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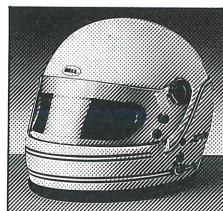
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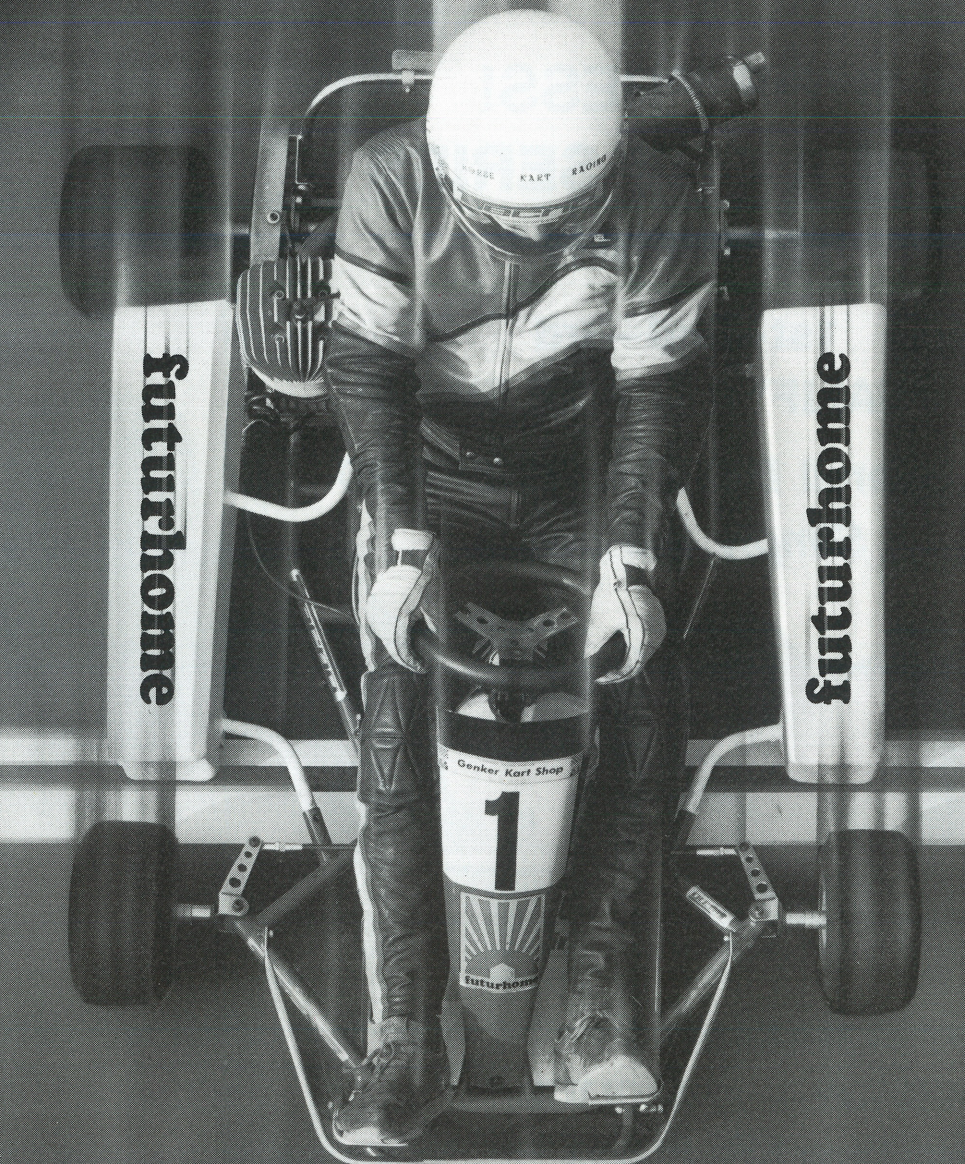
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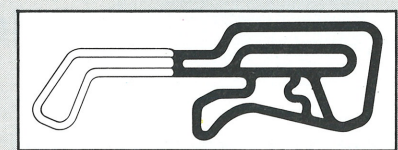
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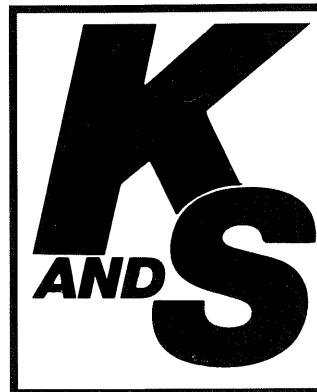
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FRONT COVER:

**Jorges Jover
Oliva in action
during the
Camel Kart
Championships
in Tenerife.**

(Pic: Francisco Fuentes)

MONTHLY

No. 97

Ed, Says!.....

The first gathering proper of the RAC's new 'baby', the Junior Cadet class, was at the Hunts Kart Club Kimbolton meeting on Sunday 12th April. 11 of this new junior breed responded to the Club's offer to compete in three qualifying heats and a Final in front of BBC's "Look East" cameras, Northampton and Chiltern Radio. The public response was very encouraging and the kids enjoyed themselves immensely. It was nice to see a young lady, Natalie Whaley, take the chequered flag and walk away with the winner's trophy. The event was screened the following evening and again the response was encouraging.

Off they trudged to Shenington on the 19th where again a good number turned out, the racing close and fast. RAC Kart Committee Chairman, John Sutton, expressed his satisfaction that the new class had got off to a sound footing. Clubs are participating actively in Cadet promotion, Kimbolton will have another Junior Cadet grid at its meeting on Sunday 10th May and to give the Juniors the publicity they deserve, *Kart and Superkart* allocates them their own pages this month, entitled 'Cadet Column', edited by Dawn Linger. The intention is to retain this column each month so that the progress of Junior Cadet can be monitored. The editorial staff look to you, the Cadets, parents and clubs for your support, to ensure its success. It will feature race results and where possible full race reports. Photographs too are essential to enhance the column, so, those of you who are trigger happy, get shooting. One or two other ideas are in the pipeline but more of them later.....

Junior Cadet could be the best thing for the growth of the sport since 'sliced bread' and this magazine stands 100% behind the concept.
Ed. McCormick

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NEXT MONTH'S FEATURES INCLUDE:- ROWRAH'S SUPER ONE, PROFILE...VICKY STARKEY, BRITISH CHAMPS CADWELL, 125 UK CUP/250 NAT 'O' AT DONINGTON, SNETTERTON BC 3, PLUS MORE. (These items correct at time of going to press).

PUBLICATION DATE:- THURSDAY 4th JUNE 1987

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News and views from around the karting world

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CLASSIFIED SECTION

IBC

GRAND PRIX OF BELGIUM

PRESS RELEASE WITH IMMEDIATE EFFECT FROM 6th APRIL 1987

Following positive representation from 250 Class drivers the Kart Technical Committee have decided that with immediate effect the Yamaha YZ 250 single cylinder water cooled engine originally fitted with power valve may be used.

However, the engine may only be used with the power valve operating rod totally removed, the power valve locked and inoperable by the driver with the vehicle in motion.

Additionally, the fact that the power valve is inoperable must be done in such a way as to make it possible for a Scrutineer to identify this fact instantly and at any time during the competition.

YEARBOOK CLARIFICATIONS/ AMENDMENTS ETC.

Page 193 1.6.6. Add "hand-cutting of tyres prohibited". Page 204 3.2.3. Delete "directly".

Page 199 Fixing. "The fixing shall incorporate a nerf bar of a minimum diameter of 15mm at maximum axle height and minimum chassis height to run the entire length of the panel".

Page 204 3.2.3. Amendment to read "only one carburettor is permitted and except (c), all must use a Tillotson HL pattern in standard factory form. (This may have the front bore partially machined to 27.1mm). No other machinery or modification allowed.

2.8.11. After "machining the basic engine" add "no additional material is permitted".

Page 206 4.1.2 Clothing — Wearing of leathers is compulsory on Long Circuits.

OPEN DAY

Readers are reminded that the RACMSA Open Day will take place on Wednesday 24th June at 10.30am. Items for discussion will include the following whereby, drivers are invited to put forward their ideas, objections, support or suggested methods of implementation.

A. The possibility of the 100 National Class becoming a single tyre class from 1988.

B. Water cooling in the 125cc Class.

C. New 100cc Class. A new Class (possibly to replace an existing Class) which would be a box-stock, essentially economy class using British engines only and with no tuning modifications allowed.

Any item for discussion, etc, must be submitted to the RACMSA by Wednesday 17th June.

CADET CLASS

Slow rolling starts shall be the method of starting races in this Class.

250 NATIONAL CLASS

With immediate effect, one price limit of £980 for both air and water cooling has been agreed.

BATTERIES FOR USE IN KARTING

For reasons of safety, the use of wet acid batteries in karts will only be permitted if they are securely encased against damage and leakage whilst in use or in an incident situation. With immediate effect.

RAC 100 NATIONAL CHAMPIONSHIP — CLAY PIGEON

It is regretted that the RACMSA have been forced to change the date of the above Championship from the 4/5 July to the 11/12 July 1987. Apologies for any inconvenience which may be caused to individuals.



CIK NEWS

At the Executive Committee Meeting on January 30th, 1987, the CIK adopted the new definition of the International Licences, according to the rules decreed in the FIA International Sporting Code, Appendix "L". This new regulation will become effective 1st of January 1988.

Three types of licences will be current on International level.

INTERNATIONAL-C LICENCE, is necessary to participate on all International Events of GROUP 2 (Intercontinental-A/B/C and Formula-E).

INTERNATIONAL-B LICENCE, will be awarded to drivers having been victorious in Group 2.

Upgrading from International-C to International-B licence will only be allowed after the driver has been classified among the first 5 in at least 5 National Championship or International Events within the 12 month prior to his application.

INTERNATIONAL-A LICENCE. This licence is reserved for Group 1 events only. (Formula Super-Hundred, Formula-K, Formula-C and Formula-E).

Drivers participating in CIK Championships, Trophies or Cups of Group 1, must be holders of a grade "A" licence.

Only a holder of a grade "B" licence can upgrade to an International-A licence.

Upgrading from International-B to International-A licence can only be made on the basis of the following results:

To have obtained at least three results within the 12 month prior to his application, from the following qualifications:

- to be placed in the first 10 in the Final of a CIK International Championship, Trophy or Cup
- to have won the National Championship
- to have won an open International event

However, at least one of the results to count for upgrading shall have been at a CIK event and all the results to be in addition to those required for upgrading from International-C to International-B licence.

It is understood that a driver may prevail upon the results he has obtained in 1987 for his application for an International-B and A licence in 1988.

The holders of a SUPERLICENCE until end 1987 may obtain an International-A licence.

The official text of this regulation will be published in full latest end of June 1987.

Drivers wishing to obtain an International-A licence for 1988 are invited to make arrangements to get the necessary results in 1987.

Engine registration CIK-Formula-C and Formula-E/Applications 1987.

Mac Minarelli	XXI 4/1 125-85/1	125ccm
Yamaha	TYP 59W TYP 1LW	250ccm 125ccm
Rotax	TYP 244 GS + MC TYP 244 Aprilia GS LC + MC LC	250ccm 250ccm

Valid for 1987/88

DRIVING OVERALLS

Overalls, other than those made of leather or semi-leather, are authorised under the condition that the new model has been presented to the CIK for control and registration. The registration number must be put on the overall in a way it cannot be removed.

No. CIK 101	Stand 21	(France)
No. CIK 102	Condor	(Suisse)
No. CIK 103	Sportac	(Great Britain)
No. CIK 104	ZIP	(Great Britain)
No. CIK 105	RIB	(France)
No. CIK 106	Can-Kart	(Canada)
No. CIK 107	Nico	(Denmark)
No. CIK 108	Leo	(Hong Kong)
No. CIK 109	Inco (D)	(France)
No. CIK 110	Leconte	(France)
No. CIK 111	Nomex	(International)
No. CIK 112	Sparco	(Italie)
No. CIK 113	Sowa	(Belgique)
No. CIK 114	OMP Leader 2	(Italie)
No. CIK 115	OMP Master	(Italie)
No. CIK 116	Bebek	(Germany)
No. CIK 117	OMP Winner (Ref 710)	(Italie)
No. CIK 118	OMP Leader 3 & Master Ref 708/9	(Italie)
No. CIK 119	Bell Racestar	(USA)
No. CIK 120	OMP Winner 'Racel'	(Italie)
No. CIK 121	R.K. Racing	(Canada)
No. CIK 122	G.M.	(Italie)
No. CIK 123	Gillard	(Great Britain)
No. CIK 124	Can-Kart	(Canada)
No. CIK 125	Bebek Nomex III	(Germany)
No. CIK 126	Co. Fa. Vet	(France)
No. CIK 127	OMP 'Junior 2'	(Italie)

The above is the total list of overalls currently accepted.

1987 INTERNATIONAL CHAMPIONSHIPS — ENTRY DEADLINE

Inscription of Drivers Art. 3.1. General prescriptions)

The entries must be sent 30 days before the running of the event directly by the drivers on the official CIK printed form, after they have had their form stamped by the ASN. An entry without the visa of the ASN is considered as null and void. The number of entries is not limited.

Precision

The entries must be in the possession of the organiser 30 days prior the running of the event. Entries arriving after this deadline will be considered as null and void.

As a result of the contracts signed by the CIK, concerning the use and supply of tyres for the

WHERE AND WHEN

16th MAY (Saturday)

Snetterton — (On A11, approx 15 miles from Norwich) — British Long Circuit Championships — Round 3. Bushmills — (Northern Ireland) — Coleraine & District MC — Closed Meeting.

17th MAY

Carnaby — (2 miles west of Bridlington, North Humberside) Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware Road) Crail — (9 miles southeast of St Andrews, Fife, Scotland) Plymouth — (Riverside Raceway, Plymouth) Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road) Wittgenborn (Germany) — International Sprint meeting Sodertalje (Sweden) — Swedish Championship Cup

23rd MAY (Saturday)

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) — Marseyside KC Nutts Corner — (4 miles from Crumlin, Co. Antrim, Northern Ireland) — Closed

23rd-24th MAY

Jonkoping (Sweden) — Swedish Challenge Cup Paul Ricard (France) — French NOSCART-Formula E Championship — Round 3

23rd-25th MAY

Three Sisters — (Bryn Road, Ashton-in-Makerfield) — Bolton KC

24th MAY

Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde, Scotland) Blackbushe — (Via Cricket Hill — Off A30 — and Vigo Lane, Yateley, Surrey) Pembrey — (8 miles from Llanelli on A484, Dyfed, South Wales) Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs) Clay Pigeon — (Midway Dorchester-Yeovil, on A37, Dorset) Val des Terres — (Guernsey, Channel Islands) Cabourg (France) — 100cc Enduro — 6 Hours Fassberg (Germany) — International Sprint Meeting Biesheim (Switzerland)

25th MAY (Monday)

ElloUGH — (2 miles from Beccles, Suffolk)

28th-31st MAY

Parma (Italy) — Formula K125cc European Championship — Round 3/Intercontinental 'A' Zone South

29th-30th MAY

Nutts Corner — (4 miles from Crumlin, Co. Antrim, Northern Ireland) — Restricted

30th-31st MAY

Le Mans (France) — 100cc Enduro — 24 Hours

31st MAY

Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road) Dunkeswell — (5 miles from Honiton, Devon) Belle Vue — (Jersey, Channel Islands) — Closed Meeting Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland) Fulbeck — (8 miles from Newark, off A17 at Brant Broughton Crossroads) Snetterton — (Kart Raceway, on A11, approx 15 miles from Norwich)

2nd JUNE

St Sampsons — (Guernsey, Channel Islands)

4th JUNE (Thursday)

Newtownards — (Co. Down, Northern Ireland) — Road Racing Championships

6th-7th JUNE

O-Uik, Umea (Sweden) — (FKE Cup — Round 2)

7th JUNE

Lydden Hill — (7 miles southeast of Canterbury, Kent) Carnaby — (2 miles west of Bridlington, North Humberside) Little Rissington — (RAF Station near Stow-on-the-Wold, Gloucester) Cadwell Park — (Midway Horncastle-Louth, on A153, Lincs) Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts) Jurby (I.o.Man) — (Ocells Sponsored Championships — Round 4 — TT Weekend) Felton — (7 miles from Morpeth, on A1, Northumberland) Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde, Scotland)

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CLUB SCENE

SENIOR BRITAIN
1st Martin Verity Wright/Arrow
2nd Anthony Gerety Dart/Arrow
3rd Stuart Tapp Jeta/PCR

100 NATIONAL
1st Berni Scott Lane/Eme
2nd Bob Stansbury Dart/Parilla
3rd Austin Metcalf DAP/DAP

100 NATIONAL (RAC)
1st Peter Beer Zip/TKM
2nd Liam Britten Lane/Parilla
3rd S. Jones Hutless/Parilla

100 NATIONAL RESTRICTED
1st Rowland Kinch Dart/Parilla
2nd Andrew Garland Dart/Arrow
3rd Tony Osborne Dart/TKM

125 NATIONAL
1st Russell Caldwell Barlotti/Rotax
2nd David Hopgood Stratos/Minarelli
3rd Keith Edwards Zip/Rotax

250 NATIONAL
1st John Coaker Lynx/Yamaha
2nd Alan Prichard Zip/Rotax
3rd Simon Aristocllous Zip/Yamaha

210
1st Gordon Ellinor Barlotti/Villiers

Shenington

SUNDAY, 19th APRIL

April certainly lived up to its reputation for the Shenington meeting on the 19th. Even a Computer wouldn't predict 'wets or drys' with any accuracy! Glorious sun one minute and teeming rain the next. However, it wasn't too bad and everyone had a good days racing.

One or two of the Britain's drivers were caught out by the rain and were removed from the results for running illegal wets. Remember Shenington abides by the blue book tyre list.

! A reasonable entry for the Junior Cadets gave us all a good display of young driving with ten lads whizzing around at a fair old lick for three heats and a final. One boy even managed to flip his kart. The youngster was alright and so was his kart, after a bit of hammer work ! It just goes to show that not only do these youngsters get all the thrills of kart racing but also some of the spills as well !

Cadets please note — sprocket size for Shenington has been fixed at 85 teeth.

Next meeting Sunday May 17th. Test days Saturdays May 9th and May 23rd.

Note:- The proposed meeting on May 31st has been cancelled.

JUNIOR CADET
1st Leon Lerego Hutless/Comer
2nd Mark Taylor Hutless/Comer
3rd Matthew Davies Gillard/Comer

JUNIOR BRITAIN 'A'
1st Simon Spencer Wright/JF Arrow
2nd Henry Stanton Wright/TKM
3rd Jonathan Greensmith Fullerton/Parilla

JUNIOR BRITAIN 'B'
1st Jonathan Cullum Wright/Parilla
2nd Nicholas Soothill Superdart/TKM
3rd Christina Horner Sprint/Arrow

125 NATIONAL
1st Dennis Gale Stratos/Minarelli
2nd Jamie Hodgson Zip Anderson/Rotax
3rd Alan Dell Zip 925/Rotax

210 NATIONAL
1st Duane Sutch Dale KMP/Villiers
2nd Alan Poole Zip 925/Villiers
3rd Martin Banks Dino KMP/Villiers

250 NATIONAL
1st Andy Bush Phoenix/KTM



Well, the roof's on, chaps!

