitstop for the pro-drivers to take over. Great hilarity all round in this and the other events. I hope the cutting room floor does not have all the funny bits to itself. The programme screen date is not certain as yet, but look out for it on Good Friday or Whitsun. If possible I will get the date published in the preceding magazine issue. The weekend was an eye opener to me, having never been involved with any television productions before. Credit must go to all the people behind the scenes, particularly John Taylor and Producer Margot Green.

G.R.

Saturday Superstore event had been arranged prior and the new class did receive media coverage, albeit curtailed a little because of the Zeebrugge tragedy.

In all 11 youngsters took part and many promising future kart stars emerged. Even show presenter Keith Chegwin had a go and managed to put in a few laps, negotiating the plastic cones with relative ease and thoroughly enjoying himself.

Of all the kart manufacturers invited to parade their latest creations all, bar one who wasn't registered with the RAC, took advantage of the opportunity. In the case of Dartford Karting and Lane Racing they didn't have time and Gillard unfortunately were unable to find a driver.

All in all a good production. Any exposure, or opportunity of exposure, to the general public, particularly the youngsters, should be gratefully accepted. When the chance is there — take it.

This magazine would like to thank all those involved whose efforts ensured success.

★ Dartford Karting was recently appointed the UK importer and distributor for the IAME SIRIO Engines. Dartford are also installing a Dynamometer at the Tilbury track premises.

The Silent Majority

by
Katy Richmond

Listen, lads. As the new season roars into life, ('still-life' at Donington notwithstanding), could I be allowed to put in a few words on behalf of the silent majority? You know, Us — The Women. For three years I've been loyally tagging along to meetings with Him-in-the-kart, and it always amazes me just how much we females are prepared to put up with.

For a start, there's the mud. When I was a lot dafter, I used to imagine that 'karting women' belonged to the same group of people as 'Formula One women'. This meant that no matter what unearthly hour we set off for the meeting, and no matter what weather conditions greeted our arrival, we were supposed to look glamorous. In my case, this was always a bit of a forlorn hope, but none-the-less I took me make-up kit and change of togs along, and tried to look the part. With the benefit of cruel experience, I now realise that a) make-up does not react well with dust and petrol fumes, and that nothing deters the 'karting zit', and b), that according to Richmond's First Law of Karting, everything, but *everything*, brought to meetings will go home caked with grime. So nowadays you'll find me fresh faced and sensible, eyeing my sisters who continue to teeter round on white high-heels and in the latest Italian sportswear with a mixture of pity and envy. (Well, I'd still *like* to look glamorous).

Then, if I may be so bold, there are the toilets. Yes, I know it's a mark of a macho male to be able to wade through pools of... and piles of... yes, exactly, without flinching, but we women are on the whole (if you'll pardon the expression), of a more sensitive nature. How on earth do the toilets get in that state? — that's what I want to know. Is the karting fraternity just naturally filthy? Are the facilities cleaned between meetings? Are they cleaned between decades? OK, I'm exaggerating, but my one and only visit to Fulbeck and its 'conveniences' has left me convinced that the place might actually be made more desirable by the arrival of a nuclear waste dump.

And finally, there are the karts. Look, I've tried to understand them. Me and my friend Pat, (another 'karting woman'), even attended car maintenance classes in the hope that they'd shed some light on the mysteries of Rotaries and Jams, or whatever they are, but to no avail. Knowing how to change a spark plug in a Mini 1000 does not make the ritual post-mortem on 'Why I didn't finish in the first five/Why I didn't finish/Why I didn't get off the starting grid, any more understandable or exciting. What, for instance, does 'nipping up' mean, and is it painful?

Pat and I have this theory. We think karters, like doctors, enjoy a bit of admiration based on ignorance from us mere mortals, and so they make things sound very technical and mysterious, when really they're very simple. Well, that's our excuse and we're sticking to it.

So, if you see a bloke with a seized up 125, being comforted by a small, possibly female person, who's bundled up in three jumpers, ancient jeans and red wellies, crossing her legs and asking 'Well, what IS a crankshaft?', you'll know it's him and me. Please don't let on though. He likes to make out I'm a Formula one toilet wader.

★ News in from Holland is that Assen will probably run grids for 125 and 250 National at the opening round of the Formula E European Championship during July 4th and 5th. Details soon.

CLUB SCENE

JUNIOR BRITAIN 'A'

1st	Mark Blair	Boxer/Parilla
2nd	Nicholas Duffield	Wright/Parilla
3rd	Guy Smith	Gillard/Parilla

JUNIOR BRITAIN 'B'

1st	Paul Rees	Zip/Parilla
2nd	Martin Jubb	Boxer/Parilla
3rd	Guy Linton	Fullerton/PCR

50cc SCHOOLS GEARBOX

1st	Greg Butler	St Wilfreds/Fizz
2nd	Michael Hebden	Granby/DT50
3rd	Jonathon Morley	Windsor Boys/Fizz

125 NATIONAL

1st	Chris Stoney	Zip/CSK Rotax
2nd	Adrian Wilcox	Dino/Rotax

125 P&R

1st	Dave Gilson	Stratos/TM
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210 NATIONAL

1st	Dudley Martin	Zip/Villiers
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100 SENIOR BRITAIN

1st	Patrick Walsh	Jeta/DAP
2nd	Stephen Cook-Martin	Jeta/TKM
3rd	John Wilcock	Boxer/TKM

100 NATIONAL

1st	Andrew O'Hara	Sprint/Parilla
2nd	Dominic Connelly	Fullerton/Parilla
3rd	Dave Smith	Boxer/PCR

Shenington

SUNDAY, 15th MARCH

171 entries for the March 15th meeting ensured a great day's racing on the completely resurfaced track at Shenington. The weather was bright and dry but it was bitterly cold. Nonetheless lap records tumbled and one wonders what new records will be made when the magnificent new surface warms up in the summer...

100 BRITAIN CLUBMAN

1st	Harry Handkammer
2nd	Nick Clarke
3rd	Andrew Haste

JUNIOR BRITAIN 'A'

1st	Simon Spencer
2nd	Stephen Warburton
3rd	Henry Stanton

JUNIOR BRITAIN 'B'

1st	Dave Wilson
2nd	Andrew Cox
3rd	Peter Olsson

100 NATIONAL

1st	Steve Brogan
2nd	David Cuff
3rd	James Rhodes

SENIOR BRITAIN SUPER

1st	Gary Chapman
2nd	Mark Beddall
3rd	Martin Verity

210 NATIONAL

1st	Duane Sutch
2nd	John Haigh
3rd	Paul Robinson

125 NATIONAL

1st	Dennis Gale
2nd	Adrian Wilcox
3rd	Robert Bagley

250 NATIONAL

1st	Chris Tomkinson
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NOVICE AWARD

1st	Stephen Warburton
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NOTE:- Next meeting — Sunday April 19th. (Info courtesy John Browning).



Dave Wilson clinched the Junior Britain 'B' Final.

(Pic: Doug Rees)



Andrew O'Hara (11) beading Steve Brogan (30) in National, until.....



This Skeletal framework will soon house scrutineering, race control, commentary Box et al. (Pic: Doug Rees)

CLUB SCENE

making a welcome return to Blackbushe but he had not gone well in the heats. However, he made a blinding start to take a lead which he held comfortably to the finishing flag. He was followed all the way by David Smith who sadly dropped out on the last lap which was a bitter disappointment after a good drive. In the first half of the race Smith was pressured by Russell Caldwell, but Russell eased off and subsequently retired, leaving Graham Cowdry to move up to third and then second when Smith dropped out.

NATIONAL RESTRICTED

Yet another good intake into the restricted National Class and heat one went to: Faulkner, Norman and Chenery. The second heat was won by Michael Bradbury, Kinch and Kevin Bradbury. Kinch had finished fourth in the first heat but Michael Bradbury was much further back. In the final, Roland Kinch had made the lead by the end of the first lap but Michael Bradbury had made a terrific start and was already up to second. Following hard were Faulkner, Chenery and Young. On the fifth lap, Kinch was out and Michael Bradbury inherited a winning lead. At this stage, Steve Faulkner was second chased by Chenery, Young and Kevin Bradbury. However Faulkner fell back in the latter part of the race and finished fourth.

100 NATIONAL

Martin Collard having ventured out in the 100 Britain class was now taking on the Nationals with his Britain machine. In the first heat the winners were: Higgins, Hewland and Sleep. The second heat went to Higgins again from Burke and Stansbury. Derek Higgins was favourite for the final, with the track virtually dry all over and he took the lead on the first lap. He was being chased hard by William Hewland, Martin Collard and Damian Sleep.

It was good to see Damian going so well after recent machine problems. On the second lap, the order of the three leaders was unchanged but Berni Scott had moved up to fourth at the expense of Sleep and Burke. Higgins was distancing himself from Hewland but Collard was after that second spot and was hanging on to Holland. Bob Stansbury was going well and was up to fifth behind Scott. Unfortunately, Damian Sleep was out on the fifth lap and on the seventh, Martin Collard squeezed passed William Hewland and try as he did, William could not regain second place. Scott was passed by Stansbury on the tenth lap and Bob held fourth place to the end.

Thanks must go to the Officials from the Camberley Kart Club, St John's Ambulance and marshalls from the Feltham Motor Club.

JUNIOR BRITAIN B — 12 laps

1st	Bobby Game	Lane/EME
2nd	Paul Evans	Dart/Arrow
3rd	Clive Murrell	Dart/TKM
4th	Moss Thorpe	Wright/TKM
5th	Richard Gregory	Ferrari/Parilla
6th	Jason McNulty	Dart/Dap

JUNIOR BRITAIN A — 12 laps

1st	Sven Gibson	Dart/Dap
2nd	Nathan Cousins	Dart/Arrow
3rd	Simon Short	Dap/Arrow

SENIOR BRITAIN — 12 laps

1st	Craig Booth	Dart/TKM
2nd	Anthony Geraty	Dart/Arrow
3rd	Martin Verity	Wright/Arrow
4th	Martin Collard	Dart/Parilla
5th	Richard Wallington	TKM/Arrow
6th	Colin Lakin	Dart/Arrow

250/210 — 12 laps

1st	Ricky Miller	Zip/Yamaha
2nd	No. 96	—
3rd	Stephen Reynolds (210)	Zip/APV

125 — 12 laps

1st	Steve Bell	Zip/Rotax
2nd	Graham Cowdry	Stratos/Rotax
3rd	Dave Goode	Magnum/Rotax
4th	Dave Hopgood	Stratos/Rotax
5th	Alan Sorensen	Zip/Rotax

NATIONAL RESTRICTED — 12 laps

1st	Michael Bradbury	Sprint/Arrow
2nd	Paul Chenery	Dart/Komet
3rd	Gary Young	Zip/PCR
4th	Kevin Bradbury	Sprint/Arrow
5th	Steve Faulkner	Wright/Parilla
6th	Peter Norman	Stratos/Parilla

100 NATIONAL — 12 laps

1st	Derek Higgins	Allkart/Parilla
2nd	Martin Collard	Dart/Parilla
3rd	William Hewland	Sprint/Arrow
4th	Bob Stansbury	Dart/Parilla
5th	Berni Scott	Lane/EME
6th	Gary Powell	TKM/TKM

Wombwell

I really do like snow, but not when it drops on the kart circuit on a Saturday night! I just wondered how many times I've written about the gallant efforts of the drivers and mechanics shovelling tons of the stuff off the track to make racing possible. Well, here we go again. The weathermen promised that the temperature would never get above minus 3 or 4 but against the odds it did; the lads did their bit and by 11.30am we were able to make a start and for those who made over 400 mile round trips I was jolly thankful, not least the schoolboys from Windsor who spent the night sleeping on the floor of a local school! With one hundred and fifteen entered in a week where the weather at its best had been shocking, how nice to see all bar a dozen actually start racing on a surface which gave a surprisingly good grip.

With two heats for each class and a final we were as usual pushed for time, but with the slick Wombwell organisation we reached the interval well on schedule. Just as everyone prepared their outfits for the final it started to snow again — and how! I reckon about three quarters of an inch came down in a few minutes, the far end of the circuit disappeared from view and trying to find spanners lying on the floor became impossible. The RAC Steward, Mr. Hudspeth, very kindly pulled the plug out and the first round of the Winter Series, jointly sponsored by Kartsport and Hunter Transport, was in disarray. It was decided to allocate the points for the heats but of course no points available for the finals, apart from those gained for grid positions. The superb array of trophies were given for peoples' final grid positions and perhaps a few went to those who normally don't figure in the lists as a result of two good finishes in those difficult conditions.

JUNIOR BRITAIN A

With thirty-odd Juniors we were able to run 'A' and 'B' separately, so first out were the red plated 'A' class, (still hard not to see them as

Cadets!). Heat 1 went to Mark Blair from Johnny Eastwood and Nicholas Duffield. Heat 2 went to Guy Smith from Duffield and Blair. Thus the trophies were awarded to Blair, Duffield and Smith, with Jason Matthews best Novice.

JUNIOR BRITAIN B

The Junior Britain 'B' saw Paul Rees comfortably win Heat 1 with Gavin Hogg and Mark Jubb behind. Jubb took Heat 2 from Rees with Scotsman Barry Forsyth in third. The trophies went to Rees, Jubb and Guy Linton who had two fourths!

