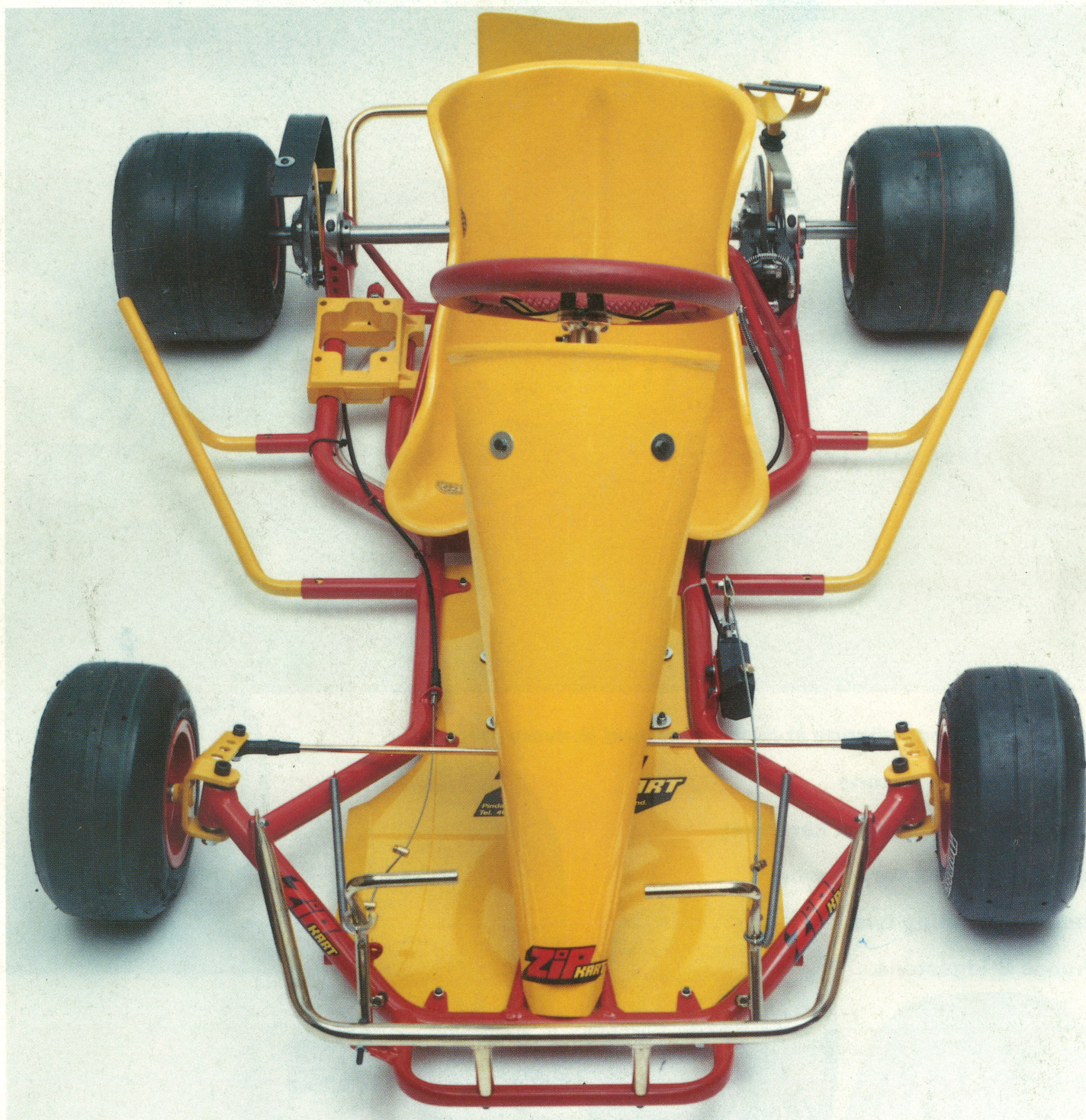


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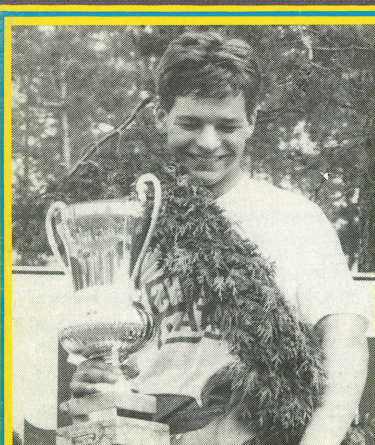
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'87 SILVERSTONE GP PREVIEW



Martin Koene (NL)
Intercontinental 'A' Winner
— Genk

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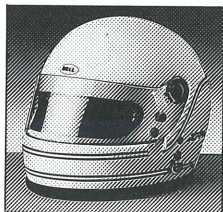
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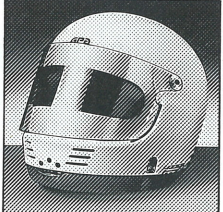
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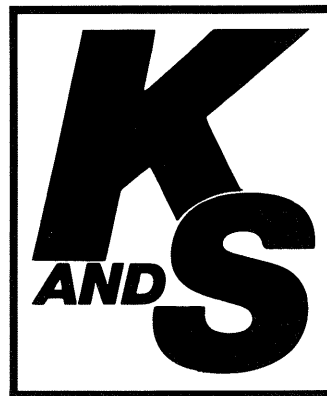
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MONTHLY

No. 100

FRONT COVER:

The start of last
year's Formula E
Grand Prix race,
coming out of the
rain and spray —
**Shaw (20) leads Hines
(2), Petersen (1) and
Parrott (4), Nelson
(98) and Kleppe (84).**

(Photo: courtesy
Motoring News)

Ed, Says!.....

1987 was the first and now 1987 makes the tenth time the Long Circuit brigade heads for the Northamptonshire circuit to fire engines in anger in dispute of the coveted 'GP' number plates. The Silverstone British Kart Grand Prix is renowned worldwide as Britain's most prestigious gearbox kart meeting. Prestige not only comes from winning the individual class honours, that in itself a memory to cherish, there is the added prestige of appearing in front of the television cameras, an opportunity every sponsor dreams about. Last year, after concerted efforts by many individuals BBC Television "Grandstand" did us proud; I think it can safely be said we had the best coverage ever, screened directly after the Hungarian Formula One meeting and with a captive audience still on a motoring racing 'high'. The spectacle and sheer excitement won't be forgotten for a long time, particularly the 125cc event (even Commentator Tony Gubba was lost for words — briefly — when he saw the full grid of 125's round Woodcote for the first time!). So successful was the coverage that the 'Beeb' talked about returning for more.

Yes, they are back this weekend, in force, with even more screen time being devoted than last year. No less than three slots on Saturday, including the Formula E European Championship race, in total approximately 1 hour 10 minutes. On Sunday four slots are scheduled, hopefully giving us 1 hour 55 minutes. Can't be bad, so now it's up to us, *all*, to sell the sport the best way we know, the opportunity is there for the cameras to regularly feature karting.

It looks like yours truly will be back in the hot seat again, helping the commentator, who that will be is not yet known, but rest assured it is an interesting experience. You are best advised to totally disregard the remarks made in *Motoring News* last week by that guy who edits (chortle, chortle, chortle) Sporting Scene, can't for the life of me think of his name (wonder why?), because everything will go off smoothly — well we hope so!