(Pic: Doug Rees)

NatSKA 50cc GEARBOX CHALLENGE — ROUND 1

Results and points from the first round of the series are listed below. The points score on the three heats in three of the four rounds will be added up to obtain final series positions and trophies will be presented to the final round (Rye House, 20th June, 1987)

COMBINED CLASS 3 (YAMAHA FSIE) AND CLASS FOUR (50cc)

4 Heats — Separate Trophies for each Class. Open Event

CLASS 3 (YAMAHA FSIE) — RED PLATES						Final
No	Driver	School	Kart	Engine	Pts	Position
6	S. Acton	Garth Hill	School built	Yamaha FSIE	26	8
7	Team	Garth Hill	"	"	32	11
8	Team	Garth Hill	"	"	27	9 =
62	W. Gillett	Windsor Boys'	"	"	3	1
41	W. Pope	Swadelands	"	"	11	4
44	D. Mansell	Swadelands	"	"	15	6
91	M. Hampshire	Breeze Hill	"	"	5	2
93	V. Fernandez	Breeze Hill	"	"	7	3
94	A. Carnekie	Breeze Hill	"	"	21	7
95	V. Lord	Breeze Hill	"	"	14	5
32	B. Wholihan	Salesian	"	"	27	9 =

CLASS 4 (50cc OPEN) — GREEN PLATES						Final
No	Driver	School	Kart	Engine	Pts	Position
ES	J. Pal	Breeze Hill	School Built	YZ50 Yamaha	0	1
92	R. Lord	Breeze Hill	"	"	8	2
90	A. Hartley	Breeze Hill	"	DT50 Yamaha	38	12
11	Team A	Drayton	"	YZ50 Yamaha	28	9
33	Team B	Drayton	"	"	31	10
43	R. Swan	St. Audreys	"	Fantic 50	8	3
40	Team	St. Audreys	"	Casel 50	17	5
83	G. Delo	Frank Hooker	"	Puch M50	25	8
80	S. Romanay	Slough/Eton	"	DT50 Yamaha	37	11
5	Team	Bishop Stopfords	"	DT50 Yamaha	10	4
4	Team	Bishop Stopfords	"	AP50 Suzuki	20	6
19	M. Scott	Windsor Boys'	"	Malaguti 50	24	7
3	B. White	Windsor Boys'	"	ER50 Suzuki	42	13

Thank you for your participation and we hope to see you at the next round.

Championships in question, the respect of the deadline is absolutely indispensible. *The acceptance of late entries is therefore not allowed.* The organiser is bound to announce to the CIK by telex, the day after entry deadline, the list of drivers entered.

Entry Deadlines
EUROPEAN CHAMPIONSHIP INTERCONTINENTAL-A
19th/21st June. Zone North at Genk, Belgium. Entry deadline: 19th May 1987.
22nd/23rd August. FINAL at Göteborg, Sweden. Entry deadline: 22nd July 1987.
JUNIOR WORLD — JUNIOR CIK JUNIOR CUP
9th-12th July. Laval, France. Entry deadline: 9th June 1987.

CIK-OVERALL INTERCONTINENTAL CHAMPIONSHIP INTERCONTINENTAL-A
2nd/4th October. Las Palmas, Spain. Entry deadline: 2nd September 1987.

EUROPEAN CHAMPIONSHIP INTERCONTINENTAL-B
8th/9th August. Valence, France. Entry deadline: 8th July 1987.

EUROPEAN CHAMPIONSHIP INTERCONTINENTAL-C
29th/30th August. Entry deadline: 28th July 1987.

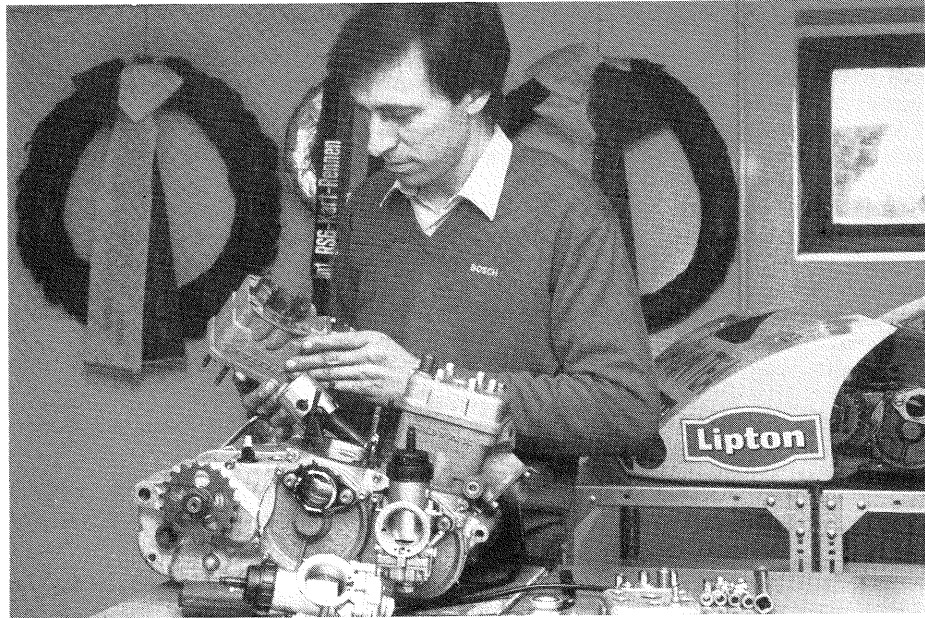
NKC COMMITTEE CHANGES

A great deal of restructuring has been going on within the Northumbrian Kart Club over the last six months in order to improve the operating efficiency and abilities of the club. Detailed below are the current active committee members.

Trevar Alexander — Chairman
Dennis Clark — Vice Chairman
Ray Davison — Secretary
Mick Armstrong — Publicity Officer
Alistair McDougal — Competition Secretary
Ian Fairless
Paul Henderson
Andrew Stanton

As can be seen above, there is a new competition secretary to whom all race entries should be sent.

Alistair McDougal: 20 Ashbrooke Drive, Ponteland, Newcastle upon Tyne. Tel: (0661) 25796.



Danish Formula E Champion, Poul Petersen, lost his chance of retaining his 1985 World Championship title last year at the Nurburgring in August when the Rotax shot a big end bearing one lap from the end. Poul is currently preparing for the 1987 European and World series and with fresh Rotax power is eagerly awaiting the first contest of the year at Hockenheim in July.



At Silverstone on Easter Monday Martin Hines drove the celebrity Austin Rover Metro in the Esso MG Metro Turbo Challenge race and finished 11th from a grid of 28 starters and a low starting order. (Pic: Iain Blair)



The 'Shunter' being demonstrated by Gary Tupper has been designed to eliminate the back-breaking rigours of starting 100cc karts. Hooked under the rear bumper the kart is elevated to clear the ground and a quick release lever drops the kart back to the ground. When the engine fires the kart will pull away unhindered. No more falling on the driver or stumbling and being run over by the borde. For details of special offer see advert on Page 5. This is a Patents Numbers applied for item.

your letters..

Right to reply

To the would be Formula One toilet wader

After reading your letter in the April issue of Kart and SuperKart, we suggest that you belong to the silent minority and not the majority as no true karter would suggest that a circuit would be more desirable as a nuclear dump. If you were aware of the amount of work, time and personal expense that some people have put in to the fight to save Fulbeck, and the numbers of drivers that have written personally to NIREX, the R.A.C. and members of parliament, you would not be so flippant. As for the toilets, we realise that they are not perfect but we would like to inform you that a macho male gives up several hours of his time after racing ceases, when most people are home and dry, to clean the mess that the more "sensitive people" leave behind. We are not alone with the problem of toilets and the cleaning of the circuits in general as most clubs have a dedicated few to do a vast amount of work for the love of karting.

We pride ourselves at Fulbeck that in spite of mud, dust, petrol fumes and karting zits we remain happy karters.

From two dedicated mums (red wellies and all)
Noreen and Pat

Chairman's Corner

To most karters the RAC is that group of unknowns situated in Belgrave Square imposing their will on the long suffering competitor. There is also a school of thought that says what do we need the RAC for anyway, all they do is take our money and give precious little in return.

Any sport must have rules and regulations, motor sport in particular because of the obvious need to govern both the driver and vehicle. Venues must also conform to minimum requirements for safety, there must also be adequate insurance cover in the event of any possible large claims arising from accidents at the track. In today's climate courts can award large sums in compensation, therefore is it not better that clubs can organise events in the knowledge that at least this item is taken care of at Belgrave Square. The income received from licence holders is used to finance the necessary administration that karters have come to expect. All events are attended by an RAC steward, his modest expenses are reimbursed.

There is also the matter of Tribunals, to sort out alleged rule infringements. The RAC is the internationally recognised body, therefore our licences are recognised for competing abroad provided the licence is endorsed by Belgrave Square.

Formation of policy, rules and regulations is the lot of the Kart Committee, however, their decision must be ratified by the MSA Sports Council. The Committee consists of a number of people considered to have experience of some kind or the other in the sport either as participants or as administrators at club level. They must be and are all enthusiastic about karting because the time they give is their own, without recompense. There are twelve members, two of which are elected each year as Chairman and Vice-Chairman and the Chairman represents his committee at the Sports Council meetings. The Kart Committee is assisted on technical matters by a Technical Working Group consisting of six very experienced members who advise the Kart Committee on all aspects of the sport of a technical nature. Remember, the Kart Committee covers all karting from Cadets to Formula E.

One main test brought into being for 1987 is the setting up of the Traders Register. Dealers and manufacturers can apply for a Registered Trader's licence which entitles them to receive a copy of the rules and regulations along with copies of the regular publications from the RAC.

The Committee will only accept homologation requests from Registered Traders who in their application agreed to conform to the price limit rules. It is hoped that a register of responsible dealers and manufacturers will enable newcomers to be provided with a list of equipment suppliers registered with the RAC. It would be help-

ful if advertisers would use the fact that they are registered in their advertisements as a help to the new karter.

I hope the above will shed a little light on how your sport is governed. Believe me the people involved are only too keen to see karting progress.

Personally I regard karting as a serious branch of motorsport. Competitors have become very professional in the manner they compete, a tour of the pits is all that is needed to convince anyone that this is so. Therefore the karter, the person who spends the money, is surely entitled to the best. Clubs must look at the facilities they offer and make a programme as to how they will improve their tracks. Officials, those much maligned volunteers without whom no racing could take place have an opportunity to attend the seminars arranged by Belgrave Square in order to keep themselves up to date with our growing sport.

This year I understand that a number of our Super 100 drivers are going to compete in Europe. I hope that we will see replacements emerge to fill the vacuum left by those drivers such as Terry Fullerton and Mickey Allen. There is also the dream that once again a major CLK non-gearbox championship could be held in the UK. If a club has the will and determination then this dream could be fulfilled. We have the expertise, all we need is a club with a possible suitable venue to have a go. The Kart Committee would be willing to give such a venture its full support.

It has been suggested that through this column problems of a non-technical nature could be looked at. Correspondence please to the magazine.

John Sutton

NORTHERN IRELAND FOCUS

With all preparation, testing and purchasing new outfits completed the new 1987 Kart Racing Season commenced at Nuts Corner on 4th April.

As in other parts of the United Kingdom inclement weather did it's best to dampen our heroes enthusiasm but to no avail.

From early morning to around 6pm Nuts Corner was a hive of activity and needless to say 1987 got off to an excellent start.

Many thanks to our Sponsors for their generosity, The Bread Basket and Kart Parts of Crumlin.

JUNIOR BRITAIN (A)

1st Gordon McBride
2nd Michael Bennett
3rd Paul Crossan
4th Keith Wilkinson

JUNIOR BRITAIN (B)

1st Johnny Eastwood
2nd Harry Johnstone
3rd Paul Prentice
4th Andrew Lyons

100cc NATIONAL

1st Gordon Duncan
2nd Neil Cheshire
3rd Joe McCullagh
4th Roger Drumm

125 NATIONAL

1st Brian Kennedy
2nd Raymond Johnston
3rd Bobby Cosgrove
4th Henry Crossan

125 P&R

1st John Henderson
2nd Nigel Burns
3rd S. McLaughlin
4th Roy Davidson

250 NATIONAL

1st Raymond Lyons
2nd Wesley Cairns
3rd Alan Wallace
4th Raymond Lillie
5th Drew Telford
6th Malcolm McClure } air-cooled

FORMULA E

1st Richard Bell
2nd Colin Millar
3rd R. J. Beckett
4th Geoff McBride

LAVAL JUNIOR WORLD — RKD FACTORY SUPPORT UP FOR GRABS

Red Dragon Competitions, importers of the French RKD engines, the first time they have been represented in the UK, announce that the RKD factory would be willing to support any British Juniors interested in running their engines in the Junior World at Laval (9th-12th July). Word is that RKD is very keen to have British youngsters on their engines.

RKD is similar to the REFO set-up and provides very high precision products. Last year RKD performed extremely well against contemporaries in the field, for examples:-

INTERCONTINENTAL 'A' WORLD CHAMPIONSHIP JUNIORS — 6th in timed practice; 10th in the final.

EUROPEAN CHAMPIONSHIP (Southern Area) — 3rd in timed practice; 6th in the final.

EUROPEAN CHAMPIONSHIP FINAL — 5th in timed practice (dry); 2nd and 3rd in the preliminaries. The final was wet and out of 62 finished 15th. RKD's own driver had never raced in the wet before.

FRENCH CHAMPIONSHIP — out of a total of 96 entries there were 3 RKD's. In timed practice — 1st and 3rd; in the final — 2nd and 3rd.

Pretty fair record and this year promises to be better.

Any Junior drivers intending to go to Laval and who might be interested in this offer are invited to contact:-

Mr K Davis on (0269) 2759.

The Photographs which appeared in NFR Gauntlet last month were taken by 14 year old pic man, Simon Hall. Sorry about that boss! (Ed).

CLUB SCENE

Blackbushe

SUNDAY, 22nd MARCH

Despite clashing with a Super One round, an amazing 150 drivers signed on. The entry was boosted by participants from NATSKA, 250 and RAF Championships. With help and patience from all concerned we made enough room for everybody under grey skies, although for the morning it remained dry. However, during the second round of heats the heavens opened and attempted to dampen our enthusiasm.

JUNIORS

After a good showing in the heats, Paul Evans leapt into the lead and kept it to the end. Behind, a much improved Abbey-Taylor tussled for second with Faulkner and came out on top. They were followed by McNulty and Collman. The 'A' group was won by Spencer after Carl Lemmer came off on the second lap.

SENIOR BRITAIN

The conditions were awful which made the battle for the lead all that more enthralling. Verity, Gerety and Tapp were climbing all over each other with Verity finally getting to the flag first. Great stuff! Behind came Colin Lakin, James Moss and Fazzzone.

100 NATIONAL RESTRICTED

Rowland Kinch won this all the way with Andrew Garland keeping second. Initially Stephen Chenery held third but lost it to Osbourne on the last lap who climbed up from 7th place. They were followed by John Saunders and Gary Young.

100 NATIONAL

The RAF boys had their own race in this event, their victor coming home 6th on the road. Bob Stansbury held the lead on the first lap but lost it to Scott on the second who ran out the winner. Third was Metcalf a little behind followed by Bicknell and Powell.

250/210

After Prichard took an early lead he was quickly overpowered by John Coaker who held on to the finish. Prichard took second with Aristocllous way behind in third. Skinner, Ede and Lucas took 4th, 5th and 6th.

125

The grid was large enough to justify a 'B' final but it never got off the ground as the number left on the grid was small enough to go automatically through to the back of the main grid.

Caldwell was the star, coming through from the back to third on lap 1 and the lead on lap 2. Early leader Peter Edgecombe fell by the wayside and Hopgood held second for the duration. Keith Edwards, Cowdry and Eddy Edwards took 4th, 5th and 6th.

A successful day despite the weather. Many thanks to St Johns Ambulance, Marshalls and Officials.

JUNIOR BRITAIN 'A'

1st Simon Spencer Wright/Arrow
2nd Sven Gibson Superdart
3rd Simon Short DAP/Arrow

JUNIOR BRITAIN 'B'

1st Paul Evans Dart/Parilla
2nd Alex Abbey-Taylor Dart/Arrow
3rd Jamie Faulkner Lane/DAP

OK! The results of the heats after continuing from lap 4 were as follows:

Heat 1: 1st Alex Jack (47); 2nd Lee Livingstone (36); 3rd Niels Christofferson (11). (Heats 2 and 3 finished with the same order).

JUNIOR BRITAIN 'B' FINAL

The results in the final were the same as in the heats with Alex Jack leading from the beginning followed about ¼ of a lap behind by Lee Livingstone and Niels Christofferson. Alan Mutch, the brother of Stuart Mutch in Junior Britain 'A' was making his debut today he did well for his first race and came in fifth behind Julian Kinsella. Results as follows:

1st Alex Jack (47); 2nd Lee Livingstone; 3rd Niels Christofferson (11) followed by Julian Kinsella (30), Alan Mutch (22) and Duncan Gordon (29).

SENIOR BRITAIN

Heat 1: Kenneth Mackie (66) led for the first 4 laps followed very closely by Colin McCorquodale (34). McCorquodale finally got the better of Mackie in lap 5 and went on to win with David Greig a close second and David Scott 3rd.

Heat 2: 1st David Greig (60); 2nd Mark Bruce (60); 3rd Craig Porter (18).

Heat 3: David Greig (50); 2nd Gavin McCorquodale; 3rd Craig Porter (18).

SENIOR BRITAIN FINAL

David Greig, the favourite to win, streaked away from the start with Mark Bruce, Colin McCorquodale and Craig Porter in hot pursuit, unfortunately Craig Porter fell to the fate of the 'gremlins' in the 2nd lap. Greig held his No. 1 position to win the final but was later disqualified for having an illegal carburetor clearing the way for Eric Christofferson (77) to take first place with Mark Bruce (60) 2nd and Graham Garden (66) 3rd.

100 NATIONAL

The grids for 100 National seem to be diminishing this season with a lot of drivers changing to Senior Britain. Perhaps this is due to the expense and the less strict regulations of 100 National.

Heat 1: Stuart Massie (72) led for the first 4 laps but then having an unfortunate spin-off which let Johnny Macdonald (35) have the premier position which he kept for the rest of the race with Andy Graham (55) 2nd and Alex Stobie (90) coming in 3rd.

Heat 2: Johnny Macdonald seemed to be having a great day, quickly going into the lead and staying well ahead of the rest of the field for the entire race and again Andy Graham and Alex Stobie coming 2nd and 3rd respectively.

Heat 3: 1st Johnny MacDonald; 2nd Andy Graham; 3rd Alex Stobie.

FINAL

Johnny MacDonald's winning streak didn't leave him for the final and he led for the better part of the race to win the final easily. The battle for 2nd place was between Jeffrey Stewart (39), Stuart Massie (72) and Andy Graham (55) with Massie getting the better of Stewart on lap 10 making the results 1st Johnny MacDonald (35); 2nd Stuart Massie (72); 3rd Andy Graham (55).

125 NATIONAL

There were quite a reasonable number of entries in the 125s this meeting with Kevin Park (22) and Roy McQueen (45) good contenders for 1st place and the heat results were as follows:

Heat 1: 1st Kevin Park (22); 2nd Roy McQueen

(45); 3rd Peter Gray (17).

Heat 2: 1st Roy McQueen (45); 2nd Kevin Park (22); 3rd Peter Gray (17).

Heat 3: 1st Roy McQueen; 2nd Alex Pettigrew (S); 3rd Peter Gray.

FINAL

Poleman Roy McQueen streaked away from the very beginning extending his lead with each lap. Following him were Kevin Park and Peter Gray fighting for 2nd position with Park finally getting the better of Gray in lap 13 making the result 1st Roy McQueen; 2nd Kevin Park; 3rd Peter Gray.

210 NATIONAL & 250 INTERNATIONAL

Due to a small entry, these classes were combined. In the 250s Bevan Fraser (33) only had a novice to compete against in his own class but never the less he showed the 210s no mercy streaking way ahead of the whole field winning heats 1 and 2 by about half a lap. He failed to compete in heat 3 due to an injured neck but still managed to come out in the final to produce superb results.

Heat 1: 1st Bevan Fraser (250); 2nd Michael Gilmarton (210); 3rd Peter White (210) third in the 210s was Norman Laing.

Heat 2: Bevan Fraser (250); 2nd Peter White (210); 3rd Norman Laing (210) third in 210s was Michael Gilmarton.

Heat 3: 1st Michael Gilmarton (210); 2nd Norman Laing (210); 3rd Peter White (210).

FINAL

Bevan Fraser was back again. He started off at the back of the field but he increased his position at a rate of one position per lap so by lap 5 he was well in the lead. He maintained this position to win for the 250's a lap ahead of every one else. 1st in the 210's was Peter White but Michael Gilmarton came off in the 1st lap and Norman Laing came off in lap 13.