50cc SCHOOLS GEARBOX

The schools gearbox class, now a feature of the Winter Series, had some familiar faces missing but still provided the biggest single class of the day, and it's not surprising that the Wombwell Club flourishes with so many of these youngsters taking to other classes once their appetite has been whetted. Heat 1 went to Granby's Simon Graham, with St Wilfreds Greg Butler second and Granbys Michael Hebden third. Heat 2 to Granbys Lee Pullan, second to Bulter and third to southern visitor Jon Marley from Windsor Boys. In an attempt to encourage youngsters more, smaller trophies are awarded and these went to Butler, Hebden, Morley, Guy Mottershead (All Hallows), Andrew Scholes (All Hallows), C. Wilson (Brigshaw) and would you believe yours truly's Mk III Valerie Lord (Breezhill) in her first meeting!

125 NATIONAL & P&R

The Senior Gearbox entry was disappointing, especially after such encouraging signs in recent months and with the speed at which Chris Stoney was circulating it was difficult to tell who was where, doing what! Not unnaturally the 125 ace cleaned up both heats in his usual relaxed style; only Adrian Wilcox could keep him away from his back bumper and other class winners had to settle for the embarrassment of being lapped (twice in some cases!).

At the end Stoney won 125 National with Wilcox second. David Gilson won 125 P&R whilst evergreen Dudley Martin collected yet another Villiers pot.

100 SENIOR BRITAIN

Senior Britain had the usual healthy grid and Heat 1 went to Simon Redman, the current Junior Champion, showing he can handle the Seniors as well, only to be excluded for reasons not shown on my lap sheets, of course. This elevated Patrick Walsh, Jon Wilcox and Steve Hazlett to the premier positions. Heat 2 again went to Redman, now apparently over whatever cost him the first heat with Steven Cook-Martin, also just up from Juniors, and Richard Beecroft second and third. Thus overall it was Walsh from Cook-Martin and Wilcock.

100 NATIONALS

The Nationals had, as always, some top class entries and usual exciting driving. There was no holding Andrew O'Hara who took both heats with ease and who must have made up nearly a whole grid on the first lap of Heat 2, if he went off his grid position. Second in Heat 1 was Dominic Connelly with Dave Redfern third. Heat 2 saw Connelly second again with Mark Rose in third. Overall we had O'Hara and Connelly first and second, with Dave Smith in third.

The pots were distributed by Club Chairman Trevor Faunds under a blanket of snow as we rushed away hoping the road over the tops would still be open — and it was — just thank goodness!

Dear Sir,

Via your pages I would like to express a suggestion regarding the 100cc Britain class engine regulations for '88.

Firstly let me say that I am prompted to do so by my feelings towards the limiting of minimum cylinder head volume sizes. Without a detailed criticism, I consider the system an unnecessary and complicated one, both to initially enforce and especially to police at circuits. Furthermore, different makes of engine, due to differing bore/stroke ratios, (3 as it currently stands) have different requirements for cylinder head volume if each is to be used to its fullest potential — would the R.A.C. introduce a different figure for each?

Enough of being negative! My suggestion would be that Britain engines be run with only two (2) acting transfer ports, i.e., no boost or 'TF' port, but utilising a standard (26mm) air intake, thus ridding us of the special rotary valve covers. This would involve nothing more than the blocking of one port, already a common thing in Britain (Dartways, etc), Conversion to 100 National spec would be easy if required into the bargain. Nothing could be easier to check!

Regarding the power loss, the effect of blocking this port is around 15%; an appropriate figure I believe. (This figure was discovered by Hewland Engineering during the period of their manufacturing of the Arrow engine:- by test bed).

Lastly I would like to say (as the issue has been raised in the past, concerning personal motive) that I race 100 National and am not connected with 100 Britain in any way that I could benefit from any change to it. I simply would like to point out a possible solution to the issue which has been perhaps overlooked.

Yours sincerely,

W. Hewland,
c/o Hewland Eng. Ltd.,
Boyn Valley Ind. Estate,
Boyn Valley Road,
Maidenhead,
Berks.

Dear Ed,

Would you please convey through the pages of your magazine my thanks to the members of Shenington Kart Club for the gift of a gold pen set on my retirement as Competition Secretary of the Club. Very many thanks. (I am however staying on Committee!).

Yours sincerely,

Sue Wilkins,
7 Park Close,
Claverdon,
Warwick,
CV35 8HH



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.



Long Circuit campaigner Russell Powell, who last year was seen in 250 National, has secured sponsorship from TJL Engineering to compete again in 250 National at all this season's British Championship rounds and the Silverstone Grand Prix. Russell will pilot a Stratos-Rotax outfit, also with KMP KTM help. Pictured, from left to right, are — Russell, John Curtis and Ray Framp.

RJL Engineering occupies two units on the Redfields Industrial Estate in Church Crookham, near Aldershot, Hampshire and the company specialises in prototype and production machining, CNC milling and turning. The majority of the work is for the Ministry and Aerospace industries.

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4.5 x 10 x 5	YBQ	Super Grip Slick	All Gearbox	£32	£25.50
7.1 x 11 x 5	YBQ	Super Grip Slick	All Gearbox	£34	£27.50
3.6 x 10 x 5	YCK	High Grip Wet	100 Nat/Super	£30	£20.00
3.6 x 10 x 5	YBF	High Grip Wet	100 Nat/Super	£30	£23.00
4.5 x 11 x 5	YBF	High Grip Wet	100 Nat/Super & Gearbox	£30	£26.00
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CLUB SCENE

in their vans for although fourteen entered only seven turned out for the final. Restricted 125 driver Reg Holland was on pole with Graham Stevens and Simon Petty alongside. With no real competition Stevens shot into the lead and cruised to an easy win. Holland drove very well in second spot and was challenged hard in the later stages by third placed Petty. Umney held a lone fourth place throughout and Currie was the first home of the two 210's. A very tame race considering some of the battles of the past, hopefully more machinery will come out of mothballs very soon.

250 CHAMPIONSHIPS

Heat 1: 1st John Ottery; 2nd Ron Banthorpe; 3rd John Coaker.

Heat 2: 1st Dave Shelton; 2nd John Ottery; 3rd Dave Durance.

Thirteen drivers lined up for the final, after one false start they got away with Shelton snatching an early lead from row 2 followed by Coaker, Ottery, Durance, No 14, No 49 and Banthorpe with the rest trailing. Shelton with his Rotax could not shake off the Yamaha twin of Coaker while Ottery with his single cylinder Yam hung on grimly and slowly clawed his way closer. Banthorpe pulled into the pits after four laps his race run while No's 14 and 49 collided on the straight both spinning away unharmed. Vale was the first to be lapped as the three leaders strove to get every ounce of power from their equipment and Mooney soon suffered the same fate. As they entered the final lap Coaker with Ottery still hot on his tail, had a look past Shelton but could not produce the speed as they entered Stow for the last time. Shelton, Coaker and Ottery took the three Championship and club trophies while Durance came fourth to take the last of the club trophies.

100 BRITAIN

Heat 1: 1st Tony McCarthy; 2nd Darren Kinsey; 3rd Chris Hogben.

Heat 1: 1st Chris Dagless; 2nd Glenn Taylor; 3rd Chris Hogben.

Consistency put Hogben and ex-national driver Mike Booth on the front row for the final but as the field came through the Willows it was Dagless leading from Hogben, McCarthy, Walton, Flynn and Taylor with Booth missing. The three leaders got away as Taylor got past Flynn exiting Stow and set off after fourth man Walton, the ex-Junior champion in his first race. The three leaders dived for position outflanked Hogben to move into second, Taylor by now was fourth and fighting off the attentions of Hart. Twice Hart got his nose in front into Stow but at the expense of taking a wide exit and each time Taylor got the inside line and held it through the Willows. Dagless successfully held off McCarthy to take the flag with Hogben third and Taylor holding off Hart for the final trophy.

100 SUPER & CLUBMAN

Heat 1: 1st James Rhodes; 2nd Marco Vignali; 3rd Gary Powell.

Heat 2: 1st John Lowther; 2nd Gary Powell; 3rd Gary Blick.

James Rhodes headed the field but the space next to him indicated that Marco Vignali had not arrived for the final grid. Simon Sutton had entered but declined to compete because of some disagreement over the arrangement of the grids for the heats. At the off Rhodes on his 100 Super outfit quickly built up a commanding lead from the clubmen of Wheldon, Blick, Lowther and Powell. The trio of Wheldon, Blick and Lowther clung together as Rhodes disappeared

into the distance and Lowther relieved Blick of third place and tailed Wheldon looking for an error. As they came round for the tenth time backmarker Holson baulked Wheldon and Lowther took advantage of the situation to move into second. This was the end of any changes and Lowther, Wheldon and Blick took the flag in that order with Rhodes already putting into the weigh in area.

JUNIOR CADET

1st Jason Wells Wright/TKM

JUNIOR BRITAIN

1st Alex Abbey-Taylor Dart/Arrow

2nd Gareth Hession Wright/Parilla

3rd Richard Gregory Ferrari/Parilla

4th Jonathan White Wright/Arrow

100 BRITAIN (Restricted)

1st Lee Baldwin Kobra/Parilla

2nd Paul Wild TKM/PCR

100 BRITAIN

1st Chris Dagless TKM/Parker TKM

2nd Tony McCarthy Jeta/Parilla

3rd Chris Hogben Dap/EME

4th Glenn Taylor Wright/Parker TKM

100 NATIONAL CLUBMAN (Restricted)

1st James Calvert Sprint/Parilla

2nd Peter Norman Stratos/Parilla

100 NATIONAL CLUBMAN

1st John Lowther Gillard/Parilla

2nd Gary Powell TKM/TKM

3rd Sean Jenkins Sprint/Parilla

100 NATIONAL PREMIER

1st Clive Wheldon TKM/Parker TKM

100 SUPER

1st James Rhodes Sprint/Parilla

125 NATIONAL

1st Graham Stevens Zip/Goff Rotax

210 NATIONAL

1st Ralph Currie

250 CHAMPIONSHIP

1st Dave Shelton NFR/Rotax

2nd John Coaker Lynx/Yamaha

3rd John Ottery Zip/Yamaha

250 CLUB

1st Dave Shelton NFR/Rotax

2nd John Coaker Lynx/Yamaha

3rd John Ottery Zip/Yamaha

4th Dave Durance Zip/LC.KTM

Blackbushe

SUNDAY, 22nd FEBRUARY

Firstly, the weather report. The week preceeding the race had been dry and very cold, but with plenty of sunshine. However, race day dawned overcast and there was rain showers during the drive to the meeting. The track surface did dry out during the day and in the second heats a dry line was emerging and some did try slicks. By the finals it was generally dry although there were damp patches off line to catch the unwary or the overtakers.

JUNIOR BRITAIN

Several of last years Cadets have moved up to

Junior Britain and are settling in to this more competitive class. The old Cadet class has now been re-named Junior Britain 'A'. Due to the age upgrading there were only 3 of the 'A's, and as last year they ran in a separate race but at the rear of the Junior Britain 'B'. Winners of the first heat were: Evans, Thorpe and Game with Gibson the first 'A'. The second heat winners were: Game, Cousins and Evans and again Gibson was the best 'A'. Bobby Game was using the recently introduced EME motor on his Lane and it seemed to be very effective. In the final, Paul Evans grabbed the lead on the first lap but Game was close behind and they were chased by Thorpe and Abbey-Taylor both from the second row of the grid. Next up were Cousins, Wetherill and Gregory. On the second lap, Game took the lead from Evans and Clive Murrell had started to move up through the field. Game slowly edged away from Evans but Abbey-Taylor was tiring and lost fourth spot to Murrell. The latter steadily closed on Thorpe and on the ninth lap he moved into third place. Sven Gibson led the Junior 'A' all the way with a safe lead over Nathan Cousins. Simon Short experienced problems and did not show his true form in the final.

SENIOR BRITAIN

Martin Collard appeared in the British class and it was interesting to see how he fared against the established runners. Heat one went to: Booth, Geraty and Collard and the second heat went to: Booth, Verity and Murphy. In the final, Anthony Geraty beat Craig Booth off the line and held the lead on the first lap. They were followed closely by Verity, Collard and Wallington. Next up were Lakin, Murphy and Fazzone. The order among this first eight did not change for the whole of the race except for the last lap as they were all evenly matched. However Anthony Geraty was driving beautifully and for once it seemed that Craig Booth was going to be beaten. He closed right up to Geraty at one point and there was contact and this caused Booth to lose momentum and the race seemed decided at that stage. However, on the very last lap, as Geraty was coming up to lap Dixon there was some confusion which slowed Geraty down and Booth seized the opportunity and was through to take the chequered flag. It was a sad end to a fine drive by Anthony Geraty.

250/210

These two classes were poorly supported and the first heat winners were: Holland and Smith (210), and in the second heat the winners were Holland and Miller, and Ellinor was the first 210. There were only 6 starters in the final and it was looking like a comfortable victory for Reg Holland. He was followed, at a distance by Ricky Miller and by Simon Aristocleous who went from last to third in one lap but who subsequently dropped out. Gordon Ellinor seemed to be the fastest driver on the track and he was moving his 210 up through the 250 but suffering the frustration of being repassed on the straight. Unfortunately he fell out after getting up to second place. Two laps from the end and Holland was nearly a lap ahead of the dwindling field when he too dropped out leaving victory to Ricky Miller.