All that is left to do is to wish all competitors a safe, successful and memorable Silverstone '87.

Ed. McCormick

THE ZIP TEAM HAS BEEN SEEN WEARING HAYTON COULTHARD DECALS ON THEIR LEATHERS. IT WOULD SEEM SOME SORT OF SPONSORSHIP IS COMING FROM THIS WELL KNOWN HAULIER.....

NEXT MONTH'S FEATURES INCLUDE:- FULL COVERAGE OF THE SILVERSTONE GRAND PRIX, THE EUROPEAN AND WORLD CHAMPIONSHIP FORMULA E BATTLES; CADWELL BRITISH CHAMPIONSHIPS; SNETTERTON 'ZIP KART SPECIAL'; PLUS OUR ROUND UP OF ALL THE NEWS AND GOSSIP. (These items correct at time of going to press).

PUBLICATION DATE:- THURSDAY SEPTEMBER 3rd 1987

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Class 100 Britain Con-Rods

In the list of 1987 engines issued earlier this year, it is stated that the fitting of any connecting rods other than the original make and type is not permitted.

As a result of information received, certain restrictions were announced on the Parilla TT27 and TT31 con-rods.

It now appears that some of the information was not completely accurate, in that doubt existed as to whether the 'original make and type' referred to the engine as homologated by the CIK or as used in 100 National.

With immediate effect, these engines are eligible for 100 Britain with the manufacturers' supplied con-rod providing that they can be purchased within the class price limit.

In accordance with S.2.8.10., the type of con-rod supplied may not be changed when preparing the engine.

NOTICE TO MANUFACTURERS 125cc Class

The RAC MSA is considering allowing water-cooling into the class during 1988. To assist the MSA in its deliberations, if you currently manufacture/import an air-cooled engine on the current engine list for 125cc which can be suitably converted to water-cooling in an agreed form (i.e., CIK format), applications must be submitted to the RAC MSA as soon as possible for consideration.

Mainly Political

My, how time flies! To think that 25 years ago this week, yours truly, with son Martin, was bitten by the karting bug. We saw our first ever meeting at the Three Counties Karting Club, Longmarston. Within three days we were proud owners of 2 trad karts, complete with Clinton engines. Going back down memory lane, one cannot help but glance backwards, and wonder if karting has progressed in the right direction. Certainly, chassis and engines have improved, tyres have, and are still causing more problems than enough.

Gone are the days when to do a six hour race, all you had was one set of Carlisle or Goodyear tyres, which had already done 3 or 4 meetings. Now go to a meeting, some drivers have up to 10 sets of wheels, all complete with tyres to test, and try to end up in the race using the best ones. Or, as now seems the norm, drivers are not trusted to bring their own tyres, they are dishing them out to you at the meeting. What a sad and sorry sight this is! Surely, if there is any fiddling being done, it must be the tyre manufacturers, the control is in their hands. We even heard rumours of distribution fiddling at the recent Junior World Cup event, held at Laval, France. Today it is always the tyres that are blamed, while I feel sure it is nine times out of ten, just an excuse!

I feel that the general atmosphere at meetings leaves a lot to be desired, and a lot of the drivers comradeship is missing, this is a great pity, especially when the rewards for a sport as fast, and expensive, as karting, are so small.

Certainly, most Formula 1 drivers, who have made it from karting, would not have made the fortunes they have made, if they had kept in karting, and I feel sure that both participants, be it karting or Formula 1, give their best, and drive on the limit. We saw a bit of unworthy sportsmanship this weekend in Holland, when drivers and others protested about another driver removing his radiator cap and letting down a rear wheel! What a protest to make! Yes, the protest was upheld, the supposed crime being, work was carried out on the kart in the Parc Fermé, before the final scrutineering. Of course it was a silly thing to do, but races are made to be run on the circuit, not with the rule book after the race!

Three years ago at Silverstone I offered Mr. Buser, of C.I.K. fame, the pages of this magazine to explain to all the karters who read same, his reasons for continuing with the lost cause of the 135cc class. He never took up the option. Has he seen the folly of his way! I see, in 1988, we are going backwards (thank God) and there appears to be a chance that 100cc International, will once again, take it's rightful place on the grid. No, karting and motor racing is not all bad, far from it, how proud one felt of Nigel Mansell on the rostrum, when he put his finger to his lips to quieten the crowd while the national anthem was being played.

What a contrast at the same time a week later, at the British Open Golf Championship, where they made no attempt to play the national anthem, and they are supposed to be gentlemen playing a gentleman's sport. Surely that must be one of the most rewarding parts of winning a world championship, to hear your tribute to your country's success loud and clear. Isn't that what it is all about?

More next time.

M.W. HINES

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Ray Grimes, Full Bodied ZIP ROTAX For Sale, (see picture June K&S). 125 National results speak for themselves i.e. fastest lap. Cadwell Donington, Shenington '0' Plate winner. Outfit available after Silverstone — £1495. Tel:- 061-998 6236.

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FUN KART, one year old, as new. Honda 3.5 HP engine, ideal first kart for 7 to 14 year olds. Priced to sell — £285. Tel: (0634) 666737 evenings.

100 NATIONAL WRIGHT/TKM, stand, sprockets, tyres, spares, motor needs new liner — £250 ono. Possible part exchange 125cc Motorcycle. Tel: Boston 722147.

125 ROTAX ENGINE, Goff tuned, fast, good condition — £400. Tel: Rushden Northants 316990.

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1984 New Model, special features include — power steering, air brakes, exhaust brake, 5.5 Litre, 6-cylinder engine supplying 150bhp. Immaculately kitted for karting, including tyre racks, metal top benches, storage cupboards, calor gas cooker and sink unit. No expense has been spared. Also has separate sleeping area.

**£9,950 o.n.o.
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CLUB SCENE

100 NATIONAL

Of the 19 entries in this class only 15 actually started, the wet tyres only precluding the remaining 4. Heat one saw a race long tussle between Robert Tout and Hugh Williams. Mervyn Dowrick led the rest, followed by F. Holmes and John Bennett. Bennett eventually passed both Dowrick and Holmes to find himself presented with 2nd overall when Williams stopped on the last lap. In heat 2, Tout and Williams set off in the lead again, with Carl Thomas 3rd and Chris Evans 4th. Bennett and M. Baker meanwhile were making up for lowly grid positions and found themselves third and fourth respectively, after Thomas' retirement on lap 4. On the last lap, cashing in on the conditions and back-markers, Williams outwitted Tout and crossed the line in first place. In the final, Tout once again took off into the lead which he never lost. Meanwhile, Williams, starting way down the grid quickly made up places, reaching second place by lap 5. Mike Mitchell too made up for lost time, mirroring Williams' progress. By lap 4, Tout was already mixing it with back markers and as a consequence, much use was made of the blue flag. At the line it was Tout, with Williams, Bennett, Mitchell and Dorwick.

250 NATIONAL/INTERNATIONAL

Before the end of the first lap, Simon Joseph (250 Int) was sidelined and we never saw him again all day. Howard John and P. Williams contested the 250 Int. honours with John coming out on top. The Nationals became a one horse race, with an impeccable demonstration of wet weather racing by Dave Griffiths, making it look Oh! so easy. C. Davies held on to the second spot and A. Chalmers, 3rd.