Carrie McMorland

JUNIOR BRITAIN 'A'

1st John Nelson Wright/EME
Mosquito

JUNIOR BRITAIN 'B'

1st Alex Jack Wright/BTR Dap
2nd Lee Livingstone Dino/Premier Dino

SENIOR BRITAIN

1st Eric Christofferson Zip/Deavonson
Parilla
2nd Mark Bruce Wright/BTR Dap
3rd Graham Garden Wright/Redhill
Parilla
4th Robert Bouse Wright/BTR Parilla

100 NATIONAL

1st Johnny MacDonald Dap/BTR Dap
2nd Stuart Massie Zip/Dap
3rd Andy Graham Kali/Rutherford
Arrow

125 NATIONAL

1st Roy McQueen Zip/Rotax
2nd Kevin Park Wright/Rotax
3rd Peter Gray Zip/Rotax

210 NATIONAL

1st Peter White Zip/Haywood

250 INTERNATIONAL

1st Bevan Fraser Zip GP/RKR
Yamaha

GRANVILLE GRUBB MEMORIAL TROPHY

(All gearbox handicapped race)
1st Kevin Park Wright/Rotax

CLUB SCENE

L. Rissington

SUNDAY, 5th APRIL

Sunday 5th April saw the curtain rise on the 1987 racing season at Little Rissington. Springtime came to the Costwolds and with it came a bright sunny day, almost perfect for a perfect days racing. As well as the meeting counting for the popular Broms-grove Kart Club Championships, it also hosted rounds of the R.A.F. Championships, 210 Challenge and the 250 Super Challenge. 192 drivers signed-on, yes 192! The day was going to be very hectic with 33 races planned. All this, and there's more — the first race meeting for the new Cadet class, long awaited with some excitement and big step forward for the sport.

CADET

This new class had an entry of three youngsters all very keen to get out onto the track to race. A 'third', somewhat shorter circuit had been developed for this class and as the day went on it was hard to believe these 3 drivers were beginners. Bren Rawle won the first heat from Darren Wells. Unfortunately Leon Lerego encountered carb problems but finished nevertheless. The second heat was the positions reversed as Leon got himself sorted. The final saw Lerego into an early lead. As the race progressed all three were getting the feel of racing as they got faster and faster, sliding their karts through the new 'kink'. At the chequered flag, Leon Lerego won from Bren Rawle and Darren Wells. Well done lads, lets hope we can see some more Cadets to join you next time.

JUNIOR BRITAIN 'A'

With Nick Dudfield and Simon Spencer sharing the honours in the heats, we were set for a close final. Simon being watched by his sponsors "Sunblest Bakeries". At the start of the final Dudfield took an early advantage from Spencer, these two proceeded to move away from the field. Although Dudfield held the lead throughout to the flag, there was nothing much between them. The season should be interesting for this private dual. In third at the flag was Jamie Patten.

JUNIOR BRITAIN 'B'

Bobby Game on the EME engine seems to be the one to beat in this class and duly won the first heat. Stu Freegard won the other. Jonathan Watkins had pole for the final with Freegard alongside. Game was back on 7th. After a couple of rolling laps off they went. Around the first couple of bends and Game was at the front, but not as convincing as was expected with Jonathan Watkins, Andrew Cox and Freegard all fighting hard behind. Also storming through the field was Nicki Moss, who started on grid 15 and finally fought up to fourth. At the flag Game was victor from Watkins, Freegard and Moss. Well done Nicki for your achievement.

100 BRITAIN

An excellent grid with some new faces showing the regulars a few things. Heat wins for Chris O'Hara, Jason Bird and Martin Jones. To the final, O'Hara was on pole from Jason Bird and at the off these two dominated. Also doing well were Robin Chuter, Martin Jones and Martin Watkins, but the battle was between O'Hara and Bird throughout until at the end the spoils went back to Mansfield with Chris O'Hara from Jason

Bird and Martin Jones third.

100 NATIONAL

The numbers were so high a 'B' final was necessary. Heat wins for Richard Hartley, Guy Pratt (2) and Robert Schirle. The 2nd round of the R.A.F. Championships were run in conjunction. Amongst the many novices racing was one Cyril Barratt, out of retirement and bearing black plates managed to finish second in one heat. The final saw Pratt on pole with Richard Hartley alongside. From the start these two fought hard from Mathew Percy, Schirle and Keith Summerill. Hartley came off halfway through the race leaving Pratt in the lead from Percy with Summerill in 3rd. This was the order at the end. A mention for Martin Riman who from the starting grid of 22nd fought right through 8th position. For the R.A.F. Tim Lewis took honours followed by Peter Beer, Mick Thorn, Vincent Peacock, David Mills and S. Jones.

125 NATIONAL

A class rapidly becoming the most popular at Rissi. Heat wins for Michael Morris (2) and Malcolm Williams. In 1986 we saw some epic battle between Morris and the two Dells with Morris just taking the Club Championships, therefore this season was eagerly awaited. The final grid saw Morris on pole from Chris Robinson and Graham Stephens. As the flag dropped, someone stalled in the pack but was miraculously avoided by everyone. From the stampede for the first bend, Morris led from Stephens. While the battle royal proceeded, from grid 15 Dennis Gale was storming through on the only Minnarelli in the race, so much so that towards the end he was catching the leader Morris. At the flag Michael Morris won with Dennis Gale second and Graham Stephens third. A fine win for the Welshman but keep those eyes peeled on Dennis.

210 NATIONAL

Round 2 of the popular 210 Challenge visited Rissi with a full field of top class, short circuit 210 drivers. None more so than Johh Haigh, previous winner and early series leader this year, but there were many others present who wanted to win and so some good racing was expected. Heat wins for Steve Thornell, John Haigh and Charles Morris. In the final, the gremlins seemed to be affecting the pre-race favourites as one by one they dropped out, Thornell, Colin Hoare, Mark Powell and also Haigh. The main battle was between Charles Morris and Paul Robinson who fought to eventually finish in that order. In third was Phil Hemes.

250 NATIONAL

This class should have been very interesting with a quality field. Once again the gremlins were out in force! Chris Tomkison won his heats with brother Pat always just behind. Keith Bisp must have asked himself what was going wrong as he had not finished a heat. To the final, down went the flag with the usual stampede into the first bend. Pat Tomkinson led from Chris but not for long as these positions reversed. Once again Bisp dropped out leaving the two Tomkinsons to do battle with Chris taking the chequered flag from Pat.

250 E

With the 250 Super Challenge came a good entry of short circuit drivers. Bob Kennings won his first heat, but in his second had a shunt with Paul Pedalty. Kennings kept his motor running restarting $\frac{3}{4}$ of a lap adrift. We were then treated to some storming driving as he pulled

through to finish ninth. Alan Jones won the second heat giving him second on the grid for the final. In the final Trevor Cryer started on pole, he led briefly but encountered problems and dropped out. That man Kennings came storming through never to be headed. Ian Woodcock led the remaining drivers to take second place from Colin Quigley in third. In 4th was John Bradburn from a starting grid of 15th place. At the trophy presentations, being the 'Easter' meeting, Easter Eggs were handed to the Juniors along with the usual outstanding trophies. All 3 Cadets received an award for their efforts. And so, after a smooth but very busy day, everyone left for home, some with work to be done before the next meeting on 3rd May. In closing, in view of the large entry please send your written entry to the Comp. Sec. (G. Ransted) in plenty of time as with further entries like this you could be unlucky as some were at this meeting!

Paul Ogden

Boyndie

SUNDAY, 12th APRIL

Today Boyndie hosted the 1st round of the Scottish Super Series. For once the sun was shining and spirits were high with 55 drivers entered. Unfortunately some drivers were lost to the clashing event of the 1st round of the Border Championships at Rowrah but it was still a very enjoyable meeting.

JUNIOR BRITAIN 'A'

There wasn't a very impressive entry of Junior Britain 'A's with only 5 entered. With John Nelson (42) the favourite to win. Here are the results of the heats.

Heat 1: 1st John Nelson (42); 2nd David O'Brien (41); 3rd Stuart Mutch (23).

Heat 2: 1st John Nelson (42); 2nd Steven Wilson (10); 3rd David O'Brien (41).

Heat 3: 1st John Nelson (42); 2nd Steven Wilson (10); 3rd Stuart Mutch (23).

FINAL

These results of course secured pole for Nelson with Wilson on opposite pole.

Nelson started off well and went straight into the lead in the 1st lap followed closely by Wilson and Mutch. The three of them maintained the same positions for the entire race making the results 1st John Nelson (42); 2nd Steven Wilson (10); 3rd Stuart Mutch (23) with David O'Brien (41) coming 4th and unfortunate Simon Laing (21) spinning off on lap 8.

JUNIOR BRITAIN 'B'

There was tension in the Paddock between reigning Junior Britain 'A' Scottish Champion Graeme Melville from Polmont and the up and coming Alex Jack from Edinburgh. Both were definitely there with every intention of winning.

Heat 1: Alex Jack (47), with pole in the 1st heat, got the better start and led followed by Lee Livingstone (36) and Graeme Melville (35) but there was a very nasty incident on lap 3 where Graeme Melville possibly too anxious to catch Jack, went up the back end of Lee Livingstone at the pits corner and was flung into the air and landed upside down four feet away. Luckily he was only winded but he was still rushed away to hospital in Banff and kept in overnight for observation. Let's hope he'll be

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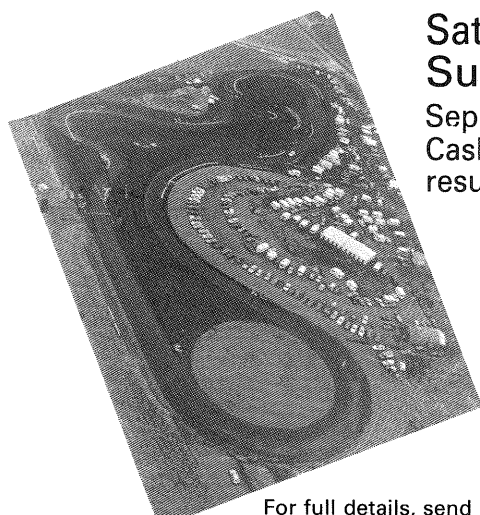


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Allan Wilson, 'Daverne' Ochil Road, Menstrie, Central Region. FK11 7BW. Telephone (0259) 61610

CLUB SCENE

125 NATIONAL

Heat 1: 1st Brian Bird; 2nd John Heward; 3rd Tony Rees.

Heat 2: 1st Brian Bird; 2nd Paul Hobson; 3rd Chris Bell.

Heat 3: 1st John Heward; 2nd Brian Bird; 3rd Chris Bell.

FINAL

Carlisle's Brian Bird saw his advantage of pole disappear with a disastrous start and first lap dropping back to 6th place, John Heward gladly accepted the premier spot and proceeded to drive off into the distance. This final took place in probably the heaviest rain of the day which may account for the large number who retired during this race. On lap 6 only three karts were left running from an entry of 12. John Heward had a comfortable win from Tony Rees and Brian Bird. ONE DRIVER WHO OVER COOKED THE BEND AT PADDOCK DECIDED TO DRIVE THROUGH THE PITS AT RACE SPEED AND OUT THROUGH THE DUMMY GRID. SHOULD ANY ONE EVER TRY SUCH A STUPID TRICK AGAIN BELIEVE ME THEY WILL HAVE RACED AT FELTON FOR THE LAST TIME. THIS TYPE OF BEHAVIOUR WILL NOT BE TOLERATED.

100 NATIONAL

Heat 1: 1st Willie Turner; 2nd Roy Dickson; 3rd Stu Davison.

Heat 2: 1st Stu Davison; 2nd Willie Turner; 3rd Chris Armstrong.

Heat 3: 1st Stu Davison; 2nd Willie Turner; 3rd Chris Armstrong.

Another final that was about to be spoiled by the rain, current club champion Roy Dickson decided against racing in the final, he'd had problems all day and thought nothing could be gained by prolonging the agony. Back to those who braved the conditions. From the heat results it was always going to be a straight fight between the two TKM mounted drivers Stu Davison and Willie Turner. Stu who always seems happy in the rain made the best of his pole position and led a train of drivers through paddock and down the back straight, as they reappeared Stu had a 2 length lead from Willie with Chris a similar distance behind in third. I had decided it was easier to write my notes in the comfort of the hospitality room even though it meant I could only see half of the circuit. On lap 3 several drivers went missing, Andrew Adams, Andrew Laws and Brian Craven all disappeared on the bottom half of the track. Stu meanwhile was beginning to open a small gap from Willie Turner his TKM handling very well and this was really the difference between the two as there was little to choose between them in a straight line. Kevin McBride a rare but welcome visitor from the west went missing on lap 6 as the rain began to take its toll on the motors. Chris Armstrong was beginning to close the gap between himself and Willie Turner, Chris who is under the wing of former 100 National champ George Price is really quick in the dry but needs a few more races in the wet to learn that smoothest is normally quickest. By the end of lap 8 Stu was now some 20 metres ahead of Willie, and Chris was now within 2 kart lengths of Willies back bumper but with laps quickly running out the order remained the same to the flag with Stu Davison gaining a comfortable win over Willie Turner with Chris Armstrong a close third.

1st Stu Davison TKM/TKM
2nd Willie Turner TKM/Parilla
3rd Chris Armstrong DAP/GEP DAP

210 NATIONAL

Heat 1: 1st Andy Martin; 2nd R. Dunn; 3rd Geoff Preston.

Heat 2: Andy Martin; 2nd Paul Clapham; 3rd R. Dunn.

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

That man Martin again, he totally dominated proceedings from the start. His driving style is so smooth it looks effortless, he took the lead from the start and drove off into the distance. Paul Clapham led a bunch of five drivers in pursuit, the racing in this group as always was very close. As the chasing group approached the end of the straight on lap 3 Paul's throttle jammed open causing momentary panic but he managed to keep control and pulled off the circuit his challenge over for another month. R. Dunn then took up the task of trying to catch Andy (Pink Panther) Martin until lap 4 when Geoff Preston nipped past to take second place. Lap 5 and Dunn was back into the front of the chasing group a position he held for two more laps before Preston finally made the runner up trophy his own. R. Dunn finished third in front of Terry Percival. Once again if it hadn't been for Andy it would have been a very good race as these drivers are all evenly matched (if you wonder where the Pink Panther comes into it wait until you see the suit).

1st Andy Martin Stratos/CKC Villiers
2nd Geoff Preston Barlotti/Villiers
3rd R. Dunn Star/Villiers

Thanks to every one who stood out in the rain and wind to marshal, but the unluckiest person of the day award has to go to our starter Ian Fairlees, after getting soaked doing his duties on the day Ian got changed into dry clothes only for the windscreen in his van to shatter and he had to drive 25 miles home in heavy rain. It took him 2 days to dry out.

Report Mick Armstrong

A group of four north east based companies have each agreed to sponsor our August two day meeting 8/9th, the amount of money offered is very substantial and the prize fund will be well worth the visit. Racing will be on the Saturday and Sunday, it is also planned to open the circuit on the Friday for practice. More news will follow next month but don't plan anything for the 8/9th August unless its a trip to the Norths most go ahead kart club **Felton**.

Jurby, I of M

SUNDAY, 22nd MARCH

Sunday 22nd March saw the start of the season with the opening round in the I.O.M.K.R.A. Okells sponsored kart racing championships, held at the Jurby Airfield circuit.

The day kicked off in top gear — the weather seemed set for the day with the sun shining. There was in total an entry of 35 karts and to head the field were 100 Britain and 100 National, they as all the other classes running two heats and a Final. No. 16, Richard Messenger, and No. 40, Lee Clegg, headed the field and took the fastest time of the day, at 37.53 sec. No. 44, Ian Gaynor, also ran well and finished first in the 100 Britain class.

The second class out was 125 National and 125 P&R and this race turned out to be the most exciting of the day, with No. 35 Alf Jones, (a newcomer) racing for his life, but, sadly, had to content himself with third place, as No. 4

Geoff Evans with three years experience behind him showed Alf the way home in the final lap. This event also saw No. 69 John Qualtrough dash to fourth place in his first race back in karting after his accident last year and it appeared that the ankle injury gave him no trouble at all.

Third group on the grid came 210 National and 250 National. The Stoddart brothers, Malcolm No. 8 and Keith No. 6 took first and second places respectively with wheel to wheel racing. No. 39 John Kniveton took third place after displaying some very fine forms of 'come dancing'!

Finally it was the turn of the Juniors and again the Higgins brothers were a good match for each other, but sadly No. 7, David, didn't manage to finish due to an engine failure, but No. 38 Kevin Minay slipped into second place behind No. 3 Mark Higgins.

In all a very good day's racing with no incidents being recorded.

Forthcoming events to note in your diaries:-

10th May	— 3rd round	
7th June	— 4th round	(TT weekend)
28th June	— 5th round	(This follows the Peel Mini-Monaco, to be held 25th, 26th and 27th June)
19th July	— 6th round	
2nd August	— 7th round	
6th Sept	— 8th round	(Gran Prix weekend)
27th Sept	— 9th round	
18th Oct	— 10th round	(Last meeting of the season)

Finally, the I.O.M.K.R.A. would be pleased to see anyone from the mainland joining them for racing at any of the above meetings. Secretary, Martin Griffin, Skibrick, Ballabeg Road, Ballasalla, I.O.Man, would be more than pleased to send details of the boat times, accommodation and entries.

Evelyn Kinvig

100 BRITAIN

1st No. 44 Ian Gaynor

100 NATIONAL

1st No. 16 Richard Messenger
2nd No. 40 Lee Clegg
3rd No. 41 Ron Bannan

125 NATIONAL

1st No. 12 Barry Kerfoot

125 P&R

1st No. 4 Geoff Evans
2nd No. 29 Mark France
3rd No. 39 Alf Jones
4th No. 69 John Qualtrough

210 NATIONAL

1st No. 21 Steve Quirk

250 NATIONAL

1st No. 8 Malcolm Stoddart
2nd No. 6 Keith Stoddart
3rd No. 39 Juan Kniveton

JUNIORS

1st No. 3 Mark Higgins
2nd No. 38 Kevin Minay



CLUB SCENE

Fulbeck

SUNDAY, 22nd FEBRUARY

After the January meeting was cancelled due to atrocious weather Fulbeck was again in action for its February meeting and now has a full calendar for 1987. The weather was bitterly cold and the entry was rather low but a good days racing was had by all.

JUNIORS

Heat one went to Junior Britain 'A' Guy Smith from Daniel Liddle, Nick Dudfield (also J.B. 'A') and Paul Rees. The latter winning heat two with Peter Olsson second and Nick Dudfield again third. The third heat went to local expert Martin Jubb, then Peter Olsson and Daniel Liddle.

In the final Olsson took the lead from the lights followed by Rees, Dudfield, Smith, Liddle and Jubb. Immediately Olsson and Rees started to pull away and on lap two Rees managed to take the lead which he was never to lose. Just behind Jubb was trying to get past Dudfield and managed this on lap three. Rees was beginning to create a comfortable gap between himself and second man Olsson who in turn was under no pressure from Jubb. Meanwhile Guy Smith beginning to challenge fellow J.B. 'A' for fourth place. Jubb caught Olsson and went through into second place at the end of the straight. At the flag Rees won comfortably, followed by Jubb, Olsson and the battle between Dudfield and Smith was won by Dudfield, then Liddle and restricted Jamie Mathews.

SENIOR BRITAIN

A healthy grid of Senior Britains — the largest entry of the day. Michael Hair won the first heat from John Wilcocks, Paddy Walsh and Steve Hazlett. Heat two went to Ivan Turner from Wilcocks, Chris O'Hara (making his return to Karting) and Michael Hair. Paddy Walsh won the final heat, second was Darren Gibbs, then Michael Mills and Wilcocks.

In the final Walsh led into the first bend from Wilcocks, Hazlett, Gibbs, Turner and Hair. On lap two Wilcocks went into the lead and he and Walsh broke away from the procession that followed them. Turner outraked Gibbs at the bottom of the straight to put him into fourth. This bunch of Hazlett, Turner and Gibbs continued battling until, on lap four Hazlett spun off. On the next lap positions changed again as Walsh passed Wilcocks on the pit bend. Turner was beginning to pull away from Gibbs and catch the leading duo. On lap 10 Turner caught and passed Wilcocks who went off his line allowing Gibbs to gain third place. Positions remained unchanged until the flag. Turner caught Walsh but could not find that little extra to beat him to the line. Third was Gibbs then Wilcocks and Chris O'Hara.