125

There was a tremendous entry of twenty for the 125 gear box class which necessitated an extra heat to sort them out for the final. Heat one winners: Bird, Saunders and Hopgood. Heat two winners: Hodgson, Bird and Holland. Heat three winners: Holland, Dell and Smith. Steve Bell was

CLUB SCENE

collecting Thomas as well, and giving the race to Price. Although Middleton restarted more quickly, a mistake later put him a lap adrift in 4th, with Warburton 2nd and Thomas 3rd. In the third, it was Middleton all the way leaving Thomas in second place and Price 3rd. For the final, Middleton gave one of his polished performances, leaving Price to lead an ailing Thomas. Warburton took full advantage of Thomas' dilemma and passed him on lap 4 to finish 3rd overall. Sadie Coppin (B) and Dickson (A) were satisfied at this time of the year to get some competition miles on the clock; we'll no doubt be seeing more from these two as the season develops.

COMBINED 210, 250 NATIONAL & 250 INTERNATIONAL

Despite only two Internationals entered, it was intended that they would run separately from the rest, but when M. Jones' Yamaha maladies became insurmountable, Allan Jones was put on the back of the Nationals. Sporting his Number 8 plate, Paul Griffiths led the first heat from start to finish. Dave Wheten led the rest for one lap before retiring leaving Kevin Webb and Midrian Jones to remain unlapped at the end. Dave Griffiths was in all sorts of trouble from his KTM's carburetter and finished a lap down in front of Dave Absalom and the lone Villiers of Shennington's R. Perkins. Heat 2 saw an 'on-form' D. Griffiths followed by Webb, Absalom, M. Jones and Perkins. Allan Jones spun on the first lap, took 3 laps before featuring on the lap chart and then nursed the mighty Rotax to the line. Absalom retired on lap 7. Heat 3 had Allan Jones way out in front with the battle for the Nationals being led by Absalom. Wheten took the lead on lap 2 which he held to the line. Perkins took M. Jones and then Absalom on lap 6 giving him his best result of the afternoon. In the final, and with Allan Jones cruising in front, Wheten snatched the lead from Webb and looked very comfortable. Meanwhile, D. Griffiths (who was later disqualified) began working his way through the field from last place to 2nd overall. The luckless Wheten retired on lap 8 but has refused to allow the writer to say why. I, personally always carry a spare gallon, just in case. His retirement allowed Webb to romp away from Absalom and M. Jones.

100 NATIONAL

Many of the usual drivers were missing but of the 16 entrants it was encouraging to see nine Restricted drivers including first-timer Naomi Horne. Despite the hotly contested racing, the starting line manners of the grid were impeccable. The first heat saw Robert Tout leading Ray Dickson and the RAFMSA's Mike Marner from Chris Crayford, John Bennet and Chris Evans. Crayford moved up to 3rd place by lap 3, whilst Marner dropped back steadily to retire on lap 5. Following a first lap incident, Huw Williams came slowly up the leader board, passing F. Holmes, then Bennett, L. Wells and Richard Phelps on the same lap, and finally John Petifer on the last lap to finish 4th overall. Dickson took the lead on lap 4 but couldn't shake Tout off and they swopped again on the sixth and remained in that order 'til the end. In the 2nd heat it was Tout all the way with the challenges from Terry Beddis and Dickson evaporating on the third lap, when they dropped from contention. Phelps held 3rd place for two laps before being passed by Marner and then losing it altogether at the back of the circuit. Dickson set the pace in the third heat, fending off both Williams and Tout until lap 7 when Williams would be denied no more. Beddis sat patiently in 4th and benefitted

from Tout's mishap on lap 3 which relegated him to 11th place. The final was a race of attrition. Of the 15 starters, 3 failed to complete one lap and only 8 actually finished. The main combatants were Tout, Marner and Dickson. Tout led at the end of each lap including the one that matters, but in between those points anything went. At the top bend, on the last lap, Marner scrambled past Tout and looked set to take the flag, but on entering the 2nd chicane Tout had the better line and snatched victory. Dickson was always there, the thickness of chrome away, waiting for the error that never came. Down the field a second battle was raging, that between Bennett, Evans, Beddis and Crayford. These had been scrapping since lap 2 after Bennett had been relegated to 4th from 2nd. Evans and Beddis cashed in on Crayford's problems with a back-marker on lap 5, moving up a place each. On lap 6, Beddis passed Evans and the next time round headed Bennett and the quartet. Evans followed suit on lap 10 and they finished, Beddis 4th, Evans 5th, then Bennett and Crayford.

JUNIOR BRITAIN 'A'

1st S. Warburton Wright/Wright TKM

JUNIOR BRITAIN 'B'

1st L. Middleton Dap/Dap T80/PCR
2nd A. Price Dart/Parilla/Arrow

100 NATIONAL

1st R. Tout Hutless/Yamaha
2nd M. Marner Dart/Parilla
3rd R. Dickson Superdart/PCR/Hewland
4th T. Beddis Lane/Parilla

125 NATIONAL

1st C. Robinson Barlotti/Rotax

125 P&R

1st J. Jones Zip/Yamaha

210 NATIONAL

1st R. Perkins Barlotti/Villiers

250 NATIONAL

1st K. Webb Zip/KTM
2nd D. Absalom Barlotti/Yamaha

250 INTERNATIONAL

1st A. Jones Zip Bandit/HR Rotax

BEST RESTRICTED

1st C. Evans 100 National

Kimbolton

SUNDAY, 8th MARCH

March saw the start of a 250 Championship organised by Dave Shelton to be run at Kimbolton, Ellough and Blackbush; drivers not involved in the Championship can of course enter and race for club trophies. With fourteen 250's on the grid the Championship got away to an encouraging start. As promised the flush loos were open with mains water on top, with lino on the floor, new porcelain, liquid soap and roller towels it's just like the Ritz, well... almost. With this project completed what will we come up with next, a canteen, new race controls or maybe a longer track! watch

this space for news of further developments.

The new Cadet class for 8-10 year old starts in April but we had a preview from five youngsters namely Daniel Wheldon, Natalie Whaley, Mark Taylor, Darren Wells and Charles Butler-Henderson. They gave us a demonstration before practice and during the interval, Terry Cranmer donated an award for the most promising driver and the club gave the others momentoes to wet their appetites for the next month.

Now on the racing, with only two heats and a final for each class due to the short day. A smattering of snow was cleared away before practice.

JUNIOR CADET AND BRITAIN

Heat 1: 1st Moss Thorpe; 2nd Richard Gregory; 3rd Daniel Stilp.

Heat 2: 1st Daniel Stilp; 2nd Gareth Hession; 3rd Richard Gregory.

Stilp and Gregory led the field into Stow Corner but Stilp got tangled up with Thorpe and Gavin and McNulty piled into the melee leaving Gregory leading after the first lap from Abbey-Taylor, White fourth and the leading Cadet Wells.

On lap 2 Gregory spun exiting the Willows and handed the lead to Abbey-Taylor, rejoining in fifth place. Hession was now third behind White and reeled him in after lap taking second place on lap seven. White eventually succumbed to Gregory and at the flag Abbey-Taylor was a comfortable and delighted winner from Hession, Gregory with White holding onto fourth.

CLUBMAN RESTRICTED

Heat 1: 1st James Calvert; 2nd Nick Norman; 3rd Robert Gough.

Heat 2: 1st James Calvert; 2nd Peter Norman; 3rd Nick Norman.

Calvert led out the seven restricted drivers and led the race from start to finish. Norman held second until he spun at Stow, Gough had a lucky escape when he spun off the track, hit a wet patch and turned through 360° and rejoined the race having lost two places in the process. However Gough seized on lap five and O'Brian slid into him but managed to restart. Calvert won by half a length from Norman with Panayi and O'Brian being the only other finishers.

100 BRITAIN RESTRICTED

Heat 1: 1st Dave Ellis; 2nd Paul Wild; 3rd Terry Butcher.

Heat 2: 1st Lee Baldwin; 2nd Paul Wild; 3rd Dave Ellis.

Seven karts entered the arena but only five made it to the start being led by pole man Ellis, Baldwin took command of the proceedings and led out of Stow and continued to lead through to the chequered flag. He was chased and harried the whole way by Wild but he did just not have the know how or the nerve to take away the lead. Barclay held third place until he hit the tyres at Kim corner and retired, Butcher and Ellis were both lapped but were the only other finishers.

125 & 210 NATIONAL

Heat 1: 1st Reg Holland (R); 2nd Simon Petty; 3rd Ralph Currie (210).

Heat 2: 1st Graham Stevens; 2nd Reg Holland (2); 3rd Simon Petty.

Some of the gearbox boys did not seem to relish the conditions and either stayed in bed or hid

WOMBWELL WINTER SERIES-ROUND 2

Report: Brian Lord

Pics: Rodger Calvert

After an unexpected sunny week the forecasters offered the usual menu of showers, heavy at times, for Wombwell's February meetings and for a pleasant change they got it wrong — it turned out to be quite a nice day. The Kartsport, Hunter Transport sponsored series seems to be breaking all records with an entry of 120, many of whom had travelled some quite unbelievable distances to be present.

The two junior classes were again run separately, with the youngsters out first. The first heat went to Guy Smith from Stuart Capstick and James Matthews (who must have had difficulty getting his helmet on, thanks to an unbelievable bulge on his face courtesy of a hockey stick). The second heat went to Capstick from Walker and Nicholas Duffield and the last heat to Guy Smith from Capstick and Walker. In the final Capstick sat on pole alongside Walker, with Duffield and Mark Blair behind. Into the first bend Capstick used his pole to advantage as the grid as the grid held its order. At the end of the straight Duffield outraked Matthews to grab second and put pressure on the Kartsport driver. Matthews and Blair settled for a private battle further back as Guy Smith tried to make up from a poor start. Lap four and Duffield superbly drove round Capstick outside on the right hander and we had a new leader and, as Capstick tried everything in his power to reverse the positions, they pulled well away from the chasing bunch. At the flag Duffield held on to win by a kart's length, whilst Matthews held off Blair and Smith for third, with Darren Manning and Jonathan Greensmith following them home.

Junior Britain 'B' had a good competitive entry. Heat One saw Paul Rees head Martin Jubb and Bobby Game home. In the second heat it was Rees again with Game second on the road but excluded for over exuberance, so Alan McKay replaced him with Daniel Liddle third. The last heat and Game made no mistake, with Jubb second and Jason Yeomans in third.

The final had Jubb and Rees on the front row with Liddle and McKay on the second. Rees got the drop round the outside but Jubb took him into the top bend, whilst McKay grabbed third ahead of Liddle and Yeomans. Within the first two laps the Barnsley youngster had opened up a fifty yard lead as Gavin Hogg clawed his way through the field to eventually be up to second. Liddle spun, soon to be followed by McKay and the leading order changed constantly. On the last lap Hogg disappeared in the top bend and Jubb coasted home over 100 yards clear of Game, with Yeomans just ahead of Guy Linton.

The 50cc Gearbox class had to be seen to be believed, with some thirty entries making this the biggest class of the day yet again and schools from Windsor, Slough and Bracknell making 400 mile plus journeys to take part. Heat One went to St Wilfreds' Greg Butler whose Fizz was lapping in around 42 seconds, which wouldn't have shown him up in the Junior Britain finals! Second was Lee Pullan and third Simon Graham, both from Granby. Heat Two and it was Butler again from Pullan and Graham. In the third heat it was the same story with the Pontefract youngster taking just three laps to get past nearly thirty karts. Not unnaturally Butler, Pullan and Graham had the front row, with Jonathan Morley (Windsor Boys) and Michael Bastow (St Wilfreds) behind. Butler took the lead and shot away, chased by Morley, Pullan and Graham. Class 4



Junior Britain 'A', James Mathews (23) heads Stuart Capstick (3), the latter turned the tables to finish second behind Duffield.

champion, Jason Pal, after troubles in the heats, had got his motor sorted and was rapidly climbing through the crowded field. As Butler started to lap the tailenders the track was packed with terrific scraps going all the way down the field. At the start of the last lap Graham clipped a tailender and rolled out of contention and Bulter suddenly looked vulnerable as Murphy closed to his tail on the line. Pullan came home third as Pal settled for fourth ahead of Alan Myers (Windsor), Michael Dalton (Market Weighton) and Bastow.

The Senior Gearbox had an improved entry but still running all together. The first heat and Mr and Mrs Stoney exchanging places at the front and Chris, being the gentleman he is, settled for second with P&R man David Gilson in third. The second heat and Chris first, Bernadette second and Steve Murray (125 National) third. The last heat and it was Stoney again, Murray second and Peter Powell next along. Chris Stoney had pole from Steve Murray, Andy Bratley (P&R) and Restricted driver Robert Bellerby (125 National). No prizes for guessing who led them round the first bend and pulled away to open a very large and comfortable lead. Poor Bernie seemed to be having plug troubles and it was left to the remainder to settle for second downwards. Initially Bellerby held second and looked capable of staying there, but first Murray and then Alvin Heaton (250 International) overhauled him. Further back David Gilson was reeling in Andy Bratley in the P&R duel, finally to pass him on lap six, whilst Villiers leader Alan Wilson was duly lapped by the flying Stoney. Thus they stayed until the flag with Stoney winning 125 National, Heaton winning 250 International, Gilson 125 P&R and Wilson the Villiers.