Keith Rann

JUNIORS

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

100 NATIONAL

1st R. Tout Hutless/RKD
2nd H. Williams Gillard/Arrow/Parilla

3rd J. Bennett Hutless/Parilla
4th M. Mitchell Hutless/Komet
5th M. Dowrick Hutless/TKM

125 P&R

1st R. Thomas Aero/Honda
2nd R. John Zip/Honda

125 NATIONAL

1st D. Harvey Barlotti/Rotax

250 NATIONAL

1st D. Griffiths Zip Bandit/KTM
2nd C. Davies Zip/KTM KMP

250 INTERNATIONAL

1st H. John Barlotti/Yamaha

Shenington

JUNE

The sun shone and records tumbled at the June meeting at Shenington. Not for nothing is it called the longer short circuit with the ton-up straight. There were 98 gearbox karts there giving it a whirl. With undoubtedly a number of them reaching that magic double '0'.

The class one brigade not to be outdone produced 137 entries with full grids in virtually all classes.

With 235 entries contesting all of the RAC classes including the first round of the RAC Junior Cadet Championship, a round of the 'Protrain' Junior 'A' series, the 210 Challenge, and a round of the 250 Challenge series a great day was had by all.

Katrina Williamson from the RAC presented the trophies for us, and the day finished almost on time after the biggest entry Shenington has seen for a great many years.

A big thank you to the drivers for your co-operation in making the day such a success, a big thank you also must go to the officials for all your hard work and skill in producing such a smooth and well run meeting — without a break.

The July meeting on the 25th and 26th is for a round of the Super One Series only, and the next club meeting is on Sunday 16th August which includes a round of the 210 Challenge.

Entries to:
Lesley Allen,
1 Lisle Gardens,
Bishops Tachbrook,
Leamington Spa,
CV35 9QS

P.S. over 30 entries returned this month due to over subscription in almost every class — so enter early to make sure of racing.

RESULTS

JUNIOR CADET 1st ROUND OF THE RAC JUNIOR CADET CHAMPIONSHIP

1st Daniel Wheldon Ferrari/Comer
2nd Mark Taylor Zip/Comer
3rd Leon Ierego Swiss/Hutless Comer

JUNIOR B

1st Daniel Stilp Sprint/TKM Parker
2nd Bobby Game Lane/EME
3rd Oliver Gavin Sprint/TKM

JUNIOR A 2nd ROUND OF THE

PROTRAIN SERIES

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

SENIOR BRITAIN CLUBMAN

1st Ray Wake Superdart/PCR
2nd Tony Howell BU/Parilla
3rd Nick Clark Wright/Arrow

SENIOR BRITAIN SUPER

1st Gary Chapman Wright/Carr Parilla
2nd Mark Beddal TKM/Arrow
3rd Martin Verity Wright/Parilla

100 NATIONAL

1st James Rhodes —/
2nd Martin Collard Superdart/Parilla
3rd Keith Summerhill Hutless/RKD

NON-GEARBOX NOVICE AWARD

SENIOR BRITAIN CLUBMAN: Gary Mathews

210 NATIONAL 'B' FINAL

1st Brian Holloway Zip/Villiers

210 NATIONAL ROUND OF THE

210 CHALLENGE

1st Mark Allen Dino/KMP Villiers
2nd Charles Morris Zip/925APV
3rd Graham Payne Barlotti/KMP Villiers

125 NATIONAL

1st Steve Griffin Stratos/Minerrelli
2nd Graham Stevens Zip/Goff Rotax
3rd Martin Jones —/—

250 NATIONAL

1st Chris Tomkinson Dino/KTM
2nd Pat Tomkinson Dino/KTM
3rd Paul Wilson Zip/KMP Yamaha

250 INTERNATIONAL ROUND OF

250 CHALLENGE

1st Trevor Cryer Zip/Rotax
2nd Keith Bisp Dino/KMP Rotax
3rd John Wheatley Zip Bandit/Rotax

GEARBOX NOVICE 210 NATIONAL:

David Rowbotham, Lewis Spring.



Trevor Cryer won the round of the 250 Super Series

(Pic: Doug Rees)

Kart & Superkart

Silverstone

The Home of British Motorsport.



Organised by the
RAC Motor Sports
Association Ltd.



Hines, with the European title going across the water, plans an intensive campaign to retake the World title. 15 points on Sunday would start him off well on the road to the Nurburgring at the end of the month. Of course it would also give him the 'GP' accolade for an unprecedented third time.....



Paul Elmore won the 'GP' back in '78 in its first year — now he's back for another stab (Pic: Rodger Calvert.) Wonder if we'll see another past winner back in the saddle — John Ball, for example?

FORMULA E EUROPEAN CHAMPIONSHIP — ROUND 2

Space, unfortunately, precludes the publication this month of the full report on the Assen round of the European Formula E Championship. Therefore it will appear next month to compliment the Final Round in the Silverstone Grand Prix report.

What had been a fine meeting for most of the Weekend ended with an air of acrimony over protests and exclusions from the critical final results. Those incidents have been discussed elsewhere, so we shall confine ourselves to the official results, supplied by the Dutch KC250 club and the aggregate points carried forward by those battling out the Championship this weekend.

ASSEN RESULTS

1st	Lennart Bohlin	(S)	Zip Bandit/Rotax	15 pts
2nd	Tim Parrott	(GB)	Kelgate Zip/Rotax	12
3rd				
4th	Torgjer Kleppe	(N)	Dino/Rotax	9
5th	Phil Glencross	(GB)	Zip/Anderson Rotax	8
6th	Mikael Janson	(S)	Zip Bandit/Rotax	7
7th	Rainer Wimmer	(A)	Mondial Zip/Rotax	6
8th	Mark Allen	(GB)	Dino/Rotax	5
9th	Monica Strath	(S)	Zip/Anderson Rotax	4
10th	Hans-Peter Kiefer	(D)	Zip GP/Rotax	3
11th	Hakan Dahlman	(F)	Zip/Anderson Rotax	2
12th	William Batmalle	(F)	Zip Bandit/Rotax	1

TIMETABLE

Friday 7th — 09.30-17.45
Untimed and Timed Practice — all classes.

Saturday 8th — 09.00-18.15
Practice, Heats, Formula E Euro Championship Pre-Finale and Finale (15.00)

Sunday 9th — 11.30-17.30
Heats, Formula E World Championship Pre-Finale (13.55), National Grands Prix (15.10 to 16.40), Formula E GP/World Championship Final (17.00)

POINTS AFTER 2 ROUNDS

Points after 2 rounds

Lennart Bohlin	(S)	30 pts
Torgjer Kleppe	(N)	18
Mikael Janson	(S)	13
Tim Parrott	(GB)	12
Thierry Serfatty	(F)	12
Mark Allen	(GB)	12
Eric Gassin	(F)	10
Rainer Wimmer	(A)	10
Phil Glencross	(GB)	8
Paul Gudel	(CH)	8
Ian Shaw	(GB)	5
Monica Strath	(S)	4

125 National

1st Sid Clark (GB) RWM Stratos/Rotax
2nd Perry Grondstra (NL) BZ/Minarelli
3rd Barry Fortnam (GB) Dino/Minarelli

250 National

1st Richard Boston (GB) Zip Bandit/Suzuki
2nd Dale Couzens (GB) Zip Bandit/KTM
3rd Mark Todd (GB) Zip/KTM

A protest was received from driver number 43 Mr. Kleppe. He observed with Mr. Anderson, Mr. Glencross, Mr Sundal that the driver of kart no.89 Mr. Shaw removed the radiator cap and deflated one rear tyre after entering Parc Fermé and was therefore working on his kart.

