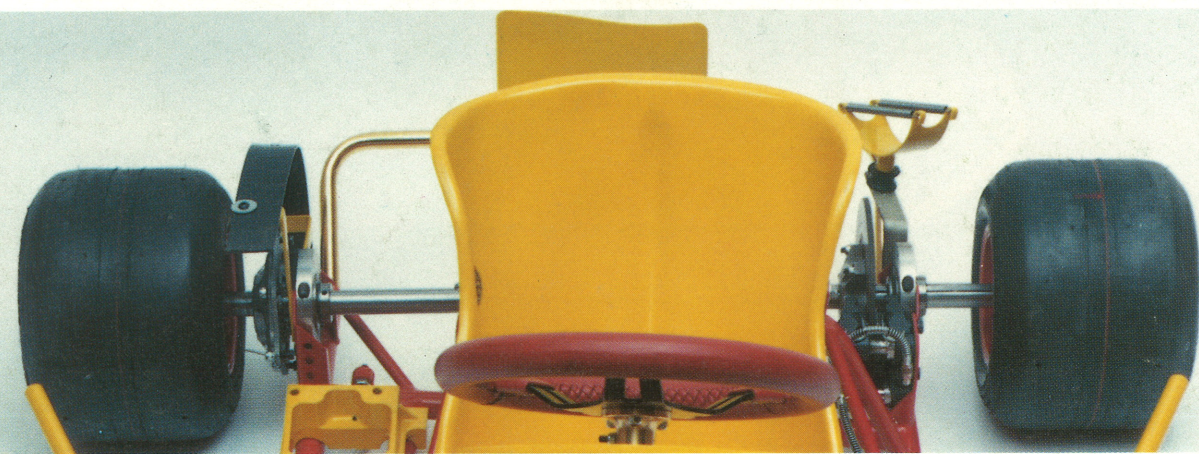


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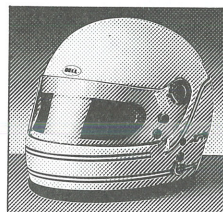
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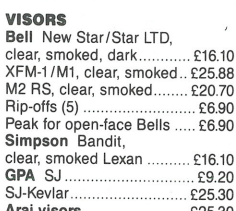
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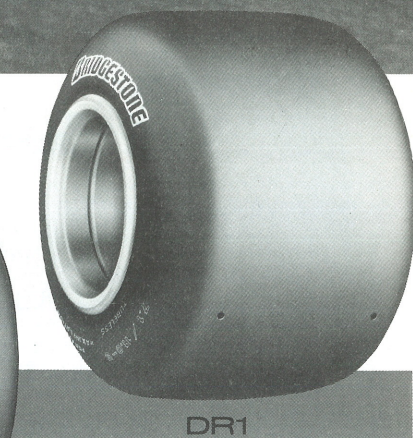
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Cadet Class **£160**

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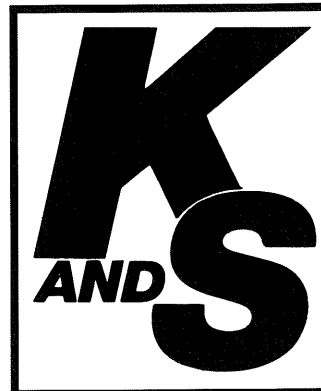
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**(0900) 67513**

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### FRONT COVER:

**The new C85  
Gearbox Class in  
Switzerland was  
demonstrated at  
Wohlen in April.**

*(Pic: courtesy  
Rolf Carigiet)*

**MONTHLY**

**No. 99**

**Ed, Says!.....**

The annual Kart 'Open Day' in Belgrave Square on 24th June attracted a healthy attendance of 47 individuals, predominantly Club and driver orientated and produced some lively discussion of a variety of topics. Several interesting points arose — the 250 National lobby by Messrs. Tinkler and Keele regarding the inclusion of the Suzuki engine to the class was rewarded with the announcement that the matter will be high on the agenda when the Kart Committee again meets on 15th July — 125cc was represented by Simon Cullen, Richard Crump and Paul Molloy, all eagerly looking for a decision on water-cooling for the class. There was a suggestion to virtually scrap the 'Super' and 'National' designations as such and replace them with distinctions based on equipment, rather than a driver grading system. The introduction of the latter scheme came in for quite a bit of heavy, but constructive, offensive over the time of introduction — 1988 or 1989. Though the current system seems to work quite effectively — will it hold for Silverstone? It was intimated that both categories would run together, each competing for its own 'GP' number plate. It would be a lap-scorer's nightmare, not to mention the possibility of live TV coverage again this year leaving the general public totally confused, as to who was who.

On the 100cc side of things, there was a suggestion for an 'Economy Class' based on secondhand equipment and ex-Britain motors, *et al.* This prompted suggestions to do away with 100 National, because National was losing following as more and more drivers where shifting to Britain, which is enjoying extremely healthy grids at present. One thing that came across very plainly was — leave 100 Britain alone — it's fine as it is.

The lack of success of 100 National Super has been pretty evident all way through this season and numbers continue to dwindle as more people bale out of the cut and thrust school. The Genk meeting on 21st June, as far as the British contingent are concerned, can only be termed a debacle. Although we were well represented, with 12 drivers entered for the Intercontinental 'A' Zone North event, we were decidedly outclassed by our European contemporaries. Some drivers were reported to be as much as 4 seconds off the pace! In fact only two qualified — Jeremy Cotterill and Jamie Beasley.

Murmurs about 'bring back 100 International' echoed throughout the forum and 'bring us into line with Europe'. The weight difference between 'Super' and 'A' could be partly to blame — 135Kgs and 125Kgs respectively, but lack of experience and lack of opportunity to race regularly against foreign competition must be taken into serious consideration. The RAC is concerned about the situation and the results of their deliberations on the matter will be eagerly awaited by the many standing in the wings.....

Lastly — noise — regulations governing noise levels will be rigidly enforced and severe penalties dished out to those offending, and there are many. YOU have been warned (again!).

**Ed. McCormick**

**STOP PRESS — FORMULA 1 GRAND PRIX —  
SILVERSTONE 11th/12th JULY — 10-12  
SUPERKARTS, LUNCHTIME — 4 FLYING LAPS!**

*NEXT MONTH'S FEATURES INCLUDE:- LAVAL JUNIOR WORLD, GENK 135's AND INTERCONTINENTAL 'A', HOCKENHEIM EUROPEAN FORMULA E, 'MINI-MONACO'—PEEL AND SILVERSTONE PREVIEW; PLUS ALL THE REGULAR NEWS UPDATES. (These items correct at time of going to press). PUBLICATION DATE:- THURSDAY AUGUST 6th 1987*

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# Don't Miss Out!

**Fill in the subscription form  
on page 14**



**Helmets — Authorisation Stickers**  
Scrutineers applying RAC MSA stickers will only apply them on the basis of the approved life of the helmet.

A one year old helmet only gets a 3 year sticker  
A two year old helmet only gets a 2 year sticker  
A three year old helmet only gets a 1 year sticker

This is only if the helmet is in good condition with full integrity of the shell and liner. The RAC MSA stickers bear a date of expiry and helmets cannot be restickered.

*Notes:* A good helmet protects your head from skull fractures or concussion, the outer shell distributes the force and resists penetration, the liner absorbs blows and prevents the brain being shaken.

*When buying a helmet:*  
1. Make sure it meets one of the required standards.  
2. Make sure it is newly manufactured (has a 4 year life).  
3. Make sure it fits properly (you don't buy shoes or hats that don't fit).

**A new helmet every four years is small insurance to pay for your life.**

### The Reasons for Standards and Lifting

A few years ago the action of getting your helmet out of storage, at the beginning of the new season, dusting it off, putting on new stickers or even giving it a coat of paint, was not unusual. Then as accidents happened and questions were asked by Coroners and doctors as to the safety of helmets or methods of checking them as effective protection, there were problems for Scrutineers. Standards were alright, but how long did they last and what invalidated them?

A world-wide study was initiated using experts co-oped from Standards Institutions, Accident Research Centres, Medical Centres, Aeronautical Research Centres, Helmet Manufacturers, Motor Clubs and Competitors to seek some answers. The first thing to do was to find someone to make comparisons between the many Standards and methods of testing, to compile a table of acceptable Standards which were comparable. This was carried out by a highly respected member of the Snell Research Foundation. Subsequently his comparisons were accepted and adopted by the International Motor Sport Governing body (FISA).

This only established the minimum acceptable Standard. What about acceptable life and usage? When did the helmet deteriorate and become unacceptable?  
Some types of helmet materials deteriorate with exposure to ultra violet light (sunlight), some through extremes in temperature, some just chemically decompose.

Samples of helmets were checked, from around the world and all expert sources claimed that a degree of deterioration could be expected in most helmets (small percentage deterioration) almost immediately after manufacture and assembly, although it did not become critical for some time. Estimates of useful life varied from 12 months to 6 years. The Medical Research and Insurance experts were polled for their reactions and the averaging process came out in favour of 4 years.

**Lifting**  
The next thing to do was establish dates of manufacture/assembly, this was not so difficult as one might think. All Standard Institutions insist on methods of marking and dating helmets and their main component parts and will not issue their approval labels or certificates without sample proof from production. The problem of establishing the age was overcome by this system.

Most Standards Institutions and Test Centres review their standards regularly and update their paperwork and labels. Most labels now have serial numbers or traceable recognition markings. It is possible, if necessary, to check back to batches of helmets tested, from quantities of 200 or less and date them within a two week period of manufacture.

Over 10 years BSI have had 5 different types of label and Snell 4 with serial numbering.

**The System**  
On the basis of the above information the RAC MSA issues Helmet Authorisation Stickers, through its Scrutineers, from Belgrave Square and in some cases through manufacturers at the point of manufacture to confirm acceptance.

**BSI 2495**  
Due to the awkward date of expiry of the BSI 2495 — 1977 including Amendment 5 Oval Sticker (white on blue) it has been decided to accept this decal until 31st December 1987. Competitors should note that expiry date relates to a four year life of helmet from the date of manufacture.

**Correction of Circuit Lengths**  
Cadwell Park — 2.170 miles  
Oulton Park (revised long circuit) — 2.769 miles  
Silverstone Grand Prix Circuit — 2.969 miles

**RAC MAS Facsimile Machine**  
The RAC MSA announce that it is now on line for Facsimile. The machine is a Group 3 and the number is:- 01-235 2494. Telex is still available on 27203 RACING G.

**Clubs Applying for RAC Recognition**  
Birmingham Wheels Kart Racing Club.

**Late Addition to the Year Book**  
Jersey Kart and Motor Club  
Secretary: J. D'Abbot Doyle, 100 Elysee Estate, St Helier, Jersey, Channel Islands.

**Advance Warning — Club and Official Registration Forms**  
Completed Club Registration Forms and 1988 dates will be required not later than 15th August. The blank forms will be sent out with the *July* issue of Motor Sport Club News. Officials Registration Forms will be sent out at the same time and must be returned not later than 28th August if details are to go into the 1988 Year Book.

### PIT BITS

★ Chairman of the Motor Sports Council, Michael Limb, announced on Friday 5th June the Council and the MSA's intention to move from 31 Belgrave Square to larger premises in order to provide improved communication services for both competitors and motor racing press. The current building has outlived its use and the facilities are restricted. The move is expected to come about in some 18 months time, the location will remain in SW1.

## THE NEW CHIEF



*Peter Hammond the new MSA Chief Exec. (Pic: Colin Taylor Productions).*

On Friday 5th June the motor racing press were invited by the RAC MSA to the Royal Automobile Club in Pall Mall to meet the MSA's new Chief Executive, Peter Hammond, who takes over officially the duties from Peter Cooper on 1st October. From 15th July Peter Hammond will be in the chair in a non-Executive position, working closely with Peter Cooper on an induction programme examining the MSA's responsibilities and motor racing activities; Peter Cooper will continue as a consultant to the MSA until the end of December.

Mr Hammond, who will be leaving his post as Managing Director of the Edman Communications Group's Advertising and Promotion and Support Division, has held a main board appointment with the company since 1981. Edman is a marketing and business communication organisation whose theme is "creating a positive response" and the company's £36 million turnover currently includes activities, such as above-the-line advertising, marketing, recruitment, display and promotional distribution. Mr Hammond was responsible for a variety of clients within the motoring and motor sport industries, together with other industrial, service and leisure accounts.

Before joining Edman Hammond was Managing Director of the Hammond Group of Companies, a family concern with operations in both the UK and USA. The Group specialised in electronic equipment manufacture and supply in the specialist fields of professional and domestic audio, studio and theatre sound equipment, together with language training laboratories.

From 1953 to 1978 he was a serving Royal Air Force officer, retiring in the rank of Wing Commander to go into the family business. As a professional aviator and senior officer he gained a wide experience as an Operational Commander and Staff Officer in the UK's ground-based and airborne nuclear deterrent forces. A graduate of the RAF Staff College, a graduate and then member of the directing staff at the RAF Air Warfare Course, he is an experienced instructor. Extra duties included Press and Public Relations and involvement in several Royal visits to RAF establishments.

Chief Executive of the RAC Motor Sports Association is a far cry from navigating a Buccaneer jet aircraft but 53 year old Hammond was, in the 1960's, an enthusiastic rally competitor. As an RAC Competition Licence holder he was an active member of the Royal Air Force Motor Sports Association. He drove a SAAB 96 with some success in "closed" and

**PETE MORGAN**  
*Offers For Sale*  
2 1984 Grand Prix chassis with KTM's on both, Wheels and spares included. Price on application.  
**Tel: Gersford 2412**

ZIP GP ROTAX 125, Brembo brakes, Silverstone long circuit bodywork, recent Stoney engine rebuild, full set wet and dry tyres, many spares—£875. Tel: Darlington 321604.  
ZIP GP GOFF ROTAX, very quick, well maintained, side tank, rear wing, front faring and bubble, also rev counter—£650. Tel: 01-840 4440..  
ZIP GP 125 ROTAX, complete outfit ready to race, with short and long circuit trim, (most fibreglass unused), wets, tach, stand, cover, spare piston and disc valve, plus many other spares—£750. Tel: Binbrook (047283) 699 (Lincs).  
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Contributors are reminded that copy for the inclusion in the magazine *must* reach the Editorial Office not later than the 15th of each month.



CLUB SCENE

SENIOR BRITAIN		
1st	Craig Booth	Superdart/Parilla
2nd	Martin Collard	Superdart/Parilla
3rd	Colin Lakin	Dart/Arrow
4th	Graham Wallace	Lane/Parilla
5th	Tim Murphy	Dart/TKM
6th	Robin Whittaker	Dart/Arrow

250/210		
1st	John Coaker	Lynx/Yamaha
2nd	Dave Ede	Zip/Yamaha
3rd	Gordon Ellinor (210)	Barlotti/Villiers
4th	Peter Farr (210)	Zip/PTV
5th	Darren Vidler (210)	Barlotti/Villiers

125		
1st	Russell Caldwell	Barlotti/Rotax
2nd	Les Saunders	Zip/Rotax
3rd	Steve Bell	Zip/Rotax
4th	Graham Cowdry	Stratos/Rotax
5th	Steve Bird	Stratos/Rotax
6th	Dave Hopgood	Stratos/Minerelli

100 NATIONAL RESTRICTED		
1st	Roland Kinch	Dart/Parilla
2nd	Simon White	Lane/PCR
3rd	Tony Osbourne	Superdart/TKM
4th	Stuart Crawford	Zip/TKM
5th	Paul Lindsay	Zip/Parilla
6th	Andrew Garland	Superdart/Arrow

100 NATIONAL		
1st	Chris Hawes	Dart/Parilla
2nd	Martin Collard	Superdart/Parilla
3rd	Austin Metcalf	DAP/DAP
4th	Bob Stansbury	Superdart/Parilla
5th	Gary Powell	TKM/TKM
6th	Spud Murphy	Dart/Parilla

Jurby

SUNDAY, 7th JUNE 1987

OKELLS ALES KART RACING CHAMPIONSHIPS

Typical T.T. Week weather heralded the beginning of racing. Continuous rain meant that most competitors elected for wet tyres for the race heats. The heats gave slow lap times and numerous karts ran into difficulties in finding grip on the slippery surface and this resulted in a few potentially dangerous spins.

As the finals approached the rain stopped and the surface dried rapidly. First out were the 100 National and 100 Britain classes.

100 NATIONAL The 100 National class was dominated by Lee Clegg and Richard Messenger. Clegg held a slender lead from Messenger for the first four laps but then, under pressure, making a mistake by hitting a bale and momentarily losing control letting Messenger through. Clegg recovered but could not recover his number one position.

100 BRITAIN Mark Higgins stormed to a phenomenal victory in the 100 Britain class, lapping all the other Britain karts and this in his first race since moving up from Junior Britain. Watch out, dad!.

125 NATIONAL AND P&R The 125 National and P&R classes were out next. Unfortunately the P&R section was depleted by mechanical failures but Barry Kerfoot, as reliable as always, claimed first position. The interest was

in the 125 National class, with a high quality entry. Up front John Qualtrough was back on form charging into the lead from the start, closely followed by Geoff Evans. Evans drove hard and at times was snapping at Qualtrough's heels but Qualtrough held on to win.

210 AND 250 NATIONAL (Combined) By the time the combined 210 and 250 National final started the track was virtually dry. In the absence of class leader Steve Quirk, Jack Ball dominated the 210 National final to take his first win of the season.

In the 250 National class Malcolm Stoddart in his immaculate Zip Bandit was unfortunately sidelined with mechanical difficulties. Brother Keith Stoddart, after coming into contact with Graham Kelly's Rotax on the first tight bend, took the lead and easily held it to the finish flag. The interest was in second position, with Graham Kelly just in front of Martin Griffin. On lap five Griffin dived past Kelly at the Hairpin and after a dire struggle held onto second place by ten yards.

JUNIORS The Junior race was very poorly supported but David Higgins drove well to take first place.

BONANZA RACE The Bonanza Race had a good grid of gearbox karts. From the grid John Qualtrough took the lead, closely followed by Paul Ansermoz and Martin Griffin, but Keith Stoddart in the 250 Rotax was catching up rapidly. By lap eight Griffin and Stoddart, the only 250's in the race, were out, leaving Qualtrough an easy winner. Mark France squeezed into second place ahead of Paul Ansermoz.

"restricted" events. An active follower of motor sports and an enthusiastic motorist for many years, his appointments have involved him in advertising and promotion support activities for his clients at many motor sport events. Hammond is a family man with two grown up children following their own professional careers. He lives at Windlesham, Surrey and lists among his interests and hobbies — motoring, tennis, squash and photography. He is a member of the Institute of Advanced Motorists and a Fellow of the British Institute of Management.

As an outsider so to speak, Peter Hammond will go to the MSA with an objective outlook, whereas others within the Organisation naturally tend to be introspective. His sound marketing background will be an invaluable tool in the promotion of the MSA's responsibilities and its aims to further British motor sport at all levels of competition. He is aware of the need to project the MSA's image and goals to the general public by earning the co-operation of the press and TV media to increase the coverage of all aspects of motor sport, rather than leave it just to the specialists publications. Though they give very efficient coverage, you don't really need to preach to the converted.

Hammond comes across as a man genuinely interested in all areas of motor sport and is particularly aware of the importance of its 'grass roots'. It is the backbone of British motor sport and from whence future champions will emerge. His past service career reveals him to possess the necessary qualities of leadership that such a daunting post as MSA Chief Executive requires. His determination and strength of character is certain to reward such an appointment.

★ Paul Rees, working at Zip and a member of the Zip Junior Britain Team, is affectionately known by his workmates as 'Smeagol'. Wonder why...

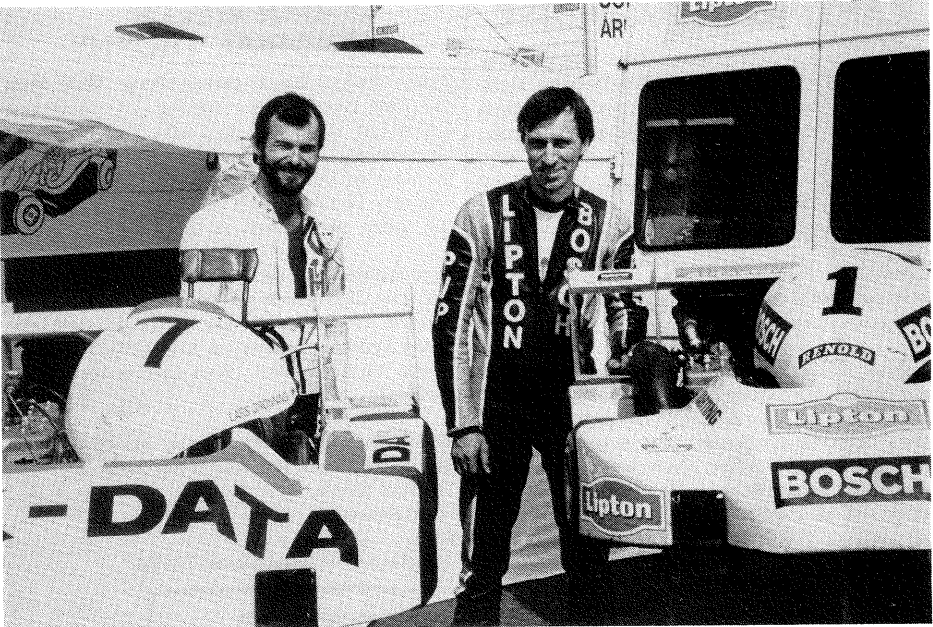
PEMBREY LONG CIRCUIT

On the 29th-30th August the Cardiff Kart Club will be running an extra meeting for all Long Circuit gearbox classes, including Formula E, at the Pembrey Raceway. The circuit is situated just outside Burry Port, some 8 miles west of Llanelli, off the A484. The event will be a two-day affair, with practice on Saturday and Timed Practice and racing on Sunday 30th. The Raceway forms a significant part of the Welsh Motorsports Complex, at which the Cardiff Kart Club also holds its Short Circuit Restricted and National meetings. This old airfield site is owned and operated by Llanelli Borough Council and is the venue for a number of different activities, including motorcycle racing, sprints, grasstrack events, rallies and rallycross.

The track plan shows a tarmacadam surface 35 feet wide and a circuit length of approximately 1.5 miles. When viewed and tested by the RAC and other experts the circuit was passed fit for kart racing, subject to a few minor improvements to run-off areas, final approval by the RAC and issue of the track licence. A tentative lap speed of 84mph for 250 International was recorded. The Paddock area is extensive, being part of the concrete runways and the toilets and washing facilities are provided and maintained by Llanelli Borough Council.

The organisation and administration of the meeting will be by the Cardiff Kart Club, ably assisted by some 60 race officials, including 24 track marshalls, 8 lap scorers and the Llanelli Division of St John Ambulance.

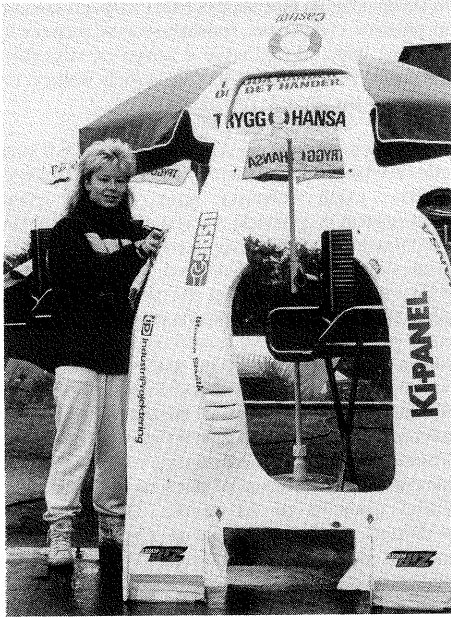
Further details can be obtained from the Club Secretary, Mrs Val Williams, at:- Dog Hill Farm, St Nicholas, Near Cardiff. Telephone:- (0222) 593397.



Pictured above — Lars Gronning (1) with Poul Petersen, outgoing Champion and, below, Monica Strath, eighth overall. (Pics: courtesy Sven Lautrup)

Gronning — New Danish Champ

At Jyllands-Ringen in Denmark during the weekend 30th-31st May, Lars Gronning won the Danish Formula E Championship title from Poul Petersen. From the start Gronning immediately took the lead in the 12 lap decider and built up a clear advantage from Norwegian Torger Kleppe and Petersen. Gronning won the race by almost 12 seconds from the rest of the field. Sweden's Monica Strath, also at the event, took her Zip Bandit to 8th place.



(Info and Pics:- Courtesy Sven Lautrup — Sports Bilisten)

★ Word is that the French NOSCAR Formula E Championship is in difficulty. NOSCAR, it is understood, has pulled out, leaving the Formula E lacking in sponsorship. President of the French Formula E, Didier Hamalin, is trying to hold the Series together and looking for whatever additional backing he can find. If all goes well the Series will survive, albeit reduced from eight rounds to six.