Virtually a full grid for Senior Britain and lots of close exciting racing, giving three different heat winners. Heat One went to Simon Redman from Michael Hair and Simon Court. The second heat went to John Wilcock from Michael Hair and Darron Gibbs. In the last heat Gibbs took victory from Wilcock with Patrick Walsh third.

For the final John Wilcock was on pole with Simon Redman alongside; behind sat Michael hair and Paddy Walsh. Into the first bend Wilcock had it from Redman, Hair and Walsh. The ex-Champion slipped through to third at the end of the straight and the two leaders started to open up a considerable gap. Redman was literally climbing all over the Sheffield driver but he held his cool and stuck rigidly to the inside lines. By lap six Gibbs finally got past Hair on the old pits hairpin but had little hope of closing in on the leaders. The following lap Hair ground to a standstill on the back straight and on the last lap Walsh locked solid going up the main straight, so at the line it was Wilcock, Redman, Gibbs, Steve Hazlett and Court.

With no Super class on offer all the stars were out in 100 National. The first heat went to Andrew O'Hara from Dominic Connelly and Mark Rose, (no doubt well pleased with the new starting lights — thanks to his efforts). In the second session it was Stephen Sykes from Connelly and Rose, whilst the third outing saw O'Hara back again, from Rose and Sykes.

O'Hara had pole with Rose alongside; Connelly and Sykes sat behind. It was in that order they negotiated the first bend but Rose outraked the Hertfordshire driver into the top bend, only to be retaken on the right hander. Connelly and Sykes exchanged places a couple of times, keeping Rose under constant pressure. The third tour and Sykes slipped back past Connelly in the top bend as Rose left the track, to reappear in mid grid order. By halfway we had O'Hara with a healthy lead from Sykes with a similar gap back to Connelly and Dave Smith the length of the straight behind in fourth. Rose, meanwhile, was desperately clawing his way back up the field to nip past Smith on the last lap. At the flag it was — O'Hara, Sykes Connelly, Rose, Smith and Dave Redfern.

**CONTINUED
OVERLEAF.....**

Despite the large entry it was all over well before dark. The Series has developed into a nail biting one — the finale will be something else.

JUNIOR BRITAIN 'A'

1st Nicholas Duffield Wright/Parilla
2nd Stuart Capstick Boxer/Parilla
3rd Jason Matthews Boxer/Parilla

JUNIOR BRITAIN 'B'

1st Martin Jubb Boxer/Parilla
2nd Bobby Game Lane/EME
3rd Jason Yeomans Fullerton/PCR

SCHOOLS 50cc GEARBOX

1st Greg Butler St Wilfreds Fizz
2nd John Morley Windsor Boys Fizz
3rd Lee Pullan Granby Fizz

COMBINED GEARBOX

125 Nat
1st Chris Stoney Zip/CSK Rotax
2nd Steve Murray Stratos/Rotax

250 Int
1st Alvin Heaton Zip/Rotax

125 P&R
1st David Gilson Stratos/TM

210 Nat
1st Alan Wilson Barlotti/Villiers

100 SENIOR BRITAIN

1st John Wilcock Boxer/TKM
2nd Simon Redman Fullerton/PCR
3rd Darron Gibbs Sprint/Parilla

100 NATIONAL

1st Andrew O'Hara Sprint/Parilla
2nd Stephen Sykes Fullerton/-
3rd Dominic Connelly Fullerton/Parilla



Kali driver, Derek Shields, in 100 National.



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CLUB SCENE

100 RESTRICTED

Heat 1: 1st D. Gordon; 2nd M. Affleck; 3rd G. Rudd.

Heat 2: 1st M. Affleck; 2nd A. Turner; 3rd P. Blackburn.

Heat 3: 1st A. Turner; 2nd M. Affleck; 3rd M. Stovold.

All 12 restricted drivers were out for their final and produced one of the most orderley starts I have ever seen in class one racing, in fact how some of them kept their motors running amazes me. With three different heat winners pole positions went to Mike Affleck by virtue of two seconds to add to his win in heat 2. From the inside of row two Douglas Gordon was the first to emerge from paddock as the first two drifted wide, the race order was virtually set from then, Gordon closely followed by Affleck and Andrew Turner. The first three remained in that order to the flag with about three kart lengths between each, undoubtedly the best drive of the final came from Paul Ibbottson who worked his way from the back of the grid to finish a good fourth.

COMBINED 250 & 125

Heat 1: 1st Gordon Brown (125); 2nd Paul Hobson (125); 3rd Brian Bird (125).

Heat 2: 1st Gordon Brown; 2nd Paul Hobson; 3rd Brian Bird.

Heat 3: 1st S. Matinson (250); 2nd Gordon Brown; 3rd Gary Ashurst (125).

The 250 National outfit of S. Martin got by far the best start and led a closely packed field for the first three laps until absolute chaos on the back straight during lap four left Barry Tolson upside down and other karts spinning off in all directions. A bunch of four 125's missed the melee and led by Gordon Brown formed a well strung out train to the finish. The accident which left petrol spilled on the track spoiled what would have been a really good race as the karts and drivers were all reasonably well matched.

Two of the stars of the 125's were the immaculately turned out Zip Bandits of John Heward and Paul Hobson, both karts painted in the livery of D. H. Allan (Shopfitters).

100 NATIONAL

Heat 1: 1st Ian Williams; 2nd Paul Henderson; 3rd Roy Dickson.

Heat 2: 1st Ian Williams; 2nd William Turner; 3rd Barry Hills.

Heat 3: Roy Dickson; 2nd Ian Williams; 3rd Paul Henderson.

After two heat wins and a second it was current Northeast Area Champion Ian Williams on pole

for the penultimate final of the day. Main opposition would appear to come from Paul Henderson, William Turner and Club 100 National Champion Roy Dickson. Roy's heats had been indifferent to say the least, motor problems in Heat 1 and a black flag in Heat 2 for having a loose wet box.

From the start it was Williams who led from Turner, Henderson and Dickson, as they approached paddock Ian was obviously aware of Roy's charge down the inside line to the corner and left his braking a fraction too late, spinning off into the tyres at great speed. Ian was quickly back into the race but was almost a lap down on the leading bunch. Roy quickly established a small lead over William Turner and Paul Henderson some 5 lengths adrift in 3rd. By the end of lap 5 Dickson had a comfortable 10 lengths lead over Turner with Henderson still some 5 lengths behind Willie in third. By lap 8 Barry Hills was beginning to close on the third place man but laps rapidly running out was unable to get past Paul. At the flag Roy won what turned out to be quite a processional final.

210 NATIONAL

Heat 1: 1st Andy Martin; 2nd Tom Earl; 3rd Brian Brown.

Heat 2: 1st Andy Martin; 2nd B. Dunn; 3rd Paul Clapham.

Heat 3: 1st Andy Martin; 2nd Bill Mee; 3rd B. Dunn.

Only mechanical failure could rob Andy Martin of victory, he was in a different class to any of the other drivers. Getting away from the line first and building up a massive lead to the flag he eventually won by 17 seconds from Brian Brown and Paul Clapham, had it not been for Andy it would have been quite a good race as the others raced as a group for most of the 10 lap final.

The new clubhouse/canteen was packed to capacity for the trophy presentation even a large number of spectators had stayed behind to applaud the winners in what had been an excellent days motor sport. Many thanks to all the officials who stood out in the pouring rain so that others could race and also thanks to everyone in the canteen for a hard days work (I had to include the ladies in the canteen as one of them is my mother in law).

Don't forget our two day meeting 3rd/4th May. Why not come and visit Britains most demanding circuit with the best pits facilities in the country.

Mick Armstrong (Report)
Peter Berry (Photo)



Junior Britain 'A' Pilot. Darren Stapleton.

JUNIOR BRITAIN A

1st Glenn Chamberlain Boxer/KS Parilla

2nd Gary Robertshaw Zip/TKM

3rd Richard Blackburn Wright/TKM

JUNIOR BRITAIN B

1st Chris Clark Wright/Arrow

2nd Mark Ellison Dart/Arrow

3rd Steve Woodward Dart/Arrow

100 RESTRICTED

1st Douglas Gordon Dart/Dap

2nd Mike Affleck Dart/Dap

3rd Andrew Turner Sprint/TKM

250 & 125

1st Gordon Brown Zip/CKC Rotax (125)

2nd Brian Bird Phnx./Minli. (125)

3rd John Heward Zip/Rotax (125)

100 NATIONAL

1st Roy Dickson Sprint/Parilla

2nd William Turner TKM/Parilla

3rd Paul Henderson Gillard/Parilla

Pembrey

With the Winter hopefully all but gone, the Cardiff Kart Club opened it's account by running the first meeting of the new Season, on the Pembrey Raceway. In recent years, the February weather has been kind to the Club and this year was no exception. On the driver front, quite a few of the 'regulars' were missing from the line-up but their places were taken by a very encouraging list of 'Newcomers', spread across the classes. Amongst these, the Club especially welcomed three lady competitors. Some changes too have occurred to the race officials, and one notable absentee was (though not by choice) Reg Cook. He was sorely missed too as reliable marshalls are difficult to replace. Get well soon Reg, see you next month. And so the the race report...

125 NATIONAL/NATIONAL P&R

Roy John, forsaking the 250 Class, came to the line as one of three P&R's and judging by his form, perhaps it could be his year. Chris Robinson, the sole National never managed to start the first heat, running off into the outfield, but more than compensated, by 'cleaning' the remaining two heats and the final. Meanwhile 'regular' John Jones and 'new-man' John, gave the good crowd a taste of the close racing they can expect to see in future meetings. Jones won all three heats but they were contested all the way, until mechanical difficulties struck John, sufficient to drop him from serious competition but allowing him to finish. The 'gremlin' dogged John through the final too. S. Forrest had a miserable meeting, managing only the first two heats and one lap of the third before retiring.

JUNIOR BRITAIN 'A' & 'B'

With Richard Phelps coming of age and lining up with Seniors, the New Look Junior Class welcomed 4 new faces. The first heat saw Britain 'B' Mark Thomas lead from flag to flag with Andrew Price trailing at a respectable distance. A lap 4 mishap by Price allowed leading Britain 'A' Steve Warburton, from Shennington into overall 2nd spot while Ray Dickson's daughter, Marlyn brought up the end of the field with a steady drive. In the 2nd heat Lee Middleton latched on to Thomas, taking the lead into the back chicane, spinning and

CLUB SCENE

Rowrah

SUNDAY, 8th MARCH

Our season opener had all the best ingredients, sunny weather, dry surface, a valid track licence... We were only short of a few entries. The signed on figure was around the 30 mark due to blizzard conditions everywhere except Rowrah, an oasis amid the snowdrifts. However, despite the low entry, we had some excellent racing with most classes amalgamated in the interests of entertainment.

JUNIOR BRITAIN A & B

Only two drivers in the 'A' class with Laurence Keenan making a clean sweep over first-timer Robert Jenkinson in the heats.

The final looked to be going the same way until Keenan tangled with a couple of 'B's and dropped a lap. This let Jenkinson through into an unexpected lead which he was to hold to the flag.

Three different heat winners in the B category in the shape of Alex Jack, Graeme Melville and Chris Clark. Melville had the pace to win all three but was somewhat erratic and spun out.

He made no such errors in the final, though and led throughout the length of the final. Second and third were Jack and Jason Raphael with Kevin Barton and Chris Clark bringing up the rear until a three way tangle on the sixth lap dropped those two back a lap. Thus the first final of 1987 ended with a win for Graeme Melville from Alex Jack, Jason Raphael, Chris Clark and Kevin Burton.

100 BRITAIN

Rather a mixed bag as the weather severely depleted our entry. Vicky Starkey was due to make her senior Rowrah debut in this class (not Nat, duff information) but didn't make it.

Only three drivers actually raced with Nick Stamper taking two heats and landing pole position from Steve Cook-Martin who won the other. Denise Ford found herself with heat troubles and unfortunately recorded three DNF's.

Cook-Martin took up the initiative in the final and tagged onto the back of a National train, leaving Stamper and Ford to engage their own little battle. Despite a late race spin, Cook-Martin held on to win and seemed pleased enough with that. The runner-up place battle was finally resolved in favour of Stamper with Denise coming in for her first finish in 3rd.

100 NATIONAL

Pole to Caledonian visitor, Johnny McDonald with two wins and a 4th. The other heat win was an excellent flag to flag effort from David Tooley whose new motor was injecting some speed to his elbow. Coupled with a 4th and 5th, David landed opposite pole. Lloyd Ross was next up proving the review 100% wrong by using a TKM chassis and indicated that some TKM motors are in the pipeline. For this meeting he was using a hack Parilla somewhat slower than his rivals.