Hearing Mr Shaw on this matter he fully admitted doing this. He removed the radiator cap because it was loose and steam was coming out. He deflated one rear tyre in order to save the tyre. He was not aware he was hereby disobeying the rules.

The protest was handled by the jury. Therefore the protest fee will be returned to Mr. Kleppe.

As driver with starting number 89 Mr. Ian Shaw has confessed that he has worked on the kart in Parc Fermé by which he has broken rule 42B the jury decides to penalise driver number 89 Mr. Ian Shaw, with exclusion from the final. The results of the race remain unchanged. the following drivers will therefore not be moved up.

FULL SILVERSTONE PREVIEW ON PAGES 19 AND 22

DARTFORD KARTING

ORDERS (0322) 22645, 92212, 92213 ENQUIRIES (0322) 24700

EVENING ORDERS UP TO 8PM (0322) 20200 TELEX 262379 DAKART G

97/101 LOWFIELD STREET, DARTFORD, KENT

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- ★ Sirio ST50TT Britain — complete with Motoplat, standard rod, standard carb, Vevey exhaust, 19mm Manifold **£325**
- ★ Sirio ST50TT Britain — Factory Selected **£360**
- ★ Sirio ST50TT National — Complete with Motoplat, Jubilee rod, special bearings, standard carb, Vevey exhaust **£380**
- ★ Sirio 50 Magnum National/Super — Complete with Motoplat, special liner, Jubilee rod, special main bearings, less carb and exhaust **£530**

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CADET KART
8-11 yrs. SuperDart 90 cm wheelbase, adjustable pedal position, adjustable seat position, floor mounted fuel tank. Choice of colours. Comer 6hp engine with clutch. High quality racing brake, 25mm axle. Kart designed only to win. Supplied assembled and ready to race for only **£670 inc VAT and assembly.**

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SuperDart Junior/Senior 28mm. Adjustable caster and camber, floor mounted fuel tank, front nose cone, Bridgestone YBN tyres. TKM FF99/L90TT engine. Assembled and ready to race, **£813.63.**
As above but with Sirio ST50TT, **£828.**

SuperDart 87 Junior/Senior 30mm. Adjustable caster and camber, floor mounted fuel tank, front nose cone, Bridgestone YBN tyres. TKM FF99/L90TT engine. Assembled and ready to race, **£851.58.**

As above but with Sirio ST50TT engine, **£862.**

SuperDart 87 National 30mm. SuperDart kart/TKM, adjustable caster and camber, Vega slicks or wets or YAK Bridgestone slicks, chain, sprocket, TKM L90/L92/L95 engine. Complete assembled and ready to race, **£907.35.**

SuperDart as above but with Sirio 50, **£930.95.**

As above but with Sirio 50 Magnum, **£1079.85.**

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KART ONLY Assembly all models **£15**
28mm SuperDart 87 Junior/Senior Britain, adjustable castor and camber 25 or 30mm axle, **£280.**

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SuperDart 87 National, 30mm tube, **£285.**

SuperDart 87 National, 32mm tube, **£325.**

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Complete set for 100cc karts with 13-15mm or 17mm bearings in front wheels. Available in all widths to suit your requirements. With 'O' rings and valves.
Less rear bosses.....£35.00
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Complete set for 125cc, 210cc, 250cc without rear or front bosses. With 'O' rings and valves.....£32.00
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Rear wheel inner or outer half 4" (100mm).....£4.50
Rear wheel outer half 3" (75mm).....£4.50
Rear wheel inner half 2" (50mm).....£4.50
Front wheel inner or outer half less bearings.....£4.50
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Front wheel 125cc, 210cc, 250cc.....£4.50
Front wheel outer half, 125cc, 210cc, 250cc.....£4.50

BRAKING SYSTEMS

★ KP Brake.....£45.00
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★ Zip pads, per pair.....£6.00
★ Brake pipe KP per ft.....£2.00
★ Brake disc cast iron.....£11.00
★ Brake disc steel.....£10.50
Vented disc.....£23.00

PLASTIC KART ACCESSORIES

No. Plate (all colours) 8" x 8".....£3.00
No. plates all colours 12" x 12".....£1
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Finger Guards: Komet, Parilla & T.K.M.....£1.50

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Engine mount bottom clamps.....£1.75
Carb spacer.....1.50
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Disc carrier 30mm.....£3.25
Sprocket carrier 25mm or 1" die cast.....£4.25

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Spun ally front half 5" x 2 1/2".....£3.00
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Spun ally rear half 5" x 2 1/2".....£3.00
Spun ally rear half 5" x 3".....£3.00
Spun ally rear half 5" x 4".....£4.00
Ali Mono SL.....£14.50
Ali Mono rear SL.....£14.50
Ali Mono front rain.....£14.50
Ali mono rear rain.....£14.50

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Kart suit various colours.....from £30.00
Inner tube valve key.....£1.00
NGK Spark Plug resistor cover.....£1.25
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2.6m	2m	£220
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Crankcase compl. 3P.....£70.00
Crankcase compl. TT.....£85.00
Crankcase compl. L90TT.....£85.00
Crankshaft compl. 3P & TT.....£95.00

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6204, C3 (metal cage).....£1.65
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Track rod ends (male).....£2.50
★ Axle Bearings 30mm (Super).....£5.00
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★ Axle Bearing Inch.....£4.50
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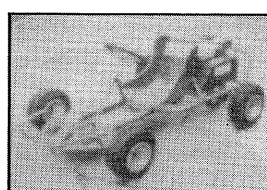
★ Kart cover 100cc.....£12.00
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★ 3, 4, 5, 6mm T-bar Allen Key.....£3.00
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★ 13mm T-bar socket.....£7.50
★ Sprocket puller.....£5.00
★ Motoplat puller.....£2.25
Motoplat holder.....£1.75
★ Gudgeon pin extractor.....£4.00

DART RACEWEAR

All PVC suits are available in red, green, black or blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.
DART std PVC suit.....£30.00
New team suits are the latest fashion with stripes up the side of arm, leg and body carry DART logo on back and shoulders. £45.00
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Large quantities, Standard.....£16.75
Bored & tuned, 25mm.....£22.50
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★ Fun kart complete.....£300.00
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Set.....£64.00
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★ Fun kart frames
bare.....£75.00
Honda fun kart 3 1/2hp engines.....£115.00



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From £362 including VAT and assembly. Super de luxe model — £400 including VAT and assembly.

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KEG 219 HT Chain.....£9.00
Type 35/Leisure kart rear sprockets 56-83.....£3.25
Engine sprocket, 8, 9 teeth.....£3.50
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11 T Sprocket fine pitch.....£5.00
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Crank half Mag.....£40.00
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Cylinder compl. 3P.....£70.00
Cylinder compl. TT.....£70.00
Cylinder compl. D port.....£90.00
Liner 3P.....£38.00
Liner TT.....£38.00
Liner D port.....£51.00
Gaskets paper.....£1.60
Connecting Rod.....£22.50
Con Rod selected.....£32.00
Carb Restrictor.....£2.00
Carb Restrictor stepped.....£8.80

100 NATIONAL RESTRICTED GROUP 1

1st Richard Mack Gillard/Parilla
2nd David Dicker Dart/TKM
3rd George Pavitt Superdart/Parilla

100 NATIONAL RESTRICTED GROUP 2

1st Andy Bish Dart/TKM
2nd Tony Sarfas —/
3rd Quentin Searle Fullerton/PCR

100 NATIONAL

1st Ray Osbourne Dart/TKM
2nd R. Dench TKM/Parilla

Unlucky driver of the day award: David Burney.