WHERE AND WHEN

10th JULY (Friday)

Portrush (N.I.) — Colerain MC

10th-12th JULY

LAVAL (FRANCE) — CIK JUNIOR WORLD CUP

11th-12th JULY

CLAY PIGEON — (Midway Dorchester-Yeovil on A37) — RAC 100 NATIONAL BRITISH CHAMPIONSHIP

12th JULY

Lydden Hill — (7 miles southeast of Canterbury, Kent)  
Chasewater — (Approx 1 mile from Brownhill, Staffs)  
Rowrah — (4 miles from Frizington, Cumbria)  
Boyndie — (3 miles west of Banff, Grampian)  
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs)  
Belle Vue — (Jersey, Channel Islands)  
Tilbury — (Dunlop Road, East London, near Tilbury Docks)  
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, S Yorks)

14th JULY (Tuesday)

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

16th JULY (Thursday)

Jurby — (Isle of Man)

17th JULY (Friday)

Portrush (N.I.) — Coleraine MC

18th-19th JULY

ASSEN (HOLLAND) — Formula E European Championship — Round 1  
Clay Pigeon — (Midway Dorchester-Yeovil on A37)  
Croix-en-ternois — French Formula E Championship — Round 4)

19th JULY

Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)  
Pembrey (8 miles from Llanelli, on A484, Dyfed)  
Jurby — (Isle of Man)  
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)  
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)  
— Super One — Round 6  
Riverside — (Ernesettle Lane, Plymouth)  
Sherington — (8 miles from Banbury, off A422 Banbury-Stratford Road)

25th JULY (Saturday)

Ulster Kart Club (N.I.)

26th JULY

Cadwell Park — (Approx 8 miles from Horncastle, on A153, Horncastle-Louth road) — RAC Long Circuit Championships — Round 4  
Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)  
Dunkeswell — (5 miles from Honiton, Devon)  
Belle Vue — (Jersey K&MC, Channel Islands)  
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland)  
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads, Lincs)  
Snetterton — (Kart Raceway, approx 15 miles from Norwich, on A11, adjacent to Car Racing circuit)

28th JULY (Tuesday)

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

1st AUGUST (Saturday)

Crumlin (N.I.) — Road Race Series

1st-2nd AUGUST

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) — RAC Short Circuit Championships — Formula E/250 National  
Summerlee — (Larkhall, Hamilton, Strathclyde, Scotland) — RAC Junior Britain Championship

2nd AUGUST

Lydden Hill — (7 miles southeast of Canterbury, Kent)  
Little Rissington — (RAF Station, south of Slow-on-the-Wold, Glos)  
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)  
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)  
Felton — (7 miles from Morpeth, on A1)  
Summerlee — (Larkhall, Hamilton, Strathclyde, Scotland)

5th AUGUST (Wednesday)

Carrick Fergus (N.I.) — Road Race Series

7th-9th AUGUST

SILVERSTONE — DAILY EXPRESS RAC BRITISH KART GRANDS PRIX — Formula E  
European Champs Round 3/Formula E World Champs — Round 1

8th-9th AUGUST

LAVAL (France) — FORMULA K135CC EUROPEAN CHAMPIONSHIP

9th AUGUST

Clay Pigeon — (Midway Dorchester-Yeovil on A37)  
Boyndie — (3 miles west of Banff, Grampian)  
Guernsey (St Sampsons) — Channel Islands  
Tilbury — (Dunlop Road, East London, near Tilbury Docks)



KARTING IN PARADISE

On Sunday 31st May a Motor Show and Fun Day was staged in Paradise Park, Broxbourne, Hertfordshire. The idea for the show was the original concept of Russell Radford, a Sales Representative on the Hertfordshire East Classified, who was aided on the day by colleague Andy Wood from the Harlow branch of the paper. The entry fee for the public was a modest £1.50 per vehicle, the proceeds going to the upkeep and improvement of the Park. A pretty fair estimate says that between 6,000 and 6,500 people passed through the gates during the day.

Capital Radio was on hand throughout the afternoon, with early morning DJ Steve Collins and Co organising games and competitions from the Coca-Cola sponsored 'Rig'. It turned out to be a good crowd puller. There were displays by the police from Welwyn Headquarters, Major-ettes, the AA and the Territorial Army, plus a hot air balloon. For the more serious minded there was a vast range of motor cars on hand, either lent for the day or brought along by local dealers — British Leyland, Ford, GM, Mazda to name a few, whilst for the dedicated enthusiasts rallying was represented by an MG Metro 6R4 and dragsters. Echoes of nostalgia were to be found in such exhibits as a superb black citroen saloon in pristine condition, reminiscent of Inspector Maigret days, along with a range of superbly prepared Volkswagen Beetles which helped to enhance the theme of the day.

Karting was certainly not left under wraps, it was allocated a choice position, a car park adjacent to the main entrance gate. Invited from Hoddesdon to provide a static display of karts was Martin Hines from Zip Kart. The centrepiece featured Cadet, 100 National and Formula E 250cc outfits and during the proceedings MH answered countless questions on kart construction, performance and handling aspects, particularly of Formula E. The staff of *Kart and Superkart* were also on hand to promote, both the magazine and the sport in general, offering advice and literature on how to start in the sport. There was a very encouraging response from parents with children of ages to suit the new Cadet class (8 to 10 years). The RAC had provided leaflets containing the history of karting, lists of recognised kart clubs, how to begin in Cadet racing, along with the technical regulations governing the class.

After what had threatened to be a wet day the sun soon broke through to give fine warm weather. In the evening a Barbeque rounded off the day, to which several celebrities turned up, including players from Tottenham Hotspur FC. A thoroughly enjoyable and worthwhile event and the organisers are already planning a return performance next year.

E.M. "Hey Hinzle, mine's a lager!"



DAN WELLS MEMORIAL TROPHY

250cc Kobra Rotax driver, Peter Wall from Dartford, through his company — Colourscope Offset Ltd, is putting up a very nice trophy to be raced for annually at Lydden Hill circuit, in memory of Dan Wells who died last year. Dan was very involved with karting and did a lot for the sport, particularly at Lydden.

In recognition of the fact Peter approached the Ace Kart Club which gladly agreed to co-operate and the trophy will be put up for the first time at the Lydden meeting on July 12th. It will go to the winner of the 250cc International class Final.

Regulations-Entry Forms are available from Brenda Harris at the following address:- 71 West Street, Sittingbourne, Kent Telephone:- Sittingbourne 72926.



Dear Ed, Through the pages of the magazine, I would like to thank the Officials and Members of the Dunkswell Kart Club for their hospitality during the recent 125 and 210 British Championship meeting. Whilst some clubs may have been miffed at having a stranger foisted on them, I was extended every courtesy and made to feel most welcome. I trust that the unfortunate 210 final will not deter this capable club from applying for an RAC Championship in the future. Once again, many thanks to all those devoted Devonians.

Yours faithfully, Iain Blair

Dear Ed, I was going to write to ask you to publish a letter thanking all the people who helped me, sent get-well cards and called my wife to enquire after my health following my accident at the Kimbolton round of the Super One series — and I still am, but there is more.

The thoughts and concern of those who contributed to a collection for me at the following round of the series at Larkhall moved me very deeply, so much so that I was unable to speak when I was presented with the cheque at Kimbolton last weekend. So through your magazine, I would like to express my sincere thanks to all those people who showed such generosity to someone who they knew so little.

I see this as proof that the strong fellowship between everyone involved in our sport is alive and kicking in 1987.

I must also say sincere thanks to the British Red Cross Ambulance team who came so quickly and effectively to my rescue and also to all the Hunts KRC committee members for their generosity and all the help they have given Lynne and me over the past few weeks.

Yours with gratitude, Alan Maxfield

P.S. I hope to be back in action as a hard-headed Clark of the Course at Kim on 12th July.

Dear Ed, May we, through your magazine, express our thanks to Mr Peter Hillaby and all officials and volunteers of the Auto 66 Club permanent karting fixture in the North-East of England.

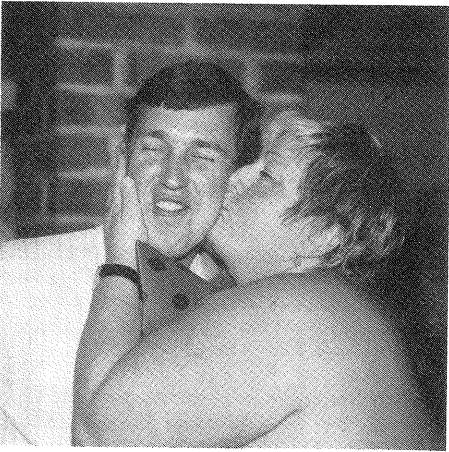
Unfortunately, all their work is not being rewarded because of the poor turnout of competitors from this region. Improvements are being made to the circuit all the time; e.g., track widening scheme, alterations to the layouts of the chicanes etc. Also, to dispel aging rumours of dust, a road sweeping programme has been put into operation. It must be pointed out that to make improvements to the circuit, first, there must be constructive criticism and suggestions made to the officials (who are only too willing to listen) from the people who use it, the Drivers.

With the number of kart circuits quickly diminishing let's support Caranby and the Auto 66 Club who are willing to promote karting and are looking forward to the future with the sport. It must be remembered that, on the whole, karting needs both Carnaby and the Auto 66 Club, but neither of them need karting. They have given us their support, not let us give them ours and enter their meetings.

Yours faithfully, Andy and 'Me Dad' X-Change Racing Team



Teabreak at Zips on Dave Anderson's birthday — he's the one fully clothed!



Some guys have all the luck(?)(!)

Kart & Superkart

CLUB SCENE

finishing more often than Des White who sadly had trouble persuading his new outfit to burst into life. He succeeded in the final but sensibly took his time to get acquainted with his new toy and thus left the winning to Eyres.

In the Rotary section, things were rather more fraught. Alan Tolson took pole from Chris Bell and Tony Rees with the second row made up of Steve Brooks and Brian Bird.

Tolson led the pack at the end of the first lap with Rees, Bell, A. Wilson and Brooks all chasing hard.

Fortunes were soon to change, however, as Tolson overcooked the hairpin on lap two and spun out of a somewhat tenuous lead. Rees now held the upper hand and a gap of large proportions was soon in evidence. Chris Bell had Brooks to contend with initially but after the latter's tumble down the order, Nicky Robson was the new threat hounding him all the way to the flag. Tolson got back on the track but placed too much emphasis on speed rather than haste and went off for good on lap nine. As Brooks had himself disappeared some two laps earlier, there were now a mere five 125's left (not counting the P & R's) in the order Rees, Bell, Robson, Bird and Barry Mellor which was by a strange coincidence the finishing order too.

210 AND 250 NATIONAL AND FORMULA E Ian Brown was the sole representative of the twins and had all the might of Rotax power under his right boot for his first ever kart race (budding nutter dept). Although confessing to being slightly nervous (?) he did very well and was actually third on the road behind two Rowrah experts. The first was Brian Crickett's 250 single who had G. Stevenson for company in his class, Stevenson finishing 4th on the road. Michael Wright struck terminal problems in heat one and spent the rest of the day spectating. The 210's had three entered but only two contested the final. Geoff Preston, Club Champ, won with consummate ease whilst David Glynn kept out of the way and got his signature.

Iain Blair

JUNIOR BRITAIN "A" 1st Andrew Gallagher Wright/Parilla 2nd Robert Jenkinson Zip/Parilla

JUNIOR BRITAIN "B" 1st Chris Clark Wright/Parilla 2nd Mark Allison Dart/EME 3rd Jason Raphael Fullerton/White Arrow

4th Nick Mason Zip/TKM 5th Nick Copeland Le Spectre/TKM

100 BRITAIN 1st Lloyd Ross Zip/Parilla 2nd Nick Stamper Wright/Sirio 3rd Colin Shanks Stratos/Parilla 4th Vicky Starkey AllKart/White Parilla 5th Richard Cennett Zip/DAP

100 NATIONAL 1st Stu Davison TKM/TKM 2nd David Tooley Pondfield Wright/Parilla 3rd Dominic Buckley Jeta/DAP 4th Richard Smith Sprint/Parilla 5th Daniel Bachini Swiss Hutless/Parilla TKM/TKM 6th Rob Gardiner TKM/TKM

125 P&R 1st Peter Eyres Barlotti/Honda 2nd Des White Barlotti/Honda

125 NATIONAL 1st Tony Rees Phoenix/Minarelli 2nd Chris Bell Phoenix/Minarelli 3rd Nicky Robson Zip/Rotax

210 1st Geoff Preston Barlotti/Villiers 2nd David Glynn Aero/Villiers

250 NATIONAL 1st Brian Crickett Zip/Yamaha 2nd G. Stevenson Barlotti/Bultaco

FORMULA E 1st Ian Brown Zip/Goff Rotax

Blackbushe

SUNDAY, 26th APRIL 1987

CADET This was the first meeting at Blackbushe with a race for the new Cadet class. The entry of three comprised the two Bogan girls and Richard Jackson, the some of Diane and Lex, our Membership and Competition Secretary respectively. Richard won both heats and the final although he must have had a fright as Claire Bogan led him on the first lap of the final.

JUNIOR BRITAIN A In heat one the winners were: Nathan Cousins, Gibson and Lemmer. Heat two went to Gibson, Lemmer and Cousins and the third heat was won by Gibson, Cousins and Lemmer. For the final Sven Gibson was on pole and led the final all the way. As usual the younger Britain 'A's' raced at the back of the Britain 'B's'. For most of the race Sven was chased by Nathan Cousins and he, in turn, was followed by Simon Short and James Ledamun. Just after half distance the slower runners were being lapped by the Leading 'B's'. Unfortunately, Cousins dropped out towards the end and Short took the second place.

JUNIOR BRITAIN B The entry from the older lads was slightly down on recent months but most of the top Blackbushe contenders were there. Heat one went to: Evans, Game and Embling. The second heat went to Evans, Fox and Game. Heat three winners were: Game, Damon Cousins and Faulkner. Bobby Game took pole and led the final all the way. Unfortunately for Paul Evans, he finished badly in the third heat so his grid position was not too good. However, after a hectic first lap, he was up to third behind Glen Embling. On lap five, at half distance, Pual took second but Bobby Game was long gone on his trip to the chequered flag. Damon Cousins was fifth initially, behind Martin Fox but Martin fell back on lap four and Damon took fourth place.

SENIOR BRITAIN There was a huge entry for this class, requiring five heats and a "B" final. Heat one: Booth, Verity and Geraty. Heat two: Booth, Whittaker and Lakin. Heat three: Collard, Geraty and Minassian. Heat four: Booth, Verity and Lakin. Heat five: Collard, Wallace and Lakin. Despite the large entry, most of the winners were regulars and it was good to see Robin Whittaker back after missing a few meetings. The "B" final went to Verity, from Wells and Spackman. On pole for the "A" final was Booth, with Collard alongside him. Craig Booth made the best start and grabbed a lead that he was to hold all the way. On the first lap Anthony Geraty was third,

behind Martin Collard and he was pursued by Lakin, Chadwick and Weller. Geraty fell back but the other leading positions did not change during the race although Graham Wallace, a visitor from Bromsgrove club, did move up as the race progressed.

250/210 the heat winners in the 250s were Coaker (twice) and Mooney. The 210 heat winners were Vidler, Farr and Ellinor. John Coaker led the final all the way and won the 250 class, of course. Dave Ede held second place, also in a 250 but third place was disputed by the leading two 210s of Farr and Ellinor. For the first half of the race, Peter Farr held third and the class lead but then Gordon Ellinor reversed the situation and he took the class victory.

125 The first heat went to: Caldwell, Hopgood and Bell. The second heat was won by: Bell from Caldwell and Bird and the third heat went to Bell, Caldwell and Cowdry. There were no place changes among the leaders in the final; Russell Caldwell led all the way followed by Les Saunders and Steve Bell. In the early part of the race, Keith Chennell was fourth but he was passed by both Graham Cowdary and Dave Hopgood.

NATIONAL RESTRICTED A large entry necessitated four heats and these were won as follows. Heat one: Kinch, Elmes and Hall. Heat two: Lindsay, Garland and Kinch. Heat three: Chenery, Harmer and Osbourne. Heat four: Kinch, White and Crawford. Roland Kinch had the best heat performances and he dominated the final from pole. Tony Osbourne was second but at the halfway mark he was passed by Simon White. Crawford and Lindsay changed position a couple of times but finished in that order.

100 NATIONAL By contrast to the restricted class, the National entry was quite low. Heat one winners were: Hawes, Hewland and Stansbury. Heat two winners were: Hawes, Murphy and Collard. Heat three went to: Hawes, Collard and Metcalf. Chris Hawes dominated the final as he had done the heats. William Hewland got ahead of Martin Collard at the start and looked to be heading for second place but at half distance he dropped out leaving Martin Collard safe in second. The most interesting drive came from Austin Metcalf who was seventh on lap one then gained a place when Murphy fell back. On lap five he scraped past Bob Stansbury and two laps later he was ahead of Gary Powell to eventually finish third.

1st Richard Jackson Superdart 2nd Claire Bogan Allkart 3rd Ellie Bogan Allkart

JUNIOR BRITAIN "A" 1st Sven Gibson Superdart/DAP 2nd Simon Short Barlotti/Arrow

JUNIOR BRITAIN "B" 1st Bobby Game Lane/EME 2nd Paul Evans Superdart/Parilla 3rd Glen Embling Superdart/Parilla 4th Damon Cousins Superdart/Arrow 5th James Ferryman Dart/TKM 6th Jamie Faulkner Lane/DAP

Continued.....



## CLUB SCENE

**250 NATIONAL**  
1st Andy Barnard Zip/Yamaha

**250 INTERNATIONAL**  
1st Colin Richardson Zip/Rotax

## Golspie

**SUNDAY, 31st MAY 1987**

North of Scotland Kart Club held its second meeting of the season amid bright sunshine and the odd shower. 24 drivers turned up, coming from as far afield as Edinburgh and Kinneswood.

### JUNIOR BRITAIN A

The Junior Britain A's had two contenders, Stuart Mutch from Kintore who had a very successful day with the heats and winning the final, from club member David O'Brien, Caithness.

### JUNIOR BRITAIN B

The Junior Britain B's saw Niels Christofferson from Perth against Lee Livingston of Inverurie with Novice Alan Mutch, Kintore. Heats were divided between Lee and Neils but in the final Neils developed trouble early in the race and Lee didn't look back, picking up the winner's trophy with Alan Mutch receiving best Junior Novice.

### SENIORS

The senior drivers saw five gearbox in 125 with Roy McQueen, Inverness in his usual fine form taking all heats and final. Hot on his tail was Robert Brady, Muir of Ord who had to be content with second place. Two other drivers, No 72 from Hamilton (a late entry) and Novice Ian Ostrau, Aviemore both experienced mechanical problems, whilst Alex Mackay, Novice P&R driver from Invergordon put up a good show and took Best Senior Novice for his efforts.

### 100 NATIONAL

As usual the most popular class was 100 National, with a couple of Senior Britains. These were Eric Christofferson who had a good meeting and ended up victorious, so taking a trophy back to Perth. The other — Denise Ford, one of the few lady drivers we have who regrettably had a very poor day full of problems which extended into the final. She came off after tangling with Novice Andy Harrold of Forres.

As for the rest of the field of 100 National, Club drivers Ian Rae, Caithness; Martin Foyle, Thurso; Darren Parks, Tore; Jeff Stewart, Beaul; Alex Pettigrew, Inverness and David MacLachlan, Alness were joined by William MacMillan of Glasgow; Derek Hay, Chris Topham of Aberdeen; Andy Graham of Kinneswood and John Robertson of Edinburgh. Heats were hard fought with Graham taking two and Parks the second. The usual pile ups took place due to tight bunching into the corners which caused the field to open up more than once. For the final Graham took pole with Parks on No 2, Stewart on 3 and so on. Both MacLachlan and Hay who experienced serious mechanical problems had to be content with the rear of the grid as payment for their bad luck. As the flag went down Parks took the lead but lost it on the first bend to Graham. These two drivers pulled away from the rest of the pack and stayed in this position to the end of the race, with Parks just unable to find enough speed to alter the result. Following the normal spin offs the field settled down, with Robertson, Pettigrew and MacMillan all jostling for the next positions. Heading into the final lap it was

Robertson who had managed to pull through the field, getting in third place, and despite being hot on the heels of the leading pairs, ran out of laps before being able to catch up. MacMillan was holding nicely onto fourth when he went wide on the last bend letting Pettigrew in to take the flag and secure a place in the prize winners.

### JUNIOR BRITAIN A

1st Mutch, Kintore TKM/Arrow

### JUNIOR BRITAIN B

1st Livingston, Inverurie Dino/BTR Parilla

### JUNIOR NOVICE

1st Mutch, Kintore Sprint/TKM

### SENIOR NOVICE

1st Makay, Invergordon Zip/Yamaha

### 125 NATIONAL

1st McQueen, Inverness Zip/Rotax

### 100 NATIONAL

1st Graham, Kinneswood Kali/Rford Arrow  
2nd Parks, Tore Wright/IKC Parilla  
3rd Robertson, Edinburgh TKM  
4th Pettigrew, Inverness McLaren/EME

## Rowrah

**SUNDAY, 10th MAY 1987**

Fine, sunny weather greeted around 60 drivers to the Rowrah Stadium for our May meeting. The reduction in numbers seems likely to some of the stars having raced at Kimbolton the previous weekend in the third round of the Super One. The quality of racing didn't suffer though and we saw excellent battles all day.

The old problem of driver discipline reared its ugly head again and the offenders were duly punished. The warnings given at drivers' briefing are there to be heeded: ignore them at your peril!

A reasonable grid of Juniors eagerly awaited the first race so we'll start with them.

### JUNIOR BRITAIN

Only two of the "A" category so they were run off the back of the "B"s. Robert Jenkinson turned up trumps with two heat wins to secure pole with Drew Gallagher netting the other heat win.

In the final, Gallagher made by far the better start and was able to put some of the slower "B"s between himself and Jenkinson. The latter was lapped by half distance whilst the former went on to finish a good 4th on the road.

The "B" category had three different heat winners. M. Hughes (apologies for no first name but he wasn't on the programme) won the first and was 2nd in the other two to wrap up pole. Sharing his front row was Jason Raphael who won heat two and added a 3rd and 4th to it. Row two held Mark Allison with 2nd and two 3rds and also the final heat winner, Chris Clark, who's other heats were probably best forgotten.

Hughes took the early lead in the final with Raphael holding off Clark for 2nd; Allison was 4th with John Copeland and Nick Mason next up. Lap two saw Clark relegate Raphael to 3rd and close up on Hughes in his bid for the lead which he made a strong challenge for at the end of the fourth lap. A gap appeared at the pits bend which Clark went for just as Hughes turned in. As Hughes went off, Raphael spun to avoid the

melee and Clark was left clear on his own. The marshal at the corner saw nothing untoward in the manoeuvre so no further action was taken. Allison was now promoted to 2nd with Raphael and Hughes having restarted in 3rd and 4th respectively. This lasted only until partway through the 8th lap when Hughes went into retirement. In the time remaining, Raphael couldn't get on terms with Allison and had to accept 3rd for his troubles. Copeland and Mason, meanwhile, reversed their positions on the very last lap with Mason getting the nod at the flag.

### 100 BRITAIN

Fast, close and actually exciting racing in this class for a change. Lloyd Ross as usual on pole but a challenger has emerged!!! Nick Stamper has found some extra chuff from somewhere and coupled with some fired up driving found himself sharing the front row. Heat one was rather too fired up, though, and saw Nick black flagged for despatching young Fletcher into the weeds.

Colin Shanks and K. Mackay occupied row two with Vicky Starkey and Richard Cennett on the third.

Ross and Stamper tore off into the distance as one in the final and engaged in an excellent battle for the lead, Ross holding the perfect line through the corners and not giving Stamper a chance. Behind them Shanks was fending off Starkey and Cennett whilst wee Janet Armstrong and Mark Bruce were having their own private scrap in which the lady proved victorious. After the 5th lap with the retirements of Mackay and Fletcher, their were no more place changes although the racing itself was of the highest quality. Ross then took the win from Stamper, Shanks, Starkey and Cennett.

### 100 NATIONAL

Pole to David Tooley, having his best year ever, with a win, 2nd and 5th from his heats. Dominic Buckley was the other occupant of the front row after 3rd and two 7ths. The other two heat winners were to be found on the second row, Ray Davison improved steadily and won the last heat whilst Stu Davison was 2nd in heat 1, 1st in heat 2 and looking a dead cert for pole in heat 3 when the motor failed. Rowrah returnee Richard Smith headed the third row with the mysterious M. Watson sat alongside.

Tooley made an excellent getaway in the final followed very closely by Stu Davison, with Buckley, Ray Davison, Gordon Wilson and Richard Smith all trying to get near the leader. The first and major change happened on the fourth lap when Tooley left too large a gap and Stu was through in a flash. David thinks the chassis is now getting past its best as he had to fight it most of the time round corners. Wilson also suffered, dropping to the tail of the field until his retirement two laps later. Ray Davison had also gone back to the foot of the lapcharts but he soldiered on anyway. This series of events put Smith in 4th behind Buckley and had Daniel Bachini furiously pedalling his Hutless to keep ahead of Andrew Laws whose final heat was marred when he was dinged off in someone else's optimistic passing manoeuvre, heavily modifying a sidepod in the process. Rob Gardiner was now making up for his poor grid (conrod snapped in heat one) and the rumoured prospective Formula First driver slotted into 6th on lap 8, dropping Laws a spot. That then was basically it, Davison edged the win from Tooley with Buckley, Smith, Bachini and Gardiner completing the top six.