100 NATIONAL

Although there was only a small entry in National, competition was fierce and racing exciting with five Supers on the grid. Each heat provided a different winner in Simon Sutton, Steve Sykes and Dominic Connelly. Steven Day had three seconds. Third placings went to Dave Redfearn, Simon Sutton and David Cuff. Mark Rose took two fourths and Connelly the other.

Steven Day was on pole and at the lights he took the lead from Connelly, Sykes, Rose, Cuff and Mathew Payne. Simon Sutton did not finish the first lap and after having second on the grid he ended up watching at the side. Cuff was on Rose's bumper and on the first lap Rose missed

the chicaine thus losing a lap. A leading bunch of Day, Connelly, Sykes, Rose, and Cuff began to pull away. On lay six Cuff overtook Rose for fourth and on the same lap Connelly went through into the lead but Day retaliated, the result being that Day was demoted to third and Connelly went off the track but managed to keep going in fifth position. This incident left Sykes in the lead from Cuff, Day, Rose and Connelly. On lap ten as the leaders entered the chicaine Sykes disappeared taking Rose with him. At the flag Cuff won by half a length from Day, Connelly and then well behind a recovered Sykes and Matthew Payne.

ALL GEARBOX

Bob Kennings (250) proved invincible in the heats winning all three. 125 Peter Powell had two seconds and a third; 210 David Bailey took a second, a third and a fourth. Philip Chester filled the other placings with a third and a fourth.

Bob Kennings seemingly giving everyone else a chance started the final from the back but by the end of the first lap he was through into second and then into the lead which he held throughout. As Kennings steadily increased his lead Powell and Bailey were battling for second place. On lap 5 Bailey moved into second and on the next lap Chester took up the third position. Positions remained unchanged until the last lap when Powell managed to regain third place. At the flag Kennings won by almost three quarters of a lap, second was Bailey, then Powell and fourth was Chester.

Kathryn Lord

JUNIOR BRITAIN A

1st	N. Dudfield	Wright/Parilla
2nd	G. Smith	Gillard/Parilla

JUNIOR BRITAIN B

1st	P. Rees	Zip/Parilla
2nd	M. Jubb	Wright/Parilla
3rd	P. Olsson	Superdart/Parilla

SENIOR BRITAIN

1st	P. Walsh	Jeta/JM DAP
2nd	I. Turner	Gillard/DAP
3rd	D. Gibbs	Sprint/PCR

100 NATIONAL

1st	D. Cuff	Sprint/Parilla
2nd	S. Day	Fullerton/PCR
3rd	D. Connelly	Fullerton/Parilla

GEARBOX

1st	Bob Kennings	Dino/Rotax (250)
2nd	David Bailey	Barlotti/Villiers (250)
3rd	Peter Powell	Zip/Rotax /125)

Felton

SUNDAY, 5th APRIL

After watching the highlights of the Littlewoods cup final on returning home I began to wonder what kart racers have to do to get a fine race day. To see them standing around in shirt sleeves at Wembley was far removed from the cold very wet conditions at FELTON. The only warming thing about the day was the increase in grids and the standard of driving which was excellent despite the conditions.

JUNIORS

Heat 1: 1st Chris Clarke; 2nd Steve Woodward; 3rd Mark Allinson.
Heat 2: 1st Steve Woodward; 2nd Chris Clarke; 3rd Mark Allinson.
Heat 3: 1st Chris Clarke; 2nd Steve Woodward; 3rd Mark Allinson.

FINAL

A grid of 12 juniors and all club members so things looking good for the future. 4 entries in group (A) and 8 in the (B) group.

Chris Clarke was in pole position by virtue of his 2 heat wins and a 2nd in heat 2. The first 3 places having been shared by the same 3 drives in all the heats. From his pole position Chris had a 3 length lead at the end of lap one, Steve Woodward who is improving with every race held second spot but was being harried by Mark Allinson, all these drivers being from group (B), in fourth place a very quick Glenn Chamberlin who had looked unbeatable in the (A) class. Some of the juniors were having a little difficulty with the conditions, young Richard Blackburn managed to find the biggest pool of water on the circuit and completely flood his motor. By the mid-point of the race Chris had pulled out a 30 metre lead from Steve, Mark meanwhile had spun out on lap 4 restarting back in fifth place, as Mark spun Richard Wilson nipped past Glenn to take up 3rd spot. On lap 6 Mark was beginning to drop back obviously content with winning his class, the conditions prevented any do or die stuff so the latter part of the final was some what processional with Chris running out a comfortable winner from Steve, Richard hanging on to his well deserved 3rd place. Glenn Chamberlin duly won the group (A) with Gary Robertshaw a distant 2nd.

FINAL A

1st	Mark Chamberlin	Boxer/KS.Parilla
2nd	Gary Robertshaw	Zip/TKM

FINAL B

1st	Chris Clarke	Wright/Arrow
2nd	Steve Woodward	Dart/Arrow
3rd	Richard Wilson	Premier/Parilla

100 BRITAIN + 100 NATIONAL RESTRICTED

Heat 1: 1st Doug Gordon; 2nd George Harrison; 3rd Keith Simpson.
Heat 2: 1st Doug Gordon; 2nd George Harrison; 3rd Graeme Rudd.
Heat 3: 1st Doug Gordon; 2nd Graeme Rudd; 3rd Keith Simpson.

FINAL

With three heat wins under his belt Doug Gordon had to be favourite to take the restricted trophy. After two rolling laps starter Ian Fairless was obviously happy with the formation as he switched the lights to green. Gordon was first into paddock bend with Rudd and Harrison tucked in behind, these three quickly began to pull out a small lead from the rest of the field. On lap 3 Doug was beginning to ease away from his pursuers, 20 metres behind this group another good race was developing for fourth place with Eric Dews fighting off the attentions of Mike Stovold and Andrew Turner. But out front Doug Gordon was slowly extending his lead, Harrison and Rudd were changing places on a regular basis at different parts of the circuit. With 2 laps to go George made a decisive break for second place as did Eric Dews in the battle for fourth. So at the flag Doug won by some 30 metres from George with Graeme taking 3rd place.

1st	Doug Gordon	Dart/TKM
2nd	George Harrison	Dart/DAP
3rd	Graeme Rudd	Dart/Arrow

Kart & Superkart

Donington Park, Saturday March 28th 1987

The Central Kart Club returned to Donington on March 28th, just three weeks after the cancelled meeting on March 8th, to host the opening round of the 1987 British Championship together with the first rounds of the Club Championships and the Zip 125 Series.

An entry of around 180 had assembled on Saturday morning and the early rain gave way to drier but still cold conditions with a stiff wind blowing.

Most of the controversy surrounding the 125 National class seemed to have been resolved with a notice issued by the Central Club following a recent Kart Committee meeting. The outcome was that the new National class WILL have its own RAC Championship and a separate Grand Prix together with its own UK Cup title. The opportunity was also given to any driver... other than novices... to upgrade to the 125 Super Class and one or two did take advantage of that ruling to move up on the day. Any driver opting to move to the Super class at a later date will of course NOT be able to take with him any championship points gained in the National category. On the face of it the National drivers do appear to have got what most people considered they should have so let's hope we see some first class racing from both categories with one or two new names taking their share of the spoils.

PIT PATTER

This being only the second meeting of the new season, due to the March cancellation, one or two drivers were out for the first time. Tim Parrott was one such 'first timer' and he was missing the services of new spanner man 'Jochen'. Yes, the JOCHEN who for a number of years has assisted Reggie Gange... for '87 will be helping Tim Parrott, although he missed this one due to holidays.

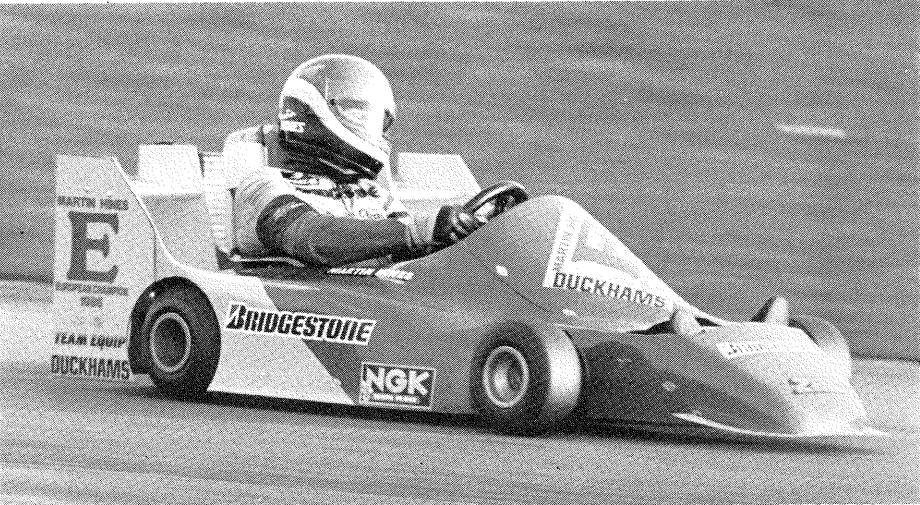
Reg was present but only in a spectating capacity but he will be back and intends to show all that the old Reg Gange fire is still there. I also hear that he has an ace up his sleeve in the shape of a new spannerman... couple that to a new '87 Zip Bandit/Zip Rotax... light the touch paper and lets hope Reggie really is fired up.

The 250 Nationals provided some interesting bits and pieces... Richard Boston has rejoined the single cylinder lads on a second hand outfit



Ogden deftly took the lead out of Park on the last lap to grab the win.

May 1987



MH — Both heat wins and the final to nett top points.

Martin Hines in on the Championship Trail again with a maximum 9 points from the first round at Donington; Paul Molloy takes the 125 Super class after a controversial last lap; Pete Morgan wraps up the 250 Nationals from a first class entry; Alan Ogden secures the points from a well supported 210 Villiers class and Neil Willetts claims the first championship points in the 125 National class.

Report: Mike Smith
Pics:Doug Rees

prepared for him by Dale Couzens. Having found Superkarts just a little too expensive Richard decided he wanted to just race and enjoy it so welcome back Marathon Man.

Mike Doble is now aboard a Stratos with Honda power whilst Keith Bisp is on a Dino with Maico power. Andy Martin's Stratos also has the Maico providing the power, as does the EDR of Tony Brown. Pete Morgan has joined Mark Webster and Steve Matthews is opting for Cheetham prepared KTM's whilst the Yamaha seems to be going out of favour with less than a dozen listed in the programme from an entry of over 40. The 125 National class had a sizeable entry of 46 with almost half of the entry aboard Stratos outfits with a good number of Minarelli engines in evidence. The 125 Super class also had a fair amount of Minarelli motors and they certainly seem to be a match for the Rotax... time will tell if they prove to be any better.

The Super Kart category was as you would expect totally Rotax powered with all but about

five bolted on to Zip chassis. Brian Harvey and Peter Conway were on EDR's... Alan Eastwood and Peter Wall aboard Kobras with former 250 National front runner Mark Allen on a Dino.

OGDENS VILLIERS

The racing kicked off at around ten minutes to twelve with the first of two heats for the 210 brigade.

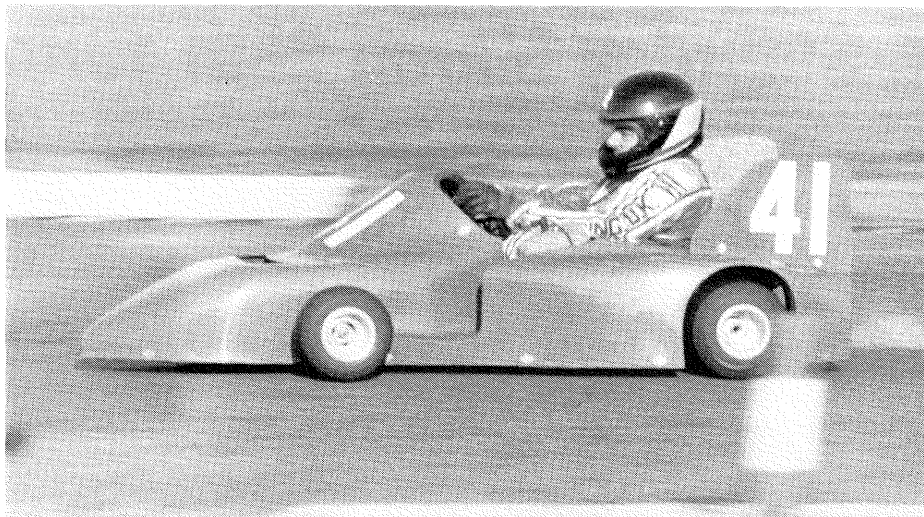
Simon Quance took the win in that one from Marshall Kingett, John Newton, John Waggett, Graham Sykes and Keith Trainer. The later came out best in the second six lapper leading home from Mark Lockley, Alan Ogden, Graham Sykes, Phil Featherstone and Bob Pooley.

That gave Trainer pole for the ten lap final with Graham Sykes, Alan Ogden and Mark Lockley completing the front row. Simon Quance, Marshall Kingett and Phil Featherstone were on the second row whilst George Bett sat on row four with current No. 1 Andy Martin on row six.

George Bett, made excellent progress during the first tour in the ten lap final and as they appeared out of the chicane for the first time the Scot led from Trainer, Ogden, Newton, Quance and Pooley.

It was all change though during the second lap with Alan Ogden taking over at the front from Newton, Bett, Trainer and Graham Sykes. That order didn't last long either for at the start of lap four John Newton had the lead... Ogden was second... Trainer third... Quance fourth and Sykes fifth. George Bett had left the fray whilst Ogden was setting himself up for another spell in the lead. He made it on lap four and then hiled on right through to lap nine. Newton meanwhile had called it a day and that put Trainer back to second spot but under pressure from Sykes with Quance lurking not far behind.

Lap eight and Sykes crossed the line ahead of Trainer with Quance now under pressure from the Alford driver. Quance was fourth... Featherstone fifth and Kingett... from George Bett country... sixth.



Willetts hung on to take victory by one second in 125 National.

One lap to go and Sykes held the lead... Ogden was second with the rest as before. Ogden was in determined mood though and as they exited the chicane for the last time it was he who made it to the line first... Sykes took second place... Trainer third... Quance fourth... Featherstone fifth and Kingett sixth.

Who said the 210's were dying?

1st Alan Ogden	Zip/APV
14m 48.5s — 79.29mph.	
2nd Graham Sykes	Zip/Vill
3rd Keith Trainer	Aero/CKC
4th Simon Quance	Zip/Longtune
5th Phil Featherstone	Kobra/FPV
6th Marshall Kingett	Zip/CKC

Fastest Lap:
Alan Ogden — 1m 26.2s — 81.73mph.

WILLETTS WINS

Johnathan Williams and his Stratos took the first six lapper in the National class with James Smith, Bruce Moore, Neil Willetts, Geoff Tuckey and Barry Yallop completing the top six.

Neil Willetts improved second time out to take the win from Barry Fortnum, Tuckey, Williams, William Grieves and Graham Barker. Williams had pole for the final with Willetts alongside and Geoff Tuckey in third spot. Bruce Moore completed the front whilst Ian Mason, Colin Mason and Mark Thompson made up row two.

Willetts made the best of his pole position and quickly put his Stratos Minarelli at the front with Tuckey, Williams and Moore following him through as they completed one lap.

For six laps that was how it stayed with

Willetts looking comfortable out front whilst Williams was about to make a challenge on Tuckey for second place. Colin Mason held fourth place from Mark Thompson and Bruce Moore.

With just two laps to run Williams was alongside Willetts as they headed down the straight towards Redgate. Tuckey was still in third from Colin Mason and Mark Thompson.

Despite a determined effort from Williams over the last couple of tours Willetts hung on to take the win by just one second after ten laps. Tuckey came home third; Colin Mason fourth; Mark Thompson fifth and Bruce Moore sixth.

A good championship opener for the new National class and if entries remain steady around the forty five mark some good racing should be seen.

1st Neill Willetts	Stratos/Minarelli
14m 29.7s — 81.00mph	
2nd Jonathan Williams	Stratos/Rotax
3rd Geoff Tuckey	Stratos/CSK Rotax
4th Colin Mason	Stratos/Minarelli
5th Mark Thompson	Stratos/Rotax
6th Bruce Moore	Waddon/Newman Rotax

Fastest Lap:
Williams — 1m 25.2s — 82.69mph.

PETES POINTS

A good grid of 250 Nationals contested two six lap heats in order to determine starting positions for the ten lap final.

Richard Boston, back with a single cylinder after a brief but expensive foray into Superkarts,

quickly got it all together on the Dale Couzens prepared outfit... won both heats and claimed pole for the final. Mike Doble with the Statos/Honda was next best after the two heats and he lined up for the final alongside Boston. Rob Johnstone is at last finishing races other than Grand Prix! and he lined up in third place on the front row. Keith Bisp took the fourth spot with Martin Pluck, Dudley Martin and Ian Waller on row two.

Frank Rowntree, Mark Webster, Pete Morgan and Andy Martin made up a formidable looking row five and the final promised to be a good one.

As Ian Rushforth flicked the lights to green it was Boston, Johnstone and Doble getting the best of it to lead the pack into Redgate for the first time. Pete Morgan was quickly into his stride though and as they completed one lap he was up to fourth place behind Johnstone. Andy Martin had put in a storming first lap to lead from Richard Boston and the battle was on. Mike Doble was in fifth place with the leading quartet already beginning to ease away slightly.

After two laps Morgan had found a little bit extra and it was he who led as they went into lap three. Boston was up to second... Martin third and Johnstone fourth. Doble still had fifth with Webster closing rapidly. By lap four the order at the front was the same whilst Webster had broken away from Doble and established a comfortable cushion in fifth spot. Bisp was now closing on Doble and as half distance was reached the pair crossed the line side by side.

Into the second half of the race and Martin hit back to take over the lead from Morgan but that situation lasted just one tour for as they completed lap seven Morgan was back in charge. Boston was third with Johnstone fourth. Webster was still running well in fifth and beginning to stretch his lead over Doble and Bisp.

Lap eight and Martin was once more in charge this time easing away a little to give him a comfortable looking advantage over Boston... who had edged in front of Morgan. Johnstone was still there in fourth spot. One lap to go and Martin still led... Boston was still second from Morgan and Johnstone. Webster had a sizeable lead over Doble and Bisp... the latter pair once more running almost side by side.

It was the final lap when Morgan made his determined effort and out of the chicane for the last dash to the flag he led Johnstone and Boston over the line with Martin having to settle for fourth spot. Webster came home a comfortable fifth whilst Doble claimed sixth.

1st Pete Morgan	BR Zip/Cheetham KTM
13m 35.3s — 86.41mph.	
2nd Rob Johnstone	McAdam/ARD KTM
3rd Richard Boston	Zip/DC KTM
4th Andy Martin	Stratos/CKC Maico
5th Mark Webster	Zip/Cheetham KTM
6th Mike Doble	Stratos/Honda

Fastest Lap:
Andy Martin — 1m 20.1s — 87.95mph.

Just 6/10ths of a second separated the first three after ten excellent laps with Andy Martin 4/10ths down on third placed Boston. Mark Webster's time showed him to be ten seconds down on Martin with Mike Doble twelve seconds adrift of Webbie.

MOLLOY MAKES IT!

Controversy clouded the 125 Super final, but more of that later... that will make you read on a bit won't it?

Chris Stoney and his Bandit took pole after the two six lap heats and that wasn't surprising after his recent successes. Trevor Roberts from Craigavon took second spot on row one with Derek Price and Dale Spruce completing the row.

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Due to the present situation in this class it is proposed that the Association be re-formed so that the class is represented at the R.A.C. Kart Committee meetings.

Mike Keel, ex Kart chassis manufacturer and Bill Tinkler ex 250 NATIONAL BRITISH CHAMPION who between them have numerous years experience in Karting are prepared to represent you at committee meetings IF they have your support.