Tooley got the jump at the start, leading the pack round for the first four laps. Stu Davison leapt through from the third row into second place whilst pole sitter McDonald made a poor start but had deposed Davison by the third lap. He then made a bid for Tooley's lead, succeeding on the next tour. Tooley was forced wide

exiting the pit hairpin allowing McDonald and Davison up the inside along the straight. Teetering on the brink of adhesion, David had to concede the corner and the lead, slipping to third. The remainder of the race was an epic struggle between the two lead protagonists with Tooley hanging back waiting for any happenings. Nothing untoward happened although Stu's motor appeared to tighten slightly on the last lap. It wasn't enough to let Tooley in with a shout. Fourth from the third lap onward was Dominic Buckley dropping "Maradona" Laws to 5th ahead of Lloyd Ross and last runner Brian Craven.

125 NATIONAL

A somewhat depleted entry due to the snows but great racing nonetheless. Brian Bird won the first heat but suffered thereafter and only made the second row along with compatriot and Long Circuit debutante, Chris Bell. Pole went to double heat winner, Alan Tolson, now with his bum firmly planted in Roger Goff's ex-outfit, still with the previous owner's name on the bubble. Tony Rees was 2nd in all three heats and took up his position alongside Tolson. Completing the front row was Gilbert Keenan, 3rds being his heat results for the day. The final driver was Barry Mellor, who looked blindly quick in practice, but suffering problems as the day wore on.

Keenan it was who made the best start in the final and he led throughout, despite the best attentions of Alan Tolson for all but the first lap and the last lap. That was due to Bazzar in the Inters splitting the two 125's as he tore through the pack. The battle for 3rd was raging merrily between Tony Rees and Brian Bird with the latter gaining the upper hand at around half distance. Keeping well up until the fifth lap when he mysteriously disappeared from the lap charts was Chris Bell and Barry Mellor completed his day of woe by trailing in last position. At the post-race weigh in, Gilbert found himself just the wrong side of the limit and was removed from the results. That gave the win to Alan Tolson who had things to say to Baz after the race. Brian Bird was second from Tony Rees and Barry Mellor.

250's and 210 NATIONAL

Only Tony Percival made it of the 210 entry and he toddled round to take away the spoils without any bother. It seems he broke a bone in his foot at the Turkey Trot. Now fully recovered, we are delighted to see him back with us.

Brian Crickett and Andrew Lee raced each other in the 250 Nats but Brian had the upper hand in the heats. This trend was continued in the final as Brian eased steadily away until Andrew's retirement at one third distance. That left Brian unopposed to the flag.

It was much the same story in the premier class with Barry Tolson piloting Mike Davidson's old outfit to good effect. Steve Mattinson had problems with water getting into the front pot which mucked things up rather.

The same thing happened in the final as Steve lasted only the first two laps leaving Barry on his own to take the flag in second place on the road.

Iain Blair

JUNIOR BRITAIN 'A'

1st Robert Jenkinson ZIP/Parilla

JUNIOR BRITAIN 'B'

1st Graeme Melville Wright/Parilla
2nd Alex Jack Wright/BTR DAP
3rd Jason Raphael Fullerton/Arrow

100 BRITAIN

1st Steve Cook-Martin Jeta/TKM
2nd Nick Stamper Sprint/TKM
3rd Denise Ford Wright/BTR DAP

100 NATIONAL

1st Johnny McDonald DAP/DAP
2nd Stu Davison TKM/TKM
3rd David Tooley Wright/Parilla
4th Dominic Buckley Jeta/DAP
5th Andrew Laws Sprint/DAP
6th Lloyd Ross TKM/Parilla

125 NATIONAL

1st Alan Tolson ZIP/Goff Rotax
2nd Brian Bird Phoenix/Minarelli
3rd Tony Rees Phoenix/Rotax
4th Barry Mellor Phoenix/Rotax

210 NATIONAL

1st Terry Percival ZIP/Villiers

250 NATIONAL

1st Brian Crickett ZIP/Yamaha

FORMULA E

1st Barry Tolson ZIP/Rotax

Felton

SUNDAY, 1st MARCH

Kart racing returned to Felton after the winter break, and what a difference three months of hard work have made. New canteen facilities meant that at last everyone could get a hot meal at the circuit, and a little advertising in the local press meant we had the largest number of spectators since the 1984 British Championships even though it was a cold wet March day. A new marshalling system came into force this year so everything was ready at 12.30 for the start of the new season.

JUNIORS (A&B)

Heat 1: 1st Glenn Chamberlain; 2nd Mark Allison; 3rd Steve Woodward.
Heat 2: 1st Allison; 2nd Chamberlain; 3rd Woodward.
Heat 3: 1st Chris Clark; 2nd Chamberlain; 3rd Martin Hughes.

After suffering from a badly misfiring motor in his first two heats Chris Clark finally got a decent wet box fitted for his win in heat 3, and from the manner in which he won that one it didn't appear as though he would have too much trouble in the final. From a row two start Chris was first into paddock bend and that was it as far as JUNIOR BRITAIN B was concerned. He increased his lead with every lap to the flag, a good race had developed for 2nd place between Allison, Woodward, and Hughes, but unfortunately Martin Spun out on lap 4 and rejoined the field well down the order. Mark and Steve continued to battle for second place with never more than a kart length between them, Mark finally taking the flag just ahead of Steve.

In JUNIOR BRITAIN A (RAC please get rid of these ridiculous titles) Glenn Chamberlain proved a little to quick for the locals, his KARTSPORT outfit was well setup for the conditions and he continually troubled the B's. Glenn had a comfortable win from Gary Robertshaw and Richard Blackburn.

During the interval young John Stephenson gave a display on his new Cadet setup but as yet doesn't have anyone to race.

1987 CIK CHAMPIONSHIPS

For 1987 there remains no limitation on the number of competitors from each country who may compete the 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 E the Graded or Super Licence 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 RAC MSA at the earliest possible date.

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9th-10th May (F) Fontenay-le-Comte
*28th-31st May (I) Parma
*19th-21st June (B) Genk
8th-9th August (I) Jesolo

*Intercontinental A

WORLD CHAMPIONSHIP

Formula K (CIK Graded or Super Licence holders only)
10th-13th September (I) Jesolo

EUROPEAN CHAMPIONSHIP

Formula E (CIK Graded or Super Licence holders only)
4th-5th July (D) Hockenheim
18th-19th July (NL) Assen
7th-9th August (GB) Silverstone

WORLD CHAMPIONSHIP

Formula E (CIK Graded or Super Licence holders only)
7th-9th August (GB) Silverstone
29th-30th August (D) Nurburgring
26th-27th September (F) Le Mans

CIK JUNIOR CUP

9th-12th July (F) Laval

EUROPEAN CHAMPIONSHIP

Intercontinental A — Zone South
Intercontinental A — Zone North
Intercontinental A — Final
Intercontinental B — Final
28th-31st May (I) Parma
19th-21st June (B) Genk
22nd-23rd August (S) Goteborg
8th-9th August (F) Valence

FORMULA C

INTERCONTINENTAL C
28th-30th August (I) Magione

CIK-OVERALL INTERCONTINENTAL CHAMPIONSHIP INTERCONTINENTAL A

30th September-4th October (E) Las Palmas

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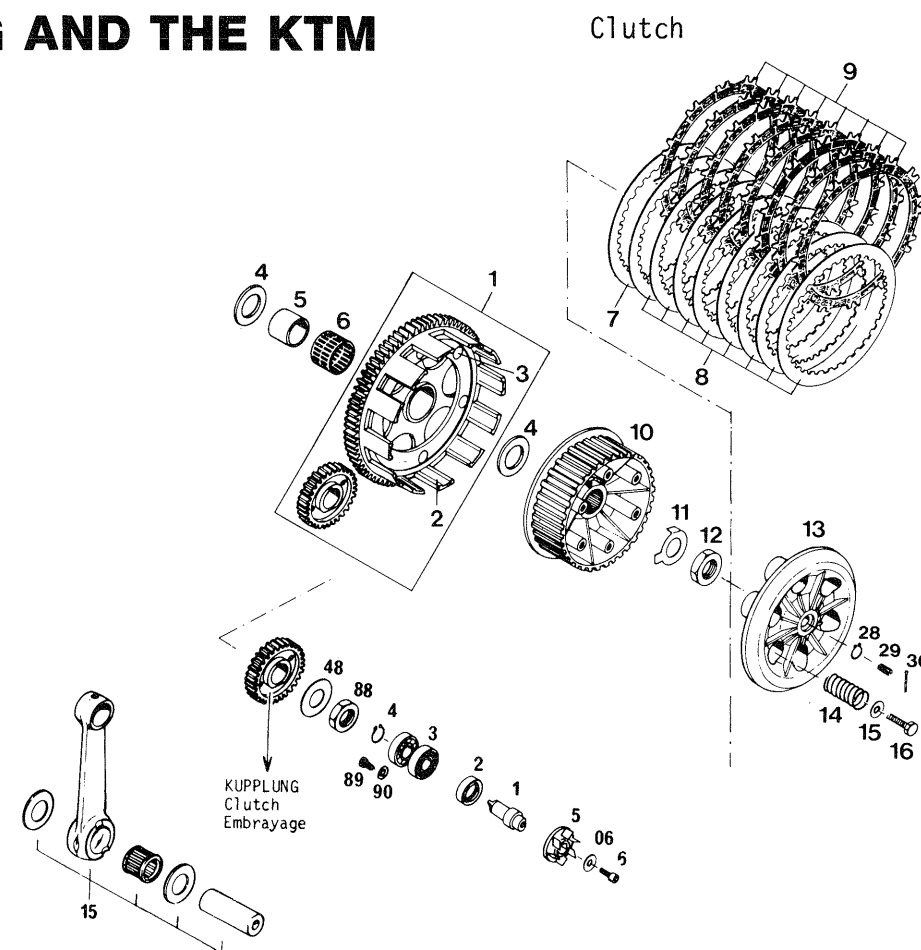
Grange Karting of Lisburn, Northern Ireland, under the Auspices of Norman Watts, recently gave us the latest news on the KTM engine for 250 National. The engines have been updated to 1987 specification, in that the clutches are heavy duty.

The Pistons and Big Ends are also '87 spec developed by the latest technology.

Cylinder Barrels remain as the 1985 type, i.e., Non Power Valve, complete with Motoplat ignition. It should be stressed that they are not the old '85 motors, but new Power Units significantly improved utilising 1987 development work whilst remaining within such homologation parameters laid down by the RAC.

Grange Karting's emphasis is on improving the KTM in terms of giving it greater reliability. Negotiations are currently under way with the KTM factory to develop them even further for next year.

Norman Watts has long been associated with Karting. He was the man who looked after Joe McBride's engine and carburettor preparation when he won the British Championship back in the Montessa days.



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1987 RACE DATES

March 1st Club Championship Round 2
April 5th Alan Brown Memorial Trophy (100 Nat Rose Bowl)
May 3rd Alastair Mathie Memorial Trophy (210 Nat Cup + £100)
May 23rd SUPER ONE ROUND 4 PRACTICE
May 24th SUPER ONE ROUND 4
June 6th & 7th Scottish Open Championship
July 5th Ford Trophy 125 National (25 laps)
 Scrutineers Cup 210 National (25 laps)

August 1st (Practice) BRITISH CHAMPIONSHIP (JUNIOR BRITAIN A & B)
August 2nd BRITISH CHAMPIONSHIP (JUNIOR BRITAIN A & B)
August 23rd BORDER CHAMPIONSHIP FINAL ROUND
September 6th Club Championship Round 8
October 4th Summerlee Open Championship
November 1st Club Championship Round 10

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Martin Hines at Zip Kart
(0992) 463371

CADWELL SPRING TROPHY

Report: Mike Smith

Pics: Doug Rees

The 1987 Long Circuit season opened
with the traditional Cadwell Park
Spring Trophy meeting on the 1.5 mile
Club circuit on Sunday February 22nd.

John Shaw and the Cadwell Club had
at least got some reasonable weather
for the first venture of '87 but the
overall entry was a little disappointing
to say the least. Just over 100 names
were listed in the programme... 28 250
Nats... 23 125 Nats... 16 125 Supers...
15 Superkarts... 10 210 Nats and 12 125
P&R.

A new format was tried also... two
sessions of practice followed by a ten
lap Pre-Final and a 12 lap Main Final.
Dispensing with the more usual two
heats and a final the Cadwell Club
seemed to have secured about half in
favour and half against the new idea.
Only time will tell if it does become
popular... the RAC paper on karting to
the '90's did suggest in addition to the
formation of a 125 Super class that
timed practice may well be the thing
for that class as well.

As John Shaw said... do let him know
what you... the drivers... think about
the new format... he will then be in a
better position to work out what is
best and most favoured by the drivers.
The ball is in your court!

The first winners of the new season were...
Roger Goff, Superkarts... Chris Stoney, 125
SuperNational... Mark Webster, 250 National...
Steve Young, 210 Nats... Rob Johnson, 125 Nats
and Graham Barker, 125 P&R.

With such small grids the racing did tend to get
a bit strung out and we certainly didn't see the
multi kart scraps for places in the 125's as we
have become used to seeing.