### 125 P & R AND NATIONAL

Peter Eyres took pole in P & R by virtue of

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## CLUB SCENE

#### 100 BRITAIN

1st Richard Walton	DAP/DAP
2nd Ian Connell	Gillard/Parilla
3rd Derek Watts	Gillard/PCR
4th Tony Goodsir	Gillard/Parilla
5th Lance Baber	Wright/Arrow
6th Denis Barclay	Gillard/TKM

#### 100 NATIONAL

1st Doug Gough	Sprint/Parilla
2nd Gary Powell	TKM/TKM
3rd Andy Tidmarsh	Gillard/Parilla
4th Simon Bucknell	Gillard/Parilla
5th Bob Morrison	Zip/PCR
6th Martyn Powell (R)	TKM/Komet

#### 125 NATIONAL

1st Roger Goff	Zip/Goff Rotax
2nd Graham Stevens	Zip/Goff Rotax
3rd Nick Whitehead	Zip/Goff Rotax
4th Mike Reynolds	Zip/SRS Rotax
5th Steve Puddiphatt	Zip/Goff Rotax
6th Neil Dickens	Zip/Rotax

#### 250 NATIONAL/INTERNATIONAL

1st Gary Clayton	Zip/YZ Yamaha
2nd Dave Durance	Zip GP/L/C KTM
3rd John Coaker	Lynx/Yamaha
4th David Hedger	Allkart/Sam. Honda
5th John Mooney	Zip/Honda
6th Michael Hewerdine (R)	Aero/Honda

## Wombwell

#### CASTROL CHALLENGE

A warm and sunny day greeted competitors to South Yorkshire KC's May meeting and we also welcomed the fourth round of the Villiers Challenge. A superb array of trophies graced the table in front of the lapscoreing and three youngster provided a display of the new Cadet class. Less spectacular but nice to see was a mountain of breezeblocks which, by the next meeting, will have replaced the corrugated iron fence between the two straights. For all those who have hit the old metal sheets you can now be assured of a much more substantial impact, apart from the obvious aesthetic improvements. The Club is indebted to Mr Slate of Plasmor for donating the said bricks and as a token of thanks the wall will be known as the Plasmor Wall. Just to add to the spectator value there was a demonstration of the 'Shunter' implement for starting direct drive karts, very nice but unfortunately you still have to push!

#### JUNIORS

Two good sized entries allowed the Junior class to run separately so it was the 'A' who started the ball rolling. Guy Smith clinched pole with two heat wins and Jamie Matthews took the other, while Mark Blair and Stephen Hunter provided the main opposition. At the start of the final Smith grabbed the lead and held it comfortably to the flag. Hunter spun out and despite a gusty drive from the back was unable to make up all of the lost ground. Matthews, Blair and Jonathan Greensmith held the following positions for the first lap but when Blair slowed Paul Higginbottom joined the leader board and so it stayed to the flag.

#### JUNIOR BRITAIN

In the Junior Britain 'B' Heat One went to Stuart

Capstick from Martin Jubb and Alan Mackay. Heat Two to Mackay from Guy Linton and Jubb and Heat Three to the KartSport man, Capstick, this time from Jubb and Nicholas Lamb, so several names in the frame and the prospect of a good final. Jubb got a superb start and led the pack round the first lap, followed by Capstick, Lamb, Mackay, Linto and Gavin Hogg. Lap two and Hogg displaced Linton and then Mackay a lap later. Lap six and Capstick spun to let Lamb up to second and Hogg into third and despite a late charge he could only recover to fifth place at the flag. So, a win for Jubb from Lamb, Hogg and Mackay.

#### 210 NATIONAL

Next out a full grid of 210 National — how nice to see the dinosaurs still going strong — I remember the time that they were by far the largest class at this circuit, with two if not three grids at each meeting, when all the hundreds were lumped together — how times change. Heat One and Andy Martin showed just why he is British Champion, winning from Alan Poole and Colin Firth. Heat Two and a win for John Haigh from Firth and Graham Payne. Heat Three and it was Martin again from Firth and Paul Robinson. What a glorious sight to see a capacity grid charge into the first bend and when the smoke settled Martin led Firth and Robinson round the first tour. Lap three and Robinson disappeared elevating Poole into third, who in turn had Haigh for company. On the penultimate lap Haigh squeezed past Poole and at the flag it was a win for the British Champion, followed by Firth, Haigh, Poole, Payne and John Morrish.

#### 125 AND 250

The combined 125 and 250 classes gave another large grid and after a creditable win in Heat One, Oldham's John Turner was excluded for jumping the grid, leaving Paul Eaton (125cc) to collect the points from Alvin Heaton (250cc) and Richard Warrington (P&R). Heat Two and a win for Heaton again from Turner and Warrington. Heat Three and a win for Turner from Eaton and Heaton. With a deafening roar the final grid screamed into the pit bend to be led away by Turner, Derek Gray (P&R), Warrington, Eaton and Barry Sherriff (250 National). Lap two and Sherriff and Eaton displaced Heaton and a lap later they removed Gray to settle for second and third. Lap five and Sherriff disappeared and Heaton grabbed the lead taking Eaton with him into second and that was how it was to stay to the flag. Heaton won the 250 Inter, Eaton the 125 Nat and Gray the P&R. However, with the Local Council threat of Court action against the Committee Members if we don't control the noise problem, Heaton and Gray were excluded for being excessively noisy, thus giving the wins to Turner (125 Nat) and giving Kaye Dickinson second. Two more further down the field were also excluded and although the Club is keen to run gearbox grids, it is important that drivers realise that they must do something about noise if we are to keep this circuit open. Many of the karts recorded well over 100DbA and this is three times the permitted limit.

#### SENIOR BRITAIN

The Senior Britains always provide a good grid at Wombwell and despite the loss of some of our top men, unable to keep up club racing and the Super One Series, we nevertheless had some very good lads to contest the day racing. Heat One went to Steve Hazlett on his new EME from Simon Redman and Michael Hair. Heat Two and it was Redman from John Wilcock and Steve Cook-Martin, whilst Heat Three went to Richard Beecroft from Wilcock and Cook-Martin.

Wilcock led the final grid round to complete the first lap, followed by Redman, Hazlett, Beecroft, Hair and Cook-Martin. Lap two and Hazlett slipped back two places as Wilcock let Redman take over the lead and retired a lap later. Lap four and Beecroft dived up into second with Hazlett third and Hair fourth. Michael Mills was staging another of his renowned charges from the rear, having come up from eleventh on lap one to sixth by the half distance. Hair left the leader board on lap six as they started to cut through the tailenders. On the last lap Cook-Martin disappeared and Mills edged out Beecroft to give the order at the line — Redman, Hazlett, Mills, Beecroft, Stephen Wild and Peter Fouldes.

#### 100 SUPER AND NATIONAL

Just three 100 Supers and they raced with the 100 Nationals for a separate trophy. Heat One went to Dave Redfern from Dominic Connelly and Kerry Thorpe. Heat Two to Andrew O'Hara from Connelly and Stuart Wallace and Heat Three to O'Hara again from Michael West and Wallace. From the flag in the final O'Hara led Wallace, Redfern and Connelly, but by lap four the local Super driver had climbed to second and set about closing in on O'Hara. The only change to the order came on lap seven as Connelly made the vital breakthrough to take the lead which he was to hold to the flag. The order behind remained unchanged, so it was a win for Connelly (Super) from O'Hara (Super), Stuart Wallace (1st National), Redfern (National), West (National) and Robert Wolstencroft (National).

The end of another great meeting and with entry levels running at a high, it looks as if Wombwell's policy of ploughing all its profits back into the circuit and its drivers is paying off. We look forward to, hopefully in the near future, a time when finances will allow us to resurface the pit area.

Report: Brian Lord

#### JUNIOR BRITAIN 'A'

1st Guy Smith	Gillard/Parilla
2nd James Matthews	Boxer/Parilla
3rd Jonathan Greensmith	Fullerton/Parilla

#### JUNIOR BRITAIN 'B'

1st Martin Jubb	Wright/Parilla
2nd Nicholas Lamb	Jeta/DAP
3rd Gavin Hogg	Zip/EME

#### 100 BRITAIN

1st Simon Redman	Boxer/PCR
2nd Steve Hazlett	Knight/EME
3rd Michael Mills	Jeta/DAP

#### 100 NATIONAL

1st Stuart Wallace	Wright/Rotax
2nd Dave Redfern	Mondial/Parilla
3rd Michael West	Mondial/Parilla

#### 100 SUPER

1st Dominic Connelly	Mondial/Parilla
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#### 210 NATIONAL

1st Andy Martin	Stratos/Villiers CKC
2nd Colin Firth	Barlotti/Villiers
3rd John Haigh	Phoenix/Villiers

#### 125 NATIONAL

1st John Turner	Zip/Minarelli
2nd Kaye Dickinson	Magnum/Rotax

#### 125 P&R

1st Derek Gray	AllKart/TM
2nd Richard Warrington	Zip/Honda





Ricky Miller, 250 International.

prematurely terminated when a water hose came adrift exiting Stow and gave him an unexpected shower!

At the flag Durance took the victory from Coaker, Hedger, Clayton, Pell and Ottery, with Howard and Hewerdine filling the next two places.

The last session gave Brian Howard the chance to better his second place in the first heat as he led them into the opening lap. By the close of that tour he still controlled the race, with Clayton, Miller, Hedger and De La Rue close behind. Durance, Ottery and Hewerdine crashed out at Stow, the latter two rejoining the action but poor Durance was obliged to spectate.

Two more laps passed with no change as the field snaked round behind Howard. Behind De La Rue in fifth spot, Philip Vale led the secondry group — Mooney, Hewerdine, they by now ailing John Ottery and Steve Pell, Ottery finally retiring before the end of the lap.

Out front the pressure was on Howard from both Clayton and Miller, but Howard wasn't to last the distance and Clayton assumed the role of the leader. That state of affairs was only to last one lap before Miller's Rotax charged through and began to pull away. Clayton seemed content to see it out in second and pick up the class honours, guarding his position carefully from Hedger, De La Rue, Vale, Mooney and Hewerdine whilst Steve Pell ran as tail man.

Miller continued at the front into the closing stages until he went a little wide at Stow and, caught napping, Clayton and Hedger squeezed past. Miller completed his misery a short time later by disappearing at the other end of the circuit. That left the finishing positions — Clayton, Hedger, De La Rue, Mooney, Hewerdine, Pell and Vale.

#### 100 NATIONAL

19 entries contested the 100 National heats and from the green light it was Simon Bucknell who asserted himself in convincing style, as he led Doug Gough, John Duley and Bob Morrison clear of Stow on that first tour. Duley was to find himself demoted, first by Morrison and then Gary Powell as they started the second lap. Martin Anstee and Andy Tidmarsh led the rest of the field through as Tony Russell spun but managed to restart. It was still Bucknell at the front next time around, trying to pull away from Gough.

Powell had bettered Morrison for third while Tidmarsh had moved into fourth with Duley leading the rest of the field, ahead of Anstee and Martyn Powell.

By the halfway stage Bucknell succeeded in gaining a breathing space from the struggling pair of Gough and Powell. Tidmarsh had relegated

Morrison to fifth and Duley was back now in eight behind Anstee and Kelly.

Little change then to the flag, the win going to Bucknell, from Gough, Powell, Tidmarsh, Morrison and Anstee. Kelly led the next group home — Martyn Powell, John Duley and Mike Davis.

The second heat looked like it was going to be Andy Tidmarsh's race, as he led for nine laps, until a bit of a fracas on the last lap dramatically changed the leadership. Gary Powell maintained second spot from Doug Gough and Simon Bucknell up to half distance before he fell prey to the flying Gough. John Duley motored well in fifth up until the last lap when he was suddenly relegated some four places. Anstee and Morrison fought a race long battle over sixth, frequently changes places as each lap rolled by.

The result of the last lap melee gave Bucknell the victory for the second time, again from Gough and Andy Tidmarsh.

The last heat and Gough led out from Tidmarsh, Gary Powell and Bob Morrison, but Tidmarsh was quickly into his stride, taking up the leadership in convincing style, from Gough and Powell. Bucknell led the following group — Anstee, Duley, Morrison who had lost several places at Stow, Kelly, Martyn Powell and Mike Davis.

No change over the next couple of laps except Kelly relegated Morrison to eighth and Mike Davis spun out of Stow. Past the halfway stage Tidmarsh still led from Gary Powell, Doug Gough and Simon Bucknell. Richard Butler appeared as a backmarker, ahead of Kelly, Martyn Powell, Morrison, Duley and Davis.

As the penultimate lap commenced it was change time at the front, Gary Powell managed to oust Tidmarsh from the leadership, whilst Gough and Bucknell remained in third and fourth respectively. That was the order of the first four at the flag. Kelly, Martyn, Powell, Morrison and Duley were the next group home.

#### JUNIOR BRITAIN (Combined)

Three eight lap heats were in store for the combined grid of Juniors, 12 in 'B' with the 6 in 'A' running off the back in Junior 'A' was young Jamie Tomlinson, only 11 on Saturday and having his first taste of racing with only two hours of practice under his belt.

The first session got under way with a very on form John Proctor immediately taking up the running. In a charging second was Jonathan Cullam, followed by Nick Kelly, Stephen Askew, Moss Thorpe, Alex Abbey-Taylor, then the first of the 'A's'; young Ellie Bogan, sister of Clair in Cadets, whilst Daniel Pyett led the rest of the field.

The second lap was almost the same order,

except that Askew had been demoted by Thorpe and Pyett was ahead of Bogan and Abbey-Taylor.

By mid distance the lead group was pretty well established — Proctor, Cullam, Kelly and Thorpe. Askew had gone and his place was occupied by Pyett. The next time around Pyett got the better of Thorpe to take up the running in fourth spot.

As the last lap got under way Proctor was in fine fettle, assured of the victory. Kelly had deposed Cullam for second, whilst Thorpe regained control of fourth place from Pyett, followed by Abbey-Taylor in the 'A's' Ellie Bogan had slipped back behind Warburton, Wood and Mark Tomlinson.

The next session and Askew had the early advantage, from Abbey-Taylor, Thorpe, Pyett and Kelly, but by the end of the first tour Abbey-Taylor was firmly entrenched in the lead from Askew and Thorpe. Pyett and Kelly remained in situ as the first of the 'A's' appeared, Warburton, leading Kevin Forth and Stuart Petts, followed by 'A' driver David Styles. Young Jamie Tomlinson had a spin at Stow, still trying to get used to the handling.

Abbey-Taylor continued at the front, with Thorpe now ahead of Askew in second and no change in the next four places. Eighth and ninth spots saw a change as Forth and Petts swapped around.

The remaining laps and it was still Abbey-Taylor, Thorpe, Askew and Pyett, but 'A' driver, Warburton made serious inroads among the following 'B' pilots, mvng into fifth at the expense of Cullam and Kelly. Mark Tomlinson outflanked Ellie Bogan but remained behind Stuart Petts.

At the flag it was a 'B' victory for Abbey-Taylor, from Thorpe, Askew, Pyett, Cullam and Kelly, whilst Warburton finished first in the 'A' group, Tomlinson second, ahead of Bogan and young Jason Wells.

The last heat got under way with Kelly leading out, Cullam, Pyett, Thorpe and Askew following. Kelly established firm control at the front as the race gathered momentum. By the end of the second tour the order behind Kelly was — Cullam, Thorpe, Pyett, then the very close group of Abbey-Taylor, Warburton, Styles and Proctor. Forth led the next group — Wells, Fenn, Wood and Bogan.

The ensuing laps became a little processional with no change in the first five. 'A' driver Warburton was in complete control of his class, and consistently led Styles, 'B' drivers Proctor and Forth and 'A' driver Wells from a sickened Askew following a big spin from fifth earlier on, and Verney Wood.

The order at the line was — Junior 'B' — Kelly, Cullam, Thorpe, Pyett, Abbey-Taylor and Proctor, whilst Junior 'A' saw Warburton take the flag from Styles and Wells.

Ed McCormick

#### RESULTS (Overall)

##### JUNIOR BRITAIN 'A'

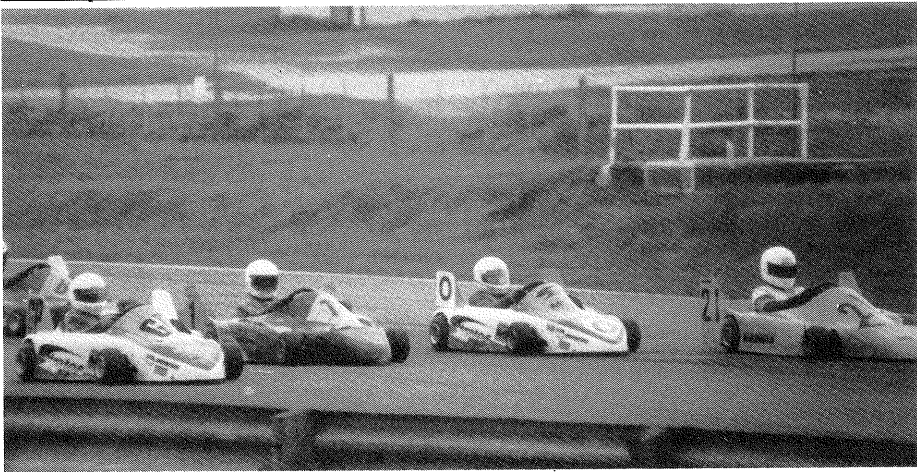
1st	Steve Warburton	Wright/Parilla
2nd	Verney Wood	Zip/TKM
3rd	Mark Tomlinson	Zip/PCR
4th	Ellie Bogan (R)	Sprint/Parilla
5th	Jason Wells	Wright/TKM
6th	Jamie Tomlinson (R)	Zip/Arrow

##### JUNIOR BRITAIN 'B'

1st	Nick Kelly	Wright/EME/YAM
2nd	Moss Thorpe	Wright/TKM
3rd	Jonathan Cullam	Wright/Parilla
4th	Alex Abbey-Taylor	Superdart/Arrow
5th	Daniel Pyett	Sprint/Parilla
6th	John Proctor	Gillard/Parilla

# SNETTERTON SATURDAY MAY 16th 1987

## RAC Championships Round 3



125 Super, the first start of the final — Cullen (21), from Price (0), Stoney (1), Molloy (GP) and Crump (8). (Pic: K.C.)

**Ian Shaw takes the Superkart honours in fine style; Mark Webster finds his old form again in 250 National; Andy Martin dominates the Villiers racing; Paul Molloy benefits from a 125 Super fracas; Colin Mason takes the 125 National honours.**

The Central Kart Club hosted its only Snetterton meeting this year on Saturday 16th May and what a record breaker it turned out to be... with some very quick times recorded by all classes.

The entry was about normal for the Norfolk venue but most of the front runners were present in all championship classes. The weather was good until the Superkart finalists formed up on the pit lane.. then the rain came!

### MARTIN'S MAGIC

The Villiers lads were first out on the circuit when racing started and they... as usual... contested two heats to decide final grid positions. Current No 1 and GP winner Andy Martin dominated both qualifying sessions equalling the lap record of 1m 16.6 in the first heat and then knocked 1.2 seconds off that in the second six lapper. George Bett is certainly back to something like the form we know he is capable of and he lined up alongside poleman Martin for the final. Irishman John Brennan had a couple of good heats and he occupied the next spot on the front row. Keith Trainer completed the row whilst Simon Quance, Igor Ashwell and Steve Young made up row two. Graham Sykes and Phil Featherstone were on row four with John Newton on row five.

Ten laps then round the 1.917 mile circuit and on the change of lights Martin... Quance... Bett and Trainer were first away and after one full tour Martin had the lead... Bett had moved ahead of Quance to take second with Trainer fourth.

Graham Sykes was going well and by the end of two laps he had taken third spot behind Bett and Martin with Quance fourth.

Scot, George Bett briefly took over at the front after three laps but Martin hit back swiftly and by half distance the Stratos driver had a clear lead. Bett still had second but Sykes was closing whilst a little further back John Brennan held fourth from Featherstone, Trainer, Quance and Gary Parker.

Andy Martin now began to pull away and the retirement rate was increasing. Sykes and Bett were locked in battle for second place and by

the end of eight laps they were well clear of Featherstone and Brennan. Quance took the next spot but was well down on the front five.

For the two remaining laps Martin appeared to have no problems and crossed the line a comfortable winner... just over seven seconds clear of Bett. Sykes took third... his race time just 3/10ths of a second slower than Bett... Featherstone, Brennan and Quance completing the top six points scorers. Andy Martin certainly put in some quick laps equalling his new lap record at 1m 15.4s, a speed 91.52mph.

George Bett now leads the RAC Championship table on 15 points from Graham Sykes on 13. Alan Ogden and Andy Martin each have 9 points.

1st	Andy Martin	Stratos/CKC Villiers
	12m 52.3s — 89.35mph.	
2nd	George Bett	Zip/Bett Villiers
3rd	Graham Sykes	Zip/Longtune
4th	Phil Featherstone	Kobra/FPV
5th	John Brennan	Zip/Villiers
6th	Simon Quance	Zip/Longtune

**Fastest lap (Equals record):**  
Martin — 1m 15.4s — 91.52mph.

### MASON MAKES IT

Another good sized grid of 125 National provided some first class racing over two heats and a final with No 14 Colin Mason securing pole position for the ten lapper. UK Cup winner Ray Grimes took second place on the front row with Neil Willetts and Sydney Clark completing the row.

Ian Mason was on row two in the company of Mark Thompson and Bruce Moore. As Ian Rushforth flicked the lights to green it was Ray Grimes who got well away but after one lap Colin Mason had found a way through and he led as they went into lap two. Ian Mason was third behind Grimes with Neil Willetts and Syd Clark following.

With three laps gone it had tightened up at the front... Colin Mason still had the lead... Grimes was second... Willetts third... Ian Mason fourth... Syd Clark fifth and a long train of karts followed disputing the places.

By half distance the leading five had a clear lead over the rest... Jonathan Williams was in charge of the chasing horde... and Grimes was about to challenge Colin Mason for the lead.

Seven laps gone and Grimes crossed the line a whisker in front of Mason, Willetts had third spot and Ian Mason was having close encounters with Syd Clark in disputing fourth spot.

Lap eight and Willetts had closed up on the leading pair... Colin Mason was back in front... just... and they were all closing on a backmarker as they went into lap nine.

By the end of that tour Grimes had found enough extra to get past Colin Mason... Willetts was still there whilst Ian Mason had charge of the rest in fourth spot. Syd Clark was next followed by Williams.

1.9 miles to run and Colin Mason hit back to get to the flag first and take the win from Ray Grimes and Neil Willetts. Just 6/10ths of a second covered the first three. Ian Mason held fourth... Syd Clark fifth and Jonathan Williams took the last points position in sixth.

1st	Colin Mason	Stratos/Minarelli
	12m 50.8s — 89.53mph.	
2nd	Ray Grimes	Zip/Rotax
3rd	Neil Willetts	Stratos/Minarelli
4th	Ian Mason	Stratos/Minarelli
5th	Sydney Clark	Stratos/Rotax
6th	Jonathan Williams	Stratos/CSK Rotax

**Fastest lap:**  
Ray Grimes — 1m 15.5s — 91.40mph.

Ray Grimes now leads the RAC points table after three rounds with 15. Neil Willetts has 13; Colin Mason 12; Jonathan Williams 10.

### WEBSTER WINS!

Richard Boston and Mark Webster had the best of it during the two six lap heats for 250 National and Boston lined up the new Zero Plate on pole for the final with Webster alongside. Grand Prix winner Rob Johnstone took the next spot with Dale Couzens completing the front row. Andy Martin was on row three; Mike Doble on four with Keith Bisp on five. Ten laps of the Norfolk circuit for this one and as the lights went to green it was Richard Boston who got away well with Rob Johnstone and Dale Couzens in close attendance.

After one lap Boston led... Pete Morgan was second... Mark Webster third and Dud Martin fourth. Andy Martin, Mike Doble and Steve Matthews were next through.

Into the second tour and it all went wrong for the Zero plated Boston... the KTM cried enough and Webster was in the lead...

The retirement rate was extremely high and by half distance only ten karts were left running. Webster was leading... back to his old form and pulling out a comfortable lead... Morgan had second and was well clear of Colin Fletcher. Andy Martin was next with Mike Doble pulling off as he crossed the line.

One more lap gone and Webbie was a good ten seconds up on Morgan. Colin Fletcher was closing on the Wrexham driver whilst Dale Couzens was leading Andy Martin and Steve Matthews in the scrap for fourth spot. By lap eight just seven drivers were still mobile Martin Pluck and Andy Martin had both gone... Webbie still had a strong lead... the length of the straight in fact... Fletcher and Morgan were disputing



second. Couzens and Matthews were next up with Thompson and Babington completing the runners.

Nothing much changed over the last couple of laps and Webbie ran out a comfortable winner... his margin over Fletcher being twelve seconds. Morgan took third... Couzens had fourth... Matthews fifth and Thompson took the last points spot in sixth. Babington was the only other driver still mobile at the flag.