Any other nominations to join Bill Tinkler and Mike Keel would be most welcome.

A fee of £5 will be charged to cover administration expenses for one year, any surplus monies will be forwarded to 1988. This Association is being re-formed so that your views can be voiced at the R.A.C. Committee Meetings by your own class representatives.

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250 National, the classic of the day, Morgan (8) led Johnstone (GP) and Boston (84) in the last dash to the flag.

were locked in battle, Goff coming off the better for third, then it was still Glencross from Dean, whilst Elmore and Pritchard controlled the rest of the field.

Down into Becketts Hines lined up the inside and was through to retake the lead. Roger Goff spun but managed to rejoin the action at the cost of valuable places. Along the club straight and hammering into Woodcote Parrott left is braking desperately late to take the lead from Shaw and Hines; Glencross and Dean were next up, while Pritchard had got the drop on Elmore, ahead of Edwards, Gosling and Gange.

Into the closing stages and Shaw made a concerted effort to relegate Parrott and managed to find the line through at Becketts, leaving Parrott to struggle with Hines, Dean briefly moved into fourth but Glencross quickly retook the place.

Up to the line for the last time it was a jubilant Ian Shaw a fraction ahead of Tim Parrott and Martin Hines. Phil Glencross drove well to earn a fourth followed home by Richard Dean and Paul Elmore. Steve Edwards, Roger Goff, John Gosling, and Reg Gange completed the order to tenth place.

1st	Ian Shaw	Silverstone Racing Zip/Zip Rotax
2nd	Tim Parrott	Kelgate Zip/Anderson Rotax
3rd	Martin Hines	Zip Bandit/Zip Rotax
4th	Phil Glencross	Leaside Zip/Anderson Rotax
5th	Richard Dean	Zip Bandit/Anderson Rotax
6th	Paul Elmore	Zip/Rotax

Race Time: (10 Laps): 9min 34.9sec — 100.69mph

Fastest Lap: (Tim Parrott): 56.4sec — 102.63 mph (Lap Record).

125 NATIONAL

‘O’ plate holder Chris Stoney certainly looked the man to beat. He took the Zip Bandit-CSK Rotax into pole position with a 1min 4sec time, with the Stratos-Minarelli of Derek Price lining oup alongside. The times down to tenth here as follows:-

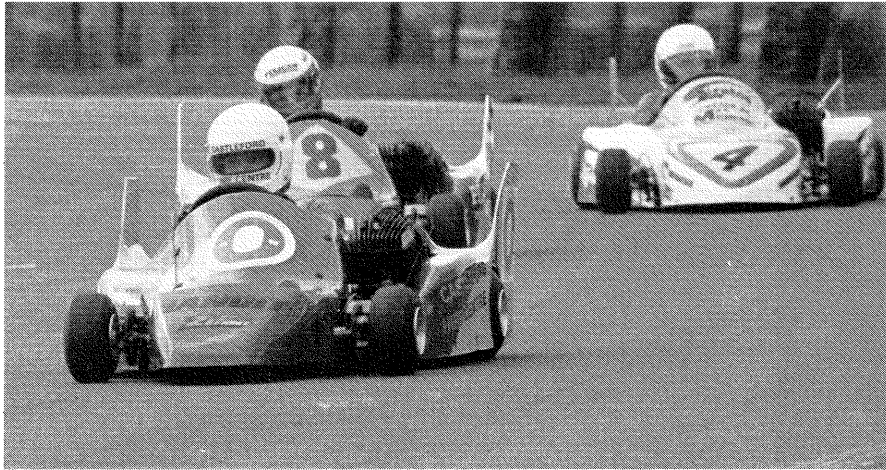
Chris Stoney	1min 4.6s
Derek Price	1min 5.7s
Ryan Baptiste	1min 5.9s
Boyd Barrington	1min 6.3s
Richard Crump	1min 6.4s
Steve Murray	1min 6.7s
Dave Clark	1min 6.8s
Nigel Wigg	1min 6.9s
Richard Fenton	1min 7.4s
Shaun McLaughlin	1min 7.7s

Only one driver failed to put in a time and that was Stephen Coward surprisingly enough. He had to start from the back of the grid. Joanne Fabby aboard the Fab speed Yamaha failed to start at all.

As they prepared for their 10 lap session the grid took on this format:-

Crump	Barrington	Baptiste	Price	Stoney (pole)
Fenton	Wigg	Clark	Murray	
Poole	Webb	Bolton	Ballantyne	McLaughlin
Westwood	Bowler	Naul	Cullen	
Wilcox	Gallant	Benstead	Fortnam	Beaumont
	Glendening	James	Pearson	Cowell

The pace car turned into the pit lane, the grid rolled up to the start, the lights changed to green and Barrington, Price and Stoney looked to be first away. Through Copse and down to Becketts Price had the lead, from Crump, Barrington, Stoney and Nigel Wigg. Along the fast club straight up to Woodcote on the completion of lap one Stoney was quickly into his stride,



125 National — into Woodcote, Stoney (0) dominated the race for seven laps before retirement, here leading Crump (8) and Price (4)

picking up the lead with the rest struggling behind him — Crump, Price, Barrington, Wigg, Clark and Baptiste heading the balance of the field.

Stoney still had command exiting Becketts once more, with the rest in situ up to Woodcote where Dave Clark forged ahead to take up station in fourth place.

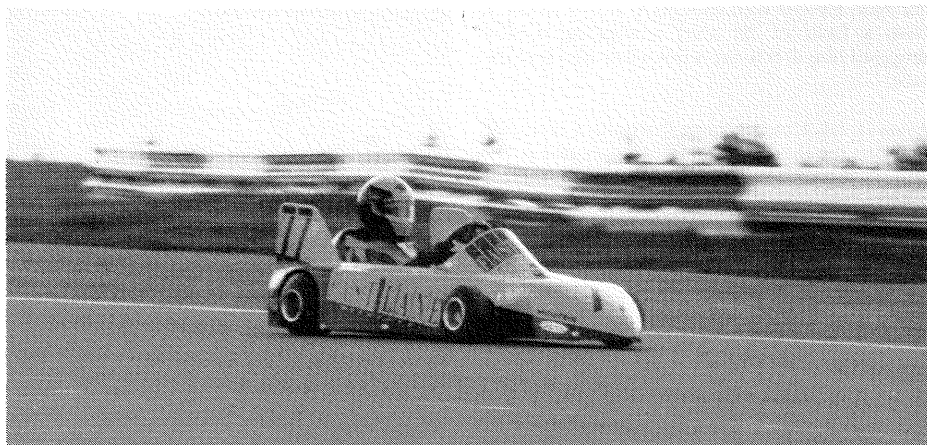
Stoney began to ease out a slight advantage leaving Crump, Price and now Baptiste to scrap it out for second. Clark and Wigg were next up while Barrington had supped back to seventh, chased hard by Beaumont. Stephen Coward lasted only two laps before pulling off at Becketts, whilst Colin Poole pulled in at Copse with mechanical problems.

Lap three and Stoney was still at the front, Price had moved into second ahead of Crump while Baptiste and Clark were locked in a furious struggle all the way along to Copse, chased by Wigg and Barrington. Barrington saw that lap out — before retirement.

By the halfway point Stoney had established a comfortable lead and as he motored on alone all attention focussed on the battle for second, the fourway duel between Price, Crump, Baptiste and Clark, each desperately trying to gain an advantage with plenty of ducking, weaving and late braking going on. Further back was more frantic action from Steve Murray, Ian Beaumont and Nigel Wigg, emulating the quartet in front.

Six laps under his belt and Stoney had a good 30 yards up on the rest. Crump now held second a whisker ahead of Price. Baptiste was about two Kart lengths adrift but managed to pull clear of Clark who had the Murray trio breaking down on him as they moved into lap seven. Shaun McLaughlin and Keith Glendening had also closed up to join the affray, but McLaughlin spun down at Becketts and lost some hard earned places.

Cullen, Wilcox, Ballantyne and Westwood began to benefit for the ‘slowing down’ effect



“Fast Lane” mag’s Ryan Baptiste took a well deserved win in a near photo finishb. (Pic: Iain Blair)

backmarkers were having on the lead group.

The end of the seventh tour and Stoney was gone with a blown motor. Price, Baptiste and Crump raced out of Woodcote almost abreast, Price just having the edge as they hammered down the pits straight, Baptiste tucked in behind for the tow, Murray, Beaumont, Wigg and Clark were struggling to match the pace. Out of Becketts it was still Price with Crump now ahead of Baptiste as two more joined the list of retirements — Steve Murray and Keith Glendening. The last lap board was gone, Baptiste had edged into the lead, Price was second with Crump a close third. Beaumont was now up to fourth but still with a fierce struggle on his hands from both Clark and Wigg.

Abreast through Woodcote they came, Baptiste on the inside got the power on first fighting off Price and Crump. Crump outflanked Price as Baptiste crossed the line to a well deserved victory, arms waving in the air. Beaumont held on in fourth, with Clark and Wigg chasing him home in fifth and sixth respectively. Cullen, Wilcox, Ballantyne and Westwood brought in the order down to ten.

1st	Ryan Baptiste	Stratos/Minarelli
2nd	Richard Crump	Zip/CSK Rotax
3rd	Derek Price	Stratos/Minarelli
4th	Ian Beaumont	Zip GP/Beau Rotax
5th	Dave Clark	RWM Stratos/Minarelli

6th Nigel Wigg Wright/Rotax

Race Time: (10 Laps): 10min 56.1sec — 88.23mph

Fastest Lap: (Chris Stoney): 1min 3.9sec — 90.59mph (lap record).

Thanks must go to Pierre Aumonier and the British Racing Drivers Club for staging the event. Commiserations to those who failed to finish, but there will always be another time, or two...

E.M.

Richard Crump, Ian Beaumont and Alex Pettigrew made up row two with Grand Prix winner Paul Molloy on row three in the company of Malcolm Clark, Steve Murray and Dave Clark.

With ten laps to do then it was Stoney who got the best of it at the change of lights with Roberts in close attendance.

After just one lap Derek Price had pushed through to second place and Paul Molloy had made it up to fourth behind Roberts.

As the opening laps were completed Stoney and Price had settled into first and second places... Roberts was back up to third and Molloy fourth. By half distance the leading pair had a comfortable gap over the next two with Molloy some way ahead of Richard Crump, Dave Clark and Gary Ashurst.

Lap seven and it all changed though... Molloy burst through to take over the front spot... Price followed his fellow Stratos driver to take second... Stoney held third and Roberts was fourth. Dave Clark was in charge of the rest leading Richard Crump, Gary Ashurst and Simon Cullen.

Lap eight and a different picture emerged as they hit the straight once more... Price was now leading and had pulled away from the other three... Stoney was back to second... Molloy third and Roberts fourth. By the end of lap nine... one to go... it had tightened up again...



125 Super, before the controversial finish, Molloy (GP), eventual winner, leads Price, Stoney (0) and Roberts (20).

a blanket would have covered the four of them... and the pace was HOT! Starkeys Straight for the last time and it all happened... Derek Price did what he felt he had to do in order to defend his lead... and Chris Stoney looked for a way through. He went for it... hit the rough... and in returning to the circuit there was contact with the Stratos of Price.

Molloy and then Robers were through and in the dash to the line they took the first two places with Stoney third and Price fourth. Dave Clark got the better of Richard Crump to claim fifth spot with Simon Cullen just missing out on the points in seventh place.

Then unfortunately the bullets flew... verbally at first as Chris Stoney and Derek Price exchanged some choice words at Redgate.

Chris Stoney then put in a protest regarding the driving of Derek Price, centred around his weaving along Starkeys Straight.

The protest machinery began to roll and I was well on my way home when it all ended around 8.30pm.

However, the outcome of it all was that both Chris Stoney and Derek Price received a licence endorsement for foul language whilst Derek Price received a second endorsement for his driving behaviour.

The incident which resulted in contact being made was ruled upon as being an error of

judgement on the part of Chris Stoney and no action was taken. The protest fee was returned.

No doubt the parties involved will have their own opinions and feelings on the matter for some time to come... let’s hope it doesn’t carry through to the tarmac next time out.

1st	Paul Molloy	Stratos/Madcap Minarelli
13m	45.7s — 85.32mph	
2nd	Trevor Roberts	Zip/Rotax
3rd	Chris Stoney	Zip/CSK Rotax
4th	Derek Price	Stratos/Madcap Minarelli
5th	Dave Clark	RWM Stratos/Madcap Minarelli
6th	Richard Crump	Zip/CSK Rotax

Fastest Lap:

Derek Price and Paul Molloy — 1m 21.2s — 86.76mph.

MARTIN WHO?

From a small field of Superkarts British and European Champion Martin Hines soon showed that he was not really interested in anything other than winning. He topped the timed practice session in not very good conditions... his best of 1m 30-1, proof enough that the track was not in ideal racing condition. Roger Goff was second quickest against the clock, just

Richard Dean had a couple of fifth places... Mark Allen had a fourth and a sixth whilst Peter Grey, John Wheatley, Phil Glencross and Tim Parrott also featured in the top half dozen.

Hines was of course on pole for the final... Peter Grey was alongside... Mark Allen took third place and Richard Dean completed the front row. Alan Pritchard, Ian Shaw and Steve Edwards made up row two. Roger Goff was on row three... Phil Glencross and Tim Parrott on row four.

As the lights changed to green it soon became apparent that the ‘E’ plates were not going to be hanging about. The Bandit got away well to lead into Redgate with Grey close by.

After one quick lap the order was Hines, Shaw, Parrott, Goff, Glencross, Grey and Dean.

By lap three Hines had eased away slightly from second place Shaw who in turn was comfortably clear of Parrott, Goff and the rest.

Lap four and Hines was well clear... Shaw had been joined by Parrott and Goff in a fight for second spot with Glencross holding off Dean for fifth place. Grey was running a lonely seventh... Edwards eighth and Peter Wall ninth.

After seven laps the Bandit of Hines had almost the length of the straight lead over the battle for second. Goff had edged his way through to that spot with Parrott having relegated Shaw to fourth. Glencross and Dean were still having a good dice for fifth with a backmarker between them and Grey.

Lap eight and Hines had taken a backmarker and held his comfortable lead over Parrott who had now taken over second spot. Glencross and Dean had closed up on the scrap for second place, making it a five way duel. One lap to go and Hines had at least ten seconds over the chasing quintet with Goff having taken second place again from Parrott, Shaw, Glencross and Dean.

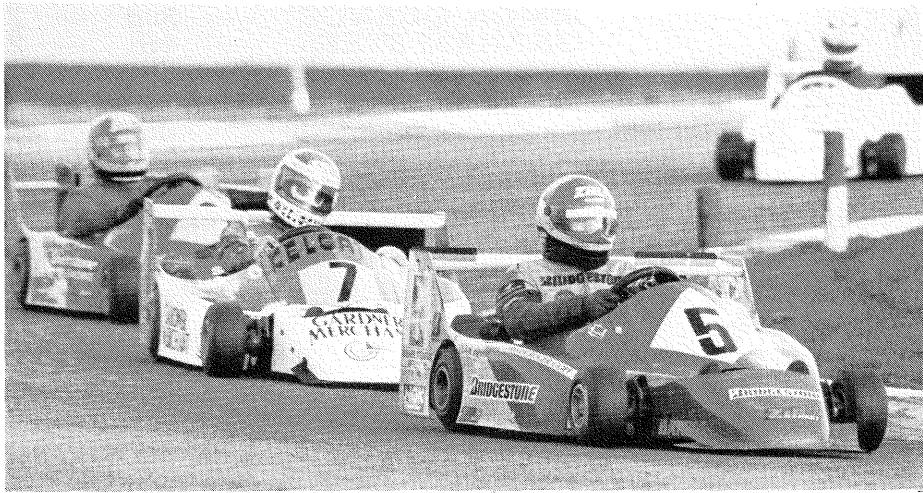
Hines motored on seemingly with no problems and at the close of ten laps had slightly increased his already good lead to take the flag and nine points.

Roger Goff, Tim Parrott, Ian Shaw, Phil Glencross and Richard Dean made up the top six points scorers... Peter Grey taking seventh place.

1st	Martin Hines	Zip/Zip Rotax
	12m 21s — 95.07mph	
2nd	Roger Goff	Zip/Zip Rotax
3rd	Tim Parrott	Kelgate Zip/Anderson Rotax
4th	Ian Shaw	Silverstone Zip/Zip Rotax
5th	Phil Glencross	Anderson Zip/Anderson Rotax
6th	Richard Dean	Zip/Anderson Rotax

Fastest Lap:

Martin Hines — 1m 13s — 96.50mph.



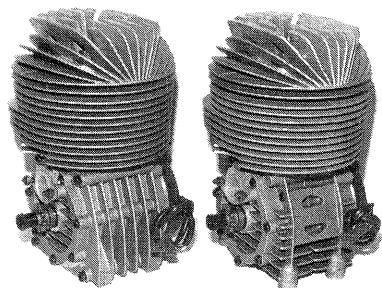
Goff (5) regained second spot from Parrott (7) near the end to finish in that order behind Hines; Shaw (2) came fourth.

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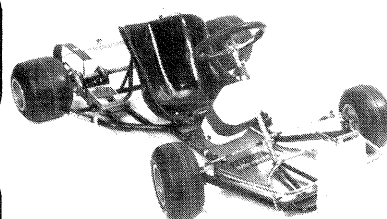
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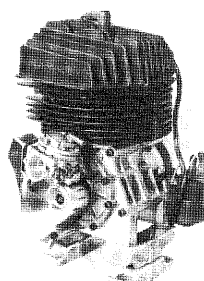
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250 NATIONAL	MARK WEBSTER	— 1st	— ZIP BANDIT/KTM
125 SUPER	CHRIS STONEY	— 1st	— ZIP BANDIT/CSK ROTAX
	TREVOR ROBERTS	— 2nd	— ZIP BANDIT/ROTAX
125 NATIONAL	RAY GRIMES	— 1st	— ZIP/ROTAX
	STEVE MAKIN	— 3rd	— ZIP/ROTAX
210 NATIONAL	GEORGE BETT	— 1st	— ZIP/BETT VILLIERS
	SIMON QUANCE	— 3rd	— ZIP/LONGTUNE VILLIERS
	GRAHAM SYKES	— 4th	— ZIP/LONGTUNE VILLIERS

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SHAW'S EASTER PARADE



Ian Shaw, a super Formula E victory delighted his sponsors — and him! (Pic: Iain Blair)

In a classic dash to the line Silverstone Racing Zip Team driver Ian Shaw took his Formula E outfit to victory ahead of Kelgate's Tim Parrott and current Euro Champ Martin Hines. Only 2/10ths of a second separated the three at the finish of what was for Shaw a brilliant drive and his first victory of the season after moving up from 125 National last year.

It was a first, too, for Ryan Baptiste in 125 National from Richard Crump and Derek Price in yet another close finish. Pace setter Chris Stone controlled the proceedings until lap seven of the ten lap race when he retired with a blown motor.

Pics: Rodger Calvert

The BRDC's invitation to their Easter Monday race day, held on the 1.608 mile club circuit at Silverstone, was extended to 25 Formula E and 29 125 National Driver, each class competing in one 10 lap event, the first time the Karts have raced on the short circuit and the excited response from the large crowd of spectators suggest it will not be the last time either.

The Karts were only a part of the eight race programme of the afternoon, with qualifying during the latter part of the morning deciding grid positions for the races, kicking off at 2pm. The conditions were dry with sunny periods and a chilly wind blowing, although there had been overnight rain which left a damp circuit for the MG Metro Turbo qualifying at 9.30am. Driving in the Esso Superlube EX2-Austin Rover entered celebrity Metro was Martin Hines, but 10 minutes on the damp track dropped his qualifying position to nineteenth, well down the grid for the race. He did well though to finish eleventh from a field of 28 after a niggling misfire dropped him down the order a few laps into the race.