Plymouth

SUNDAY, JUNE 21st

Overcast skies amazingly turned to 'Glorious Deb'n' Sunshine for the PKC's June 21st meeting at 'Riverside Raceway'. Noise controls were strictly enforced as the dreaded DoE had warned of a visit; however the meeting finished twelve minutes before the 5.00 pm curfew, so hopefully the report will be favourable.

JUNIORS

What can I say? Stuart Freegard (Miere/DAP) was on brilliant form to take all three heat wins and the Final! The only driver on this day to score a maximum of wins. To prove his ability he took a couple of wins from behind, showing skill that belied his age as he carved through traffic.

His main rival was Tabor man Will Collinson (Tabor DAP) who, try as he might, just couldn't find that bit extra to edge past Freegard. His best drive was in heat two when he came from 7th to 2nd and closed on the flying Freegard at the flag.

Others going well were Jamie Patten, Alex Mustard and Carl Mehrer.

NOVICES:

With no less than thirteen Novices entered, the club gave them their own set of races which proved a successful formula. Each of the three Heats was won by a different driver: Andy Prior (DAP), Les Coulman (Jeta/DAP) and Paul Hawkins (DAP). Each won at a canter from the front, but had to struggle when their grid placing put them down field — they'll learn!

The Final turned into a fast 1-2 between Coulman and Hawkins who circulated well ahead of the field — until lap thirteen. Suddenly, Coulmans coil came adrift and Hawkins inherited a comfortable lead over Prior, Barry Southam and Phil Crisp.

100 BRITAIN

Hectic ain't the word for what went on in this class! Each Heat was won by a different driver; Adrian Coles (Tabor DAP), Dave Lloyd (IBM-TKM) and Ian Mulliner (IBM-TKM). And those others going well? Everyone else!

Heat one saw Coles leap from 5th to 1st in just one lap and towing Ian Jordan with him. Pepper, Mulliner and Cooke followed hard, while a five man shunt at Island Bend took out five other guys!

Heat two saw Lloyd head home Coles and Jordan at the head of a five man high speed convoy that at the flag was covered by just two seconds!

Heat three saw IBM Team man Mulliner leading while Tabor men Coles and Jordan

rocketed up field from 14th place to actually close on the leader. Coles attacked, couldn't make any impression so moved over to let Jordan have a go (how's that for team work!), but he, too, couldn't dent Mulliners defence.

The Final saw the front row dominated by Team Tabor, while IBM Team held all of row two. From the flag it was Coles and Jordan leaping ahead, pursued closely by Lloyd and Mulliner for three hairy laps. Then it happened — Coles and Jordan tripped each other up at Island Bend and suddenly Team Tabor was in the tyres while LBM Team roared by, laughing its dual head off, into a solid 1-2!

Brian Pepper and Mark Hennesey now looked set for an easy ride to 3rd and 4th, but no. From last place, Coles and Jordan tigered through the field passing eighteen other competitors to eventually finish a strong 4th and 6th and catching Pepper and Hennesey by surprise.

Dave Cooke was the most disappointed of men, for after working hard in the Heats to earn a third row place in the Final, his plug lead jumped off and by the time he'd rammed it back on he'd slipped to near last place. Better luck next time. Entertaining.

100 NATIONAL

Almost like Britain! Three heats, three different winners; Ron Shone (Tabor/DAP), Matthew Percy (DAP) and Gareth Bowen (DAP).

In Heat one, Shone showed that experience counts for a lot as he stormed past both Hiscock and Percy to take a hard earned win, while Hiscock muscled past Percy to eventually take 2nd.

Heat two saw a reversal of fortunes with a win for Percy from Hiscock and Shone and Bowen. Nose to tail stuff for all ten laps.

Heat three saw Hiscock, Percy and Shone trip each other up and allowed a surprised Bowen to win by a mile, with visitor Andy Clarke (IBM-TKM) waving cheekily to the recovering Percy and Shone as he headed them home in 3rd spot!

The Final lasted a lap and a half! Hiscock, Bowen, Bailey and three other guys clashed at Island Bend and ended up sitting in each others laps and completely blocking the track, so out went the Red flag.

At the restart it was Percy in the lead with Hiscock, Shone, Bowen and Clarke just inches behind — and it stayed like that for nine frantic laps. Suddenly Shone seized, spun, and took out Bowen. Clarke stopped two laps later, elevating Carl Bailey, Micky Friend and Mike Bradley to a distant 3/4/5.

With just two laps to go Hiscock took his life in his hands and went round the OUTSIDE of Percy at Island Bend (the corner that had claimed so many that afternoon) in a great move that brought the crowd to its feet. He hung on to the flag to take a fine win. Great stuff.

COMBINED GEARBOX

After last months appeal for more Gearbox racers, the club received ten entries; five turned up, and by the Final there were just two runners! Please, please, get those entries in, we need numbers, two finishers does NOT impress the spectators favourably with your class!

Roger Jessep was the most reliable of the 210 racers, scoring two 2nds and a 3rd, and entertaining the crowd with a double spin at the Hairpin while racing closely with Kim Taylor. When his Kart went, John Ellicott was quick enough to score two wins.

Kim Taylor was on sparkling form and scored two wins and two seconds on her 125 Rotax, making her trek from Cranford Heath well worthwhile!

JUNIORS

1st S. Freegard Miere/DAP
2nd W. Collinson Tabor/DAP
3rd J. Patten DAP/DAP

100 BRITAIN

1st D. Lloyd IBM-TKM
2nd I. Mulliner IBM-TKM
3rd B. Pepper Wright/Arrow
4th A. Coles Tabor/DAP

100 NATIONAL

1st I. Hiscock Wright/Parilla
2nd M. Percy DAP/DAP
3rd C. Bailey DAP/DAP

COMBINED GEARBOX

210 J. Elliott Zip/PPM
125 K. Taylor Zip/Rotax

NOVICES

1st P. Hawkins DAP/DAP
2nd A. Prior DAP/DAP
3rd B. Southam Zip/DAP

Pembrey

JUNE

Membership Secretary: Mrs V. Williams, Dog Hill Farm, St. Nicholas, Near Cardiff 0222-593397

Entries Secretary: Mrs D. Kilgour, 366, Coed-y-Gores, Llanderyn, Cardiff 0222-32439

Following an indifferent week of changeable weather, the rain clouds gathered over the Welsh Motor Sports Complex at Pembrey, and prepared to give those assembled a right soaking. The occasion was the Cardiff Kart Club's (flaming!) June meeting. The prevailing conditions demanded a 'WET' event and the efforts of the Marshalls, a few drivers and mechanics, kept the worst of the surface water away long enough to enable two heats and a final to be run successfully.

At this meeting, the Organisers introduced the starting light system for the first time at the circuit; an experiment which proved to be fairly successful, although driver reaction has yet to be sought. Some of the gearbox men had some difficulty coming to terms with a rolling start, however.