<b>1st</b>	Mark Webster	Zip/Cheetham KTM
	12m 14.2s — 93.98mph.	
<b>2nd</b>	Colin Fletcher	Zip/CJF KTM
<b>3rd</b>	Pete Morgan	BR Zip/Cheetham KTM
<b>4th</b>	Dale Couzens	Zip/DCR KTM
<b>5th</b>	Steve Matthews	Zip/Cheetham KTM
<b>6th</b>	Arthur Thompson	Zip/KTM

**Fastest lap:**  
Mark Webster — 1m 12.3s — 95.45mph.

Current Champion Mark Webster now leads the points table with 20; Pete Morgan has 13 and Rob Johnstone 10.

### MADCAP MOLLOY

Around twenty 125 Super drivers contested two heats and a final but once again there was controversy. It would seem that this new Super class is almost intent on destroying itself, as every meeting seems to bring more problems. The race officials are certainly getting to the stage where they are likely to cry... enough is enough.

Rumour... protests... threatened protests... they have all been heard so far this season and all that from a class which was created in order to bring the best DRIVERS together. More than one official commented that it is fast becoming a class of Prima Donnas and has been spoken about in the same terms as the 100 Super category... and we all know what that means! Certainly at this event the race official were in no mood to hear more protests and at least one driver... who ought to know better.. was firmly put in his place.

With small grids of around twenty... something which the top drivers were wanting... the class SHOULD provide some excellent close racing but if the present trend continues then someone is going to get hurt... and that is a widely held view.

Enough of the soap box... no doubt the reaction will be... what do I know about it... it is clear however that the race officials will clamp down on the aggro and that will only mean the class suffers even more.

There was of course some racing during the day as well and some familiar names appeared at the top of the heat results. Paul Molloy took pole after a win and a third place with Chris Stoney in second spot on the front row. UK Cup winner Derek Price had the third spot and Simon Cullen completed the row.

In the second heat Derek Price was shown on the official time sheets as having recorded a new lap record on his way to second place... a time of 1m 13s — 94.53mph.

Ten laps then were on the cards and at the green it was Simon Cullen who got away well with Alex Pettigrew being left on the line... his outfit reluctant to become mobile.

As they swooped into Russells for the first time Chris Stoney suffered tyre problems in a big way and rapidly left the circuit taking Adrian Wilcox with him. The red flags were quickly out bringing the race to a swift halt as the ambulances were called. Chris Stoney was able to rejoin the grid for the restart whilst Adrian was partially immobilised with heavy bruising on his leg.

At the end of the day he was looking forward to a couple of weeks off and then on to the Short Circuit Champs in Devon.

So at about 5pm they lined up once more and this time it was Derek Price and Chris Stoney getting away well to lead into the first tour. Out of Russells this time onto the straight for the first time and it all went wrong again!! Karts were seen spinning in all directions as the leaders entered the main straight... Stoney, Price, Cullen and Stuart Mead all went off in a rush with Stoney fortunate not to invert his outfit. The The British No 1 then attempted to get back onto the track... succeeded... but found himself in the middle of the circuit... facing the wrong way... with the new leaders leaving the Bomb Hole! It was eventually realised that with a tyre gone again the No 1 plates would be going nowhere but the pit lane... and that was where the outfit finally came to rest.

Meanwhile the race was still going on... the track was now clear... and as they completed two laps Paul Molloy had the lead from Trevor Roberts. That pairing was well clear of Richard Crump in third who had Colin Poole and Ian Westwood chasing.

By half distance Molloy and Roberts had pulled out a good lead over the rest... Ryan Baptiste had motored through to claim third ahead of Crump and Poole. Ian Beaumont had charge of the rest but the retirement rate was increasing.

After eight laps Roberts was sticking to Molloy's bumper like a limpet, Baptiste and Poole were contesting third spot with Mike Ballantyne ahead of Ian Westwood.

Only nine drivers were still mobile as they went into lap nine! and Roberts was still trying hard to overcome Molloy.

Into the last lap and the order was as before — Molloy still had the lead, Baptiste was still in thrid ahead of Poole.

Out of Russells for the last dash to the flag and Molloy held on to first place, Roberts crossed the line in second... Baptiste was third on the road... Poole, Ballantyne, Westwood and Nigel Wigg were next through. Then in the after race checks Baptiste was found to be underweight and was removed from the results. That of course moved everyone... all six of them!... up a place.

<b>1st</b>	Paul Molloy	Stratos/Madcap Minarelli
	12m 45s — 90.21mph.	
<b>2nd</b>	Trevor Roberts	Zip/Baxter Rotax
<b>3rd</b>	Colin Poole	Zip/Goff Rotax
<b>4th</b>	Mike Ballantyne	Zip/Goff Rotax
<b>5th</b>	Ian Westwood	Zip/Rotax
<b>6th</b>	Nigel Wigg	Wright/Wright Rotax

**Fastest lap:**  
Paul Molloy and Trevor Roberts — 1m 15.2s — 91.77mph.

Paul Molloy and Trevor Roberts now lead the point table with 18 each; Chris Stoney has 13; Derek Price and Dave Clark have 6 each.

## SHAW’S SUCCESS

The Superkart class was in record breaking form with some very quick laps from both Martin Hines and Ian Shaw. Some rapid laps had been recorded on unofficial watches during Friday practice and Saturday brought a continuation of that, but this time it was official.

In timed practice both Ian Shaw and Martin Hines stamped in a 1m 5.8s lap to head the charts. Richard Dean and Phil Glencross recorded a 1m 6.9s with Reg Gange on 1m 7.1m. The scene was set for some ultra fast racing from the twins and we were not disappointed.

In the first six lap heat Martin Hines set a new

lap record of 1m 6s — 104.56mph. Ian Shaw never got away as the Zip shed its chain on the rolling lap. Phil Glencross, Roger Goff, Raymond Lyons, Reg Gange and Richard Dean completed the top six behind Hines in that first heat.

Second time out and Shaw got it all together to lead home Martin Hines. The latter though was flying at times for he lowered his new lap record to 1m 5.2s a speed of 105.85mph!

Richard Dean was third followed by Tim Parrott, Raymond Lyons and Reg Gange.

So the final grid had Hines on pole, Goff alongside with Dean and Lyons completing the row. Reg Gange was on two with Shaw on row three. As they formed up in the pit lane for the ten lap final it started to rain and much discussion took place as to whether to wait or get on with it. At around six o'clock it was decided to start... dry tyres were in use... the rain had stopped and it certainly looked brighter. On the green light Hines was first away but as they hit the back of the circuit it was still quite wet and the 'rain master' Reggie Gange took the lead. For the first two laps that was how it stayed... Gange leading from Hines, Lyons, Shaw, Dean, Parrott, Goff and Glencross.

As they went into lap three Hines took over at the front and during the next lap Shaw relegated Gange to third. Reg was finding the outfit understanding quite badly and was quite content to go for a place.

Through Russells to complete four laps and a change of leader... Ian Shaw... fresh from victory in France... had powered past Hines to lead the field. Dean was in third place and going well... Gange was fourth, Goff and Glencross next. Parrott had gone and Mark Allen held the next place.

As the field began to spread out a little Shaw pressed on at the front and Hines was seemingly unable to close the gap. By half distance the only change to the front order was that Goff had been relegated to sixth by Glencross. Shaw was motoring well... and Hines was still clearly holding second but still unable to do anything about reducing the gap. Dean was comfortably placed in third... Gange still had fourth but was being caught by both Glencross and Goff.

Lap seven and Shaw began to close on backmarkers whilst still holding a comfortable lead... Hines was chasing hard... Dean was in no trouble in third at this stage with Glencross, Goff and Gange following... but well spaced.

As they went into the last tour it was still the same... then it all happened... Dean suffered gearbox problems and dropped down the order to seventh behind Gange and Mark Allen. Hines flet the Rotax nip... it ran again... then out of Russells it went again and he was left to coast over the line for second place. Ian Shaw had crossed the line in style to take 9 points... his race time being just under five seconds quicker than Hines. Phil Glencross took third... Roger Goff fourth... Mark Allen fifth and Reg Grange sixth. With that last lap problem Richard Dean just missed out on the points in seventh place.

So another fine victory for Ian Shaw and one which closes the gap in the RAC championship to just six points. Hines has 24 and Shaw 18. Roger Goff is in third spot with 11 points.

<b>1st</b>	Ian Shaw	Silverstone Zip/Zip Rotax
	13m 21s — 86.15mph.	
<b>2nd</b>	Martin Hines	Zip Bandit/Zip Rotax
<b>3rd</b>	Phil Glencross	Anderson Zip/Anderson Rotax
<b>4th</b>	Roger Goff	Zip Bandit/Zip Rotax
<b>5th</b>	Mark Allen	Dino/Rotax
<b>6th</b>	Reg Gange	Zip/Rotax

**Fastest lap:**  
Shaw and Hines — 1m 17.3s — 89.27mph.

## Kimbolton

**SUNDAY, 14th JUNE 1987**

Kimbolton Club 1987

**A fair entry of 118 drivers turned out at Kimbolton for the club's regular monthly meet, including the 210 National Challenge drivers and a grid of Cadets. Both of those classes are reported on elsewhere in this issue.**

**The weather held fine until late afternoon when monsoon-type torrential rain scuppered any chances of staging the finals in safety, therefore the final positions and trophy winners were based on heats results.**

**There was a rather touching presentation made before racing got under way and that was to Alan Maxfield, a long standing Hunts KC Official, who was knocked over and seriously injured at the Super One round in May. A collection had been held on Alan's behalf and he was presented with a handsome cheque in recompense for his suffering. It is doubtful whether those responsible for his suffering would even care to know this.**

**100 BRITAIN**  
Three 10 lap heats were on the cards for the grid of 20 Britain drivers and as the first session got under way it was Derek Watts to gain the early advantage, from Lance Baber, Tony Goodsir and Richard Walton. One tour complete and Walton had moved up to second behind Watts, whilst Baber and Goodsir maintained station close to their rear. Then followed — Cheshire, Turner and Connell. Paul Scutchings and Phil Cartwright spun off at Stow.

With the pressure on him Watts eventually weakened and Walton was through into a lead he was destined to maintain for the duration of the race. For the next couple of laps there was little variation from second to fourth place. Sixth place man, Stuart Turner in contention with Ian Connell, crashed off into the Stow tyre wall, though later rejoined and Connell held a steady grip on the rest of the order, the likes of — Nabarro, Cornwall and Barclay.

By the halfway stage third placed Baber had slipped back to fifth, whilst Cheshire had demoted Goodsir to fourth. Cornwall had a couple of spins which did his chances of a reasonable placing no favours at all.

Into the closing stages Cheshire was gone from third place and the finishing order at the flag was — the win for Walton from Watts, Baber, Connell who got the better of Goodsir on the last lap, Nabarro, Barclay and Wilde.

The second outing and it was Walton again quickly at the front to make the race a Walton benefit. Mike Booth tailed him closely, followed by Paul Scutchings until he visited the tyres at Stow and restarted at the back. End of the first lap then the order was — Walton, Booth, Paterson, Batute, Watts, Connell, Goodsir, Cartwright and Baber.

The first three — Walton, Booth and Paterson sat comfortably at the front row and the race settled into a bit of a procession after Batute slipped back and Connell demoted Watts for fourth; Goodsir pushed Batute back another notch to take up sixth and the Cartwright – Baber duo swapped places.

Five laps under their belts Walton and Booth motored on, having established a safety margin over the rest of the field. Paterson had lost out to Connell and now rode in fourth and a lap later lost another place as Watts zoomed through.

## CLUB SCENE

Goodsir sat in sixth, ahead of Batute, Baber, Barclay, Cartwright, Turner, Walsh and Scutchings.

By the seventh tour Connell had closed on Booth and halfway through the lap succeeded in moving up to second. Watts, Paterson and Goodsir occupied the next three spots, whilst Baber controlled the rest of the field.

Into the closing stages and though Connell had begun to haul in Walton he was unable to improve on second place at the flag. Booth finished third, ahead of Watts, Goodsir beat Paterson to the flag, likewise Barclay over Baber and Carl Batute led the rest home.

The last session and Walton started from a middling order. As they left the lights Connell had the advantage with Cornwall, Scutchings, Cheshire, Cartwright and Nabarro snaking out behind. One tour complete and Scutchings was into second place behind Connell and contesting for the lead, Cornwall held third, whilst Walton had moved through to an early fourth, with the order behind now — Cheshire, Nabarro, Cartwright and Mike Booth. Scutchings attempt on leadership was soon thwarted by Walton and he slipped into third place, to defend it from Cornwall and Cheshire. That order held well into two-thirds distance when Walton struck, relieving Connell of his leading role. Scutchings maintained station into lap seven when a crank terminated his race chances at Stow corner, elevating Cornwall to third, with Cheshire, Nabarro and Tony Goodsir bringing up the rest of the field.

By lap nine, with Walton and Connell out on their own a bit of daring-do on Cheshire's part promoted him to third ahead of Cornwall, Nabarro and Goodsir. The flag fell to give Walton his third victory of the day. Connell finished a close second, followed by Cheshire, Nabarro who beat Cornwall to the line and Goodsir, Barclay, Booth, Watts and Carwright.

**125 NATIONAL**  
After an unscheduled illness Roger Goff joined the other eleven 125 drivers happy(?) to be back in the driving seat.

On the green Goff was quickly into his stride, leading Stevens, Whitehead and Petty into Stow for the first time with the rest of the field scrabbling in their wake. One lap complete and Goff was well entrenched in the lead, Stevens and Whitehead settled in second and third. Puddiphatt had moved up to depose Petty from fourth, whilst Mike Reynolds led the remainder — Dickens, Powell, Wilson, Umney, Adams and Nigel Bargh.

No change to the order during the next four tours, except for Reynolds moving into sixth ahead of Dickens, but the next time around Simon Petty demoted himself from fifth by spinning out and rejoining at the rear of the field. Near the closing stages Puddiphatt disappeared from the running and the order at the finish was — Goff, from Stevens, Whitehead, Reynolds, Dickens and Petty coming through to take sixth place. The second heat and it was Goff again into an unassailable lead, from Whitehead, Stevens and Puddiphatt and the pattern was set for those four to totally dominate the proceedings from start to finish. Paul Umney briefly held station in fifth until a spin at Stow left him trundling around at the back, eventually to retire a lap later. An interesting mid-field scrap developed between Powell, Dickens and Reynolds which lasted several laps until Powell left the order and Dickens took up the running in fifth. Simon Petty moved through well to depose Reynolds and at the close the finishing positions were — Goff, Stevens, Whitehead, Puddiphatt, Dickens, Petty, Reynolds, Wilson and Adams.

The last session saw Stevens smartly off the line, ahead of Whitehead, Goff, Bargh, Puddiphatt, Reynolds and Umney. Through the Willows Stevens still held the lead but Goff had moved into second at the expense of Whitehead. Those three were to maintain that order almost to the flag though Goff kept the pressure on Stevens all the way he could find no opportunity to get past. Whitehead was to suffer an ailing motor as, first, Puddiphatt, then Umney, who bettered Reynolds, moved through, Whitehead managed to hold on sixth and that was the order at the flag.

**250 NATIONAL/INTERNATIONAL**  
A mixture of 13 250 National and International machines lined up for their first race of the day. They were also competing in the 'NFR Gauntlet' series but, because the series organiser, Dave Shelton, was not in attendance and because yours truly does not know exactly which drivers are series registered, we'll just treat it as a normal race, eh? No. 61, Ricky Miller aboard the yellow Zip-Rotax outfit recently seen at long circuit venues, led off the line, lifting the front wheels as he went up the box. John Coaker's Yamaha was right behind as they stormed through Stow for the first time, followed by Dave Durance and Brian Howard. Into the second tour Miller held the front but both Durance and Howard had pushed Coaker back to fourth place where John Ottery was giving him some hassle.

That same order down to fifth remained unchanged on the next lap; after a short gap there came Gary Clayton, Dave Hedger, John Mooney and Richard De La Rue. Miller began to pull away from the rest of the field, leaving Durance a bit lonely in second. Howard and Coaker were scrapping furiously but the latter was unable to get the better of the Essex driver, whilst Ottery was defending fifth from, first, Clayton and then Mooney when he demoted Clayton.

By the halfway stage Miller picked off the unfortunate Steve Pell as a backmarker and had the length of the pits straight as an advantage over Durance.

The penultimate lap started with Miller still leading until he went off at Kimbolton corner to register a DNF. So, Durance took the flag, from Howard, Coaker, Ottery, Mooney and Clayton.

The second heat saw De La Rue hit the front early, with Vale, Ottery and Hedger pressing him through the first corner as Durance tried to get in on the act. Michael Howerdine, in his exuberance, spun off at Stow and had to wait for the pack to pass before rejoining as tailender.

The same order ensued for the next two laps. In sixth lay Coaker chased by Clayton, Steve Pell and Ricky Miller who partook in a spot of grass-cutting on the exit from Stow Corner!

The next lap was a bit of a melee, everyone was trying to occupy the same piece of tarmac at the same time and the inevitable happened. Vale clipped Ottery and took himself into retirement. De La Rue went wide, allowing Durance, Coaker and Hedger to benefit from the confusion. When they sorted themselves out the order was — Durance, from Coaker, Hedger, Ottery, Clayton, Miller, Pell, then the luckless De La Rue. Brian Howard, Ian Wilson and John Mooney completed the field.

The following three tours saw no change to the running order but next time around saw Ottery displaced from fourth to seventh. Meanwhile, out in front Coaker had closed right up to Durance and was seeking a way through, the Norwich driver skillfully defending his now tenuous lead to the best of his ability. Hedger and Clayton were next along, then Miller who had pulled up a place but Miller's race was ►



most difficult races I've seen to lap score and the confusion surrounding the results is understandable. However, my tape recording at the time seems to bear out the provisional results and they are detailed below. I must emphasise that these are my personal results and subject to official confirmation. A sad end to a great weekend.

Provisional Results

1st	Andy Martin	Stratos/CKC Villiers
2nd	Mark Allen	Dino/KMP Villiers
3rd	Charles Morris	Zip925/APV
4th	Geoff Payne	Barlotti/KMP Villiers
5th	Ian Sutton	Zip/APV
6th	Fred Tarr	Dale/Villiers
7th	Paul Robinson	EDR/Villiers
8th	Simon Quance	Zip/Longtune
9th	Lionel Silfleet	Dino/TT Villiers
10th	Des Davison	Zip/EDD Villiers
Fastest Lap: Andy Martin 33.67s.		

STONEY 3 THE REST 0

Heat One

Malcolm Williams led early on in the first heat with Michael Morris close behind from the Steven Bell, Clive Elmore, Kevin Park and Adrian Wilcox. Stoney was suffering at the back, boxed in by traffic but picked his way slowly through the pack to 7th by the flag. Bell was beginning to slip back now, as the quicker drivers found ways through the order. One of these was Boyd Barrington, using a Stoney tuned engine, bolted to the Spyda only the previous day, to great effect. Morris had moved into an untroubled lead on the second lap and he led a largely unchanged pack with the resulting win for Morris. Second was Malcolm Williams from Clive Elmore, Kevin Park, Boyd Barrington and Adrain Wilcox.

Heat Two

Last year's runner up, Colin Poole, shot into an immmdeait lead which was to build on as the race progressed. Mark Goguelin held second for a long time with his P&R Honda, but he was bumped down the order late in the race despite the nimble handling of his unique Miere chassis. Steve Webb underlined his ability by finishing a fine 2nd ahead of Malcolm Crowe, Jamie Hodgson (sporting some really horrible dayglo green plates), Chris Robinson nad Ian Mason who was running No.44 instead of the single figure he was entitled to. If there is no official word, how are the clubs supposed to regulate these things? Molloy was due out in this heat but a failed to coax his motor into life and was left in the pits.

Heat Three

Webb dominated this heat with an impressive lights to flag victory. Chris Robinson initially held thrid place but had to give best to a two kart train consisiting of Maggie Dell and Chris Stoney. Chris may have been expected to dispose of Mrs Dell with ease but his engine had ingested something detrimental to its performance (yes despite the huge intake guard) and was not on top form. Hodgson was again to be found in 4th from Russell Caldwell and Waddon driver Bruce Moore.

Heat Four

Fine win for local lad Clive Elmore although the speed at which Boyd Barrington was carving through the pack must have caused consternation among his supporters. Graham Stevens, 9th at Rissi in '85, was next up from Colin Mason and Paul Molloy, from near the back. Heat Two winner, Poole, suffered a sick motor in this one and eventually pulled off into retirement.

Heat Five

Molloy led at the end of the first lap from Colin Mason, Boyd Barrington and Ian Mason with Stevens, Nick Whitehead and Jamie Hodgson close by. As the race wore on, Colin was able to get near enough to Molloy to tow past into the lead whilst my attention was diverted to the

St. John personnel who were seeing to the apparently injured Kim Taylor. She limped away after the race, her injuires seemingly minor in nature. The win went to Colin Mason from Paul Molloy, Boyd Barrington, Ian Mason, Graham Stevens and Jamie Hodgson. Steve Webb fought up to 8th from the last row of the grid in another sterling performance.

Heat Six

Poleman Stoney led the last heat away followed by Alan Dell, Mark Dell, Keith Bisp, Malcolm Crowe and Maggie Dell. By the end, Crowe had moved up to 2nd from Clive Elmore, Colin Poole, Alan Dell and Maggie Dell. Scottish representation was provided by Kevin Park and Bill Stoddart in 7th and 10th respectively.

"B" FINAL

Ian Mason took control of this race from the off and was fairly untroubled all the way to the flag, despite some anxious looks at the back of his kart during the closing stages of the race. Second throughout was Paul Molloy, doing just enough to ensure him of a crack at the main event. Chris Robinson wasn't bothered unduly in his trek to 3rd spot but a most interesting battle was takng place over the final qualifying place with Steven Bell and Dennis Gale sparring for final honours. Gale actually came off worse as he was forced to go grasstracking to avoid a backmarker who strayed into his path. This cost him a little time and, ultimately, the chance to appear in the Championship.

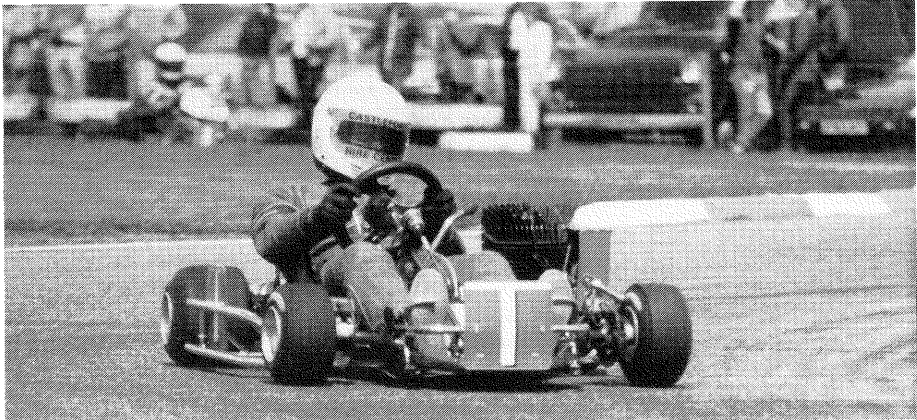
1st	Ian Mason	Zip925/Anderson Rotax
2nd	Paul Molloy	Stratos/Madcap Minarelli
3rd	Chris Robinson	Zip925/KMP Rotax
4th	Steven Bell	Zip/KMP Rotax

CHAMPIONSHIP FINAL

A few surprises in store as the final grid was published, the first rows of which appear below.

Barrington	Webb	Elmore (pole)
Hodgson	Stoney	
Park	Morris	Mason (C)
Williams	Stephens	
M.Dell	Wilcox	Moore

As the grid rolled up to the line, Stoney was motioned to occupy the space on the second row which lies between 1st and 2nd on the front row. He had intended to sit behind Elmore and take advantage of his start, but Elmore's getaway was not the quickest and Chris snuk through the tiniest of gaps to shadow leader Barrington into the first corner. Steve Webb was next up followed by the unfortunate pole man and the rest of the snarling pack. Second row occupant, Jamie Hodgson, was out; forced into a bitterly disappointing retirement on the very first corner. The field tore down the straight to complete their first lap and Boyd still held sway over Chris with Webb next from Elmore, Stephens, Wilcox, Morris, Mason and Park. At the end of the second lap, Stoney made his move at the pit hairpin and



A bat trick also for Chris Stoney in 125.

successfully took the lead. Next time around, he hit a kerb at the chicane and slewed off line to be hit by a surprised Barrington who couldn't miss him. This innocent contact had the effect of modifying the experimental Merlin pipe quite drastically. In fact, Chris reckoned the motor went slightly better afterwards!