Anyway, back to the karts, Formula E were the first out for their 15 minute session and at the end six drivers qualified under the one minute mark:-

Martin Hines	56.8s
Tim Parrot	57.3s
Ian Shaw	57.6s
Roger Goff	59.0s
Richard Dean	59.1s
Steve Edwards	59.5s

Hines was the fourth quickest qualifier overall from all the various marques racing, on par with the Clubman's Sportscars. Taking the times into the one minute plus mark were:-

Dean	Goff	Shaw	Parrott	Hines (pole)
Willie	Gange	G. Jackson	Edwards	
Gosling	Papworth	Maxwell	J. Jackson	Standing
Vale	Beavers	Elmore	Wall	
Pritchard	Wheatley	Eastwood	Holder	Scott
	Glencross	Atherton		

The lights switched to green and it was Dean making a good start, from Parrott, Goff, Hines and Shaw as they shot along to Copse. Through Maggotts and into the tight one-eighty of Becketts the order began to change. Parrott had forged ahead and Hines was now on his tail, with Goff hanging on in third spot from Shaw. Down the club straight to complete one lap Hines had the lead from Parrott with the rest climbing up their exhausts. By the time they hit Becketts again Parrott was back in charge — just from a pursuing Hines, Goff held steady in third, whilst Shaw demoted Richard Dean. Driving extremely well and quick was Phil Glencross, from a back row start he was now up to sixth!

Next time round Hines had control as they hurtled out of Woodcote with a very impressive Shaw in the Silverstone kart hanging on his bumper. Parrott had slipped back behind Goff to fourth, ahead of Dean and Glencross. That immediate order remained unchanged for the remainder of the lap, but by the time the third tour closed Shaw had the lead from Hines with Goff still fighting off a determined Parrott while Glencross had moved ahead of Dean. Alan Pritchard headed the secondary group a fraction from Paul Elmore, Steve Edwards, Reg Gange and John Gosling.

Out front the action was still hot and furious with Shaw and Hines exchanging the lead frequently and Parrott and Goff hard at it as well.

The halfway mark Shaw was back in control, Parrott up to second ahead of a relegated Hines, followed by Glencross and Dean. About fifty yards separated the next group from the leading pack. Elmore had the better of Pritchard while Edwards was fighting off the attentions of Gange. John Gosling led the rest of the field. Already there had been several retirements — Atherton shortly after the start, Peter Holder spun off at the Dunlop Tower regrettably sustaining a broken leg — we hope to see him back, fit and well as soon as possible. Vale and Eastwood retired at Woodcote with mechanical problems, as did Giles Jackson.

Lap six Shaw held sway, Parrott was still second, driving on the limit, Goff and Hines

The balance of the entry, with the exception of a few including Phil Glencross who didn't record a time, also fell within the 1 minute plus mark. It was nice to see Paul Elmore back in action again after a long layoff and put in a promising performance.

THE RACE

2pm and the Easter Monday Trophy Race rolled round Woodcote for the start, the grid looking as follows:-



For Paul Elmore a sixth finish marked his return to the big uns.

JUNIOR BRITAIN A
1st Glenn Chamberlain Boxer/Parilla
2nd Laurence Keenan Zip/PCR
3rd Andrew Gallagher Wright/Arrow
4th Darren Stapleton Zip/TKM

JUNIOR BRITAIN B
1st Peter Olsson Superdart/DK Parilla
2nd Barry Forsyth Wright/Parilla
3rd Nick Lamb Jeta/DAP
4th David Coulthard Zip/Boyce TKM
5th Chris Clark Wright/PCR

100 BRITAIN
1st Lloyd Ross Zip/Parilla
2nd Nick Stamper Wright/Parilla
3rd Tim Boyd TKM/TKM
4th Tim Harmer Gillard/TKM
5th Denise Ford Wright/TKM

210 NATIONAL
1st Andy Martin Stratos/CKC Villiers
2nd Gordon Addie Zip/Villiers
3rd Paul Clapham Zip/Villiers

250 NATIONAL
1st Andrew Harvey Zip/Yamaha
2nd Tony Brown EDR/Maico

FORMULA E
1st Barry Tolson Zip/Rotax
2nd Trevor Alexander Zip Bandit/Goff Rotax

125 P&R
1st Andrew Harvey Barlotti/Honda
2nd Frank Hynds Zip/Honda

100 NATIONAL
1st Ian Williams DAP/Parilla
2nd Mark Windle AllKart/Parilla
3rd Jim Forsyth Wright/Parilla
4th Gordon Wilson Zip/Parilla
5th Gordon Murray Zip/Boyce PCR
6th Paul Henderson Gillard/Parilla

125 NATIONAL
1st Tony Rees Phoenix/Rotax
2nd Bill Stoddart Zip/Rotax
3rd Gordon Brown Zip/Rotax
4th Alan Tolson Zip/Goff Rotax
5th Chris Bell Phoenix/Minarelli
6th Brian Bird Phoenix/Minarelli

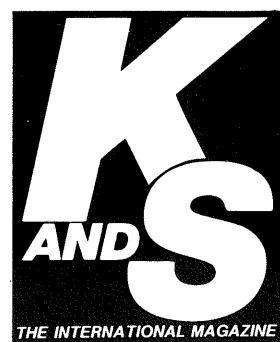


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Profile

Paul Rees



The 1986 RAC Championship at Kimbolton netted him ninth.

(Pic: Rodger Calvert)

In 1986 Paul Rees won five of the six rounds in the Junior Britain Kart & Superkart series to finish second overall. During last Autumn he commenced a work experience course at Zip Kart and by the beginning of 1987 was firmly entrenched as one of the three Junior Britain works drivers. His keenness for karting and enthusiasm for the work is never daunted and he is quickly building up a reputation as the man to beat, his string of success span the length and breadth of the country and the season has just begun....

Paul was born in Epping, Essex on 25th May 1971 and currently attends Ongar Comprehensive School, that is when he isn't on work experience! Since the age of six he was bike crazy and was soon to be seen on a scramble outfit, however, motor-

bikes were not really approved of by his parents and so the interest began to wane. Apart from following his sister's successes in Show Jumping, it was time to find another interest to occupy his natural inquisitiveness — Karting.

Like most of us Paul's interest started in the same way. He visited Rye House with some friends to spectate and was suitably enough impressed with the action to give it a try. After pestering Dad he managed to come up with a Barlotti chassis and a couple of Hewland Arrow engines.

It all started in February 1985 and he rapidly began to make a name for himself. In his first year of competition Paul finished fourth in the last round of the Bridgestone U.K. Championship at Rye

House, which helped him into eighth spot overall. In the Super One Series he finished overall tenth. Yet another eighth, this time in the British Championship and selection to race in Amsterdam against some top Dutch competition, rounded off a very satisfactory initial year.

The 1986 season dawned with Paul equipped with a Sprint kart and Parilla power. He thought it handled very well and the engiens were good, good enough to land him five victories in the K&S series and a second overall placing. The attempt on the British Championship at Kimbolton on 31st August saw him placed ninth at the end of the day.

Through the Autumn and into the Winter months extensive testing was carried out of the new Zip Britain outfit in preparation for this year. Another satisfactory season, with victories at most tracks throughout 1986., He capped it well by winning the class honour in the Wombwell Winter series.

Next year Paul will have outgrown Junior Britain but before that time comes he will have a packed current season to contend with. Obviously, to take the British No. 1 is his chief aim and he will tackle the Junior World at Laval in July. He feels the experience he gained in Amsterdam was very worthwhile and it has given him an insight into what European competition is all about. Ultimately Paul would like to race abroad more and extend his European experience further. He is registered for this year's Super One and clenched the opening round at Clay Pigeon in March.

For 1988 Paul plans one year in 100 National before getting stuck in seriously into 125 National on long circuits. When he finishes school his intentions are to seek full time employment in the karting industry, preferably staying put at Zip Kart, if at all possible. On the work experience▶



Since the age of six he was bike crazy!

front, this involves building karts from the bare chassis — Junior Cadet to Formula E and under the tutoring eye of Roger Goff building 100cc and 250cc engines. He thoroughly enjoys the work and is a reliable and contentious young man.

On the sport in general he feels the Governing Body does not help Juniors enough to gain experience against foreign competitors, there is no thought given to preparing young drivers for such an important event as the Junior World Championship. That, then, is Paul Rees — his future looks good.

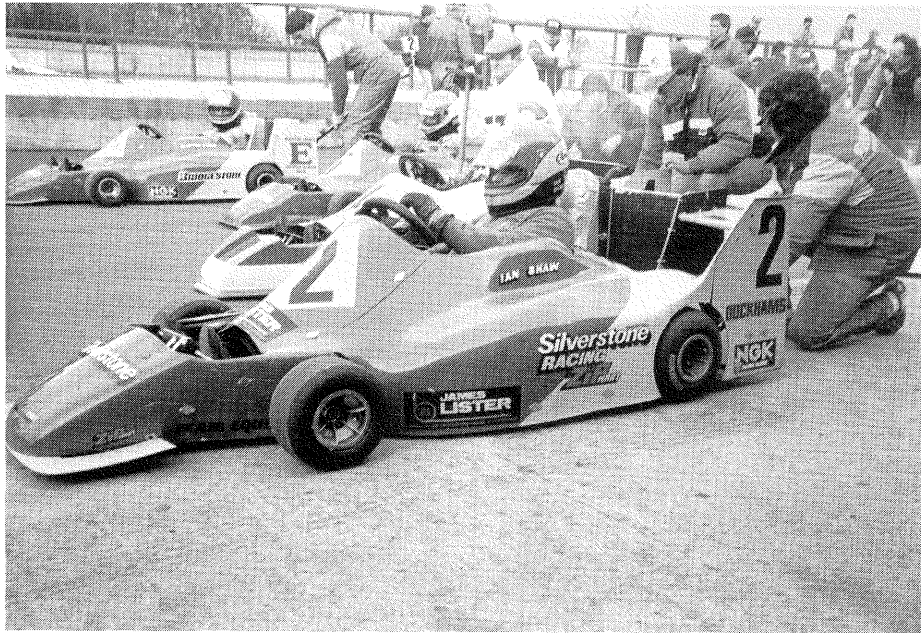
In closing Paul would like to say: "I owe a great deal of thanks to Mr Mark Hines and Mr Martin Hines for giving me such a great opportunity."



Anthony Lister of James Lister, High Performance Hoses and Fittings was present at Donington Park on Saturday 28th March to gain an insight into Long Circuit karting. Predominantly an industry orientated company, Lister only became involved in motor sport about eighteen months to two years ago by offering backing to motor cycle racers. Latterly the company, through Anthony's keenness for motor racing, became involved in backing the MG Metro Challenge. Lister provide brake hoses for Zip Formula E karts and are now interested in helping Ian Shaw of the Silverstone Racing Zip Team for the European and World series this season. Following the event at Donington Anthony was suitably impressed, both with Ian's ability and Formula E in general.

Ian is pictured on the dummy grid at Donington, the kart sporting Lister logos.

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100 National — Ian Williams eventually shook off the tow and homed in for a fine victory.

125 P&R

The run of the heats and consequently pole position went to Frank Hynds, with two wins and a DNF. Andrew Harvey was the next most successful driver with the other heat win and he was joined on the front row by novice James Morton. Joanne Fabby had the sort of day most people dread and was all alone on row two.

Come the final and the Fabby gremlins struck again as she failed to make the start. Harvey made the best of the start and was untroubled throughout, even finding time to play with a few 210's along the way. Frank Hynds put up a gallant struggle to get on terms with Harvey but couldn't quite make it. The only other runner was the novice, Morton, who was sadly outpaced but performed well nonetheless to come in third.

125 NATIONAL

Gordon Brown turned out to be the dominant force in the heats, winning two and finishing 2nd in the other and gaining pole in the process. He was joined on the front row by other heat winner, Bill Stoddart, and local chap Tony Rees, now under the watchful gaze of Mike Davidson, Gilbert Keenan and Malcolm Campbell were the occupants of the second row, with Steve Brooks, Mike Stephenson and Chris Bell on the third. Bell and Mike Gilfillan had a coming together in the third heat resulting in a trip to the barriers for the pair. Once checked over, karts and drivers were given the OK and lined up for the final.

Rees absolutely tore off the line in the final leaving Brown and Stoddart gasping in his wake as they followed on. Jim Brolley headed the next group of Campbell, Bell and John Reid. Alan Tolson and Keenan were next up and trucking

quite nicely although Keenan went missing on the fourth tour. As Rees started to pull out a small gap over the chasing pair, Stoddart found a way past Brown into the runner up spot on the eighth lap just as Bell slipped a couple of places behind Reid and Tolson. Reid was the next to disappear on lap 12 handing 4th over to Tolson who had managed a couple of DNF's in the heats. That



Tony Rees (11) held off Gordon Brown (76) and Bill Stoddart (50) to take the 125 National honours.

FORMULA E

A clean sweep of the heats to net pole from Trevor Alexander and Steve Mattinson. Having his first ever meeting was James McIntyre on a Yam powered outfit. He was the second row.

The gremlins struck Mattinson AGAIN as he failed to take the start in the final. The pre race favourite, Barry Tolson didn't let us down as he shot off into a comfortable lead but was troubled more by the Nat of Harvey than by his fellow class mates. Alexander didn't have the speed to challenge Tolson and McIntyre's race ended on the third lap in retirement.

So ended the first round of the Border Champs. During the interval, a young gentleman called John Stephenson gave a demonstration of the new Cadet class which drew a large crowd from the pits to watch. If we get a few more, ie four or over, there may be a race in it. Its up to you.

Iain Blair



Andy Harvey greatly deserved his 250 National victory.

210 NATIONAL

Pole here to Gordon Addie with two wins and a 2nd, joined by Paul Clapham and Steve Quirk (from the IOM). Andy Martin and Brian Brown were the row two occupants with Tom Earl, Neil McQuade and Neil Marsay on row three.

Clapham led the final for the first four laps before dropping behind Martin and Addie which basically finished the final as Martin swept away with the win. Addie consolidated his second place as did Clapham his third, but the rest were all lapped at least once, making place sorting rather difficult. However, it would appear that Brian Brown had the necessary pace to annexe 4th by flagfall.

250 NATIONAL

Only two out in this class as Tony Brown took pole by winning two heats and none finishing third. Andrew Harvey blew his reeds in the first heat and took until the final to effect repairs which would allow his racing to.

Brown led the first few laps of the final before Harvey found a way through and began to harass Tolson in the E class. Tony fell back slightly from Harvey and settled for second as he at last found some motor settings which allowed sustained running. Harvey greatly deserved his win on the day on the strength of his E hassling performance alone.

ROUND 2 — FELTON
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1987 BORDER CHAMPIONSHIPS

ROUND ONE — ROWRAH

We greeted in excess of 100 drivers to a lovely spring day at Rowrah for the opening round of the Border Champs '87 style. All the 1986 Champions with the exception of both 250 categories were in attendance to attempt the retention of their titles. Perhaps the most travelled driver was Peter Olsson, all the way from Kent, presumably getting in some pre-Super One testing. Flashing their privileged numbers were Andy Martin, 210 British Champion, and Mark Windle, runner up in the 1986 100 National Champs. Our 125 entry seems to grow by the month, and I can see a B final in the offing before long. Lloyd Ross seems determined to ruin any and all of my predictions by returning to 100 Britain with a brand new Zip/Parilla combination. Some you just can't win!

Anyway, the racing is what matters, so we'll say hello to the Juniors first.

JUNIOR BRITAIN 'A'

Pole taken here by Glenn Chaimberlain by virtue of two heat wins and a 2nd. Alongside him was A. Gallagher who won the other heat win and coupled those to a pair of 3rds. The 'A's were tagged on the back of the 'B's which life rather fraught after a few laps.

Chaimberlain took up the initiative from the starting lights and led through out the final, despite being hotly pursued by Laurence Keenan. Keenan ran a very good race but slower 'B' traffic annulled his challenge. Galagher wound up with 3rd for his pains with Darren Stapleton taking away 4th and being the last finisher in his class.

JUNIOR BRITAIN 'B'

David Coulthard, despite poor grid positions due to his late entry, sewed up pole with a win, 2nd and 3rd from his heats. Opposite pole was the property of Peter Olsson with a 4th coupled to his 2nd and win. Row two was occupied by Nick Lamb and Barry Forsyth, who won the other heat. Alan Mackay collected a maximum for overtaking on the yellow flag during the first heat and he lined up on row four.

David Coulthard led the final away for the first five laps and seemed well in control before an "incident" dropped him to 6th and having to pick up the pieces again. This passed the lead to Olsson with 2nd to Nick Lamb, 3rd to Barry Forsyth, 4th to Chris Clark and 5th to Alan Mackay. It wasn't until the 8th lap that Coulthard

moved up to 5th place at Mackay's expense, but he wasted no time in despoising Chris Clark from his 4th spot.

Thereafter, there was just not enough time or room for any challenge to the top three, of whom Olsson had pulled out a slight lead over Lamb and Forsyth. The final shuffling took place with three to go as Barry Forsyth moved up to runner up to Olsson's win with Lamb 3rd, Coulthard 4th, Clark 5th and Mackay along in 6th. 7th was Jason Yeomans from Richard Wilson, Jason Raphael and Martyn Hughes.

100 BRITAIN

Lloyd Ross took pole with a win, 2nd and a 6th after two spins due to a sticking throttle; J. Boyd accompanied him with a 3rd and two 4ths. Heat winner, Tim Harmer took up the inside rank on the 2nd row with Peter Fowles whilst the 3rd row contained the other heat winner and poseur of the year, Nick Stamper. He was joined by one of three females racing in this class, Janet Armstrong. Vicky Starkey finally made her senior Rowrah debut but had a difficult day. She

relieved him of it and pulled away. Stamper had found himself at the rear of the pack following a spin. His drive to recovery was a feature of an otherwise boring race. The ladies acquitted themselves very well with Denise Ford in 5th, and Janet in 7th by the flag. Vicky retired with brake failure having cooked her second set of pads in the meeting. There would seem to be room for improvement in this department over the water in Italy.

100 NATIONAL

The non-arrival of Roy Dickson was disappointing but the racing itself was fast, generally clean and great to watch. Ian Williams debuted a new TT95 Parilla but took some time to get used to it. His heats were 5th, 4th and 1st to secure pole from Mark Windle who also debuted a new motor. It is one of the new French RKD units which although short of top end, had plenty of torque. Mark reverted to the Parilla for the final. Gordon Wilson, having his first race at Rowrah in years headed row two from Stu Davison, both driving with speed and con-



Lloyd Ross did his usual disappearing act in 100 Britain!

hasn't a good word for her AllKart brakes, seemingly. Ralph has but we can't print them.

As the lights changed to green, the rear number plate of the Ross-mobile was the last anyone saw of him as Lloyd did his usual disappearing act. Boyd held on to 2nd for just over half the race before a hard charging Stamper

sistency in their heats. The other heat winner, Jim Forsyth, and David Tooley made up the 3rd row and Paul Henderson and returnee Kevin McBride the 4th.

The first few laps of the final were a lap scorers nightmare, Windle led first then Wilson, then Williams, with the battle for the placings just as intense. Once Williams found himself in the lead, he managed to break the tow and stretch out a gap over the chasing group. Wilson found his motor going off as the final progressed, his challenge effectively run. He was to learn later that the top land had gone from his piston, thus reducing power. As Wilson fell away slightly, Windle in second place could feel the challenge mounting from the fast charging Jim Forsyth, but Mark's sidepods made the kart that little bit too wide for Rowrah's tight confines and 3rd was Jim's lot. Behind Wilson, Stu Davison was at the head of a jostling mob intent on positional improvement. He managed it for all but the last lap when he tangled at the chicane, dropping to 10th at the flag. The confusion surrounding his departure elevated Gordon Murray and Paul Henderson to 5th and 6th respectively, both having earlier dealt successfully with David Tooley. His motor went off after around ten laps basically due to an air leak to the crankcases. At the flag, Tooley was 7th, Dominic Buckley 8th, Chris Armstrong 9th and Stu Davison completing the top ten.



Olsson pulled out a slight lead over Forsyth and Lamb to take the flag.