JUNIOR 'A' AND 'B'

Regular Lee Middleton demonstrated the sort of form which should stand him well in the Seniors, by winning the heats and final virtually unchallenged. In his wake (quite literally) came Andrew Price. The other contenders, Sadie Coppin and Ione 'A' Marilyn Dickson suffered water maladies and eventually fell by the wayside.

125 P&R/NATIONAL

The only 'National', Dave Harvey joined the 3 P&R's of Roy John, E. Kooiker and Richard Thomas. As with previous meetings Thomas went away into the distance on the 'green' leaving John to fight it out with Harvey and an ailing Kooiker. Harvey got the better of John in the first heat, but only managed 2 laps of the second and could do no better in the third. Kooiker brought up the tail end in all races.

CLUB SCENE

Heat 2: 1st N. Cruttenden, 2nd G. Heard, 3rd M. Cole
Heat 1: 1st P. Cooper, 2nd G. Heard, 3rd N. Cruttenden
Final: 1st Peter Cooper, 2nd Neville Cruttenden, 3rd Graham Heard

100 RESTRICTED GROUP 1
Heat 1: 1st P. Leonard, 2nd N. Martin, 3rd R. Kinch
Heat 2: 1st P. Leonard, 2nd T. Osborn, 3rd R. Kinch
Heat 3: 1st P. Leonard, 2nd P. Dryden , 3rd R. Kinch
Final: 1st Rowland Kinch, 2nd Peter Leonard, 3rd Paul Dryden

SENIOR BRITAIN GROUP ONE
Heat 1: 1st M. Green, 2nd M. Duncombe, 3rd S. Bunce
Heat 2: 1st S. Bunce, 2nd A. Billingham, 3rd G. Ashdown
Heat 3: 1st S. Bunce, 2nd M. Wotton, 3rd A. Billingham
Final: 1st Simon Bunce, 2nd Malcolm Green, 3rd Kevan McLurg

100 RESTRICTED GROUP TWO
Heat 1: 1st Q. Searle, 2nd A. Bish, 3rd T. Horncastle
Heat 2: 1st Q. Searle, 2nd P. Elms, 3rd G. Whiteman
Heat 3: 1st T. Horncastle, 2nd R. Bennett, 3rd Q. Searle
Final: 1st Quinton Searle, 2nd Trevor Horncastle, 3rd Andy Bish

100 NATIONAL
Heat 1: 1st C. Hawes, 2nd R. Osborn, 3rd G. Jones
Heat 2: 1st R. Osborn, 2nd C. Hawes, 3rd G. Jones
Heat 3: 1st R. Osborn, 2nd R. Dench, 3rd G. Sarll
Final: 1st Chris Hawes, 2nd Ray Osborn

SENIOR BRITAIN GROUP 2
Heat 1: 1st P. Wells, 2nd T. Murphy, 3rd C. Royston
Heat 2: 1st C. Royston, 2nd T. Murphy, 3rd D. Ellis
Heat 3: 1st G. Water, 2nd P. Wells, 3rd C. Royston
Final: 1st Chas Royston, 2nd Paul Wells, 3rd David Ellis

An entry of 2 Junior Cadets was run during the lunch break, with trophies down to 2nd place, neither young man went away empty handed.
1st place: David Scott (Superdart/Comer)
2nd place: David Argent (Superdart/Comer)

SUNDAY, 12th JULY

It was good to see the long awaited hot weather arrive here at Tilbury for our July 12 meet. The turnout was good seeing as our meeting clashed with the F1 British Grand Prix at Silverstone; at least there wasn't a 20 mile tailback on the M25 like last year at Brands. With the expectation of sticky, grippy, slicks ahead of us, we began to kick off for the day.

JUNIOR BRITAIN RESTRICTED
Heat 1: 1st (29) J. Cobb; 2nd (14) D. Saunders; 3rd (80) P. Jewiss
Heat 2: 1st (23) Damon Sargent; 2nd (75) Matt Manderson; 3rd (20) M. Philips
Heat 3: 1st (75) Matt Manderson; 2nd (9) Chris (Who?); 3rd (29) J. Cobb

FINAL: The Junior novices started behind the blue plates with no real speed differences between the two classes. Damon Sargent led early on in the race from Chris (No.9, sorry about the lack of surname Chris), Paul Jewiss and Matt Manderson. Damon drove coolly for a novice as he had Chris, Paul and Matt breathing down his neck.

Halfway through the race Sargent suffered a mechanical failure and Chris coasted home easily to take victory from Jewiss, Manderson and Cobb.

JUNIOR BRITAIN
Heat 1: 1st (71) Peter Olsson; 2nd (16) Russell Aldridge; 3rd (39) Brad Lintern
Heat 2: 1st (5) Eddie Collman; 2nd (24) Simon Davidson; 3rd (39) Brad Lintern
Heat 3: 1st (15) D. Quinn; 2nd (37) David Robinson; 3rd (4) Glen Embling
FINAL: Quinn was pole and exploited it well. By half distance he took a commanding lead and looked on form for a win. Second up on lap 1 was Glen Embling, then Russell Aldridge, Collman and Lintern.

The heat was on as a seven kart pile up formed on lap 2 at the exit of the hairpin. Embling and Aldridge went out on lap 5 promoting Collman and Lintern to second and third respectively. Quinn still held an excellent lead while Peter Olsson and David Robinson were both fighting their way through the field much to the Dartford Karting camps delight. From then on we saw the masterful Olsson literally fly through the field up to the leader Quinn.

A lap from the end, Quinn over-cooked it on the back straight, spinning into Olsson and promoting the eventual winner to a surprised Eddie Collman from Lintern, Olsson, Quinn and Spilker.

SENIOR BRITAIN RESTRICTED
Heat 1: 1st (2) —/—; 2nd (3) Grahame Heard; 3rd (14) Andy Hack
Heat 2: 1st (14) Andy Hack; 2nd (22) M. Mead; 3rd (26) T. Vincent.
Heat 3: 1st (18) D. Cooper; 2nd (77) I. Williamson; 3rd (4) Sean Pitts.
FINAL: A good clean start by all drivers as Cooper takes an early lead from pole man Hack. Still the race saw the early demise of Cooper and on lap 5 Hack gratefully accepted the lead. As the race pulled on he increased his lead immensely but, the battle was for second place where Pitts, Heard and Williamson were on rails. At the flag it was Andy Hack from Sean Pitts and Grahame Heard to take the trophies followed closely by Williamson.

SENIOR BRITAIN
Heat 1: 1st (2) Paul Wells; 2nd (37) Chas Royston; 3rd (27) Nick Tuke.
Heat 2: 1st (24) Craig Booth; 2nd (2) Paul Wells; 3rd (50) Grahame Duncombe.
Heat 3: 1st (24) Craig Booth; 2nd (50) Grahame Duncombe; 3rd (27) Nick Tuke.
FINAL: With Craig Booth and Paul Wells on the front row, the final would promise some close race excitement. From the start Wells led from Booth, Tuke, Royston and Duncombe. On lap 3 Booth took the line at the main straight to take Wells for the leadership. On lap 6 Chas Royston took Nick Tuke for third position and gradually pulled away. Duncombe was slowly catching Tuke and was soon involved in a ding-dong battle. The leaders were still nose and tail and found Wells putting in a colossal effort to find a way round Craig. At the flag it was Craig and Paul by over 20 lengths from Chas Royston who was approximately the same distance away from Tuke and Duncombe.