As Stoney pulled out a small gap, Steve Webb had shaken Elmore and was hounding Barrington for all he was worth. The inevitable place change was not long in coming and Steve took off after the British Champion. At around the half way point, we began to encounter backmarkers who would so nearly alter the course of the race. Stoney was delayed sufficiently to allow Webb to make a strong challenge for the leadership; but he, too, was delayed by the same drivers who had slowed Stoney. Wilcox had a spin which dropped him a couple of places and Kevin Park had an inspired mid-race period which saw him gradually move from his 9th placing to 5th on the road. With two laps to go, Kevin had just gone into 5th when fate cried enough along with his engine. Lack of grip at the pit hairpin meant Kevin was off the throttle at high revs longer than usual and he blamed this for the engines seize. On the same lap we lost Adrian Wilcox, the colourful driver succumbing to a mystery but terminal ailment. This had the effect of promoting Molloy into 8th after spending a good proportion of the race just out of it in 10th. At the start of the last lap, Stoney had pulled out a decent margin over Webb, the backmarkers having taken their toll, with Barrington 3rd, Elmore 4th and still a helluva scramble for 5th between three drivers before Molloy appeared some distance behind them.

So Chris Stoney gratefully took the flag, patting his motor as he did so. He now takes the title for an unprecedented third successive time, a truly unique honour in this highly competitive class. Webb improved his status over last year with second whilst Barrington and Elmore kept each other company in 3rd and 4th places. Stevens, Morris, Poole, Molloy, Williams and Graeme Bulley completed the run to tenth place.

RESULTS	
REDLAND ROOFTILES	
125 BRITISH CHAMPIONSHIP	
1st	Chris Stoney Zip Bandit/CSK Rotax
2nd	Steven Webb Spyda/Rotax
3rd	Boyd Barrington Spyda/CSK Rotax
4th	Clive Elmore Kelgate Zip/CPA Rotax
5th	Graham Stevens Zip/Goff Rotax
6th	Michael Morris Zip/Rotax
7th	Colin Poole Zip/Goff Rotax
8th	Paul Molloy Stratos/Madcap Minarelli
9th	Malcolm Williams Zip/Rotax
10th	Graeme Bulley Wright/Rotax

(Pic: Iain Blair)

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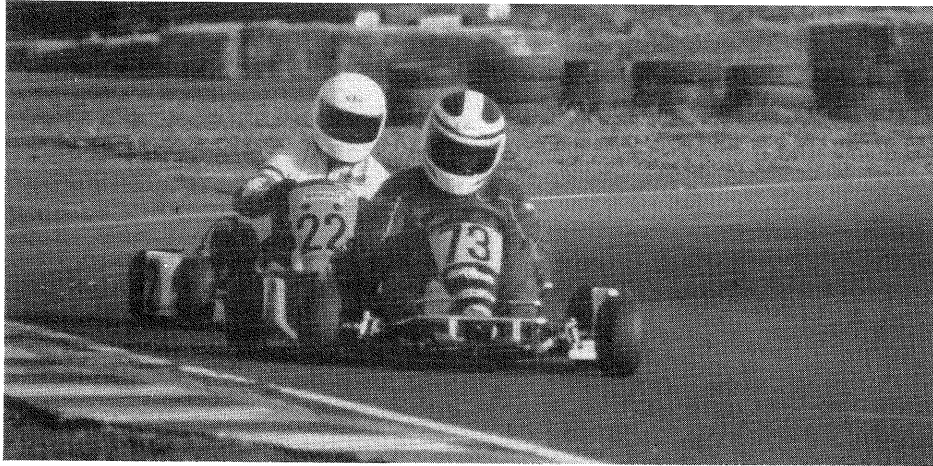


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# MOYNIHAN MAGIC!!

## SUPER ONE ROUND 4, LARKHALL 24th MAY 1987



Connelly (73), leads eventual winner, Moynihan in the 100 Super Final. (Pic: Iain Blair)

For the first time in the series' history, Super One ventured North of the Border to Summerlee International Circuit at Larkhall. West of Scotland Kart Club were anxious to impress and hopefully secure their round for '88. On this showing they are certainly in with a shout.

Virtually none of the fancied runners had opted out of travelling and thankfully most people have now realised that only be doing all the rounds will they have a points cushion. the marshalling at the meeting was really first-class and the racing was equal to it. With ace commentator Don Briggs on hand to set the scene, we were ready for the racing which began with the junior brigade.

### JUNIOR BRITAIN

#### Heat One

Excellent win for Alex Jack, deposing first lap leader Martin Jubb on the second tour. Jubb was dropped to 3rd at half distance by Rowrah victor, David Coulthard, and his misery was completed by Jamie Spence within two laps. The top six was finished off by Paul Rees and Bobby Game.

#### Heat Two

This was a cracking race between Graeme Melville and Stuart Capstick with the latter taking the victory after sneaking ahead on the 6th lap. Steve Kite and Nick Lamb were well placed early in the race but clashed and fell off, promoting Chris Clark to a pleasing 3rd. Stuart Freegard ended up 4th after a steady drive from Gareth Hessions and John West.

#### Heat Three

Dario Franchitti looked to be romping away with this one until brain fade intervened and he spun it away, to the dismay of his dad. Bobby Game accepted the lead and held off Capstick's challenge to secure the win. Paul Ozanne was next up from Jeanette Peek, Daniel Liddle and Barry Forsyth.

#### Heat Four

This one all the way for Jamie Spence but pressed in the latter stages by the flying Alex Jack, who also had one David Coulthard to contend with. Andrew Cox followed the previous two up the field for 4th and headed MArtin Jubb and Guy Linton.

#### Heat Five

Led for the first four laps by Lee Rennison until Alex Jack, having a terrific day, tore past him to take the win. Martin Jubb and David Coulthard fought mightily up the grid with the Scot taking over as runner up with two to go. Gareth Hessions had always been in the leading group

and he finished 4th from Jamie Spence and Daniel Stilp.

#### Heat Six

After lap two, this was all the property of Paul Ozanne despite the charge of local expert Dario Franchitti. Bobby Game brought his EME from the rear of the grid to 3rd and ousted John West on the 7th lap. West was 4th from Duncan Harding and Alan Mackay with Paul Rees just outside the top six.

#### "B" FINAL

Peter Olsson led this one for the first time two laps but a titanic battle was about to unfold between Olsson and Graeme Melville. Graeme led for most of the race but Peter poked his nose in front on the 6th and 9th laps. Once again, I have to say that such goings on when certain of an A final place are totally unnecessary. Don't jeopardise a top 4 spot with silly tactics!! Daniel Liddle and Alan Mackay filled the last two qualifying spots whilst Martyn Price tried desperately to regain his 4th place lost to Mackay at half distance.

1st	Graeme Melville	Wright/Parilla
2nd	Peter Olsson	Supercart/DK Parilla
3rd	Daniel Liddle	Fullerton/TF PCR
4th	Alan Mackay	Gillard/SO DAP

#### "A" FINAL

Alex Jack held pole from David Coulthard with the second row containing the karts of Jamie Spence and Bobby Game. Martin Jubb and Stuart Capsticks made up the third row whilst Paul Ozanne and Gareth Hession occupied the fourth rank.

From the lights, Jack led the colourful snake away for the first three laps with the shadows being chiefly David Coulthard and Jamie Spence. The latter had a storming fourth lap pushing Jack and Coulthard down a place each as he took the lead. Jack was undeterred, though, and his persistence paid off on the 7th tour with his retaking of the lead.

As the drivers approached the bottom hairpin for the 9th time, Spence made a rather ambitious move and Jack entered the corner wearing Spence's kart, the pair grinding to a halt. Whilst restarting, Spence relayed his disgust to Alex by telling him he was in 2nd at the time. If that isn't a correct interpretation the Spence hand signal certainly had something to do with two!

This incident left Coulthard clear in the lead but his fellow Zipster Ozanne was reeling him in at a fantastic pace, after seeing off the

challenge of Game. Lap after lap the warring duo tracked round in formation, Coulthard trying all he knew to keep Ozanne at bay, but fate was to lend a hand with five laps to go. Just as the pair put the power down at the start of lap 20, Ozanne's chain quit, signalled by the banshee revving of his Parilla. This handed 2nd back to Bobby Game, but he was being hard pressed by Dario Franchitti who had steadily worked his way up the order and slipped into 2nd and began to pull away slightly on the 21st lap. Coulthard now had a six second lead and was just coasting to the flag where he gratefully accepted the honours to the joy and no doubt relief of his team. Dario Franchitti finished a good final for him in 2ns spot. But for his heat spin ...? Bobby Game took 3rd from Stuart Capstick with Martin Jubb ahead of Graeme Melville from the B final. Barry Forsyth, Paul Rees, Daniel Liddle and John West completed the top ten.

Alex Jack finished 11th after restarting last but Spence toured round for about 10 laps before he was sidelined by a broken trackrod, no doubt caused in his unnecessary "off".

1st	David Coulthard	Zip/TKM
2nd	Dario Franchitti	Sprint/Parilla
3rd	Bobby Game	Lane/EME
4th	Stuart Capstick	Boxer/KartSport
		Parilla
5th	Martin Jubb	Wright/Carr Parilla
6th	Graeme Melville	Wright/BTR Parilla

### 100 BRITAIN

#### Heat One

Steve Hazlett looked to have this one sewed up but Graham Wallace had other ideas and took over with two to go. Lap 11 was not good for Hazlett at all as Craig Caldwell slid through with Wallace. Hazlett finished 3rd from Simon Court, Stewart Baker and Darren Gibbs.

#### Heat Two

This was supreme dominance from Gary Chapman, leading from lights to flagfall. Craig Booth wrapped up 2nd on the opening lap but Paddy Walsh took a little longer to secure his 3rd from Ivan Turner, Mark Beddal and Robin Chuter. Early place getter, Andrew Clark, dipped down the order a bit and had to be satisfied with 7th.

#### Heat Three

Redflagged on the second lap due to a horrific shunt which befell Darron Gibbs. Simon Court had slid off the track and upon regaining the circuit, was pulled rather sharply back onto the racing surface, straight into the path of Gibbs. In the resulting impact, Gibbs spun round and was thrown backwards out of his kart into the track. How the following drivers missed him begs belief but if only one had connected, this magazine would have been carrying an obituary. The restart was won by Chapman from Adrian Coles, Simon Redman, Craig Booth and Paddy Walsh. Andrew Clark was 6th and Gibbs battered Sprint limped over the line 10th.

#### Heat Four

Ivan Turner won this one from the second lap with Richard Beecroft second from Steve Hazlett, Steve Cook-Martin, Chris Hogben and Stewart Baker. Craig Caldwell had been lying well up but a last lap mishap dropped him to last.

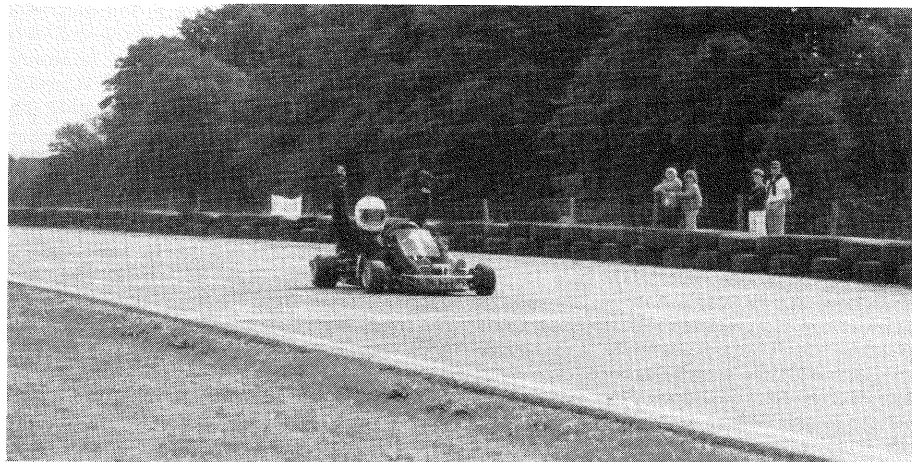
#### Heat Five

Lights to flag victory for Stewart Baker with Craig Caldwell taking up second from 2/3 distance. Steve Cook-Martin landed 3rd from Ivan Turner, Mark Smith and Richard Beecroft.

# DUNKESWELL'S TRIPLE CROWN

## REDLAND ROOFTILES 125 & 210 BRITISH CHAMPIONSHIPS

### DUNKESWELL 31st MAY 1987.



Andy Martin retained the 210 title for the third time in succession. (Pic: Iain Blair)

With the RAC gearbox championships being split, the smaller capacity classes gathered at Dunkeswell for the battle of the number plates. Dunkeswell Kart Club had secured valuable sponsorship from Redland Rooftiles for the meeting and they had a hospitality marquee at the venue which looked very professional indeed. TV and local radio were also in attendance with both TSW and Radio Devon present and seemingly well pleased with their results.

The entry was just over the 40 mark in the 210 category and 50 for the 125's. Long circuit protagonists Chris Stoney and Paul Molloy were set to do battle in the smaller class, Stoney on his usual Banidit/Rotax combo but Molloy using a special short wheelbase right hand mount Stratos (anticipating the 125 World Championship?). He was also entered as number 7, a number to which he was not entitled but in the absence of any short circuit listings, the Dunkeswell Club accepted his entry in good faith. Will we now see a rash of GP plates taking to the grid at Cadwell in the next few weeks?

The 210 boys boasted most of the Challenge drivers plus the usual long circuit stars. Andy Martin looking for further success but being threatened by ex-champ Mark Allen, hoping to repeat the result of a few years ago. Adrian Wilcox, well known lunatic and 125 driver, had accepted a drive from Tom Thacker to race in Villiers for the first time in over six years. He was all set to give it a go but wasn't unduly optimistic.

Saturday practice turned out wet in the afternoon but (thank God) Sunday was a glorious sunny day. This created much discussion over correct tyre choice, some advocating SLs with others going for slightly stickier rubber with a new set for the final. There were many long faces over the twisty back section of the track, most bemoaning the lack of overtaking opportunities. This was to be disproved during the finals but a lot of locals smiled and said nothing ...

### MARTIN AGAIN AND AGAIN AND AGAIN

#### Heat One

Within around four laps, Mark Allen had taken the lead from the back of the grid and early leader, Charles Morris, retired on the sixth lap. At the flag, Allen had a ten second lead over Steve Thornell, Fred Tarr, Alec Sutcliffe, Clive Bisp and Alan Poole.

#### Heat Two

Steve Jones was left on the line as Robert Peters took the lead on the first lap, Jones pulling off into retirement later that lap. Andy Martin was up to third on the third lap and took over the lead within a few more laps from Des Davison who had relegated Peters by this. Davison was soon to retire handing second to Brian Holloway and promoting everyone else up a place. The final order was Martin from Holloway, Steve Morris, Adrian Wilcox, Robert Peters and Geoff Payne.

#### Heat Three

At this point, my tape recorder batteries died so I can only give the results. The win went to Andy Martin off row two from Steve Morris, Alec Sutcliffe, Ernie Winn (both from mid grid), Clive Bisp from the back, and Glynn Jones.

#### Heat Four

Allen shot straight into the lead and was never troubled whilst Jones pulled off the track on the startline for his second retirement. Simon Quance was in 2nd with John Newton not far away in third and Duane Sutch behind suffering the smokescreen Newton was laying down. Quance retired at mid distance leaving Newton second. The flag fell on Allen the winner with Sutch 2nd, Des Davison 3rd and Alan Poole 4th and Paul Robinson 5th. The question burning was where had Newton gone? Then he was spotted coaxing his driveless Stratos over the line. He was just beaten to it by Ed Mellor and was unlucky (and lucky) to get 7th.

#### Heat Five

Glen Clark took up the early initiative but was being hard pressed by Allen with Martin a few places back and experiencing difficulty gaining the advantage over his fellow combatants. By the time he got through, Allen was clear in the lead and Martin could only set about reducing the gap. This he did but the race was becoming a war of attrition, two drivers clashed and collected John Newton, all three retiring and Glan Clark retiring in the latter stages. Only eight drivers finished the race with the first six consisting of Mark Allen, Andy Martin. Lionel Silflect, Ed Mellor, Alan Poole and Glynn Jones.

#### Heat Six

The last heat of the class was a win from row two by Paul Robinsons, but he had to fight Steve Thornell for over half the race. Ernie Winn came home in third from Ian Sutton, Steve Jones and Tom Thacker.

#### "B" FINAL

At the end of the first lap, Brian Holloway held the lead from Mark Powell, Des Davison, Adrian Wilcox and Charles Morris with a large gaggle ducking and weaving behind them. A lap later and Davison was through into a lead he was to retain whilst Wilcox had his hands up and dropped sadly into retirement. At the same point, Steve Jones also retired with a flat right rear tyre, a bad end to an abominable weekend.

Charles Morris was now fairly secure in second from Holloway, Mark Powell, Simon Quance and Steven Plain. The latter moved up to fourth within the next few laps and things were looking set for the first four qualifiers until the unfortunate Plain disappeared and Quance duly moved into 4th and began to catch Holloway. This he did and secured third by flagfall.

1st	Des Davison	Zip/EDD Villiers
2nd	Charles Morris	Zip925/APV
3rd	Simon Quance	Sip/Longtune
4th	Brian Holloway	Zip/Invader

### CHAMPIONSHIP FINAL

The first few rows of the final grid were made up as follows:

Poole	Martin	Allen (Pole)
Peters	Tarr	Mellor
Morris (S)	Thacker	Savage
Morris (S)	Thornell	Gibbs

The final started as a rather jittery affair. Opposite poleman, Poole was seen by an eagle-eyed Charlie Box to have fuel dripping from his carb overflow and the grid was sent round again. They halted again and the leak was still evident but the lights changed and the race was on! Allen made the first corner all his own with Martin tucked right up behind him ahead of the droning mob. At the end of the second lap the leading pairs pace had meant they were around 5 seconds ahead of the rest headed buy Thornell from Poole, Sutton, Payne, Tarr et al. On the third lap, Thornell began to ease away in third but Allen was still holding his tenuous lead from Martin. At this point Charles Morris was up inside the top ten from the Qualifier and making up places with great rapidity. One lap later, Martin tried a different tactic, going round the outside of the pits corner in a daring move which really paid off as he gained the leadership. Shortly afterwards, Allen's motor could be heard misfiring and Mark appeared to be fiddling with his throttle cable on top of the carb; Thornell still held third and Payne and Chas Morris were slugging it out for fourth followed by Sutton, Tarr, Thacker, Robinsons, Quance and Silflect. Pretty soon afterwards, Morris was up to 4th and gaining on Thornell whilst Andy Martin was beginning to encounter back-markers, most of whom took notice of the waved blue flags. Allen was not so lucky, having to take to the grass to avoid a slower driver who pulled right across him on the fastest part of the track, nearly very nasty indeed!

The leaders swung into their last lap and survived without mishap to approach the flag. Andy Martin raised both arms as he crossed the line for his third title win in succession on short circuits. A few seconds later, Allen appeared in second with Charles Morris an amazing third from the B final. Geoff Payne was adjudged to have finished fourth but places after that are subject now to RAC ruling. This was one of the



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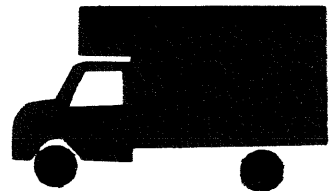
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## "B" FINAL

Led from start to finish by Steve Cook-Martin with Simon Redman next in line after taking up second from lap seven. Chris Hogben seemed satisfied with 3rd and Dominic Magee reaped the benefit of Martin Jones last gasp retirement to go into the A final as the last qualifier.

1st Steve Cook-Martin AllKart/TKM  
2nd Simon Redman Boxer/PCR  
3rd Chris Hogben Jeta/BPH EME  
4th Dominic Magee BM/Redhill TKM

## "A" FINAL

Chapman was on pole with Ivan Turner alongside him; Paddy Walsh and Stewart Baker lined up one the second row and Steve Hazlett and Ade Coles occupying the second rank. Rowrah victor, Mark Beddall, was back on the fourth row and had Andrew Clark to keep him company.

Chapman was first away from Turner, Baker, Walsh and Coles but things were far from settled. In fact, this was one of the all time great races with no-one sure where they were going to be from lap one to lap. At one time, there were no fewer than seven karts in line astern, all of whom were capable of taking the lead. Then Turner and Chapman eased away from Coles, Baker, Hazlett, Darron Gibbs (yes the very same) and Paddy Walsh. The arrival of Coles in third closed up the battle to the revolution was taking place behind. Craig Caldwell was making ground steadily and reeling in the lead group.

Lap 22 saw some big changes, Turner and Chapman were slightly in the lead, from Gibbs, Caldwell, Beddall, Coles and Beecroft. Within three laps, Chapman had succumbed to Gibbs' pressure and relinquished 2nd in the process. Gibbs now went for the lead, which led to his downfall. Two laps from the end, Gibbs and Turner clashed and went off, restarting a little down the order. This little bit of excitement left Chapman in the lead from Caldwell, Beddall, Coles, Beecroft, Redman with an excellent drive up the pack, and John Wilcock. That turned out to be the final order at the end of a very entertaining race.

1st Gary Chapman Wright/Carr Parilla  
2nd Craig Caldwell Gillard/Gillard DAP  
3rd Mark Beddall TKM/TKM  
4th Ade Coles DAP/Tabor DAP  
5th Richard Beecroft Gillard/Gillard Parilla  
6th Simon Redman Boxer/PCR

## 100 NATIONAL

### Heat One

First win of the meeting for Johnny McDonald, taking over the lead from Louis di Resta on the 8th tour. Louis also lost 2nd to Jim Forsyth on the same lap with Ashley Sinclair further deposing Louis with three to go. Neil Hann was next up from Gordon Chenery and David Smith.

### Heat Two

All the way for Shaun Nicholson with Kerry Thorpe in close proximity. Gordon Murray finished 3rd from Ian Williams, Lee Gage and Gary Blick.

### Heat Three

Another epic struggle between Johnny McDonald and Jim Forsyth with Nicholson moving into 3rd on the last lap. Dropped on that lap was Ashley Sinclair who finished ahead of Neil Hann and Kerry Thorpe.

### Heat Four

The third win and pole for Johnny McDonald from Shaun Nicholson and Jim Forsyth. Gordon Murray, Kerry Thorpe and Neil Hann completed the top six. Ian Williams had been 2nd on the opening lap but suffered a lack of speed and had to settle for 7th.

## Heat Five

Carlos Maidana (how could anyone miss that dayglo helmet?) initially held the lead but Clive Wheldon took over on the 4th tour and held on to take the win. Mick Whitehouse landed 3rd after battling with Louis di Resta, who had to make do with 4th. Bill Tully was next up from Graham Gannon and David Smith.

### Heat six

The final heat was won by Sean Jenkins who took it up from David Smith after shadowing Gordon Chenery for half the race. Chenery was eventually third from Louis di Resta, clived Wheldon and Patrick Smith.

### "B" FINAL

Led throughout by Sean Jenkins, but he had three people who held second place behind him. Tim Bishop was the first holder until passed by Andrew George. The Clay winner was destined to retire on the 8th lap and pass the runner up spot to the third holder, Cliff Parker. George's retirement fixed the fourth qualifier for the main event in the form of Matthew Payne, who steadily climbed up into contention.

1st Sean Jenkins Sprint/Deavin Parilla  
2nd Cliff Parker Zip/Yamaha  
3rd Tim Bishop DAP/Parilla  
4th Matthew Payne Fullerton/PCR

### "A" FINAL

No doubt over the pole winner, three heat wins having secured that place for Johnny McDonald. Alongside him sat Shaun Nicholson, never to be discontinued; Jim Forsyth and Louis di Resta made up the second row with Kerry Thorpe and Ashley Sinclair on row three and Clive Wheldon and Gordon Murray on the fourth.

McDonald led away the first lap from Nicholson, Forsyth and the rest. Within a lap, Nicholson had dropped to last, presumably after a tangle with Forsyth as he appeared at the head of the field, McDonald having given up his premier spot. Not for long, though, as he retook the lead and started one of the best drives I've ever seen the youngster undertake. Sustaining 28 laps of unrelenting pressure is never easy, less still for one with Johnny's relative inexperience. Kerry Thorpe seemed fairly secure in third, but Ian Williams and Ashley Sinclair were scrapping merrily before Williams dropped to the rear of the pack, setting out on a race of outstanding recovery to salvage a fairly poor final. As Neil Hann was making good progress, Louis di Resta was gently fading from the scene, by mid-race, he was fending off the challenge of B final winner, Sean Jenkins who was moving along quite nicely. Gordon Murray, getting down to some good racing now after his lengthy lay off, had picked off Sinclair then Hann, and took over 4th place on the 17th lap. Within a couple of laps of that, Nicholson was signalled by the marshals that the leaders were approaching. Shaun responded by shaking his head vigorously as if to say "Oh no they ain't", which is rubbish as the marshals were in a far better position to see than he was. Anyway, for over four laps Shaun chose to ignore the fact that he was obstructing the leaders. Sadly, the current legislation regarding the blue warning flag is woefully inadequate and should be brought in line with the yellow flag. Less considerate drivers than two leaders, would have ensured he inspected the barrier at close quarters. Think about it.

As the leaders scrambled by chicane No.19, Forsyth stole away McDonalds lead and hung on to it for a whole two laps. Johnny then took it back and didn't let it go. With two to go, we lost Neil Hann, his motor having taken up golf. Well, he said later it had a hole in one!! That left the final order as McDonald the winner from Forsyth, Thorpe, Murray, Sinclair, Jenkins, Clive Wheldon and Louis di Resta with

Ian Williams and Cliff Parker completing the top ten.