PRE-FINALS

The Villiers and 125 P&R lads started the days
racing with their 10 lap final and it was local
hero Graham Sykes who took the honours in the



Louth's Graham Barker wrapped up the 125 P&R final and, just for good measure, took a fifth in the National.

ten lapper. Just three drivers... Sykes, George Bett
and Bob Pooley completed the full race distance
with Mark Lockley and Glynn Jones completing
nine laps.

Another local lad, Graham Barker took the flag
first in the P&R class from Dave Gilson, Dave
Culley and Derek Gray.

The 125 National Pre Final went to Steven Webb
with that man Graham Barker doubling up and
running home second from Rob Johnson and
Bruce Moore.

Pete Morgan took the win in the 250 National
Pre final after hot favourite Mark Webster had
been sidelined with a puncture. Wesley Cairns,
Colin Breeze, Paul Goodison, Andy Martin and
Peter Crowson completed the top six.

The 125 SuperNationals went to Chris Stoney...
(surprise surprise) with Stratos pilot Derek Price
in second spot ahead of Peter McCallum, Adrian
Wilcox, Dale Spruce and Steve Murray.

The Superkart Pre Final was won by Roger
Goff... but only just... 1/10th of a second being
his advantage over Martin Hines after ten laps.
Ian Shaw continued his form of last year with

third place ahead of Richard Dean and Jamie
Vale.

So with the Pre Finals over a refreshment break
taken the scene was set for the first of the 12
lap Main Finals and once again it was the Villiers
and the P&R lads to set the ball rolling.

210 NATIONAL/125 P&R

At the drop of the flag it was George Bett and
Simon Quance away first and by the time they
had completed one lap Quance had the lead...
Bett was second ahead of Graham Sykes with
Igor Ashwell in fourth spot. Sykes was moving
up well though and took the lead on lap two
with Steve Young also moving up to snatch third
spot.

One more lap and Sykes got it all wrong
droppin to the back of the field and handing over
the lead to Quance. Young was pressing hard
though and at half distance he crossed the line
in first place. George Bett was slipping back and
was running behind the leading P&R driver,
Graham Barker.

With the field now well mixed and spread out
Young settled into a comfortable first spot.
Graham Barker (P&R) had moved into second
place on the road with Quance next.

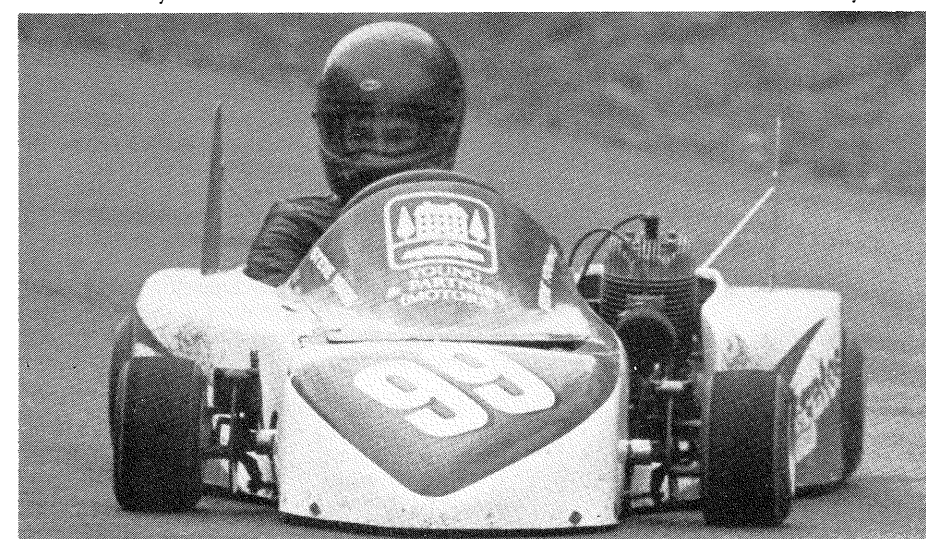
Little drama was seen over the remaining
distance and Steve Young crossed the line after
12 laps with a ten second lead over Simon
Quance. George Bett was in third spot ahead of
Bob Pooley.

Such was the relative pace of Graham Barker
that after 12 laps he was the only P&R driver to
complete the distance. Derek Gray, Paul Morris
and Andy Bratley were next up albeit a lap down.

125 NATIONAL

The next final was the 125 National and this
produced a win for a Rob Johnson and his
Stratos. Early leader Graham Barker dropped
back a little after losing a major part of his
exhaust system whilst Steven Webb battled hard
to fend off the increasing pressure from Johnson.
The Louth lad with his Minarelli powered Stratos
had to wait until the last lap before he managed
to sneak past Webb and just 2/10ths of a second
separated the two at the finish.

Colin Mason, Bruce Moore and Graham Barker
were next up with Graham Morris taking sixth
place.



Steve Young opened the season with promise — a fine Villiers victory.



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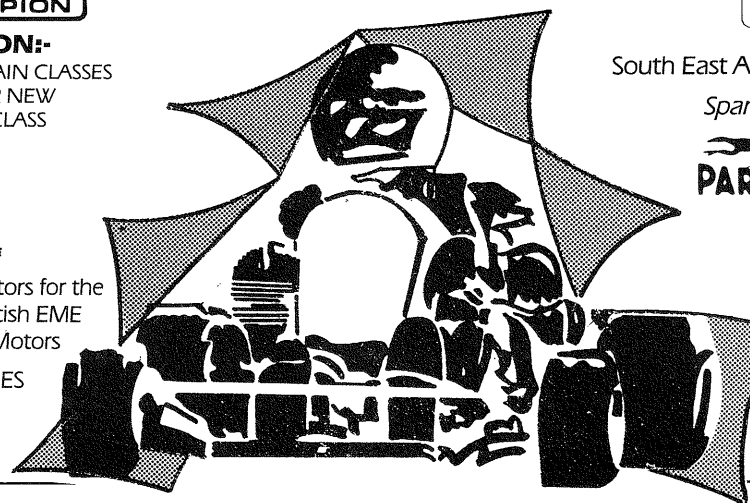


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125 National went to Rob Johnson.

250 NATIONAL

Zip Bandit driver and British No 1 Mark Webster got it all together for the twelve lap 250 National final although he had a fair scrap on his hands with Pete Morgan before taking the flag for victory. Morgan led for the first five laps with Webbie taking over for laps six and seven. Morgan led again after eight laps... Webster was first after nine but Morgan hit back once more to lead after ten laps. Whilst the battle raged at the front Andy Martin with Maico power in his Stratos was holding third spot from John Taylor and GP winner Rob Johnstone. On the tenth lap though the Northumberland driver was well down the field in seventh spot.

With just two laps to go Webster hit the front again and this time he held on to take the win with Pete Morgan running home second ahead of John Taylor. Rob Johnstone took the next place with Colin Breeze and Wes Cairns making up the top six.

125 SUPER

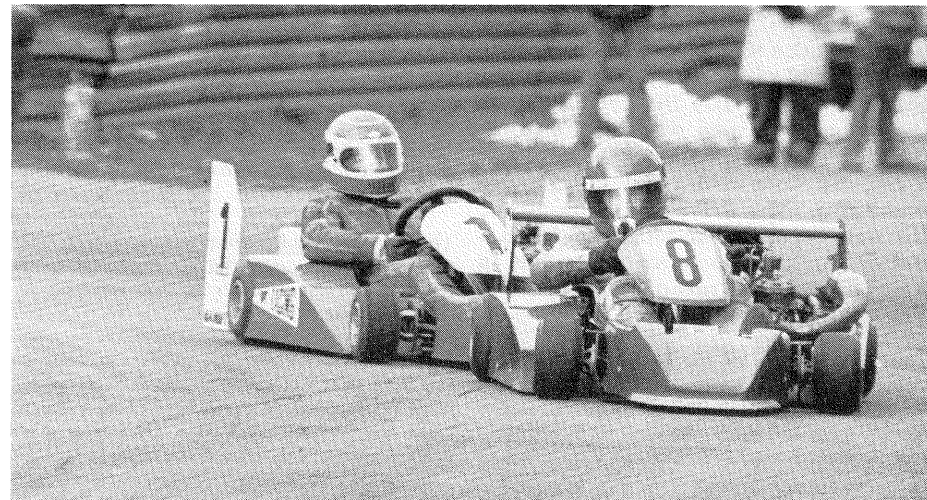
The new SuperNationals could muster only a handful of drivers for this first outing of the year and it was no surprise to see Chris Stoney leading the field aboard his Zip.

Derek Price and his Stratos got away first but Chris Stoney very quickly got into his stride and after just one lap he led them over the line. Dale Spruce was in second spot with Derek Price, Peter McCallum, Adrian Wilcox and Simon Bolton next in line.

Stoney simply left the rest trailing and soon pulled out a comfortable four or five second cushion over second placed Price. Spruce had dropped to third with McCallum and Wilcox

holding a good advantage over sixth placed Stephen Coward.

Price managed to close the gap a little but by the end of lap eight Stoney had almost the length of Park Straight lead over the Stratos pilot. Spruce, McCallum and Wilcox were having their own little scrap for third place whilst Coward



The best scrap of the day was between Pete Morgan (8) and 'Webbie' in 250 National, though the latter won out in the end.

was in charge of the rest.

With two laps to go Stoney was well clear and seemingly in no danger of being caught by Price... Nigel Wigg had relegated Coward to seventh place with Bolton in eighth spot.

Stoney meanwhile motored on serenely and

took the flag for his first long circuit win of '87 with a seven second advantage after 12 laps. Dale Spruce was three seconds down on Derek Price at the finish with Adrian Wilcox having taken fourth place from Peter McCallum. Nigel Wigg complete the first six.

Not the sort of stuff that we have become so used to with large 125 grids... perhaps once the season gets going all the 125 Super drivers will come out to play and we might get some good stuff to watch once more.

FORMULA E

The Superkart final was the last one of the day and with such a small grid I'm afraid it wasn't exactly rivetting.

Ian Shaw got the boot down first to get a flier off the line and within the first 100 yards or so Martin Hines was in trouble and heading for the pits with a broken engine mount. Roger Goff shadowed Ian Shaw and as they came into view at Mansfield Corner to complete one lap the order was... Shaw, Goff, Jamie Vale, Richard Dean and the rest. By the close of lap two the Bandit pair of Shaw and Goff had pulled away from Dean who was now in third spot. Mark Allen and Jamie Vale had the next two places but the field was already well strung out. At half distance Goff had the lead with both he and Shaw having put backmarkers between them-

selves and Dean. Mark Allen had gone missing and Vale was now some distance behind Dean.

For the second half of the race little changed... Goff held the lead at the close of each lap although Shaw managed to lead briefly out in the country and down Park Straight.

With a couple of laps to go just drivers were still mobile and little sign of any dramatic changes.

Then into Mansfield for the last time and Ian Shaw appeared first... leaving his braking very late... and as he turned in to the left hander the front end lifted a fraction... on to the grass... off line, and Goff was through. Shaw recovered and as he regained the tarmac it looked as if he was going to collect Goff as well... he didn't though and Goff took the flag leaving Shaw to take second place and give himself a ticking off.

Richard Dean held third to the end... Jamie Vale had fourth... Steve Howlings fifth and Alan Pritchard sixth.

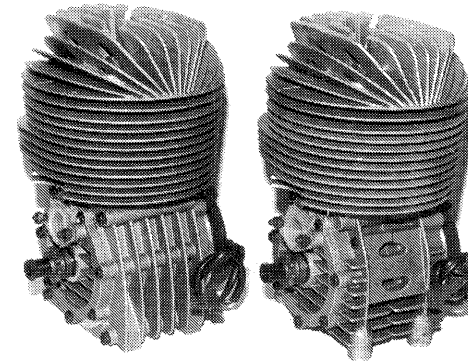
So ended the first long circuit meeting of '87... by the time you read this Donington will have been and gone... I wonder what that one will have produced.



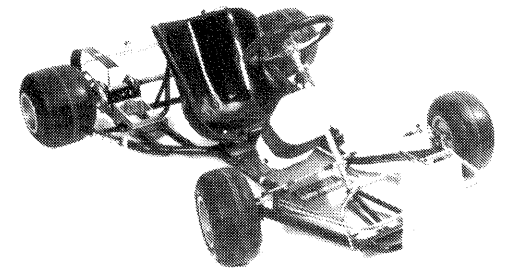
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The Stoney-bird yet again in Supers!



Howie Idelson (4) USA, Kim Williams (5) USA and Dez Fleet (68) Auckland.

Edgecombe in close pursuit. Melby and Moore opened a gap on Wilkinson and Moore put the pressure on the American, though he could match him all round the circuit, Melby was just so much quicker out of the hairpin.

Race 6 (Heat 5)

Mat Melby had the title without even going into the last race. However, Kerry knew he had to win to force a count back on Nigel Wilkinson for second place. The lights went out, Moore edged into the front, Melby came back and on the first circuit the order was — Melby, Moore, Wilkinson, Davies and Edgecombe. Gary Moynihan was making progress, but a wheel to wheel clash with Edgecombe saw them both take a visit to the safety fence. Moore tried everything to peg back Melby, but it was to no avail.