100 NATIONAL RESTRICTED GROUP 1
Heat 1: 1st (40) C. Boocock; 2nd (43) R. Mack; 3rd (47) G. Pavitt.
Heat 2: 1st (40) C. Boocock; 2nd (90) T. Hudson; 3rd (35) C. Reilly.
Heat 3: 1st (86) D. Ellis; 2nd (35) C. Reilly; 3rd (5) D. Dicker.
FINAL: Heat 3 winner D. Ellis suffered an unusual accident in the earlier heats when his ignition plug wire snapped and slipped on to the chassis setting a current through it and giving him a minor shock, although he went on to win heat 3.

The final was delayed as the red flag went out to cool down the rolling lap starts. Eventually they got under way with Reilly, Ellis, Mack and Boocock 4th after making a bad start. Boocock worked his way to the front but was taken off by Reilly, so from lap 7 onwards Richard Mack took the flag followed by Dave Dicker and George Pavitt.

100 NATIONAL RESTRICTED GROUP 2
Heat 1: 1st (14) Q. Searle; 2nd (17) A. Wells; 3rd (30) P. Sarfas.
Heat 2: 1st (41) T. Martin; 2nd (30) P. Sarfas; 3rd (22) A. Bish.
Heat 3: 1st (41) T. Martin; 2nd (22) A. Bish; 3rd (30) P. Sarfas.
FINAL: Although in mixture with the green plates, Andy Bish led from start to finish, with Tony Sarfas 2nd and Q. Searle following in third. The restricted held well and were putting in good lap times at level with their green plated elders.

100 NATIONAL
Heat 1: 1st (8) G. Jones; 2nd (4) R. Osbourne; 3rd (3) R. Dench.
Heat 2: 1st (8) G. Jones; 2nd (3) R. Dench; 3rd No finisher.
Heat 3: 1st (8) G. Jones; 2nd (4) R. Osbourne; 3rd (3) R. Dench.
FINAL: Although surprisingly only four drivers entered, the racing was close. With a clean sweep through the heats Jones led early on with Osbourne hot on his heels. On lap 4 Dench took Osbourne for second place. T. Martin (Restricted) goes off in a gruesome shunt and the red flag is out. On the shortened restart, Jones spins at the hairpin to loose his leadership to Dench, then Osbourne. 2 laps later Osbourne takes Dench for the flag in a tight exciting race.

Many thanks to officials, Junior dads, organisers and especially to St. Johns Ambulance for their help.

Clive Murrel

JUNIOR BRITAIN RESTRICTED
1st Chris (Who?) —/—
2nd Paul Jewiss Kestral/Arrow
3rd Matt Manderson Lynx/Arrow

JUNIOR BRITAIN
1st Eddie Collman Lane/Parilla
2nd Brad Lintern Superdart/TKM
3rd Peter Olsson Superdart/Parilla

SENIOR BRITAIN RESTRICTED
1st Andy Hack —/—
2nd Sean Pitts Superdart/Arrow
3rd Grahame Heard Dart/Parilla

SENIOR BRITAIN
1st Craig Booth Superdart/Parilla
2nd Paul Wells Superdart/TKM
3rd Chas Royston Superdart/Parilla

Kart & Superkart



19-20-21 JUNE
 GRAND PRIX
 OF BELGIUM



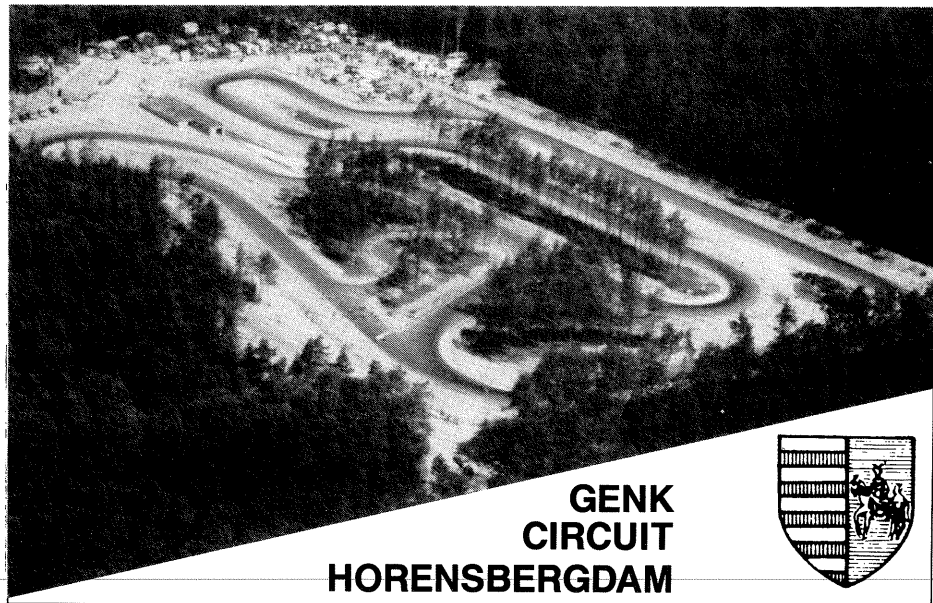
FORMULA K EUROPEAN CHAMPIONSHIP — ROUND 4 INTERCONTINENTAL 'A' — ZONE NORTH

Zanardi Takes European Championship
 Epic 100cc Battle — Koene Wins

Story and Pics: HODDESDON P. CHAINLUBE

The Limburg Kart Club hosted this interesting "double-bill" which saw the return of the drivers suspended after the debacle of the 135cc World Championship at Jacksonville and, in 100cc Intercontinental 'A' an unprecedented assault from the British.

Set in the dense forest just a few miles from the Dutch and German borders, the Horensbergdam circuit is a venue of the highest continental standard, with facilities for competitor and spectator not approached by anywhere in Britain. The track itself opened in 1983 but had recently been resurfaced and the combination of smooth sweeping curves and excellent grip meant high speeds, even in the wet. A steep bank at one end of the complex provided a good natural grandstand for spectators, the entire circuit spread out before them. There is a covered scrutineering bay and a fenced *parc ferme* which although fairly big proved only just able to accommodate the demands made on it after the main finals. The trackside pit area, too, could have been longer and since it was exclusively for kart manufacturers, the majority of the



GENK
 CIRCUIT
 HORENSBERGDAM



competitors occupied the outer darkness of the large but distant paddock area.

There were numerous concessions selling the ubiquitous chips with mayonnaise and enormous ‘wurst mit brot’, there was even a small bar inside the pits. Most popular of all was the ‘Pit Stop’, a bustling cafe bar dispensing cold draught ‘bier de Flandres’ . . . a civilised retreat much favoured by members of the press and British drivers, off duty of course. A number of vast hospitality marquees stuffed with food and drink catered for guests of the main sponsors of the event, ‘Futurhome’, a Belgian construction firm and Nashua the Japanese copier people.

Security was of necessity very tight, as your reporter discovered when, rather than queue to fork out another 10 francs, he headed into the woods . . . only to be caught with his trousers down by a dog patrol, courtesy of ‘Royal Canine’ and marched unceremoniously to the organisers’ office. No major international incident ensued, however, and the organisers and press office remained remarkably informative and helpful all weekend.