1st Johnny McDonald Wright/BTR DAP  
2nd Jim Forsyth Wright/Parilla  
3rd Kerry Thorpe DAP/TKM  
4th Gordon Murray Zip/Boyce PCR  
5th Ashley Sinclair Dart/Parilla  
6th Sean Jenkins Sprint/Deavin Parilla

## 100 SUPER

### Heat One

Restarted after one lap (sic) whilst the front row drivers were told AGAIN what was expected of them. On the restart, Andrew O'Hara led throughout and with Steve Brogan coming through well, that made it a Sprint 1-2. Bryce Wilson netted 3rd from Gary Moynihan, Dominic Connelly and David Cuff. Early 2nd man, Tillett, was bumped down the order on the third lap and never really recovered.

### Heat Two

Brogan all the way, although hounded very efficiently by Darrell Beasley. They were followed home by Moynihan, Cuff Nicky Hart and O'Hara with Wilson next up.

### Heat Three

Last heat led for the first lap by Ricky Grice, but he didn't last and after one solitary lap of glory before Simon Sutton took over for all but the last two when he was ousted by Darrell Beasley. Sutton finished third from Moynihan, Prior, Sykes, Tillett and Connelly.

## FINAL

Beasley held pole from Cuff with Connelly and Moynihan sharing the second row. Tillett and Sykes had the third row whilst Brogan and O'Hara occupied the fourth rank. Beasley led the grid away on the first lap but at only the second corner, Brogan's kart was seen to twitch violently before snapping into a spin. This left him restarting last behind Sykes who was also left on the opening lap. Connelly was soon into his stride and annexed the lead on the third lap from Beasley, O'Hara, Cuff, Wilson and Moynihan. As Darrell moved back into the lead, Gary was making his own moves up the order and dragging Wilson with him. As the pack was closely bunched now and by the 10th lap, Wilson thought he was near enough to make his claim on the leadership. It didn't work as the gap was just too small and he took himself, Beasley and Cuff off into the bargain. They all restarted but Bryce was given the back flag for an exchange with the C of C as he attempted to restart.

Connelly was now leading with Moynihan right with him, Gary even taking the lead for a couple of laps before Dominic regained his rightful spot. O'Hara had been left in third as the leading pair drew away, but Hart had other ideas and deposed him on the 15th lap. Sutton was also making good progress and by the 20th lap had outfoxed Hart and netted 3rd. the leaders were still going at it hammer and tongs with a display that would have done credit to the old 100 Inter days. In the end, Moynihan squeezed past and drove defensively for the last couple of laps to take the win. I suppose he'd like to win from the front as in '84/85 but a win is a win. Connelly was on his bumper in second with Sutton 3rd, Hart 4th and Brogan getting 5th after a masterly recovery. James Rhodes was 6th with the top ten finished off by Andrew O'Hara, Gary Prior, David Cuff and Darrell Beasley.

1st Gary Moynihan Wright/SWRD Parilla  
2nd Dominic Connelly Mondial/Parilla  
3rd Simon Sutton Wright/Parilla  
4th Nicky Hart TKM/TKM  
5th Steve Brogan Sprint/Parilla  
6th James Rhodes Sprint/Parilla



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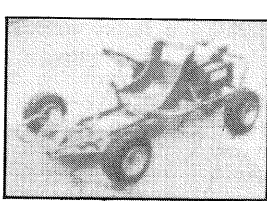
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Further details are available from Paul Dudfield on 0789 750567 or Steve Chapman, of Protrain, on 0844 53161.

The first round of the Series took place at Fulbeck on the 31st May, under perfect driving conditions.

With many of the drivers experiencing their first taste of "Series" racing, it was natural to see a little more of the pre-race nerves in both dads and drivers, as they lined up for heat one.

We lost Firman on the rolling lap, with a flipped chain, but at the green light a cloud of smoke and dust saw our first heat under way. Pole man Smith took an instand lead, whilst we lost Dudfield, and then Spencer in quick succession! Gradually sorting themselves out over the eight laps, we saw Blair up from grid nine, and Manning, slip into second and third places. Smith looked comfortable in front whilst tension seemed to overcome many of his fellow drivers, the spins keeping the dads fully occupied. At the

flag we had Smith from Blair, Manning, and Miller.

Heat two, with the driving standards considerably increased, was a much quicker affair, with all the drivers getting down to learning the complex Fulbeck circuit. Spencer took the lead on the second lap, chased by Manning and Dudfield. As the race progressed these three pulled ahead of the pack, with some very respectable times in the 49.8 seconds area. Halfway and the lead changed, Dudfield taking Spencer, but the only other top place variation occurred on the last lap when Smith, from a lowly grid position, pulled through to claim fourth place. The result — Dudfield ahead of Spencer, Manning taking another third place.

The last heat looked very interesting with front runners Smith, Dudfield, Spencer, and Manning, at or near the back of the field. A very mixed race this, no driver being able to claim and hold first place. From the start Firman occupied the lead for two laps, chased by Hunter. Lap three sees Hunter ahead from Mathews. Two more laps and its Mathews from Spencer. The race settles for a few laps only for Spencer to steal the lead on the last lap, winning from Dudfield and the third place specialist Manning. Miller once again took fourth.

Points after the heats placed Manning ahead, taking the first pole of the competition. His 39 points compared well with Smith on 38, Dudfield on 35, Spencer no 34, and Miller on 33; it was very close and very competitive. Jubilation in the pits as Manning donned the pointns leaders yellow jersey, and considerable discussion between the lads deciding who would earn this honour after the final?

### THE FINAL GRID

Smith	Manning (Pole)
Spencer	Dudfield
Mathews	Miller
Hardwick	Greensmith
Blair	Hunter
Higginbottom	Firman
	Chamberlin

Straight into the lead at the start of the final went second pole Smith, from Manning, Spencer and Mathews. Dudfield went off with a jammed brake as the field swept round to complete the first lap. The first major change came on lap three when Manning poked his nose in front. But this was to be no easy drive; packed in behind the leader Mathews, Miller, and Blair looked threatening. Also not to be ignored, Smith had worked his way back to the leading group, having dropped back to sixth after an earlier mishap! What a race we had, by two thirds distance six drivers were nose to tail, Manning from Mathews, Miller, Smith, Blair and Greensmith. Smith, showing his experience, pulled past Blair and Miller in consecutive laps, but even he could make no impression on the two leaders. At the flag Manning, almost glowing in his yellow jersey, became the first Series final winner, from Mathews, Smith, Blair, Miller and Greensmith. The very good race had us all on our toes, now we look forward to the next round.

Points after one round:- Manning-94; Smith-85; Mathews-81; Miller-73; Spencer-70; Greensmith-68; Blair-62, Dudfield-59; Hunter-56; Firman-49; Hardwick-48; Higginbottom-44; Chamberlin-35.

**Shoestrings**

## NATIONAL SCHOOLS ENDURO CHAMPIONSHIPS THREE SISTERS

Another glorious day as over 30 schools arrived at Three Sisters for the annual Castrol Enduro Championships, bringing with them over 130 entries and some 500 drivers. As always the format was for three 1¼ hour races for the 50cc Gearbox karts, the Piston Timed 100cc karts and the 50's locked in a single gear. Two hours of practice showed that we could expect some very quick, tight and very competitive racing, with possibly some new names on the trophies.

First out were the two 50cc gearbox classes. At the front the Class 4's with their five speed gearboxes, whilst the four speed Class 3's brought up the rear. What a sight nearly 50 karts made as they approached the Starter's flag and in a cloud of smoke they disappeared, literally six abreast into the first bend. For the first few laps the order changed dramatically as the quicker karts fought their way to the front and at the first changeover defending Champions, Breezechill, led from All Hallows, Market Weighton and Bishop Stopford. In the Fizz class seven karts were locked together in a furious battle, with Granby, Brookvale and Breezechill to the fore.

At the halfway stage Sprint Champions Granby led the Fizzers by a lap from Hatfield and Heath, with Brookvale four laps further back, whilst Class 4 leaders Breezechill were in front overall with some 47 laps under their belt. Market Weighton's Honda was by now four laps adrift, followed by Bransholmes' DT and the RM Suzuki from Tarporley. At the end it was victory once again for the Breezechill YZ as it retained the title by some eight laps, from Market Weighton, Tarporley, Bransholme and Bishop Stopford. Granby comfortably took the Fizz title, three laps clear of Hatfield and only a lap and a half behind the Class 4 winner. Heath came some third ahead of Brookvale, St Wilfreds and Breezechill.

The low power 100's promised to be a tremendous scrap with about a dozen outfits all looking capable of winning. Combined with them was a depleted Solo field, brought about by the German firm discontinuing the very robust and reliable little engine and the costs of spares, thanks to the power of the Deutsch Mark, often exceeding the value of older engines.

From the flag we had the usual mad rush to the first bend and then some frantic sorting out on

the following few corners. The poor old lapscorers had a torrid time as some 40 karts rocketed past them, sometimes four abreast. As the dust settled Granby's RS led the Hondas of Bransholme, Market Weighton, Breezechill and Bedford. After 10 minutes St Wilfreds RS had taken the lead from Breezechill, with Market Weighton and Granby just ahead of Brookvale's Honda and all the leading karts on the straight together. From the next change Market Weighton took to the front from Breezechill and Bedford, but not for long as Kathryn Lord put in the fastest lap of the day at 47.5s to push the Breezechill outfit in front. Meanwhile, in the Solos it was becoming a war of attrition, only Breezechill on their spare engine were able to offer any sort of consistency and were comfortably placed to the front of the high power field behind Tarporley; Bishop Stopford and King Edward made intermittent progress.

By the half distance the scene started to change. The leading bunch, having set a pace to complete about 85 laps, started to hit problems. Breezechill lost over 20 minutes with a broken petrol tap; Windsor Boys, after fighting their way into the lead, lost some five or six laps whilst welding their exhaust back together. Brookvale disappeared completely and others took regularly to the pits with minor problems. By the end it was not one of the quickest karts that took the honours, but the non-stop steady run of Hull GS's Honda that collected the title for the Humberdsie school, and in the Solo section Breezechill were indebted to Astley High from whom they'd just purchased their engine which took them to a massive 12 lap victory. Market Weighton, Windsor, Bransholme and Knottingly took the other low power trophies, whilst Tarporley, Bishop Stopford, King Edward and Brookvale collected the Solo ones.

It never follows that Class 2 will see the same front runners as the Gearbox classes because often the highly tuned motors lack the width of

power band to perform, locked in one gear, but from the start Breezechill's YZ showed otherwise as it fairly rocketed away to open up a complete lap by the end of 10 minutes. The chasing pack likewise included other front runners from the gearbox race but there were signs of schools having wisely produced karts especially for this class, as Heath and Bishop Stopford edged towards the front. The Class One grid looked like making it Breezechill's day as their tiny QT Yamaha and likewise opened up a lap lead from Brookvale's defending Passola and Grange's Minarelli. Disaster struck the Oldham school in quick succession; first the QT seized and the flying YZ ran out of sparks, throwing the race wide open again. In the locked-in-gear, the leading bunch of Granby, St Wilfreds and Breezechill all hit troubles and Heath's Fizz emerged victorious to give the Cheshire school its first ever title and a new name on the trophy. For the first time in many years Brookvale's Passola ran into trouble and the plodding Grange Minarelli did a hare and tortoise job on it to clinch the title and put yet another new name on the silverware. Valley, Bishopo Stopford, Queen Elizabeth and Brookvale took the other Class 2 trophies, whilst Brookvale settled for second and Bishop Stopford third in the Class One duel.

At the end of some nine hours driving Castrol's Dick Price dished out the well-earned trophies and it was nice to hear him say that he had never visited a better organised trouble free meeting where everyone was present for sheer enjoyment in his life. If this was what Schools' karting was about then Castrol would be only too pleased to continue supporting it. As the trailers were loaded and mini-buses filled several schools faced the prospect of a six hour dash down to Tilbury for the following day's Southern Gearbox Challenge — let no one say that teachers work 9 'till 4!!

**Report: Brian Lord**

<b>Class 1</b>					
<b>1st</b>	86	Grange	Oldham	44 Laps	Garelli
<b>2nd</b>	E	Brookvale	Runcorn	43 Laps	Passola
<b>3rd</b>	5	Bishop Stopford	Enfield	34 Laps	Ariel
<b>Class 2</b>					
<b>1st</b>	29	Heath	Runcorn	64 Laps	Fizz
<b>2nd</b>	35	Valley	Worksop	63 Laps	Fizz
<b>3rd</b>	8	Bishop Stopford	Enfield	63 Laps	DT
<b>Class 3</b>					
<b>1st</b>	S	Granby	Harrogate	72 Laps	Fizz
<b>2nd</b>	51	Hatfield	Doncaster	69 Laps	Fizz
<b>3rd</b>	30	Haeth	Runcorn	67 Laps	Fizz
<b>Class 4</b>					
<b>1st</b>	ES	Breezechill	Oldham	73 Laps	YZ
<b>2nd</b>	38	Market Weighton	Hull	65 Laps	Honda
<b>3rd</b>	31	Tarporley	Cheshire	64 Laps	RM Suzuki
<b>Class 5</b>					
<b>1st</b>	97	Breezechill	Oldham	67 Laps	Solo
<b>2nd</b>	36	Tarporley	Cheshire	55 Laps	Solo
<b>3rd</b>	E	Bishop Stopford	Enfield	42 Laps	Solo
<b>Class 6</b>					
<b>1st</b>	47	Hull GS	Hull	74 Laps	Honda
<b>2nd</b>	5	Market Weighton	Hull	73 Laps	Honda
<b>3rd</b>	28	Windsor Boys	Windsor	72 Laps	Honda

### STOP THIEF!

About two weeks ago Chas Goff of Goff Racing had his spares trailer stolen from outside his premises in Elstow, Bedfordshire. The vehicle was securely padlocked and immobile and it is reported the thieves must have used bolt croppers or a similar implement in order to tow away the trailer, which contained over £700 worth of mainly 250cc spares. The vehicle used for towing is reported to have been a white pick-up, possibly Ford Cortina, with black markings on the sides.

Mr Goff's trailer was later recovered from the rear of Cranfield Airfield, Bedfordshire. If anyone thinks they may have information which may help trace the thieves they are invited to contact the Bedfordshire Constabulary.



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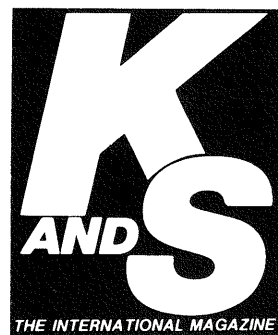
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## Chairman's Corner

Having just got back from what I considered to be a well earned holiday in somewhat sunnier climes I was requested, by my driver to assist at a kart race. Practice day wasn't too bad weatherwise, except that it decided to rain when we were packing up. I thought back over the time spent in the sun and wondered why I was bothering. Having had to get up that morning at some unholy hour to wend our way North up the A1, still suffering from the after effects of watching the Election Results come through on the TV until the early hours of the morning.

Still, practice hadn't gone too terribly apart from the mad scrambling to get onto the track to try out our latest adjustments to the equipment. I then reflected that taking into account the numbers at that Series 1 round, then the sport cannot be going too badly. The Trade also tells me that business is getting better, grid numbers are up at the most popular circuits I believe, so once again, either because of, or in spite of the edicts from Belgrave Square, Karting is still alive and kicking rather energetically. South Yorkshire Kart Club deserves to be congratulated on the manner they organised their round of the Super One Series. Despite the appalling weather in the afternoon the meeting finished well inside their deadline of 6 o'clock. An excellent example when you consider that they cannot start until 11.00 am. A reasonably early finish is appreciated by all competitors, not only those with a long journey home. Spectators, if a club is lucky to have them in any numbers have probably all gone home long before the final results and prize-giving at some events. Late finishing cannot go down well with sponsors.

Whilst I was away, Scotland hosted a series round and everyone was very impressed and grateful for the hospitality, keep up the good work please.

Nailbrushes in the washrooms I was told! The drivers liked the circuit I understand and it may become a regular venue.

An idea is being floated of an economy class for the senior karters. It is suggested that it should be a one tyre, one engine class, no tuning allowed. It is felt that if running costs could be contained then perhaps those who enter the sport would stay. Any comments would be appreciated.

The formation of the Super Classes was to create a class where drivers of proven ability could find competitive racing with similar drivers. It was also hoped that competitors would aspire to earning a Super Licence. Unfortunately the Super 100 drivers have become lepers of the karting world, they are being discriminated against because of their ability. The equipment used is the same as 100 National except that slide carburettors, unmodified, are

allowed. Clubs for some reason are reluctant to allow super licence drivers to race with the 100 Nationals when there are insufficient numbers for their own grid, whereas Club drivers should welcome the chance to compete against the super licence drivers. However, super drivers could clean up their act, the win at all costs mentality is not good for the image, and only costs.

If drivers are not prepared or willing to conduct themselves properly then the officials must strictly enforce the rules and regulations. I am not only referring to the 100 Super drivers, some long circuit drivers are getting a bit too enthusiastic and vindictive towards each other, my advice to all is to cool it.

The RAC is sponsoring a series for the new Cadet class, money from Belgrave Square no less, can't be all bad!

There is also talk that the Italians would like to have a match in this class. Everything needs to be finalised of course, but it sounds promising. If it comes to fruition then it should have good TV and sponsorship appeal.

As I write the hopeful are off to Belgium, The Northern round of the European Championship, Inter-continental A, I wish them all the best of luck.

I know that the "Blue Book" isn't everybody's bedside reading but it would help to stop a lot of potential ulcers and "wind-ups" if the rules were studied a little more carefully.

John Sutton

## MONDELLO PARK — 7th JUNE

The Irish Karting Club met at Mondello Park for the 'John Dowling Memorial Meeting' and the 125cc Long Circuit Championship. The weather conditions were cool and blustery with frequent heavy rain showers. The entry was rather disappointing but the 125cc final offered some good close racing.

<b>125cc Rotary</b>	
1st Ken Tuite	Dino/Rotax
2nd John O'Hanlon	Aero/Rotax
3rd Jin Curran	Stratos/Rotax

<b>125 P&amp;R</b>	
1st Martin McLoughlin	— 3rd on the road

<b>100 National</b>	
1st Joe McCullogh	Hutless/PCR
2nd Michael Conway	Dynamo/DAP
3rd Ian Walsh	Wright/Parilla

<b>100 Junior</b>	
1st Derek Cunneely	
2nd Colm Bryne	
3rd Mark MacDonald	

(Info: Courtesy Irish Karting Club)

## ULSTER FOCUS

Carrick Fergus was the venue for a televised Road Race kart meeting, with highlights, shown the following evening. Not only were there the usual highlights, but in following the BBC2

Grand Prix programme there was a fixed camera on a Superkart giving viewers an impression of the driver's view. This was conducted not during a race but as a demonstration with four karts on the track. It was, despite doubts, very successful, as was the entire evening's racing.

<b>125 P&amp;R</b>	
1st No. 91	Geoff McIlwaine
2nd No. 112	Fred Kelly
3rd No. 108	Mark Taggart
4th No. 79	John Henderson

<b>125 National</b>	
1st No. 20	Trevor Roberts
2nd No. 11	Brian Kennedy
3rd No. 95	Andrew Hamilton
4th No. 28	Peter Baxtor
5th No. 1	Henry Crossan
6th No. 67	Gordon Howell

<b>250 Nationals (Air-Cooled)</b>	
1st No. GP	Joe Morton
2nd No. 57	Drew Telford
3rd No. 1	Raymond Lillie
4th No. 54	Harold Montgomery
5th No. 25	Dessie Black

<b>250 Nationals (Water-Cooled)</b>	
1st No. 117	Robert Hazelton
2nd No. 10	Alan Wallace

<b>Formula E</b>	
1st No. 99	Dick Curran
2nd No. 9	Richard Bell
3rd No. 17	Ivan Fisher

## RESULTS FROM ULSTER KART GRAND PRIX

<b>Junior Britain 'A'</b>	
1st No. 39	Gordon McBride
2nd No. 30	Paul Crossan
3rd No. 32	Michael Bennett
4th No. 2	Keith Bell
5th No. 34	Keith Wilkinson

<b>100 National</b>	
1st No. 52	Francis Stewart
2nd No. 14	John Lawther
3rd No. 1	Gordon Duncan
4th No. 87	Dave Maguire
5th No. 110	Gary Ringland
6th No. 7	Joe McCullagh

<b>125 P&amp;R</b>	
1st No. 1	Geof McIlwaine
2nd No. 79	John Henderson
3rd No. 108	Mark Taggart
4th No. 66	Martin McLaughlin
5th No. 55	Nigel Burns
6th No. 50	Gordon Dundee

<b>125 National</b>	
1st No. 95	Andrew Hamilton
2nd No. 53	Henry Crossan
3rd No. 4	Ken Tuite
4th No. 49	Stephen Chestnutt
5th No. 84	Kirk Grills
6th No. 68	Derek Crossan

<b>250 National</b>	
1st No. 1	Alan Wallace
2nd No. 90	Gordon Robinson
3rd No. 57	Drew Telford
4th No. 5	Raymond Lillie
5th No. 33	Andrew Laverty

<b>Formula E</b>	
1st No. 9	Richard Bell
2nd No. 17	Ivan Fisher
3rd No. 99	Dick Curran
4th No. 1	Colin Menary
5th No. 16	R.J. Elliott

(Info: Courtesy Dessie Black)





Charles Butler-Henderson and Leon Lerego, 1st and 2nd overall.

promptly demoted Bogan from the lead, Butler-Henderson followed him through into second. Whaley was still successfully fending off Lerego's attempts at self promotion.

Meanwhile, Wells was coming under extreme pressure from Butler-Henderson, the latter eventually managing the choice line into Kimbolton corner to take over the lead. Clair was still running in third, but now she had Natalie to contend with, also the threat of Lerego and Rawle to consider.

Into the penultimate lap and Natalie made her bid through Stow's exit. It worked and she was through into second, but it was to be short-lived. She hit the tyre wall at the 'Willows', allowing Bogan, Lerego, Rawle and Wells through. Natalie's crash cannoned her off the tyres and the unfortunate Douglas Bell collided. Neither one was hurt but their race was over.

Butler-Henderson was looking good for his second win of the day, but Lerego was determined it would be his. He cleared Clair Bogan and charged off after the Sprint driver. Time and distance ran out before he could mount a proper bid for the lead, so Butler-Henderson took his second win of the day, with Lerego a game second, followed by Bogan, Rawle, Wells and Sale.

The overall results, based on the heats gave the following finishing order:-

<b>1st</b>	Charles Butler Henderson	Sprint/Comer
<b>2nd</b>	Leon Lerego	Swift
		Hutless/Comer
<b>3rd</b>	Natalie Whaley	AllKart/Comer
<b>4th</b>	Clair Bogan	AllKart/Comer
<b>5th</b>	Darren Wells	Wright/Comer
<b>6th</b>	Brendon Rawle	Zip/Comer
<b>7th</b>	Kevin Sale	Zip/Comer
<b>8th</b>	Douglas Bell	Zip/Comer

E.M.

## THREE SISTERS

### SUNDAY 14th JUNE 1987

This meeting, organised by Cheshire Kart Club, included the first Cadet race in the North of the Country and attracted 6 entries from as far afield as Scotland, Northumberland, Lincolnshire and N. Wales. Racing on a reduced circuit the Cadets were

allocated three heats of 8 laps and a final of 12, the same as all the other classes racing on the full circuit, which was much appreciated by all the Cadets.

There were three different winners of each of the hotly contested heats.

**Heat 1** 1st Nicholas Critchley  
2nd Brent Pontin-Warltier  
3rd James Meanwell

**Heat 2** 1st Craig Murray  
2nd Nicholas Critchley  
3rd James Meanwell

**Heat 3** 1st James Meanwell  
2nd Nicholas Critchley  
3rd Craig Murray

Due to the forecast rain all the finals were reduced to 8 laps, so with the rain just starting the line-up was Nicholas Critchley on pole with James Meanwell alongside followed by Craig Murray and Brent Pontin-Warltier.

James made a good start leading into the first corner followed by Nicholas and Craig. This was the order until half distance, James opening up a gap from Nicholas and Craig, who was finding it difficult to pass. Craig managed to move up to second on lap five but Nicholas had not relinquished second place that easily. These two were side by side for part of the lap until Nicholas went off onto the grass, letting Brent through into third place, before rejoining the race.

Craig Murray was catching James Meanwell, whilst Nicholas set off after Brent. On the last lap Nicholas managed to overtake Brent on the back straight to retake third place and Craig just caught and passed James on the line as James appeared to slow.

John Stevenson, in his first ever race was the next man over the line, with Jamie Wall having run well for the first four laps retiring with mechanical problems which, in spite of the last minute engine change before the final, had troubled him all day.

#### FINAL RESULT

**1st** Craig Murray Zip Comer  
**2nd** James Meanwell Zip/Comer  
**3rd** Nicholas Critchley Zip/Comer

The next meeting at Three Sisters on 19th July organised by the Manchester & Buxton KC will include an invitation Cadet race.