Results: (Points 1 = 1st, 2 = 2nd, 3 = 3rd, etc) — Top 15
Woolston Kart Sales 100cc International

Mat Melby	USA	4pts
Nigel Wilkinson	Christchurch	11pts
Kerry Moore	Auckland	13pts
Murray Davies	Christchurch	15pts
Richard Edgecombe	Palmerston North	23pts
Kim Williams	USA	23pts
Mark Hill	Australia	28pts
Dez Fleet	Auckland	29pts
Gordon Jones	Christchurch	31pts
Kerry Rowe	Auckland	32pts
Gary Moynihan	Great Britain	32pts
Michael Wallace	Dunedin	34pts
Howie Idelson	USA	36pts
Russ Warr	USA	37pts
Michael Dickens	Palmerston North	40pts

The Test — USA versus NZ

This was contested over six 2 lap sprints. The USA team had learnt HEAPS at Palmerston North. Need I say more.

USA, 49 — NZ, 41

The support classes for the meeting also provided plenty of exciting and spectacular racing.

A1 Radiator Specialists 100cc Junior (12 to 16 year olds)

With the addition of the top three Juniors from North Island, the pressure was on the Christchurch drivers in the A1 Radiator Specialists Junior Class. Bryce Coulbeck and Darren Drake gave of their best against Kane Raisey (Napier), Brent Collision (Wellington), and Brendan Smith (Auckland), in every heat.

Unfortunately disaster struck Drake in one of the later heats. A multi pile up saw Drake go end over end into the fence, which required a trip to hospital for observation. Fortunately he was discharged in time to see the last few races of the meeting.

The sixteen lap A1 Radiators Grand Prix for the Junior class provided a wheel to wheel battle between the three North Island drivers.

JBL Loudspeakers Midget Class (6 to 12 Years)

The JBL Loudspeakers Midget class with 20 entries provided some very close competition, with Jason Richards from Nelson just heading off Lee Claughton and Myles Spicer.

The Muffler Man Open Class

This was a closely disputed dice between Graham Stevens (125cc Rotax), Bob McWhinnie (125cc Suzuki), Damien French (130cc Komet) and Derek Wilson (250cc Yamaha). French was unfortunate that he blew an engine in the crucial heat.

To wind up the meeting the last race was a survivors handicap event. To confuse most it was run reverse direction. Practice for the visitors was one lap. Radio Avon Raceway run in the reverse direction is very exciting. Coming round the big sweeper at just about flat out is exhilarating. The 'G' forces are incredible.

Following the racing it was off to the Club House. Because of the extremely hot weather all the soft drinks had been sold. What a shame!

After the hilarity of the prize giving and hours of telling lies the Club House was left vacant, except for the race organisers Ian Love and the Treasurer Brian Wood. That is where we started, so Woodsie and the Love had a couple on the Club and went home at 10pm.

BUT!!!!!! the evening did not stop there. NO WAY!

Geoff Young, who just happens to have a Pub in the centre of town, said: "Don't go home yet lads, come to the United Service Hotel, have a meal and continue with your fibbing." Over a hundred did and the karting fibs were still running out the door at 4.00am.

Other Results

5 Heat Championship

A1 Radiator Specialists 100cc Junior
 Brent Collision (Wellington); Bryce Coulbeck (Christchurch); Brendan Smith (Auckland).

JBL Loudspeakers Midgets
 Jason Richards (Nelson); Lee Claughton (Christchurch); Myles Spicer (Christchurch).

Mufflerman Open Class
 Graham Stevens (Christchurch); Derek Wilson (Christchurch); Bob McWhinnie (Christchurch).

Consolation Class
 Allan Roberts (Christchurch); Barry Malaquinn (Christchurch); Wayne Jordan (Dunedin).

Feature Races

JBL Loudspeakers Midget Handicap
 Mark Coulbeck (Christchurch); Myles Spicer (Christchurch); Adam Brook (Christchurch).

A1 Radiator Specialists Junior Grand Prix
 Brent Collision; Kane Raisey; Brendan Smith.

Handyhire Flying Farewell
 Graham Stevens (Christchurch); Derek Wilson (Christchurch); Howie Idelson (USA); Ray Hart (Palmerston North); Kim Williams (USA).

We certainly enjoyed having the Americans with us and I am fairly certain that they would fit into our social and karting life with ease. One big problem was a language one, we apparently talk too fast:-

To greet Mat Melby with:-
 JEZITSHOT AREYOUHAVEINAGOODDAY WHAT CHATHINKOFTHETRACK WATSTHATFUNNY ROUNDTHINGONTHASIDEYAMOTO CLUTCH YARECKON COMINOVERTOTHECLUBOUSE FORABEERORSIXAFTAYAFINISHEDHERE got a vacant look as if we had spoken in Latin.

Still it was a great weekend.

THE HESKETH TROPHY 1987

The Hesketh Trophy meeting (formerly the World Cup) will take place at Three Sisters on Sunday and Monday May 24th and 25th 1987. Practice will be available on Saturday 23rd May.

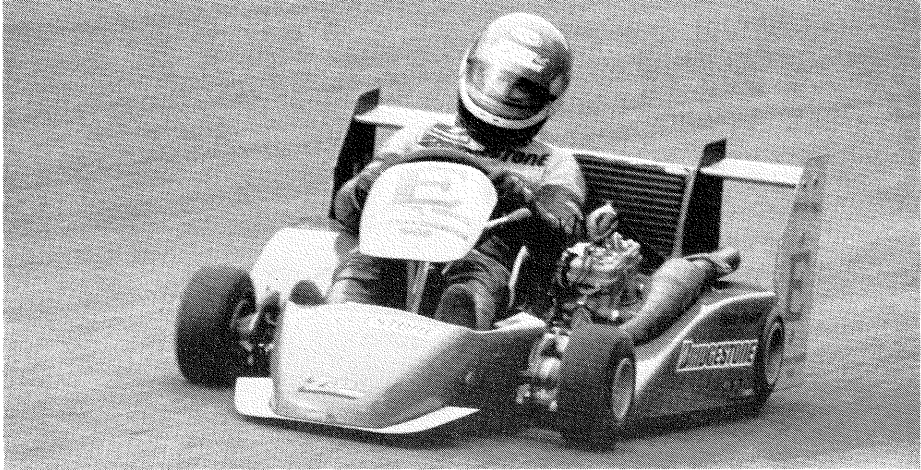
With the extension of the circuit at Three Sisters well in hand it may be that the meeting will have long circuit status but of course this depends of full approval being given once the extension is complete. If for some reason the long circuit permit is not available in time then the meeting will still take place but with short circuit status.

Further information can be obtained from the Secretary of the Bolton Kart Club... Mrs E. Price, 26 Walnut Street, Bolton. Telephone 0204 28630.

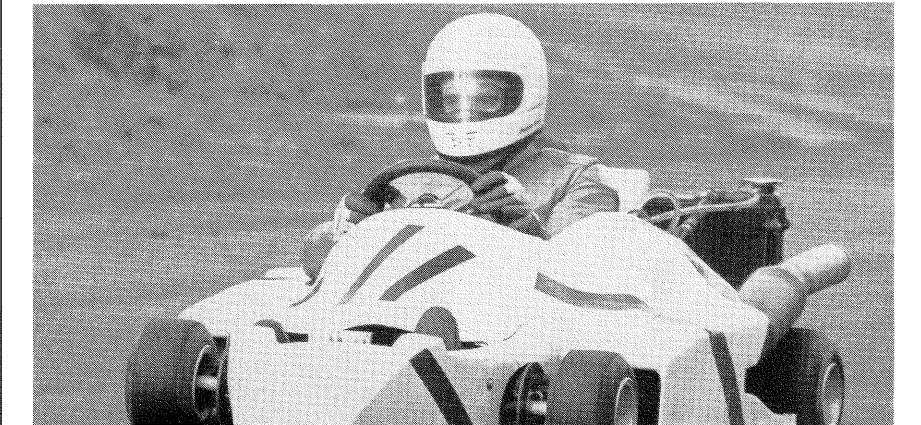
At the moment ther is no meeting planned for the Spring Bank Holiday weekend, so come North and give Tim Parrott a good run in his attempt to hang on to that Zero plate.



Wheels off the deck, Richard Dean finished third.



Not so happy, MH retired from the Formula E grid with a broken engine mount.



The National 'Bone of Contention', John Taylor with the Water-Cooled Suzuki.....

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NFR Gauntlet

The first of the series of twelve rounds was run at Kimbolton on 8th March and good fun was had by all. Even though the track started damp the enthusiasm certainly wasn't and all lived to tell the tale.

As it was the first meeting of the year for many of our drivers a few minor mechanical problems made themselves known but, despite this, nine karts were still competing hard in the final.

For drivers' information, as from April we will be presenting trophies down to fifth place at each of the next 11 meetings.

Placings in the March final were:-

- 1st D. Shelton
- 2nd J. Coaker
- 3rd J. Ottery
- 4th D. Durance
- 5th G. Clayton

Overall points scored on the day were as follows:-

No.		H	H	F
13	Dave Shelton	DNF	40	40
31	Gary Clayton	DNF	22	22
15	John Coaker	34	29	34
20	Steve Curtis	DNF	DNF	DNF
16	John Ottery	40	34	29
11	John Mooney	25	19	19
97	Dave Durance	DNF	25	25
14	John Sapsed	DNF	DNF	18
21	Brian Howard	DNF	DNF	DNF
47	Micky Court			
58	Alan Pritchard			
78	Simon Aristocleous	29	DNF	17
61	Ricky Miller	DNF	20	20
24	Dave Ede			
	Ian Mason			

Our thanks to all at Kimbolton for their hospitality and support in getting this Series off the ground, with special thanks to Stu, Terry and Bananawoman. We would like to also take this opportunity to thank the following for pledges of gift vouchers:-

WPT Racing
Merlin Exhausts
Kart and Superkart Magazine
Kelgate
Richard Wallis Motorsport
Zip Kart
Dartford Karting
Goff Racing

P.S. There are another few in the pipeline, with a possible contribution of free oil from a major UK oil importer for some of our drivers *but* more, hopefully, next month.

BY THE TIME THIS GOES TO PRINT THERE MIGHT STILL BE ONE GRID SPACE LEFT. PHONE FOR DETAILS: DAVE on 01-534 2608.



Top to Bottom:- The grid forms up from the rolling lap; John Coaker (15), Dave Durance (97) and John Mooney (11); Dave Shelton.

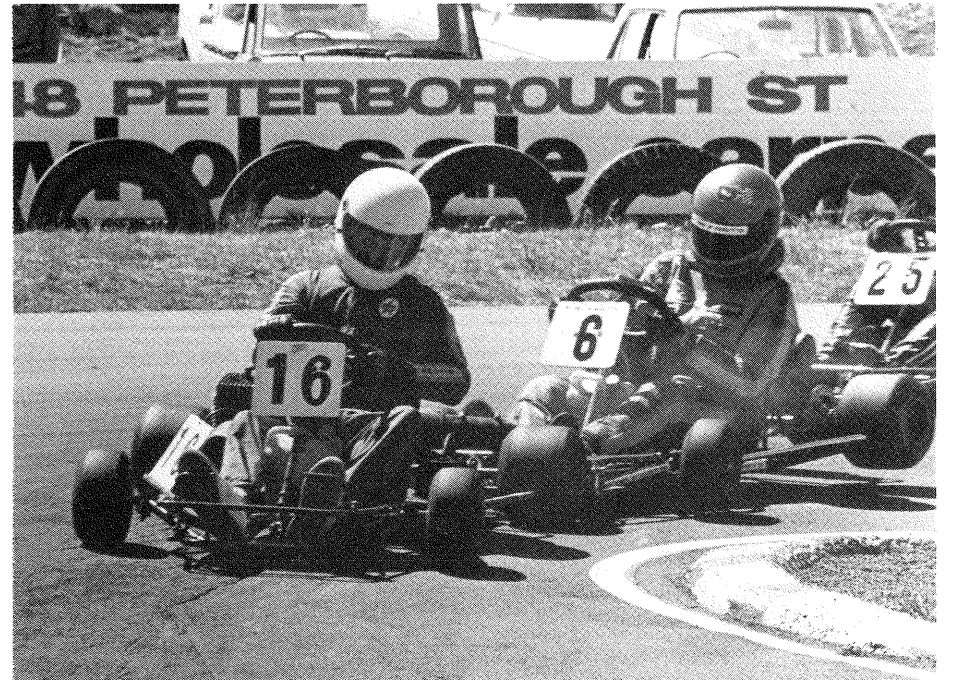
SUNNY SIDE UP DOWN UNDER

International Sprint Meeting — Christchurch, New Zealand — February 22nd

Tale by Ian Love — Photos by Dennis Hillmer

The Christchurch Kart Club, in conjunction with the Manawatu Kart Club, sponsored the top four 100cc Yamaha drivers from the United States, plus the 1984 100cc British Champion, Gary Moynihan, for a series of two meetings in New Zealand. It was definitely a star-studded line up at the Radio Avon Raceway. From the United States — Mat Melby, Russ Warr, Kim Williams and Howie Idelson. From Britain was Gary Moynihan and Australia was represented by Mark Hill. Not many of the top New Zealand karters stayed at home, especially after the first meeting at Palmerston North which was run in the rain.

The Christchurch Kart Club is well known throughout the country for presenting a well organised race meeting and SUPER weather. This event was no exception...