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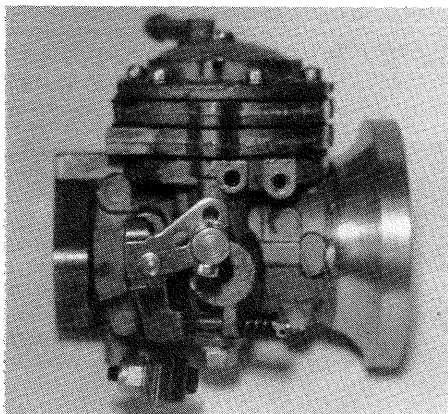
CARBURETTORS—100cc

Since karting came to England in the late 1950's there has only been a handful of different brands of carburettor used. In the early days Bing, McCulloch and to a larger extent Dellorto carburettors were widely used; the Tillotson arrived on the scene in the mid 1960's.

The carburettor was surrounded by mystique then, as it is to-day, if for different reasons. Few people understood the workings of this ex-chainsaw component. Having bought my first Tillotson in about 1968 I was told to preserve it in petrol when not in use and on no account to take it to bits! The "expert" advised me that if I did so the carb would be scrap!

I think the original model was HL 227A which was an American cast 22mm venturi unit. The jets and pump were identical to the Irish cast standard carb in use for the Britain classes today.

By 1972 all the major kart dealers were



The Tillotson, used commonly in the National and Britain classes today.

offering a preparation or tuning service on Tillotson carbs and all the other brands had fallen into disuse. The initial mystique regarding the workings of Tillotsons had been dispelled only to be replaced by the conviction that a good carb is born and not made. This still holds true to this day. So much so that when buying secondhand carbs a good guide is to go for the scruffy old one rather than the smarter looking example. At some time in their lives the good carbs will find their way into the hands of a driver who is able to recognise them as such.

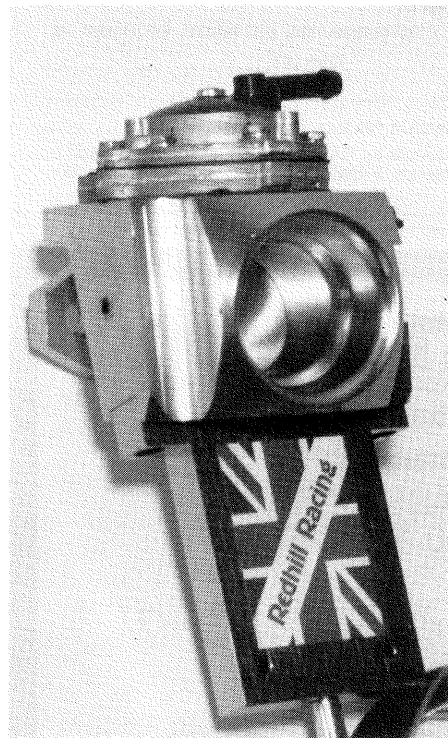
Today Tillotson carburettors in various forms are an obligatory part of the regulations. Standard butterfly Tillotsons are the only type allowed in the Britain classes, unmodified but for part machining of the first part of the bore to 27.1mm, further strangled by a 19mm restrictor between carb and valve cover.

100 National is again obliged to use Tillotson butterfly type carbs only, but with any tuning alterations admissible. At this point I think it is worth noting that the more highly tuned or dramatically altered a carb is, the more difficult it is to set up.

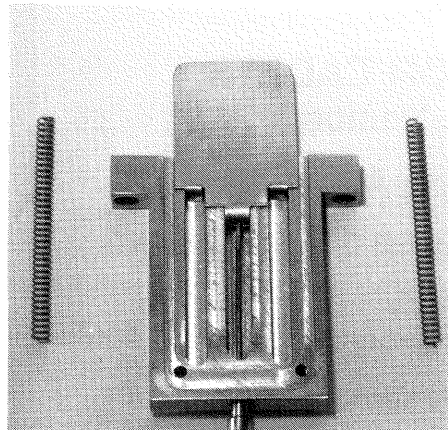
Slide carburettors have been allowed into 100 Super for the first time this season, but only within strict price and registration requirements. All the examples I have seen from TKM, Gillard, Wright and Redhill are a credit to their manufacturers and a bargain at the limit price of £55.00. I am sure these units have a market abroad, their quality is a match for any I have seen, including the exotic IBEA. No disrespect to this top of the pile brand. I have one and I know that it is quick — when the piston is white! Again the problem of the Super carbs being hard to set up. Another model of the slide carburettor soon to arrive on the market is being developed by Scorpion Racing at Fareham in Hampshire. It breaks new ground in several ways, the body is split in two through the slide guide. The top includes the venturi, jets and pump; the bottom half incorporates the mounting flange. The unit is die cast and is being produced in several venturi sizes — the fact that investment has been made in dies suggests that Scorpion are taking volume production seriously — testing will be taking place within the next two months — if possible I will get the news and pass it on!

Back to basics, the vast majority of 100cc karters are using the Tillotson in either standard or prepared form. I will try to go through the most common faults experienced with these.

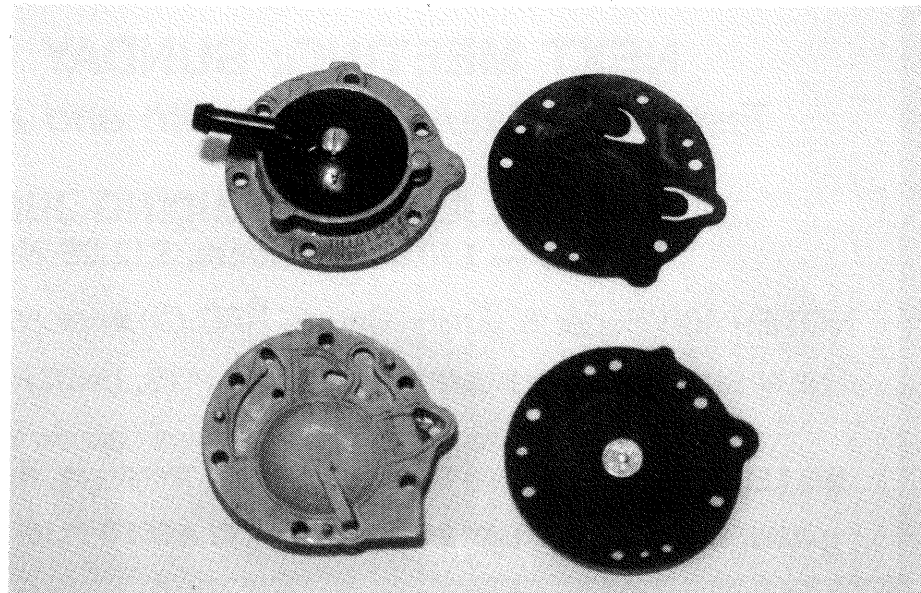
Top of the list, by far the most annoying and frequent fault is failure of the needle valve causing flooding in corners and a carb that does not respond to normal twiddling of the high and low jets. The solution is to change the needle and seat. To do so, undo the six screws around the top pump casting and remove the pump complete. This will reveal the metering chamber with its small aluminium lever arm held in position by one screw which



The Redhill slide carburettor.



The machined casing with brass slide and dual springs.



The standard Tillotson pump/diaphragm is commonly used in slides.

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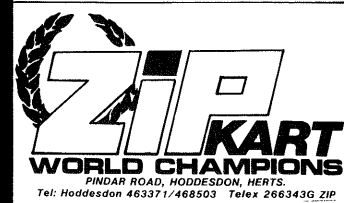
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Miss Natalie Whaley
Daniel Wheldon
Charles Butler-Henderson
Mark Taylor

Next Cadet Meeting:- KIMBOLTON, SUNDAY 10th MAY



Darren Wells.

(Pic: Doug Rees)

Fulbeck

SUNDAY, 29th MARCH

Membership: Mrs N Walsh, 43 College Road, Airdale, Castleford WF10 3EF. Tel: 0977 556893.

Race Entries: Mrs P Connelly, 37 Lower Mickletown, Methley, Leeds LS26 9JH. Tel: 0977 515204.

In contrast to a very wet and blustery week, Fulbeck was favoured with a bright, crisp spring day for their meeting on March 29th. This meeting was sponsored by Castrol and the class one drivers were racing for the Castrol Challenge shield. With a healthy grid of eighty plus drivers, racing commenced at eleven o'clock and the results were as follows.

JUNIOR A AND B COMBINED

Heat One: 1st David Coulthard B; 2nd Peter Olsson B; 3rd Steven Hunter A.

Heat Two: 1st David Coulthard B; 2nd Paul Ibbotson B; 3rd Charles Walker B.

Heat Three: 1st David Coulthard B; 2nd Peter Olsson B; 3rd Charles Walker B.

Final: It was no surprise to see David Coulthard on his Zip TKM taking the flag to finish first with Peter Olsson, Super Dart/DK Parilla second and Mark Blair third on a Boxer Parilla. With three heat wins and a final, David Coulthard was the overall winner and was presented with the Castrol Shield.

SENIOR BRITAIN

Heat One: 1st Steve Hazlett; 2nd Michael Hair; 3rd Patrick Walsh.

Heat Two: 1st Steve Hazlett; 2nd Craig Booth;

**REMEMBER CADETS,
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COLUMN. WE WANT
TO HEAR FROM YOU
NOW — SO GET
WRITING!**

D.L.

THANKS A LOT — ZIP KART

During the past three seasons I have enjoyed an excellent relationship with Zip Kart who have built me special Endurance karts which have performed faultlessly. Early this year I approached TKM with a view to using their engines for the coming season — talks with TKM progressed to the point where a new drive system is to be employed. The gear drive, now in prototype form being developed in Scotland, named ADS requires fundamental differences to chassis and engine. It is for this reason having met with Alan Turney from TKM and Alan Thompson of ADS that I have decided to use the TKM chassis as well. By so doing the whole outfit can be built under one roof.

This is in no way caused by any rift with Zip Karts, for whom I still have the highest regard. I am also anxious to point out that I was responsible for approaching Alan Turney and I do not wish to jeopardise the new liaison between Zip and TKM, in that Zip are now stockists of TKM engines and the two companies are jointly assisting Junior Britain driver David Coulthard. I do not wish to run with the hare and hunt with the hounds and hope that I may continue to call at Hoddesdon to see my mate Martin!

Regards
George Robinson



Carrington, 125 National; 3rd Peter Powell, 125 National.

Heat Three: David Gilson, 125 P&R; 2nd Peter Powell, 125 National; 3rd Audrey Linton, 125 P&R.

Final: Pole man was David Gilson with Peter Powell on two. Powell led the field for the first couple of laps with Gilson in second place. Gilson took the lead on lap three and kept that position to take the flag. Result: 1st David Gilson, Stratos/TM; 2nd, a good race for restricted driver John Heward; and 3rd Audrey Linton on a Barlotti/TM.

250 NATIONAL AND INTERNATIONAL

Heat One: 1st Alvin Heaton, 2nd Alan Jones, 3rd Andrew Scott.

Heat Two: 1st Alan Jones, 2nd Alvin Heaton, 3rd Tony Keel.

Heat Three: Alan Jones, 2nd Andrew Scott, 3rd Tony Keel.

Final: Pole man, Alan Jones went straight into the lead with Alvin Heaton in two and Andrew Scott in third place. Scott dropped down the field on lap six prompting Tony Keel to third. Final Result: 1st Alan Jones; 2nd, a pleasing result for restricted driver, Alvin Heaton on a Zip/Rotax; and 3rd Tony Keel on an EDR and a single cylinder RM. This completed a good days racing at Fulbeck. Practice day in May will be the 17th. Race day is the 31st.



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PHOTOGRAPHY
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DOUG REES
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125 AND 210 COMBINED

Heat One: 1st Peter Powell, 125 National; 2nd Nick Guy, 125 National; 3rd David Gilson, 125 P&R.

Heat Two: 1st David Gilson, 125 P&R; 2nd John

traps the fulcrum pin in place. Just before you tear it to pieces check that the lever arm is not jammed open for any reason. Having satisfied yourself of this take out the screw and carefully remove the fulcrum pin, lever arm and needle — be very careful with the fine spring which is responsible for sealing the jet. Now check that there is not grit under the needle, this is a cause of trouble often overlooked.

I have recently taken to cleaning all the carburettors I service with Wynns Carburettor Cleaner and have halved the number of needle and seats I change. Several carb pressure testers are on the market which consist of a pressure gauge and air bulb, just like the blood pressure device at the doctors! Dartford Karting market a good one for about £12.00. If your carb still loses pressure, take a good look at the gaskets and diaphragms — common sense will tell you when they need replacement. Look for stretching or distortion of the main bottom diaphragm and wear around the flap valves on the pump diaphragm.

Often checked by desperate drivers is dirt under the jets, but I find this a rare fault, unless the carb has been out of use for a long time and the alloy has started to grow. The answer? Yes you guessed it — Wynns Carburettor Cleaner. Sod it, they don't even sponsor me!

The diaphragm and gasket can also be responsible for poor and non-existent pumping, but so can a blocked pulse hole either

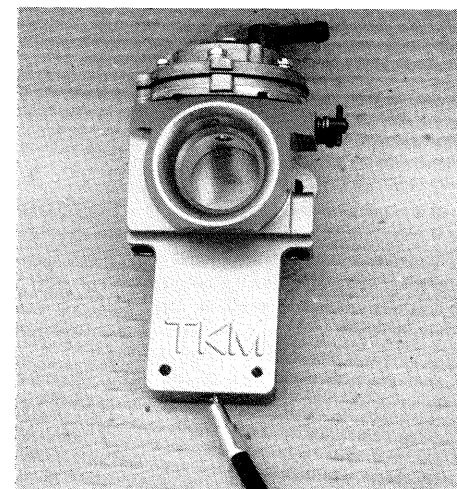
in the engine or carburettor. Recently I was completely foxed by a no pumping problem, the engine just stopped, going round Stadium at Rye House while testing. What a prat I felt having checked everything and changed the carb. I finally found that the pick up tube inside the Hutless tank had fallen off! Too late to retrieve the innocent carburettor from the canal!

Just a word on jetting - standard carbs should be set at 1½ turns out on the high speed jet marked H and 1¼ turns out on the low speed jet marked L. Tuned carbs vary on the settings that suit them enormously. I suggest 2½ turns on H and 1¼ turns on L. If possible contact the genius who did the work and see what he says. If you follows my advice increase the main jet setting as soon as the engine is warm to produce a definite 4-stroke and then you have your safety factor and can reduce the setting to get the mixture right.

On the most exotic and slide carburettors it is necessary to balance the two jets since the low jet has more effect on high speed running, than with a standard carb. Having tested some Britain equipment recently, I am sure that the setting up of a standard carb compared with a tuned one would be advantageous to an inexperienced driver. Bearing in mind the humble origin of the Tillotson and its current popularity in karting, I wonder if anyone has told Mr Tillotson, sunning himself in Ohio, that we actually use them, or does he just assume that Europeans are very careless chainsaw users.



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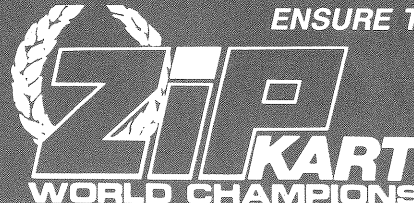
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NFR Gauntlet

April 12th saw the running of the second round of the NFR Gauntlet at Kimbolton, thankfully weather conditions were much improved on the first round. It was pleasant to see two new entrants to the Gauntlet on the grid in the shape of Andrew Scott and David Ede as well as new club members.

As only 5 karts finished the final it is obvious that there are still a lot of mechanical problems to be ironed out by our drivers.

It was nice to see that Brian Howard's hard work paid dividends in the form of two wins and some much needed points, with Coaker and Ottrey still scoring strongly and newcomer Scott showing that he wasn't going to be left out.

Shelton now pleased at the way he has rearranged the tyres at the circuit has decided to try and drive round them in future.

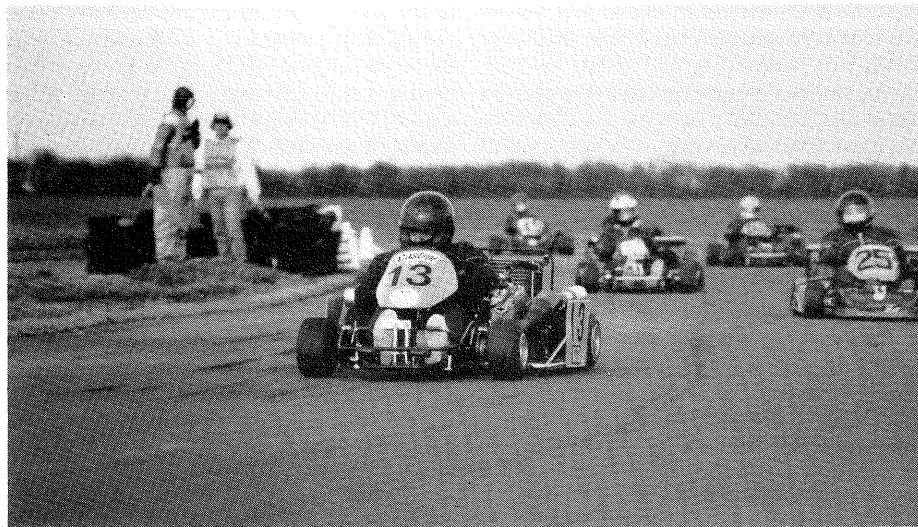
A large crowd as well as the Brian Howard Appreciation Society (blar, blar, blar) enjoyed some very close and competitive racing. We hope they will all be back for the next meeting.

Anyway enough chat here's the five that walked off with the trophies.

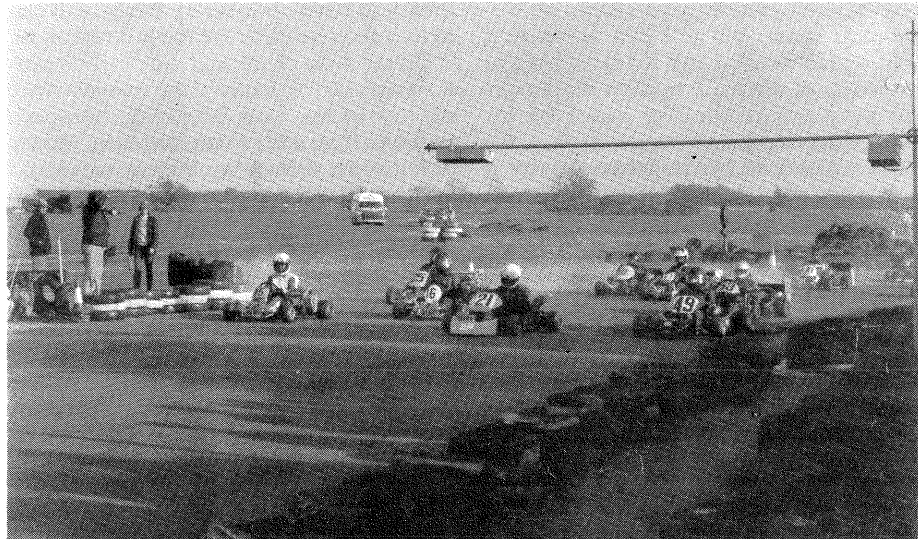
1st B. Howard
2nd J. Ottrey
3rd J. Coaker
4th A. Scott
5th J. Mooney

Name and Race No.		H	H	H	F
13 Dave Shelton	10	D	N	19	25
		F			N
					F
31 Gary Clayton	10	D	N	29	20
		F			N
					F
15 John Coaker	10	34	40	34	29
20 Steve Curtis	10	19	22		D
					N
					F
16 John Ottrey	10	40	D	N	29
					34
11 John Mooney	10	25	D	N	22
					F
97 Dave Durance	10	D	N		F
21 Brian Howard	10	29	20	40	40
61 Ricky Miller	10	D	N	34	D
		F			N
					F
24 David Ede	10	22	D	N	D
			F	N	N
				F	F
53 Andrew Scott	10	20	25	19	25

We would like to thank the publishers for helping to make this the most successful 250 series in the South East.