## CADET NEWS

First, news from the RAC Motor Sports Association, which most of you will probably now be aware of. The RAC has at last been able to finalise details of its 6 round Cadet Series, the first round of which was staged at Shenington on Sunday 21st June as we closed for press. All Cadet drivers holding RAC Competition Licences, whether Full or Restricted, are eligible to compete in the Series and it is hoped that

the attendance at each round will be high. The minimum number of entries acceptable is 5. In the event of only 5 Cadets turning out for a round, there will still be a race, though the points awarded will only be half. At each round there will be three Heats and a Final, points being scored for Heats and Finals. The RAC is providing trophies 1st to 3rd place at each round and there will be a special trophy awarded to the overall Series winner at the RAC annual prize-giving in the Royal Automobile Club in Pall Mall at the end of the year.

Here are the dates and venues for the other five rounds. You will note that a couple of the dates are marked 'provisional', these are expected to be confirmed in the near future.

#### Round 2 — Clay Pigeon

**5th July (Provisional)**

#### Round 3 — Felton

**9th August**

#### Round 4 — Blackbushe

**23rd August**

#### Round 5 — Larkhall

**6th September (Provisional)**

#### Round 6 — Wombwell

**11th October (Provisional)**

The Cardiff Kart Club announce that they would only be too pleased to host grids for Cadet class drivers during their regular monthly meetings at the Welsh Motor Sport Centre, Pembrey. You should note the following dates in your diaries:-

Sunday 19th July  
Sunday 23rd August  
Sunday 27th September  
Sunday 25th October

The Competition Secretary is Mrs V. Williams and she can be contacted at:-

Dog Hill Farm,  
St Nicholas,  
Near Cardiff,  
South Glamorgan  
Telephone:- (0222) 593387

The circuit is situated just outside Burry Port, some 8 miles west of Llanelli, off the A484.

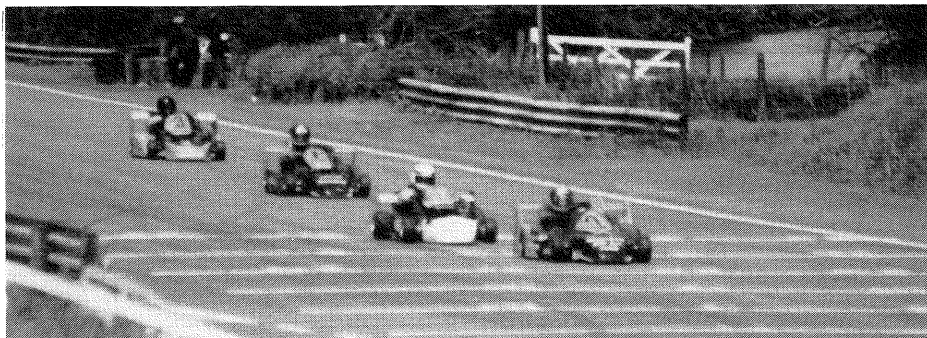
The London Kart Club at Tilbury also advises that it wishes to field grids of Cadets at the Club's regular monthly meetings. The dates to watch out for are:-

Sunday 12th July  
Sunday 9th August  
Sunday 13th September  
Sunday 11th October  
Sunday 8th November  
Sunday 13th December

Full details can be obtained from Mrs Pearl Wells, Competition Secretary of the London Kart Club, at:-

32 Brookmead Way,  
Orpington,  
Kent.  
Telephone:- 66 35386

# Cadwell Park Sunday June 7th 1987



Shaw (2), Luby (41), Hines (E) in Formula E, Heat 2, shortly before the incident which left Dean (3), a clean run home.

**Kurt Lurby (250E); Mark Webster (250 Nats); Graham Sykes (210 Nats); Derek Price (125 Super); Graham Barker (125 P&R) produce some Nothern dominance at Cadwell Park on Sunday June 7th with Colin Mason (125 Nats) being the only driver from south of the Wash to take victory!**

An entry of around 180 gathered at Cadwell for the first of two meetings on the newly measured full circuit of 2.174 miles scheduled for this year.

Most of the recognised front runners were present although both Tim Parrott and Roger Coff gave this one a miss as did new 125 National UK Cup winner Ray Grimes. Whoops! I threatened not to mention that name, once is enough anyway!!

The largest entry was for in the 125 Nationals with around 60 names in the programme; 250 Nats numbered 44; Superkarts, 125 Super and 210 Nats each had about 23 with 8 125 P&R lads.

The racing as usual started with the Villiers and the first of the Northern dominators came to the fore.

## SUCCESS FOR SYKES

Alford based Graham Sykes wrapped up pole for this one with two heat wins and fastest lap each time out. Gary Parker, Igor Ashwell, Simon Quance, Bob Pooley and Andy Martin filled the other top six places in the first heat. Keith Trainer and Paul Woodward joined Martin, Parker and Quance in the first six after the second heat.

That produced a front row of Sykes (pole), Gary Parker and Andy Martin with Quance, Trainer and Pinney on the second row.

Ten laps then were on the cards for the final and that soon developed into a scrap between Graham Sykes and Gary Parker. Sykes led from lap one whilst Parker had to wait until the second lap to demote Pooley and Ashwell and claim second spot.

The lap charts showed no Andy Martin ...no Simon Quance ...but they did show that Sykes had the upper hand ...Parker was second from Pooley, Ashwell and Trainer.

By lap four Ashwell had gone ...two backmarkers were behind Trainer and Jeremy Pinney held fifth spot.

Two laps later ...Sykes still had the advantage over Parker ...Trainer was ahead of Pooley and the first of the 125 P&R lads ...Graham Barker was running in fifth place on the road. Pinney was the next Villiers runner and Pooley was about to disappear on lap seven.

By the end of lap eight Graham Sykes had a backmarker between himself and Parker in

second place ...four more backmarkers followed before third placed Trainer came on the scene.

With one lap to go the order remained ..Sykes leading ...Parker second with Trainer, Pinney, Woodward and Poultney following.

Out of Barn corner for the last time and it was still Graham Sykes to take the flag from Gary Parker with just three tenths of a second between them after ten laps. Keith Trainer took third ...some forty seconds behind Parker whilst another fourteen seconds elapsed before Jeremy Pinney. Paul Woodward and Graham Poultney completed the top six.

<b>1st</b>	Graham Sykes	Zip/Longtune
	17m 15.2s — 75.60 mph	
<b>2nd</b>	Garry Parker	Aero/CKC
<b>3rd</b>	Keith Trainer	Aero/CKC
<b>4th</b>	Jeremy Pinney	Aero/KMP
<b>5th</b>	Paul Woodard	Stratos/Villiers
<b>6th</b>	Graham Poultney	Zip/Villiers
<b>Fastest Lap:</b>	Garry Parker	1m 41.6s — 77.03mph

## Barker ..Barker ..Barker

Thats the way the 125 P&R result sheets looked with Louth based Graham Barker taking both heats and the final in style. Run with the Villiers only Barker and Gary Needham completed the full ten laps of the final with the winner putting in the fastest lap at 1m 45.4s a speed of 74.25mph.

Colin Burr, Andy Bratley, Paul Hewitt, Derek Gray and Adrian Hearth all had decent heat results but the final took its toll and only Burr, Hewitt and Hearth were classified as finishers after Barker and Needham.

## Masons Southern Comfort!

A large field of 125 Nationals contested two heats and amidst rumblings that the grids were too large John Shaw pointed out that if everyone had entered early ...before the programme had gone to print and before the grids had been drawn ...then split grids would have been the order of the day.

One heat was re-run ...as all of the large entry was not where it should have been when the flag was dropped. The second running gave the win to Barry Fortnam from Neil Willetts, Syd Clark. Michael Fowler, Eamonn Talbot and Graham Barker.

Barker got it all together for the second heat to lead home, Willetts, Colin Mason, Steve

Makin, Mark Thompson and William Grieve.

So those two heats produced a final grid with Willetts on pole ...Barker in the middle of row 1 and Colin Mason on the outside.

Ten laps of the full circuit and this one turned out to be just as absorbing as previous National finals.

Graham Barker and Neil Willetts got the best of it at the drop of the flag with Mark Thompson and Ian Mason slotting into the next two positions during the first lap.

After two tours Willetts made his move and took Barker as they went into lap three. Colin Mason and Paul Hobson were setting their sights on third spot which was still held by Thompson. Ian Mason was also in there looking for a way through and the field had become well spread with karts on almost all parts of the circuit.

Lap four ...into the foot of the Mountain and Barker overrid things ...going gold and first spot ...he and Willetts had a coming together ...Barker spun off whilst Willetts continued on his way still in first place. Barker managed to join the circuit but had dropped some six or seven places.

At the close of the lap Willetts led over the line ...Colin Mason had second ...Mark Thompson third and Ian Mason fourth.

Then began a battle royal for the lead with postions constantly changing Barker ran just another couple of laps before pulling into the pits and the leading quartet had eased well away from Rob Ashley and Barry Yallop.

The action continued with the Mason Brothers side by side as they went into lap eight ...Willetts was next whilst Thompson was feeling the pace a little and had dropped a few lengths behind.

Crossing the line to start the last lap and Willetts split the Mason brothers to claim second pushing Ian into third spot. Into the Mountain for the last time and in his efforts to relegate Willetts Ian Mason almost lost it ...but not quite. Thompson still had fourth ...Ashley fifth and Yallop sixth.

Through the wooded section and out of Barn Corner it was Colin Mason who made it to the first flag ...Willetts hung on to second from Ian Mason with Ashley and Yallop as before.

Another fine race from the 125 Nationals with the first three within 9/10ths of a second after ten laps.

<b>1st</b>	Colin Mason	Stratos/Minarelli
	16m 58.1s — 76.87 mph	
<b>2nd</b>	Neil Willetts	Stratos/Minarelli
<b>3rd</b>	Ian Mason	Stratos/Minarelli
<b>4th</b>	Mark Thompson	Stratos/Minarelli
<b>5th</b>	Rob Ashley	Stratos/Rotax
<b>6th</b>	Barry Yallop	Spyda/Rotax
<b>Fastest Lap:</b>	Willetts	1m 39.3s — 78.81mph

Five Stratos in the top six and the Mason brothers are taking their first long circuit season in their stride.

## Webbie Wins

A healthy entry of 250 Nationals produced two different heat winners ...the Zero plated Richard Boston first time out then Steve Matthews on the Cheetham KTM second time out.

Those two heats proved to be a bit of a mixture with both British No.1 Mark Webster and Grand Prix title holder Ron Johnstone not enjoying the best of fortunes. Stuart Innes Smith fared better and he started the final in the middle of the front row ...Boston had pole and Rob Johnstone took the outside spot.



Mark Webster had to be content with a ninth row start.

So at around 5 o'clock the forty plus drivers were flagged away and the battle was on. Richard Boston, Steve Matthew and Rob Johnstone made the best of it but by the end of lap one Boston had already pulled out a lead from Johnstone with Matthews down to third.

Webbie was really turning it on and from his ninth row start he was up to an incredible fourth place as they went into lap two.

After two laps Johnstone had caught ...and passed ...Boston and during laps three and four the Berwick driver bean to ease away whilst Webbie was closing the gap all the time.

Half distance and the leading trio of Johnstone ...Boston and Webbie were well clear. Matthews had the next spot with Innes Smith and Andy Martin in tow.

By lap six the lead of Johnstone had increased ...Webbie was now almost alongside Boston and Innes Smith had claimed fourth from Martin and Matthews.

Two more laps gone and Boston was in trouble finally calling it a day when a rear tyre cried enough. That left Johnstone and Webbie to fight over first spot and as they hit the foot of the Mountain for the ninth time the British No.1 was in his more usual position ...at the front! Andy Martin had taken third ...Innes Smith had gone whilst Matthews suffered the same fate. Andrew Harvey and Dale Couzens were promoted to the placings in the top half dozen along with John Taylor.

Webbie now had the bit between his teeth and over the last lap he made his first place look a bit more secure. Johnstone still had second. With all eyes on Barn Corner it was Mark Webster who appeared first to take a fine win. Rob Johnstone had put in an equally fine drive to take second with just half a second between the leading duo after ten laps. Andy Martin took third from Andrew Harvey, Dale Couzens and John Taylor.

1st	Mark Webster	Zip Bandit/ Cheetham KTM
	16m 9.8s — 80.70 mph	
2nd	Rob Johnstone	McAdam/ARD KTM
3rd	Andy Martin	Stratos/CKC Maico
4th	Andrew Harvey	Zip/Cheetham Yamaha
5th	Dale Couzens	Zip/KTM
6th	John Taylor	Zip/Suzuki
Fastest Lap:	Mark Webster	1m 35.2s — 82.21mph

## Derek's Day

Familiar names filled the front row of the grid sheet for the 125 Supers ...Derek Price on pole after two heat wins ...Chris Stoney in the middle after a couple of second places and Paul Molloy on the outside from two third places.

Colin Poole, Ian Westwood and Simon Cullen made up the second of six rows for the ten lap final.

A newcomer to the 125 Super ranks was none other than Graham Roscoe ...yes 'Rocket' cornfield Roscoe! and he said he wasn't here to play about. Aboard the ex-Stephen Coward outfit Graham had a tenth and a fourteenth from the heats ..but watch this space ..I'm sure he will improve on that.

However ..back to the final and it will come



Ian Westwood(7), Colin Poole(85) and Stuart Mead(93) front the grid for the second 125 Super heat.

as no surprise to be told that Derek Price and Paul Molloy got away well ...Chris Stoney though was left struggling in the middle of the pack and after one lap the No.1 plates were in eighth spot.

Molloy led for the first tour ...Price had it after two laps ...and after three tours Stoney was up to third. That was as high as he was going this time though for into lap four and he had gone. Molloy was back in the lead ...but only just ...Simon Cullen, Adrian Wilcox, Richard Crump and Colin Poole were next up as the leading pair began a cat and mouse game.

Molloy had the edge after seven laps ...Price after eight and Molloy again after nine. There was a great scrap going on for third place with Cullen, Wilcox, Poole, Dave Clark, and Crump all playing a part.

The retirement rate was high however with less than a dozen still running. As they appeared at the Mountain for the last time it was Derek Price back in charge ...Molloy had second ...Wilcox was third from Poole, Cullen, Clark and Crump.

Once again the focus of attention was Barn Corner and it was Derek Price who merged first to put the red Zero plates over the line ahead of Paul Molloy and the GP plates.

A fine one ..two ...from Stratos and a good scrap for the places with Adrain Wilcox coming out best from that ahead of Colin Poole, Simon Cullen and Dave Clark.

1st	Derek Price	Stratos/Madcap Minarelli
	16m 25.7s — 79.39 mph	
2nd	Paul Molloy	Stratos/Minarelli
3rd	Adrian Wilcox	Zip/Rotax
4th	Colin Poole	Zip/Goff Rotax
5th	Simon Cullen	Zip/CSK Rotax
6th	Dave Clark	RWM Stratos/Mac Minarelli

**Fastest Lap:** Derek Price 1m 37s — 80.68mph  
Seven tenths of a second separated Derek price and Paul Molloy after ten laps whilst just 1.5 seconds covered the next five drivers with Richard Crump in seventh spot.

## Lively Luby

I've said it recently and Don Briggs said it on the day that the Superkarts were in danger of becoming a little boring. Fast and colourful ...yes ...but the racing has certainly left something to be desired. However for this one there was plenty to talk about ...Martin Hines perhaps shouldn't have been racing really ...a back injury not making life too pleasant at Superkart speeds. Reggie Gange even tried a spot of low flying at the infamous Mountain and he assured everyone that the view over Louth was quite nice really! He was fortunate to come to a rather gentle halt against the fence opposite the pits.

Kurt Luby, Ian Shaw and Martin Hines had a coming together in the second heat when Luby nudged Shaw into a spin and Hines gyrated in trying to avoid the pair. Richard Dean was on hand ...and took a swift advantage of the situation to go on and win the heat.

Reg Gange took second from that one ...Luby third ..Hines fourth whilst Shaw had to settle for eighth.

The first heat had been comfortably won by the 'E' plated Zip of Martin Hines from Luby,

Glencross and Shaw with Dean and Mark Allen next.

All that of course took place after the timed session and it was Mark Allen who topped that with a time of 1m 27s; Ian Shaw was next with a 1m 28.4s; Kurt Luby third quickest on 1m 29.2s and Richard Dean next on 1m 29.3s. Martin Hines was ninth fastest just behind Reg Gange. So since the latter end of last season Ian Shaw has been doing his bit to add interest to the Superkart ranks and more recently former 125 Champion Kurt Luby has played his part in livening things up a bit.

Ten laps of Superkart action then to end the day and on pole position was Martin Hines ...Luby had the middle spot and Richard Dean the outside. Ian Shaw was behind Hines on row two with Mark Allen and Ross Hyett for company.

At the drop of the flag Hines powered off the line in his usual sty e ...Luby and Shaw did their best to match him and as they came into the bottom of the Mountain for the first time it was Shaw in the lead ...Luby second ...Allen third and Hines was down to fourth.

Reggie Gange was making progress from his back of the grid start and after two laps he was seventh. Into lap three and Luby led ...by about six lengths from Shaw ...Hines was back up to third in front of Allen and the pace was getting hotter.

At half distance Ian Shaw was leading ...Hines was now second ...Luby third and Allen fourth. Dean was holding fifth spot whilst Reg Gange was into the pits and out of the race.

The leading quartet were racing very close with Shaw and Hines holding the first two places over laps six and seven. Luby then made a move to relegate Hines to third ...Allen was still fourth with Dean some way back ...but closing a little ...in fifth.

Lap eight and that was the order but then as they reappeared at the Mountain on lap nine the lead had changed ...Luby was now in front ...Hines was second ...Shaw third and Allen still with that fourth spot. Dean was still closing bit by bit as the leading quartet hit the main straight for the last time. Luby began to ease away and as the Mountain loomed again ...for the last time ...the Phoenix driver still had the advantage. Shaw was back in second place ...Allen had moved up to third and it was Hines' turn to take fourth spot.

Down through the woods and into Barn Corner it was still Luby and as they hit the straight for the last dash to the flag Luby took the win in style ...Butty style to be precise ...with arms and legs waving in delight Ian Shaw crossed the line in second place ...Mark Allen third ...Martin Hines fourth ...Richard Dean fifth and Robert Marsh sixth.

The entry may not have been large but the racing ...especially in the final was first class and that was Kurt Luby's first time out on a Superkart on the Cadwell full circuit.

The interest didn't stop there though ...for after the prize presentation Ian Shaw announced openly and honestly that he had missed the Mansfield chicane on the last lap. That didn't go down too well ..particularly with third placed Mark Allen ...and whilst John Shaw said that the result would stand Ian Shaw did return his award, saying he would rather not accept it under the circumstances. That's honesty for you!

1st	Kurt Luby	Phoenix/Armstrong Rotax
	14m 57.9s — 87.16 mph.	
2nd	Ian Shaw	Silverstone Zip/Zip Rotax
3rd	Mark Allen	Dino/KMP Rotax
4th	Martin Hines	Zip Bandit/Zip Rotax
5th	Richard Dean	Zip/Anderson Rotax
6th	Robert Marsh	Zip Bandit/Rotax
Fastest Lap:	Kurt Luby	1m 28.4s — 88.53mph

# CADET COLUMN

Edited by Dawn Linger

## B. H. Wins The Day!

KIMBOLTON — SUNDAY 14th JUNE

**Charles Butler-Henderson runs away with the winners trophy, from Leon Lerego and Natalie Whaley, Butler-Henderson winning on aggregate results from the qualifying heats after bad weather cancelled the final.**

A smallish entry for the Cadets certainly did not detract from the quality of racing during the day. Relative newcomers, Kevin Sale and Douglas Bell looked to be having their first taste of real racing against the hard core of old 'die hards' regularly seen doing the rounds of the circuits.

The first of the five lap qualifiers around the 770 yard Kimbolton circuit got under way around 12.30pm under cloudy but dry skies.

As starter Mick Nairn flicked the lights to green Natalie Whaley took up the running to lead the grid into Stow for the first time, crowded by Butler-Henderson, Darren Wells, Brendon Rawle, Clair Bogan, Douglas Bell and Kevin Sale. Round through the 'Willows' Natalie held her line against the threat from Butler-Henderson and Wells. The order behind, though bunched, remained unchanged; young Kevin Sale a little bit adrift brought up the rearguard.

Into the second tour Natalie still held the front, despite Bulter-Henderson's attempt to make her move off line. Meanwhile Wells was coming under pressure from Rawle, but as they exited Stow Rawle overdid it, went wide and executed a neat spin, forcing the charging pair of Clair Bogan and Leon Lerego to take swift avoiding action. Rawle managed to rejoin the race as Bell shot past.

The halfway stage and Natalie was grimly hanging onto her lead, regardless of the threats from Butler-Henderson and Wells. Clair Bogan and Leon Lerego held control over the rest of the field.

Into the closing stage and it was going to be a tight finish, Butler-Henderson was trying to find the inside line through Kimbolton corner, but Natalie smartly closed the door. Butler-Henderson tried again on the sweep up to the line, both drivers with heads tucked down to streamline them through the air.

The Victory went to Natalie Whaley by half a kart length from Charles Butler-Henderson and Darren Wells. Clair Bogan held firm for fourth from Leon Lerego, Douglas Bell, while Brendon Rawle recovered to take seventh ahead of young Kevin Sale.

A fine drive by a young lady showing great potential talent and she was able to withstand the constant pressure from Butler-Henderson all race long.

The second outing saw a change of grid

July 1987

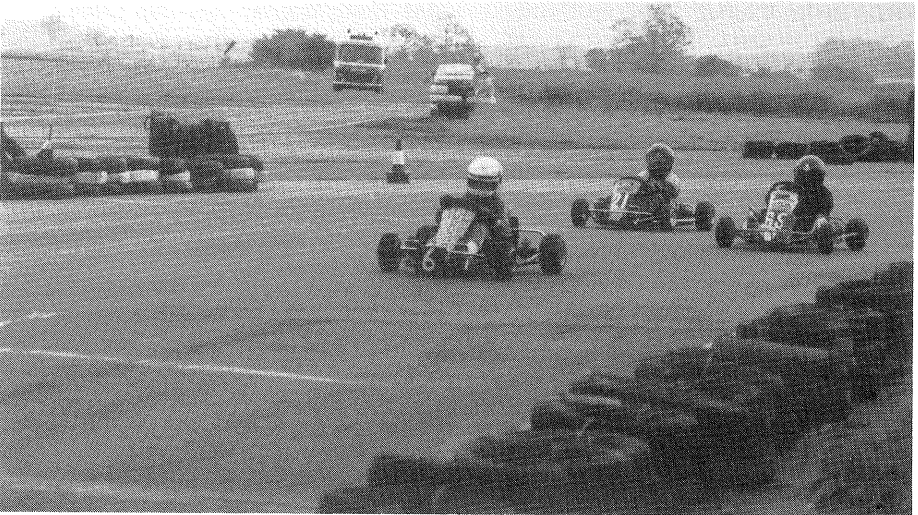


A rolling lap can have its moments — Leon Lerego (99) gives Natalie Whaley a gentle nudge, whilst Chas Palmer makes a hasty exit.

format which gave Butler-Henderson and Lerego a bit of an advantage. Natalie Whaley was starting from mid grid along with Douglas Bell. On the green Butler-Henderson and Lerego swept off the line as one, Butler-Henderson tucking in on a tight line for the corner and picking up the lead, Lerego chopped in close behind to benefit from the tow and bided his time. Natalie took up the running in third with Rawle anxiously seeking early promotion just to the rear of her bumper. Wells led the rest of the field — Sale, going better than in the previous heat, followed by Bell and Clair Bogan to the rear.

The second tour saw no change in the order though the racing was close, but by the halfway stage Butler-Henderson and Lerego had stretched out a comfortable buffer over the following trio of Natalie Whaley, Brendon Rawle and Darren Wells. Kevin Sale, who had been holding his own ahead of Douglas Bell and Claire Bogan, unfortunately spun exiting the Willows. Bell took avoiding action, a bit to wide perhaps, the door was open and Claire shot through the gap. Sale rejoined the race at the back.

Out front the action was hot, Lerego was pushing Butler-Henderson into a mistake, but no way, Butler-Henderson hung on to race to the line and the flag, hounded all the way by a frustrated Lerego. Natalie Whaley took a creditable third, from



Heat One winner Natalie Whaley shadowed by Brendon Rawle (69) and Darren Wells (21).



# THE HESKETH TROPHY 1987

THREE SISTERS SUNDAY/MONDAY, 24th & 25th MAY MIKE SMITH REPORTING

The Bolton and Merseyside Kart Clubs hosted the 20th World Cup meeting... now known as the Hesketh Trophy... at the Three Sisters circuit near Wigan over the Spring Bank Holiday weekend.

Despite no other major gearbox events during the week the entry was a very disappointing one with just 80 names in the programme. Of those, seventeen contested the main event, and whilst the numbers may have been low there was a fair amount of QUALITY present.

Each class had four heats, with the best three to count in deciding grid positions for the respective finals, three of those qualifying heats taking place on the Sunday.

Each class then had a further heat on Monday with the finals in the afternoon... the main event, the Hesketh Trophy, getting under way at the traditional time of 4 o'clock.