David Poulter (16) Dunedin, Russ Warr (USA) and Kerry Rowe (Auckland).

Thursday: Free practice — it was so free no one turned up and Race Organiser Ian Love along with Club Treasurer Brian Wood checked out the newly installed draught beer system and went home early. Well, sort of early!

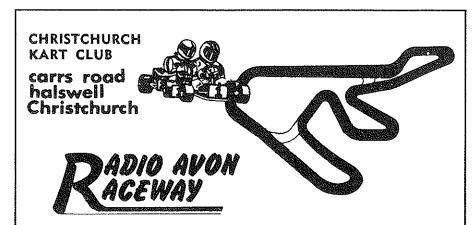
Friday: The weather was hotting up and the entrants took advantage of the free practice. The previous week had seen the track virtually under water, so it was somewhat very clean. Lap times were not very impressive — even from the locals.

Saturday: Controlled practice for all classes on an extremely hot track saw the lap record on the 620 metre circuit take a real hiding. Mat Melby was the first to go under the old time held by Auckland's Dez Fleet at 33.88secs. Altogether five drivers went under this throughout the day, but the record stands with Melby at 33.44secs. It is interesting to note that the Junior Stock class driver, Brendan Smith from Auckland, went round in 33.30secs which is the new Junior record.

Sunday, race day. As the meeting continued, the temperature climbed to a peak at 35 degrees (95F). It was rather on the warm side.

After all the usual scrutineering, tuning runs and talking to by the Stewards, the bullshit stopped at noon as the first heat of the Woolston Kart Sales 100cc International hit the track.

The Championship was over five Heats, the drivers' worst race deleted to attain a result. Because the entrants exceeded the track limit the first three Heats, which are based on a pre-determined grid, were run over four races, each driver having one race off.



Race 1

Melby off grid six was in front after one lap, being trailed by Gary Moynihan. Melby was being untroubled in the front, but Moynihan had no rest as he got continuous challenges from Kim Williams USA, Christchurch driver Nigel Wilkinson and Michael Dickens of Palmerston North.

Wilkinson off grid twelve took the opportunities as they arose and it took him only one lap to move up to fourth position. The expected challenge from Palmerston North's Ray Hart started off real good, but three laps into the race his engine packed a sad.

Race 2

Hamilton's Jon Wright got a ripper of a start and seemed to be having an untroubled run around the outside of the pack until all hell broke loose. Karts started spinning, Wright hit a spinning kart, lifting him in the air. Wright, still in his machine, then completed five end for end spins, the red kart looking like a Catherine wheel on fireworks nite. Surprisingly and fortunately Wright was okay, but he took no further part in the competition.

The restart went to Wilkinson and another Christchurch driver, Murray Davies, hot on his exhaust. Kerry Moor from Auckland from grid sixteen appeared to be very slow in getting into the groove, but in his very unspectacular fashion picked his way through the field to be fifth at the chequered flag and challenging Christchurch man Gordon Jones and Richard Edgcombe from Palmerston North.

Race 3

This was a real ripper. Dunedin's David Poulter had one in the front, but was very quickly taken down the field. Kerry Rowe from Auckland took over the pace with Russ Warr, Grant Clearwater of Gore, Kerry Moore, Richard Edgcombe and Mark Hill all pushing and banging. However, all eyes were on Mat Melby from grid twenty-one (That's the back of the field mate). On the second

lap he was up to tenth and looking for better. With three to go it was Rowe, Warr, Moore, Edgcombe, Melby, Clearwater, Kim Williams and Hill. It looked like nothing was going to stop Melby as he tried to hoodwink some of the craftier drivers. On the white flag they streamed across the line — Rowe, Warr, Moore, Melby, Edgcombe, Clearwater and then Gary Moynihan starting to make his presences felt.

Out of the hairpin Melby was into second, Rowe was his problem, so he missed the next corner to pass Rowe. Kerry was not too impressed. Just behind this duo three drivers disputed third, which saw a banging of wheels with Edgcombe coming out the victor. However, the Stewards quickly relegated Melby a place for grass cutting.

Race 4

Mat Melby had a relatively trouble free win with Howie Idelson and Dez Fleet running just behind. Nelson's Ricky Rudolph led for five laps, with Melby just coasting on his bumper. On the fifth lap Melby shortened the corner that had him relegated in the previous heat, actually getting past Rudolph. In a true sportsmanlike manner, (he saw the Stewards all looking), he waved him past then served him up at the top of the hill.

At this time the points were all added up, the top 24 to continue with the Series. The grid is formed with the points leader to the front and so on. The fifth heat is gridded from the result of the fourth heat, winner on pole, etc.

Race 5 (Heat 4)

Grant Clearwater will remember the start for some time. A bit of shoving at the start saw karts all over the track. Clearwater went over the heap of karts, flipping over, then continuing along the track without his kart. Clearwater had bad abrasions, but raced in the final heat. Melby took the restart, with Moore, Wilkinson, Davies and

ROTAX — KTM — ARROW — EME — PARILLA
BRIDGESTONE — BURRIS — VEGA — DUNLOP
SHELL — CASTROL — TRIFLON

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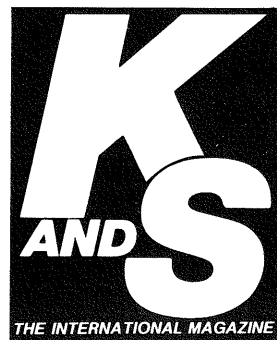
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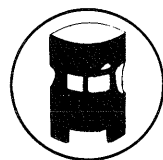
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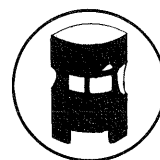
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	4 Hour
24th May	Cabourg (F)
	6 Hour
30th-31st May	Le Mans (F)
	24 Hour
14th June	Ternant (F)
	4 Hour
12th July	Enduro (F)
	Distance/Location to be advised
29th-30th August	Genk (B)
	1000 Km
20th September	Salbris (F)
4th October	Le Mans (F)
	6 Hour
18th October	Enduro (F)
	Distance/Location to be advised
8th November	Genk (F)
	4 Hour

International Sprint Events

18th-19th April	Manheim (D)
26th April	Geesthacht (D)
10th May	Fontenay (F)
17th May	Wittgenborn (D)
24th May	Fassberg (D)
14th June	Fulda (D)
27th-28th June	Oppenrod (D)
28th June	Valence (F)
18th-19th June	Bruggen (D)
6th September	Waldorf (D)
4th October	Valence (F)
8th November	Valence (F)
29th November	Hong Kong



Team Devries-Bosmans (B) finished 2nd in the 100cc Genk Enduro last November.

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5th April	Wohlen
26th April	Locarno
3rd May	Biesheim (F)
24th May	Biesheim (F)
14th June	Stans
20th June	Wohlen
28th June	Uvrier/Sion
4th-5th July	Wohlen
12th July	Tenningen (D)
23rd August	Lignieres
29th-30th August	Pontarlier (F)
12th-13th September	Niederstocken
26th-27th September	Wohlen
11th October	Locarno
25th October	Wohlen

JUNIOR CADET DRIVERS' REGISTER

Martin Hines of Zip Kart is compiling a Register of Junior Cadet drivers in order to have at hand a quick reference guide of drivers in the class who may be called upon for televised events and promotional activities, and also for forwarding details of Junior Cadet Championship series.

To help in compilation, all Cadet drivers are asked to forward their names, addresses and telephone numbers as soon as possible to:-

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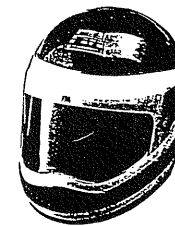
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ENDURANCE REVIEW

Thankfully Endurance Racing does not take place in the depths of winter. The last event of 1986 was the Genk 4 Hour in Belgium on 8th November, so fully covered by our illustrious editor in the January issue. That issue is easily recognised by the obvious skills of the driver portrayed on the front cover. Modesty forbids me to name him and I hasten to add it was not my idea, although I was allowed to censor the intended caption!

1986 as an Endurance season saw very few surprises, the old hands are still at the top — Carigiet, Mischler and Graedel champions yet again, making it four in a row. Runners up the ACO Le Mans team of Bougent and Breteau a very close second in the French challenge.

Twenty-four hour racing often produces unexpected winners and to a certain extent this was true at Le Mans last June. All the best teams were present with the best pit crews available. Carigiet has never won a twenty-four hour race; Reg Dormer has won at Mulhouse but never at Brignoles, despite sixteen attempts!

At Le Mans, the track's first 24 Hour, all the above were mentioned in the local press 'Top Four Most Likely to Win'. Like the giant hand of fate none of their predictions were correct and a very well deserved victory went to the Colin-Lesage Team using Hetchel Mach 1 karts, engines and gear drive system. The gear drive on the KZH differs from the PCR/Parilla type, in that the front (crankshaft) gear meshes directly with the rear axle gear, the engine therefore runs in reverse to the normal system. This is easily achieved by simply changing the Motoplat and reversing the rotary valve. The Colin-Lesage set up was not only reliable but bloody quick too considering the comparative inexperience of two of their drivers. Also travelling at speed throughout the season was the Lemmens Racing Team from Genk with Robert Kumpen, Kennens and Lemmens all very good on an off the track using Tecno karts with Parilla Jubilee engines.



Mark Tilley (16) Leads Team Kumpen-Lemmens during the Genk 4 hour last November.



Endurance Champs again — (L to R) — Graedel, Carigiet and Mischler.



Runners Up — The Aco Le Mans Yacco Team — (L to R) — Bougent, The Mechanics and Breteau.

As far as I can discover through this interminable winter all the top teams will be back in action for the '87 season which kicks off at Cabourg on May 24th, followed by the 24 Hour Le Mans the very next weekend. The English teams seem, at the moment to be dispersed more than last year, both Reg and John Dormer have heavy business commitments which look like precluding them from both early

events. Roger Moth has got into 125cc and talks about brake bias, gear ratios and Mikunis. I try to listen but can't help thinking he's ordering a chinese meal. That leaves Mark Tilley and I, we both badly want to go racing but have each bought a house with mortgages bigger than most people's 'phone numbers! Rest assured that somehow we shall be at Le Mans, even if the bank manager thinks we need the money to repoint the chimneys!

On the equipment front there will be few changes for 1987. PCR and Tecno karts are popular on the Continent and will remain so and AllKart also make a chassis to suit the gear drive, as do Zip. There is likely to be an all new British gear drive system which I hope to be testing on a modified version of Zip's excellent new 'International' model. For those of karting background aged thirtyish, you may remember the other Zip International, circa 1966. I used one of those equipped with a JLO LK101 in my first Endurance race in 1969 at Blackbushe, Barwell remoulded tyres and all! In those days you bought a set of tyres for the season and that was that. If someone had said that twenty years on I



Kumpen-Kennen and Lemmens have a race shop at the circuit at Genk, Belgium.



Gary Prior (9) plans some endurance action this year, like the Le Mans 24 Hours!

would be happily (?) fitting a new set at £120 every three hours I would have told them to go stick their heads in an ice bucket, such is progress. I must admit that, although karts were exhilarating to drive all those years ago, they do not compare with a modern Intercontinental A kart on new rubber.

I am sure that the real racers among you would like to race abroad more, given the chance to use International tyres in hot weather. Elsewhere in this issue is the Enduro calendar for this season. However, these races may not all be open to us, due to a rethink of the French licencing rules. Such are the restrictions being imposed that some races may even be cancelled due to lack of support from those that can compete on French National licences. As I see it the Endurance Challenge is to be restricted to French National, thereby excluding French or for that matter any other International licence holder.

If races are cancelled how can these licencing laws be for the good of the sport. The only possible reason for such segregation can be on the grounds of safety. Endurance racing has an excellent record in spite of the numbers of karts at the start and the sprint type speed of racing. I have only seen one bad accident and that was thought to be equipment failure which took place during the first ten minutes of

have decided to join in with the 'if you can't beat them join 'em' syndrome. Don't be deluded into thinking it is the evil few who are spoiling it for the rest. In recent visits to Club and Winter Series meetings even Novices are knocking seven bells out of each other and getting a signature for it!

I have raced in both Endurance races held in England recently, Sherington in '85 and Plymouth in '86 and on both occasions the drivers were complimented on their skill and conduct. The difference is simple, to succeed at Endurance you have to be in at the finish. In sprints you only have ten laps to hit the front. If that involves taking your mate's carburettor off or bending the steering, so be it.

I would like to see karting in Europe evolve quickly in two directions. European licences with driver indemnity automatically covering EEC countries, thereby making Continental racing more accessible to all EEC licenced drivers. We have the additional barrier of the English Channel. Our drivers abroad have been at a great disadvantage in recent years since the end of the Little Green Man era. The only voice to be heard on the subject now is Paul Fletcher who was one of them and, I hope I'm right in saying, was always proud to represent his country.

I am sure we have some talented 100 Super drivers who can easily hold their own abroad, if only we had an equivalent class for them in this country. Let's hope that at least the situation is resolved in time for the top British Juniors to take advantage of Intercontinental A and the new Formula One Hundred.



Part of Kart-Shop's line-up (L to R) Claudio Baratto, Fredi Tschabold, Rolf Carigiet with Hans-Jorg Mischler in the hot seat.