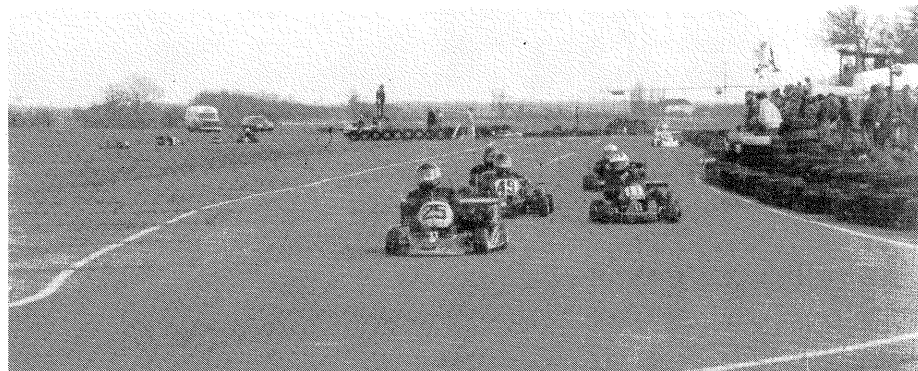


Approaching the hairpin — Shelton (13), Botton (25), Mooney (11), Scott (53) and Widdowson (49).

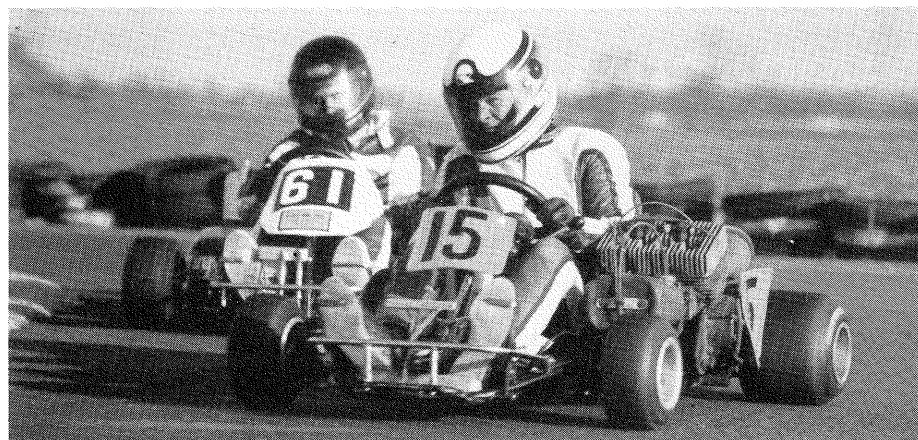


The grid line-up for the Final.

(Pic: Simon Hall)



No. 25 (Botton) heading for the corner, chased by Mooney (11) overtaking Widdowson (49). (Pic: Simon Hall)



Coaker (15) battles with Miller (61).

CADET COLUMN

Edited by Dawn Linger

KIMBOLTON, SUNDAY 12th APRIL

For the first official race of this new class 11 Junior Cadets rolled up at Kimbolton with a variety of machinery to test untried skills. The Hunts Kart Club allocated them their own pit area where they could talk together and compare ideas and thoughts. The presence of the BBC "Look East" TV Team, Radio Northants and Chiltern Radio helped to swell the spectator turnout. In fact it was up some 200% on the norm.

The Cadets raced three heats and a final and in all cases the racing was very close and very good, in fact any of three of these young pilots could have won. The spectators were impressed with the Cadets performance and everyone cheered them on. Competition Secretary Stuart Perry spoke with the BBC later and they are keen to return to Kimbolton and give extended TV coverage later in the season when more screen time will be available.

RESULTS

All Heats — 5 laps; Final — 7 laps

Heat 1: 1st Darren Wells; 2nd Charles Butler-Henderson; 3rd Daniel Wheldon.

Heat 2: 1st Mathew Davies; 2nd Daniel Wheldon; 3rd Natalie Whaley.

Heat 3: 1st Mathew Davies; 2nd Marino Franchitti; 3rd Charles Butler-Henderson.

FINAL:

1st Natalie Whaley Allkart/Comer
2nd Charles Butler-Henderson Sprint/Comer
3rd Brendon Rawle Zip/Comer
4th Jamie Wall Zip/Comer

SHENINGTON, SUNDAY 19th APRIL

A good turnout of 10 Junior Cadets, this only their second meeting since the class was created on 1st April. They contested three heats and a final and impressed the spectators with their zeal.

Please Note Cadets — The sprocket size for Shenington has been fixed at 85 teeth.

RESULTS

1st Leon Lerego Hutless/Comer
2nd Mark Taylor Hutless/Comer
3rd Mathew Davies Gillard/Comer

Lastly, we'd like you all to know that we have a total of 18 Junior Cadets on our Drivers Register and it looks to be increasing by the week. To enable us to contact you about future Cadet karting events obviously we need addresses, so ►



The dummy grid at Kimbolton — James Meanwell (3) and Nicholas Critchley (15) share the front row. (Pic: Doug Rees)



Matthew Davies (10) and Charles Butler-Henderson (9) scrap it out. (Pic: Doug Rees)



Clare Bogan takes a tight line, chased by Critchley.

(Pic: Doug Rees)

were locked in a fierce struggle as the race entered its closing stages. Castillo took the flag after a superb drive, Ponte held grimly onto second with Lorenzo all but glued to his bumper. Trujillo, in fourth, led home Garcia and Juan. Cullen, Espizua and Rufino completed the order to ninth place. Tomas Barrios unfortunately failed to last the distance.

1st	Juan del Castillo	60	Points
2nd	Victor Ponte	45	"
3rd	Antonio Trujillo	41	"
4th	Juan Torres Lorenzo	39	"
5th	Miguel Garcia	38	"
6th	Rafael Cullen	38	"
7th	Jose Espizua	35	"
8th	Pedro Juan	31	"
9th	Amaro Rufino	31	"
10th	Tomas Barrios	21	"

CATEGORY 250cc 'K2'

The K2 250cc class is relatively new and

utilises Rotax, Yamaha and KTM water-cooled motors. All the outfits at the meeting carried conventional bodywork and were splendidly turned out, though they would be better suited to a long circuit than the 750 metre track, as was reflected by the timed trials.

Sebastian Alvarez Mendez	37.63s
Pedro Perez Rodriguez	37.63s
Jesus Cobo Borges	39.56
Juan Perez Hormiga	39.64
Jorge Jover Oliva	39.92
Angel Benito Manjarres	42.39

Two races of 20 laps each covering a distance of around 9.32 miles were on the cards to decide the winner. Hot favourite was Jorge Jover Oliva, although he qualified fifth and started from near the back. Two other drivers were destined not to finish either race due to mechanical problems — Mendez, and Nicholas Perez Nunez who failed to lodge a time during

qualifying. Both also had a coming together on one of the tighter parts of the track, which didn't exactly improve matters!

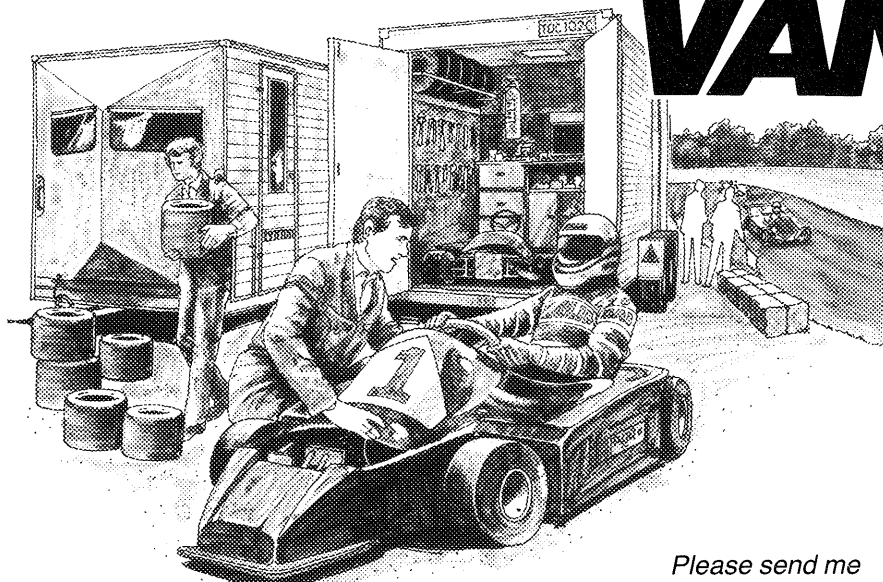
As the starter sent them on their way Olivia was literally flying from the back and by the time a couple of laps were run he had hit the front. Hormiga and Borges were disputing second with Rodriguez and Manjarres desperately trying to get in on the act. By the three quarter stage Olivia was firmly entrenched in the lead, Borges was into second with Hormiga on his tail. Manjarres lay in fourth, Rodriguez next up. Both Mendez and Nunez had retired and that was the order at the flag.

The last race of the day was also Oliva's. He drove superbly with a near flag to flag victory. Hormiga improved on his previous performance by finishing second ahead of Manjarres and Borges. Rodriguez, Mendez and Nunez failed to last the distance.

1st	Jorges Jover Oliva	40	Points
	Zip/Rotax		
2nd	Juan Perez Hormiga	32	"
	Zip/Yamaha		
3rd	Jesus Cobo Borges	31	"
	Zip/Rotax		
4th	Angel Benito Manjarres	29	"
	Zip/Yamaha		
5th	Pedro Perez Rodriguez	13	"
	Zip/Yamaha		
	Sebastian Alvarez Mendez —		"
	Zip/Yamaha		
	Nicolas Periz Nunez —		"
	—/KTM		

(Photos: Courtesy Francisco Fuentes)

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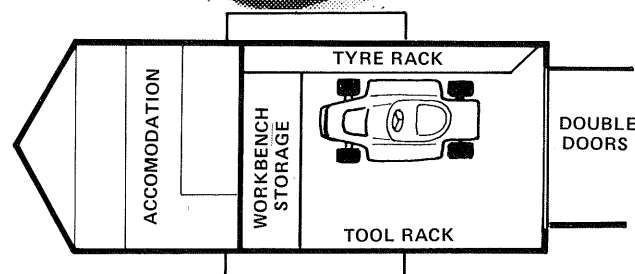
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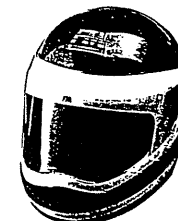
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Fred Negrin — a jammed throttle cable ruined his chances of a higher score.

The 1987 Camel sponsored Provincial Kart Championships were celebrated in Puerto de La Cruz on the street circuit, 'Las Torres', Tenerife, during the weekend 28th and 29th March. Over 40 drivers racing in four different classes entered for the event — 100cc Junior, 100cc Senior, 100cc Intercontinental 'A' and Category 'K2 250cc'.

The racing took place on closed off public roads during the two day meeting, the 100cc classes competing in a series of three races and accruing points from each toward a final placing classification, whilst the K2 250cc drivers competed in two races, each of 20 laps, again accruing points to find the eventual winner.

The Round the Houses' circuit was 750 metres in length and 7 metres wide, running between holiday apartments and hotels. Over 2000 spectators watched from verandas and trackside during the whole weekend. The road surface is very abrasive and a little bumpy, very hard on tyres, plus the temperatures were high. Reports say

the Zip Bandit kart is very popular, extremely strong and suited to the conditions. The Rotax engine is also coming on the scene and performing well and the interest in the 250cc class is growing, especially with a number of the 100cc pilots who are opting for the larger capacity engines.

Each competitor had to take part in timed trials to determine his grid position, and the Juniors led out first.

100cc JUNIORS

The small grid of Juniors was the first to test the intricacies of the new track, qualifying as follows for their races:-

Luis Escudera Peinado	41.04s
Estaban Perez Alonso	42.01s
Francisco Luis Gonzalez	43.05s
Juan Alfonso Leon	49.12s

In the first session it was Peinado from a fast chasing Alonso, whilst poor de Leon failed to finish the course and Gonzalez scored a DNF, his first in what was to prove a disastrous weekend.

In the second outing Peinado was again the winner. De Leon got his act together

but was just not quick enough in that one to reach the line before young Alonso and had to settle for third. The deciding race saw an all out attempt by de Leon to go for a finish. He got the jump at the start and, despite the efforts of Alonso to unseat him took a fine victory. Peinado was relegated to third place at the end but had amassed enough points to take the Junior Championship.

1st	Luis Escudera Peinado	55 Points
2nd	Esaban Perez Alonso	51 "
3rd	Juan Alfonso de Leon	35 "

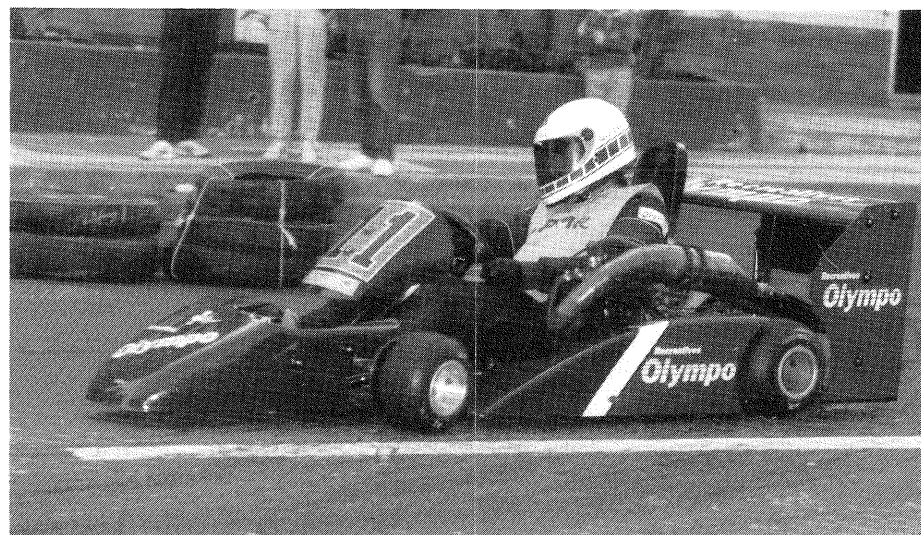
100cc SENIOR

The ever popular Seniors group fielded the largest grid of the two day event — 19 and all eyes were on the qualifying sheets when they were posted.

Fred Negrin Saavedra scored two DNF's and finished sixth in the last outing with a jammed throttle cable and a mishandling outfit.

The first race went to Rufino, from Gonzalez and Hernandez, while Diaz, Marti and Correa led the rest of the field home. In the second outing Gonzalez romped home to victory ahead of Diaz and Hernandez, with Augusto Barroso, Ramon Gonazalez and Juan Marti.

In the decider Gonzalez was swiftly off the line and established an unassailable lead which was to give him top points and the Senior title. Diaz held steady for second, whilst Hernandez and Marti fought a race-long battle over third, Hernandez just beating Marti to the line. Fifth spot went to Correa, with Saavedra leading the rest



Hormiga finished second in 250 'K2' with 32 points overall.

Francisco Dominguez Rufino	37.79s
Juan Diaz Gonzalez	37.79s
Francisco Jose Lopez	39.04s
Juan Guillen Marti	39.80
Pedro Gonzalez Luis	39.80
Felix Hernandez	39.81
Fred Negrin Saavedra	39.82
Jose Garcia Rodriguez	39.82
Jesus Mirabel Correa	40.10
Jesus Pascual Brito	40.20

Qualifying proved to be only a rough guide to form, a lot of things went wrong for a lot of people. Pedro Gonzalez Luis, fifth quickest, failed to collect any points at all, whilst Dimitri Rizopoulos probably wished he'd stayed at home. Rufino, with the fastest qualifying time, only managed to complete one heat, winning it mind you, but mechanical problems robbed him of completing the course in the other two. Florencio Diaz who failed to put in a qualifying time, thus having to start at the back, notched up two fine seconds and a fourth to give him second place overall.

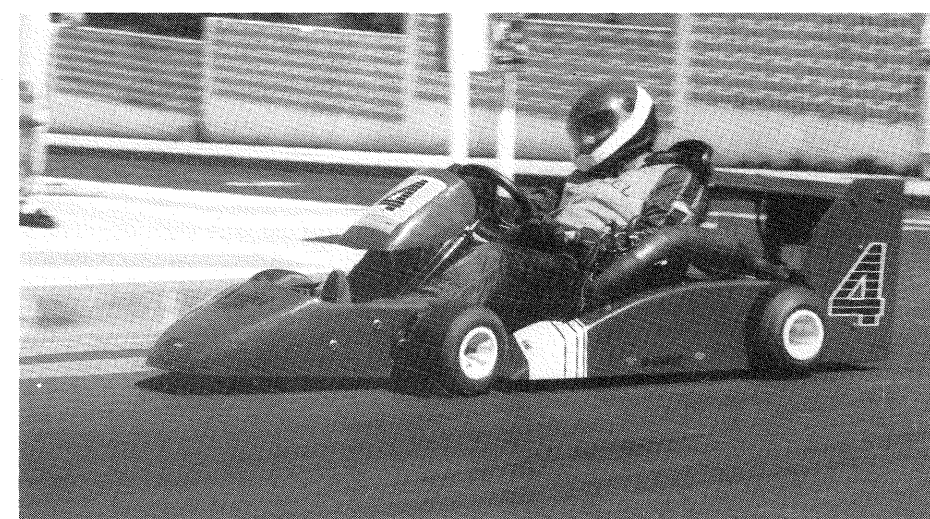
of the field home in sixth.

1st	Juan Diaz Gonzalez	57 Points
2nd	Florencio Diaz	48 "
3rd	Felix Hernandez	45 "
4th	Juan Marti	39 "
5th	Jesus Correa	36 "
6th	Augusto Barroso	32 "
7th	Franco Oliva	26 "
8th	Severino Alonso	26 "
9th	Francisco Rufino	20 "
10th	Francisco Lopez	20 "

INTERCONTINENTAL 'A'

Run to CIK Regulations 100cc Intercontinental 'A' is probably the fastest growing class. It is extremely competitive with some very fine drivers, many of whom will be seen in the European Championships this year and who will give good account of themselves when the whole Intercontinental 'A' circus descends upon Las Palmas on 30th September to 4th October.

11 drivers signed on to contest the three events and although Jose Abrante qualified



Rodriguez qualified second but a DNF in the second event meant a low placing.

third, he failed through mechanical ailments to compete at all.

The driver who qualified fastest was Juan Pedro Torres Lorenzo, sponsored by Francisco Fuentes, the Zip Kart distributor in Santa Cruz, Tenerife and frequent visitor to these shores, particularly the Hoddesdon factory! He drove very well to finish a creditable fourth against some fierce opposition.

Juan Pedro Torres Lorenzo	36.94s
Juan del Castillo	37.03
Jose Bravo Abrante	37.17s
Jose Echeandia Espizua	37.50
Pedro Lull Juan	37.63
Tomas Delgado Barrios	37.77
Miguel Barroso Garcia	38.11
Antonio Castro Trujillo	38.37
Victor Machado Ponte	38.57
Rafael Contreras Cullen	38.72
Amaro Dominguez Rufino	40.44

In the first race Castillo got off to a good start and set a blistering pace that was to dominate the field and carry him to three victories and the Championship. Garcia was a hard chasing second home, ahead of Trujillo, Cullen, Ponte and Barrios. Rufino

led the secondary group to the line — Lorenzo, Juan and Espizua. With Castillo the untouchable dominating the front it was left to the rest to scrap for the places as the second event got into its stride. Espizua and Ponte fought a running battle all the way, with Espizua gaining the upper hand in the closing stages. Lorenzo fared better this time with a fourth, leading Cullen and Trujillo over the line. Rufino homed in for another seventh ahead of Juan, Barrios and Garcia. After an eighth and a fourth finish in the two events the best finish Lorenzo could hope for was a second in the points table at the end of the day. He had a hard task ahead, neither Ponte or Trujillo had any intention of making it easy for him.

Castillo again made the best break off the line, the pack tumbling after him. Lorenzo, trying hard for second place, was sandwiched between Ponte and Trujillo, the latter darting and weaving looking for a gap. As Castillo pulled out an advantage Lorenzo was desperately trying to get on terms with Ponte, but Ponte held to the line, leaving no opportunity for overtaking. Further down the field Garcia and Juan



The circuit was tight in places, as 250 drivers Mendez (10) and Nunez (1) soon found out!



A second and fourth gave Borges 31 points and third place.