After that little lot was all over it was Tim Parrott who claimed the trophy for the second successive year and became only the fifth driver to win the event more than once. Previous multi-winners had been Graham Liddle (1968/69/71/72); Reg Gange (1973/81; Lennart Bohlin (1975/77/78/80); Dave Buttigieg (1976/79). Those were the days!

## THE HESKETH TROPHY

Quantity there may not have been but there was certainly quality and some very quick laps from the leading contenders with times of around 38 seconds becoming common.

Former 125 star Kurt Luby showed everyone the way round in each of the four heats... winning in style... and wrapping up pole for the twenty lap final. He looked in tremendous form all weekend piloting the Armstrong Rotax powered Phoenix and the word was that it would take a 'reet good'un' to stop him.

A number of 'names' did their best to do just that with Ian Shaw taking a couple of second places and a pair of fourth spots during the heats. Richard Dean, winner in the last Heysham World Cup, also ran strongly and he notched up a second, two thirds and a fifth. Tim Parrott, the holder, gather a second, third and a sixth from his heats.

Paul Elmore was back in the driving seat, perhaps with an eye on the Short Circuit Champs at this venue in August and he, despite handling problems, secured a third, fourth and a fifth.

Trevor Cryer had a couple of top six finishes as did John Ashe whilst Alan Jones and Short Circuit specialist Bob Kennings each had one top six result.

So twenty laps then for the Hesketh Trophy final for '87 and at the off that man Luby didn't disappoint his followers. He got away well but then so did Ian Shaw and the battle looked to be on. Luby however, quickly took up the running and inside half a lap the Phoenix was in front. Shaw, Parrott, Dean, Ashe and Elmore were next through as they completed one lap. The pace at the front was rapid and within the first two or three tours unofficial watches had Luby recording times of 38 seconds.

By half distance the flying Luby had pulled out a good lead... Parrott had taken second spot... but Luby had already put a backmarker between himself and the 1986 winner. Ian Shaw and Richard Dean were next with a gap before Bob Kennings appeared in fifth place. He was

followed by John Ashe with Trevor Cryer and Paul Elmore next.

Despite the best efforts of Parrott he was unable to close the gap on Luby... the Farnworth ace lapping quickly and neatly. Approaching half distance and the lead of Luby was still good... Parrott maintained his pursuit whilst Shaw and Dean were locked in an enthralling scrap for third place with Shaw just having the edge.

Laps ten, eleven and twelve... Luby continued his surge at the front, then as he crossed the line to complete 13 laps... his hand went up and Parrott rushed through into the lead. A suspected big end failure had cruelly robbed Kurt Luby of what was looking like a convincing victory. However as he said later... 'That's racing... it could have happened to anyone'. The race meanwhile was still on... though Parrott now had a comfortable lead. Ian Shaw and Richard Dean were still having a great battle for what was now second place, with Shaw having a slight advantage. At three quarter distance the order was... Parrott... Shaw... Dean... Cryer... Kennings... Atherton... Wheatley... Gosling and Atkinson. A further three drivers were at least a lap down.

Whilst Parrott motored on sweetly at the front Richard Dean was mounting an all out effort to take second place and as they crossed the line to start the last lap he was ideally placed. Into the right hander at the end of the straight and the Ripley driver timed it well... Shaw was relegated to third with less than a lap to go.

Parrott seemingly had no problems during the last tour and jubilantly crossed the line to take the Hesketh Trophy for the second time. Dean held that second spot from Shaw... Cryer took fourth with Kennings and Wheatley completing the top six. Atherton was the only other runner to complete the full race distance.

Everyone agreed that it had been a good final and Tim Parrott freely admitted that had Luby stayed mobile the Hesketh Trophy would have changed hands. The only certain thing about racing is the fact that nothing is certain!

All classes were represented at the meeting including the 100 National lads and some good racing was seen over the two days with some fine individual performances.

The 250 Nationals and the 210 Nationals ran together and it was Stuart Innes Smith who came out tops from that final with Dudley Martin in second place, Peter Crowson third and Stuart Ziemelis fourth. Steve Martin and Paul Griffiths completed the top six.

Innes Smith looked pretty quick all weekend and took a couple of heat wins and a second in claiming pole position. Dudley Martin had also had good heats whilst Stuart Ziemelis was basically getting in some racing mileage on his new Lazer chassis. He was more pleased with the chassis than he was with the troublesome KTM motor.

From 210 Villiers runners... only five of them... Steve Jones ran out the winner of all four heats and the final. Frank Williams... a former class winner at a Heysham World Cup... took second place with John Haig and Tom Thacker fourth.

The 125 National class looked to be heading the way of either Dale Spruce or Dave Gilson... each taking a couple of heats with Gilson also

grabbing a pair of second places.

The twenty lap final however resulted in a win for Martin Jones of Newark with his Minarelli powered Zip after early leader Spruce disappeared. Dave Gilson took second from Sean Mellor with Peter Robinson, Tim Maynard and Peter Smith making up the top half dozen.

The 125 P&R class was totally dominated by the Allkart/TM of Milnthorpe's Andy Fairless. He won all four heats and the final in style with Gary Needham perhaps the only driver to get near him in those heats.

Needham's luck ran out in the final however and second spot was taken by Dave Peers. Derek Gray, Martin Hallums, Warrington and Logan made up the first six.

Jim Flannigan from Northern Ireland wrapped up the 100 National scene earning pole after three heat wins.

He then proceeded to show the rest the way round in a 16 lap final and led home Ron Haywood, Richard Smith, Nigel Critchley, Dave Redfern and Carl Antrobus.

So the twentieth Hesketh World Cup has been and gone... who knows what 1988 will bring. The Three Sisters Circuit has now had the extension approved so next year should see the Hesketh running on the 1533 metre track. Will that attract a bigger and better entry... let's hope so and indeed make an effort to return the event to something like its former glory.



## POINTS — 125 SUPER

With the exclusion of Ryan Baptiste from the 125 Super National final at Snetterton on May 16th through being underweight, the RAC Long Circuit Championship points published in our June issue have had to be amended. They now read:-

1st=	Trevor Roberts	18 points
1st=	Paul Molloy	18 "
3rd	Chris Stoney	13 "
4th=	Derek Price	6 "
4th=	Dave Clark	6 "
6th	Colin Poole	4 "
7th	Mike Ballantyne	3 "
8th	Ian Beaumont	2 "
9th=	Ryan Baptiste	1 "
9th=	Richard Crump	1 "
9th=	Ian Westwood	1 "

## CADET ENGINES

The Italian engine manufacturer, Comer, who supplies engines for the Cadet class has informed us it will replace free of charge any non-finned Comer 60 crankcases with the 1987 finned type. Drivers must return the non-finned crankcases fully stripped to the Comer Distributors, Zip Kart, who will exchange them. This offer stands until 31st December 1987. Comer confirm that all engines supplied through their distributor, Zip Kart, are of finned crankcase type. The internal specification of both types of crankcase should not affect performance in any way.

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# 210 CHALLENGE ROUND 4

For round 4 of the 210 Challenge moved North to the tight and twisty Wombwell circuit, the first time the Challenge, and many of the drivers, had visited this venue. Most of the leading drivers were present once again and the current British Champion was also entered, a lot or pre race gossip speculating on how he would fair against the regular 210 Challenge “hot shots”.

The size of the entry (the biggest 210 grid seen at Wombwell for quite a few years) required split heats, and an 'A' & 'B' final were also listed in the programme. A dry circuit all day ensured some fast and furious racing was in prospect and once again we were not disappointed!!

At the green light for the first heat John Haigh made most of his front row grid position to drive into the lead, a lead held to the end of the 8 lap heat. Fellow front row starter Colyn Firth finished second and he was closely followed over the line by Graham Payne, 4th was Glen Clarke, 5th Paul Savage and the first 6 completed by Steve Adams.

Alan Poole led the first two laps in heat 2 but it was Andy Martin who led from lap 3 to the end of the race. Alan Poole finished 2nd, Colyn Firth 3rd, Graham Payne 4th, Glen Clarke 5th and Paul Robinson 6th.

It was current points leader Paul Robinson who led the first lap as the 3rd heat got underway bit it was British Champion Andy Martin who led the rest of the way to take second his heat win of the day. Second place was a close affair with Colyn Firth doing well again, just beating Paul Robinson to second place with John Haigh inches behind in 4th, Alan Poole finished 5th, just in front of 6th place driver Bill Mee.

Glynn Jones led heat 4 for a lap until he tangled his feet between accelerator and brake pedals putting himself off the track and out of the race. David Barradell then led for two laps until Alan Poole took over on lap 4 but it was that man Andy Martin who was in front on lap 5 and went on to score his 3rd heat win of the day. Alan Poole was 2nd, David Barradell 3rd, Paul Robinson 4th, Dave Rowbotham 5th and the top 6 completed by John Morrish.

With a few drivers having dropped out as the day wore on the organisers decided to dispose with the 'B' final so everybody was squeezed into the one final. After his domination of the heats Andy Martin was naturally in pole position with Colyn Firth making up the front row. Row 2 had Alan Poole and Paul Robinson, row 3 contained Graham Payne and Dave Rowbotham, row 4 John Morrish and Paul Savage, After suffering a big end failure in heat 2 John Haigh was in row 6 and second place in the points score Glen Clarke was behind him in 7th row.

After two rolling laps the grid lined up at the start light and as they flicked green both Andy Martin and Colyn Firth took off side by side but it was Andy Martin who led as the pack charged down the straight. Remarkably everyone made it safely through the first couple of corners although there was a cloud of dust hanging round the circuit as wheels were dropped off the tarmac. At the end of the first hectic lap it was predictably Andy Martin leading and already pulling out a small gap to Colyn Firth, Paul Robinson, Alan Poole, Graham Payne, John Haigh, John Morrish, Paul Savage, Glen Clarke, Dave Rowbotham, etc. ...etc. The next lap saw no change in the leading group although Andy Martin continued to pull away from the field looking extremely comfortable and in command.

Lap 3 saw the good dice between three drivers for second place interrupted as points leader Paul Robinson suffered a potentially serious stub axle/drive shaft failure, the resulting crash

scattering the tyre wall and as the dust settled Paul's front wheel gently rolled back onto the circuit to present a further hazard for the following drivers until someone retrieved it.

Lap 4 and the leading drivers went through in the order Andy Martin, Colyn Firth, Alan Poole, Graham Payne, John Haigh, Glen Clarke, John Morrish, Paul Savage, Dave Rowbotham, Daivd Barradell and Bill Mee, the last few drivers all close and battling for 6th. A split second later Dave Rowbotham of this group was out, locking up a wheel under breaking and spinning off into retirement.

Half distance, lap 5, and still Andy Martin looked untroubled as he continued his domination of the race, this lap also seeing John Haigh getting past Graham Payne to be 4th and Paul Savage start to drop back from his 8th place with some trouble, eventually to be lapped.

The next few laps were reeled off by Andy Martin with no trouble, back markers were past with ease by the flying British Champion. Colyn Firth was still going well in second place while behind him Alan Poole and John Haigh were still locked in combat and at the end of lap 9 John Haigh had managed to find a gap to nip through into 3rd place.

After 10 dominant laps, having led from the first corner to the chequered flag, Andy Martin crossed the line to win round 4 by 8 seconds and to prove why he is British Champion. Colyn Firth was a fine 2nd just in front of John Haigh and Alan Poole, 5th was Graham Payne (this result moving him up to 3rd in the overall points) a four kart battle for 6th place came next with John Morrish just leading David Barradell, Glynn Jones and Barry Stokes. Then came three karts crossing the line battling for 10th with Chris Flitney just beating Phil Davies and Rob Peters.

Four rounds now completed at four different cicuits with four different winners. the overall points score refelecting the fact that so far no-one is dominating the series. Will we have another new race winner at Kimbolton? One things for sure there were some thoughtful looking drivers who were packing up at Wombwell and heading for home, the British Champ having put everybody well and truly in their place.

## 210 CHATTER

The first four drivers had their engines bore and stroke checked. Interestingly the winners engine was almost exactly 210cc and was so rich on the piston crown it looked as if it could come down about on the main jet.

Winner Andy Martin raced in two classes at Donington on the Saturday, stripped of the bodywork and did all the other jobs necessary Saturday night, arrived at Wombwell 2am Sunday morning, won three heats and of course the final, then left home to prepare for practice at Snetterton the following Friday.

The Raffle was won by Phil Hemes, Armin Cleveland and Brian Holloway (the second time he has won this year) who, after another bad day, commented he was doing better with the Raffle than he was with the racing!

None of the top three point scorers after round three finished round four.

Rob Peters had an exciting journey to Wombwell at one point his Caravan shedding a wheel, luckily without to much damage.

As this was the first time the Challenge had visited Wombwell I thought I would obtain a few drivers comments on their view of the circuit: Paul Robinson:- “Okay once you get used to it, a long wait in the morning but once the racing started the organisation seemed fine.”

John Haigh:- “Circuit? no problem with the circuit, it's okay.”

Dave Rowbotham:- “It's difficult, narrow and dangerous and I don't like it but having said that the organisation is good.”

John Morrish:- “Magic! This is the best day's racing I have ever had in my life.”

Graham Payne:- “I've enjoyed it and if we come again next year we know what to expect.”

Ian and Barbara Hunter

# ROUND 5

An encouraging 28 Villiers drivers presented themselves at Kimbolton on Sunday 14th June to contest round 5 of this ever popular series. Points leader Paul Robinson, unfortunately, was not at the venue to sample the action, although number two man, John Haigh, was on hand not, as it happened, to enjoy such a good day overall.

Three split heats and a 'B' final qualifier were to be run to decide grid positions for a 12 lap final. Due to the heavens opening, literally, around 4.10pm the last heat, 3B, was run in atrocious weather conditions, that heat being shortened from 10 laps to 6 for reasons of safety. It was then the Officials decided to abort the meeting as the weather showed no signs of improving and the final positions for all classes were based on heats performances.

Fourteen karts lined up for the first heat, 1A, with series' third position man, Graham Payne well to the fore. Ed Mellor and Colin Firth joined him up front and as Mick Nairn flicked the lights to green it was Payne, Mellor, Firth and Jack Hemming leading the pack down to Stow for the first of 10 laps. The first casualty appeared in the form of Mellor who was involved in a shunt entering the corner and left to rejoin the race almost at the back.

The end of one lap and it was Payne in quite a commanding position at the front, leading from Firth, Rowbotham, Vidler, Mabbs and Bill Mee. A short gap and then John Morrish held sway over the likes of Clements and Currie, whilst Ed Mellor had rejoined the action next up; Peter Lipman and Barry Stokes completed running order.

On the next lap positions down the seventh remained unchanged, although Firth was being pressed hard by restricted driver, David Rowbotham. Mellor had succeeded in climbing a couple of places and now sat ahead of Clements and Currie. Lipman disappeared on that tour and Northants Jack Hemmings was reduced to the role of a backmarker and not destined to feature in the results.

Out front Payne still controlled the proceedings; Colin Firth had run into problems and lost some seven places. Second place was now the property of Rowbotham from a hounding Vidler. Mobbs, Mee and Morrish remained in situ, Whilst Mellor controlled the rest of the field.

No change in the order first to seventh during the next couple of tours, but by the end of lap six Mellor had relegated Morrish.

Into the closing stages of the race leader Payne was visibly coming under intense pressure from Rowbotham and on the penultimate lap the man from Wolvehampton succeeded in finding a chink in Payne's armour to charge home to take the flag after a nice piece of driving. Payne held on for second, ahead of Vidler, Mee, Mellor and Morrish. Mobbs went missing from the lap charts on the last but one lap.

The next session got smartly underway, fourth placed points man, Glen Clarke heading the queue into Stow for the first time, Brian Holloway, Rob Peters and Martin Riley forming the head of the snake of karts.

By the end of the first tour they had begun to sort themselves out. Holloway had assumed the lead from Clarke, Peters and Riley. Adams, Davis, Healy, Savage and Higgins made up the rest of the immediate order.

There was little, if any change to the running, until just past the halfway mark. Holloway and Clarke still had the advantage in first and second of a clear lead over the fiercely contested third spot. Peters and Adams were fighting a running skirmish, Adams ducking and weaving until he finally found a gap and was through. Peters torment was not complete though as he soon fell prey of Martin Riley. Davis controlled the rest of a depleted field. Paul Savage, in seventh, reluctantly took a spin and was out of contention. Healy was gone on the same lap, leaving Peter Higgins and Nick Amps to complete the running.

At the flag it was Holloway, having led all the way; Clarke in second from Adams, then Peters improving to beat Riley to the line, Davis, Higgins and Amps completed the order at the finish.

With the grids suitably mixed to give each driver a chance to race against another, out they paraded for the next session. Payne led any, from Clarke, Mellor, Firth and Holloway, Payne losing out into the hinterlands as Clarke charged through into the lead. Mellor, Firth and Holloway looked comfortable in the next three slots. Rowbotham was running in sixth, enjoying the compeition, with Nick Amps, Philip Jones and Andy Clements heading the rest of the field.

The first five went through with no change in order next time around, but sixth spot was a contentious issue between Rowbotham and Amps, the latter winning out by the end of the tour, though still unable to shake off the persistent Rowbotham.

Three more laps under their belts and Glenn Clarke and Graham Payne had pulled out a respectable lead. Holloway managed to demote Mellor, whilst Firth had slipped to fifth. Rowbathom's persistance paid off by wearing his man down he had moved back ahead of Amps.

Into the closing stages, with Clarke, Payne and Holloway motoring along sweetly at the front, the trio of Mellor, Firth and Rowbotham engaged in a desparate bid for fourth place. First Mellor, Firth, Rowbotham, then Firth Mellor and Rowbotham, finally Rowbotham, Mellor and Firth, the way they were to remain to the flag. Clarke held on to cross the line first, followed by Payne and Holloway, then the aforementioned. The other palces went to Jones, Amps, Higgins, Healy and Barry Stokes.

Three sessions down, three to go and it was John Mobbs' turn to lead the pack into Stow off the lights with Phil Davis battling hard to get the inside line through the corner. Hard on their heels came Darren Vidler and Bill Mee as they swung round to the Willows. By the end of the opening lap Davis had deposed of Mobbs, while Vidler and Mee controlled the rest of the field — Peters, Currie, Haigh, Savage, Morrish and Steve Adams, with Jack Hemmings and Martin Riley tracing at the rear. Next tour no change with the exception of John Haigh getting the better of Ralph Currie to move into sixth. We lost John Mobbs on the ensuing lap with a big DNF. Davis motored on at the head of the queue but Vidler was closing for the attack and when it came he was sweetly through into the leadership post only to lose it to Bill Mee. Davis was to last just the duration of that lap before retirement.

Meanwhile Haigh had methodically worked his way up the order and was now slotted into

third, on the bumper of Vidler. the order behind gave a big spin at Stow relegated him to the back of the field.

No real change as they reeled off the laps. until the closing stages when Haigh made an all-out assault to take the leadership. He tore past Vidler and latched onto Mee's rear bumper, but time and distance were against him and the Phoenix pilot had to settle for second place. Vidler held onto third, with Peters, Hemmings vastly improved on his previous excursions, Morrish, Adams, Riley, Savage and Currie following home.

By the time the final batch heats came round rain was threatening and halfway through the first session the race had to be chopped to six laps. it was the turn of Peters to lead off, from Graham Payne and Alan Poole. John Haigh was involved in a shunt at the first bend which relegated him to the back on his restart.

Poole was quickly into his stride, taking over the lead as Peters slipped back to fifth behind Firth, Rowbotham and Graham Payne. Mellor held the next spot, from Savage, Adams and Riley. That was still the immediate order as they excited Kimbolton corner onto the straight to commence lap two. Disputes were going on over sixth and eighth places; Savage deposed Mellor and Adams did likewise to Riley, whilst Davis was fending off the attentions of John Haigh.

The halfway stage and Alan Poole was firmly entrenched in the lead, pulling out a slight advantage from Rowbotham who had outflanked Firth for a second place. Payne remained a somewhat lonely fourth as the field spread out. Peters went a bit wide, subsequently he lost fifth to Savage and eventually wounded up in eighth as Mellor followed Savage through. Martin Riley retired which elevated Adams a place, whilst to his rear Haigh got the better line to push Phil Davis to the back.

The closing stages and Poole was home and dry ( joke, joke — it was raining hard!), Rowbotham finished in second and what looked like a third place for Colin Firth was not to be, Graham Payne just beat him to the line. the remaining order past the flag, as he took to the pits to dry out, was — Paul Savage, Ed Melor, Rob Peters, John Haigh, Steve Adams and Phil Davis.

And then the heavens really emptied their misery in earnest, the track was awash as drivers, officials and spectators scrambled for cover. The announcement then came from Stuart Perry that they would try racing again at 4.30 pm if .....

The rain did ease off — a little — enough to allow the last Villiers grid to have a go at staying on the track. This race, destined to be the last of the day because of conditons, was reduced to eight laps.

They gingerly took the circuit, Glenn Glarke leading the way, with Brian Holloway, Bill Mee, Philip Jones and John Mobbs line astern, staging themselves in an effort to avoid each others spray.

Clarke continued at the front with the biggest advantage — he could see! Holloway was next up, leading Mee, Jones, Lipman, Currie, Higgins and a relegated Mobbs. Darren Vidler and John Morrish completed the total of 10 actual starters.

For the next three laps it was a procession, no one willing to try herotic at the expense of a spin. By the penultimate lap Clarke and Holloway were encountering back-markers in the shapes of — Morrish, Vidler, Mobbs and Higinas as condition worsened, Mee, Jones, and Lipman soldiered on behind as they neared the end of the last lap. The win went to Clarke, from Holloway, Mee, Jones and Peter Lipman.

After that racing was curtailed for the day and the final placings were based on the results from the heats.

Ed McCormick

## RESULTS

<b>1st</b>	Glenn Clarke	Stratos/Villiers
<b>2nd</b>	Brian Holloway	Zip/Villiers
<b>3rd</b>	David Rowbotham	EDR/Villiers
<b>4th</b>	Graham Payne	Barlotti/KMP Villiers
<b>5th</b>	Bill Mee	Zip/Villiers
<b>6th</b>	Darren Vidler	Barlotti/VPV Villiers
<b>7th</b>	Rob Peters	Barlotti/Villiers
<b>8th</b>	Ed Mellor	Zip GP/Villiers
<b>9th</b>	Steve Adams	Zip GP/Invader
<b>10th</b>	John Morrish	Barlotti/Villiers

<b>1st</b>	Haigh	136 points
<b>2nd</b>	Clarke	135
<b>3rd</b>	Payne	132
<b>4th</b>	Adams	124
<b>5th</b>	Firth	113
<b>6th</b>	Robinson	112
<b>7th</b>	Mellor	109
<b>8th</b>	Rowbotham (R)	99
<b>9th</b>	Savage	95
<b>10th</b>	Stokes (R)	94
<b>11th</b>	Peters	93
<b>12th</b>	Morrish	92
<b>13th</b>	Poole	91
<b>14th</b>	Jones. P (R)	80
<b>15th</b>	Holloway	77
<b>16th</b>	Mee	74
<b>17th</b>	Barradell	66
<b>18th</b>	P. Davis	61
<b>19th</b>	F. Jones	58
<b>20th</b>	R. Perkins	57

## CENTRAL KART CLUB CHAMPIONSHIP POINTS AFTER 3 ROUNDS

### Formula E

<b>1st</b>	Ian Shaw	18 points
<b>2nd=</b>	Martin Hines	15 „
<b>2nd=</b>	Phil Glencross	15 „
<b>4th</b>	Roger Goff	9 „
<b>5th</b>	Richard Dean	5 „
<b>6th</b>	Tim Parrott	4 „
<b>7th</b>	Paul Elmore	3 „

### 125 National

<b>1st</b>	Colin Mason	16 points
<b>2nd=</b>	Neil Willetts	15 „
<b>2nd=</b>	Ray Grimes	15 „
<b>4th</b>	Jonathan Williams	13 „
<b>5th</b>	Ian Mason	6 „
<b>6th</b>	Geoff Tuckey	5 „
<b>7th=</b>	Mark Thompson	2 „
<b>7th=</b>	Sydney Clark	2 „

### 210 National

<b>1st</b>	Andy Martin	15 points
<b>2nd</b>	Phil Featherstone	14 „
<b>3rd</b>	Graham Sykes	10 „
<b>4th=</b>	Simon Quance	9 „
<b>4th=</b>	Alan Ogden	9 „
<b>6th</b>	Keith Trainer	7 „
<b>7th</b>	George Bett	6 „

### 125 Super National

<b>1st</b>	Paul Molloy	22 points
<b>2nd=</b>	Trevor Roberts	12 „
<b>2nd=</b>	Derek Price	12 „
<b>4th</b>	Chris Stoney	10 „
<b>5th=</b>	Dave Clark	4 „
<b>5th=</b>	Richard Crump	4 „
<b>5th=</b>	Colin Poole	4 „
<b>8th</b>	Mike Ballantyne	3 „

### 250 National

<b>1st</b>	Peter Morgan	16 points
<b>2nd</b>	Mark Webster	15 „
<b>3rd</b>	Richard Boston	13 „
<b>4th</b>	Andy Martin	9 „
<b>5th=</b>	Colin Fletcher	6 „
<b>5th=</b>	Robert Johnson	6 „
<b>7th</b>	Dale Couzens	3 „