INTERCONTINENTAL ‘A’

British interest in this class was greater than for many years, a veritable Who’s Who of Super National drivers; there were no fewer than twelve in fact:

Steve Brogan	Sprint/Parilla
Andrew O’Hara	Sprint/Parilla
David Cuff	Sprint/Parilla
Dominic Connelly	Sprint/Parilla
Darrell Beasley	Sprint/Parilla
Jeremy Cotterill	Sprint/Rotax

(Paul Deavin was in attendance and Simon Wright had two entries)

Gary Moynihan	Wright/Parilla
Shaun Nicholson	Wright/Parilla
Bryce Wilson	TKM/TKM
Nicky Hart	TKM/TKM
Steve Tillet	Gillard/Sirio
Jason Plato	TF PCR/PCR

Side pods and Nassau panels are not permitted in Intercontinental ‘A’ and it was unfamiliar to see karts without them. Other more telling distinctions include ‘open’ carburettors, slide or Tillotson type, a markedly lower weight limit of 125kg (10kg less than Super National) and tyres of course. The intention expressed in the CIK Annuaire de Karting was that Italian manufacturer Vega would, as a sponsor of Intercontinental ‘A’, supply each competitor with one set per day of control tyres (Vega RH) and one set per day of control wet tyres. In the event wet tyres were made available and when the rain came it was abruptly decided that wet tyres would be ‘open’ after all! When this bizarre development was followed by the discovery that the Dunlop KT4, already in short supply, was superior to Bridgestones or Vegas, panic buying set in. Certainly sets were changing hands at double retail cost and rumours of £400 were rife, although no one chartered a plane to Japan.

THE TIME TRIALS

Such a large entry (111) meant an early start on a wet Saturday morning and so the obligatory carburation tests were at ‘am. When Timed Practice, to determine grids for the heats, began at 10am the track was certainly wet enough for those expensive wet tyres, but the rain had stopped and the track was beginning to dry. Clearly those drawn early in the order would be at a disadvantage and both Andrew O’Hara and Dominic Connelly had the misfortune to be

in the very first group. There is a warm-up lap followed by two consecutive timed laps, but if a competitor suffers ‘mechanical failure’ and does not complete both laps he is allowed another chance if he can get out within ten minutes. It was soon apparent on a rapidly drying track that this ten minute rule could be exploited to good effect; Martin Koene for example, drawn in group 5, ‘spun’ and reappeared in group 10 on slicks. Later Jeremy Cotterill was able to adopt this tactic advantageously but Gary Moynihan after a slight error found himself without a time at all. Frantic last minute tyre changes were the norm by halfway through the time trials as slides gained favour but any deviation from the dry line spelled disaster, as Steve Tillet discovered. Darrell Beasley had a better draw than most and put up a very good time indeed, although second fastest Brit was Andrew O’Hara, his time recorded in the wet.

A. Korper	(NL)	42.97 sec
Lotta Hellberg	(S)	42.97
Michel van Hool	(B)	43.23
Rene Bollingtoft	(DK)	43.26
Michael Schumacher	(D)	43.34
Conny Eriksson	(S)	43.49
John van Daalen	(NL)	43.50
Jan Neumann	(DK)	43.62
Gert Munkholm	(DK)	43.76
Niels Kempff	(NL)	43.93

15th	Darrell Beasley	44.24 sec
27th	Andrew O’Hara	45.13
39th	Nicky Hart	45.51
41st	Jeremy Cotterill	45.77
43rd	Bryce Wilson	45.86
63rd	Steve Tillett	46.41
67th	Steve Brogan	46.64
78th	Dominic Connelly	46.95
92nd	Gary Moynihan	47.66
96th	Jason Plato	48.08

THE HEATS

15 heats were needed to sort out the finalists.

Heat 1 — A v B

A serious shunt just after the start, the first of many decimated the field in the middle order and the two leaders later collected each other. Bryce Wilson made rapid progress from 15 on the grid to 3rd on a still damp track but dropped to 9th at the finish.

1st	Leen De Groot	(NL)	Tecno/Sirio
2nd	Karl-Heinz Gruhn	(D)	Kali/Parilla
3rd	Arild Larsen	(DK)	TKM/TKM

Korper the pole man was excluded for being underweight, Reker and Hansen for outside assistance.



Dunlop KT4 changed hands for a rumoured £400 a set!

Heat 2 — C v D

Another incident after the start involved Steve Tillet who was unable to restart until helped by a spectating Gary Prior. Gert Munkholm and Rene Bollingtoft fought this one out, the former despite losing his exhaust two laps from the end, Darrell Beasley holding 7th.

1st	Rene Bollingtoft	(DK)	PCR/PCR
2nd	Gert Munkholm	(NL)	Dino/Dino
3rd	Mike Hezemans	(NL)	Birel/Rotax

Heat 3 — E v F

The impressively smooth German Michael Schumacher dominated this race, hotly pursued by Martin Koene and Conny Eriksson. Jeremy Cotterill finished 9th.

1st	Michael Schumacher	(D)	Kali/Parilla
2nd	Martin Koene	(NL)	Tony/Rotax
3rd	Conny Eriksson	(S)	Birel/Parilla

Heat 4 — B v D

Lotta Hellberg led this one away on the second start but was soon overhauled by Bollingtoft and later by Mike Hezemans’ works Rotax from row 3.

1st	Mike Hezemans	(NL)	Birel/Rotax
2nd	Rene Bollingtoft	(DK)	PCR/PCR
3rd	Niels Kempff	(NL)	Dino/Sirio

Heat 5 — A v E

Bryce Wilson was in trouble on the warm-up lap and Schumacher and Korper swept away from the field until Schumacher disappeared at half distance. Jeremy Cotterill had another good heat finishing 7th, Steve Brogan 13th and Shaun Nicholson 18th.

1st	A. Korper	(NL)	DAP/DAP
2nd	Martin Koene	(NL)	Tony/Rotax
3rd	Joachim Beule	(D)	Dino/Rotax

Heat 6 — C v F

Darrell Beasley went well in this to finish a fine 6th, but the luckless O’Hara was eliminated at the first corner while Belgian Van Hool led Munkholm and Eriksson in a high speed procession at the front. Nicky Hart, Dominic Connelly and Steve Tillett made heavy contact, leaving Tillett on his head and out of the race.

1st	Michael Van Hool	(B)	Kali/Rotax
2nd	Gert Munkholm	(DK)	Dino/Dino
3rd	Conny Eriksson	(S)	Birel/Parilla

Heat 7 — B v E

Another easy win for Michael Schumacher, while Wildraut, Koene and Beule struggled for second, resolved by Koene exploring some of the local scenery. Cotterill finished 7th again.

1st	Michael Schumacher	(D)	Kali/Parilla
2nd	Joachim Beule	(D)	Dino/Rotax
3rd	Jens Wildraut	(D)	Dino/Dino

Heat 8 — D v A

Flag to flag win for Rene Bollingtoft, establishing himself, along with Schumacher, as one of the real contenders for an overall win. Bryce Wilson had a particularly nasty seize early on, Brogan was struggling a little for speed.

1st	Rene Bollingtoft	(DK)	PCR/PCR
2nd	A. Korper	(NL)	DAP/DAP
3rd	Robert Valkenburg	(NL)	Swiss Hut/Rotax

Heat 9 — B v F

An initial scrap between Eriksson and Hellberg was resolved in the former’s favour when Lotta

CLUB SCENE

tors made to to the grid albeit including six welcome novices. All good stuff though!
Heat 1: 1st Lee Gage, 2nd Andy Tidmarsh, 3rd Howard Duff

Heat 2: 1st Bob Kett, 2nd Tim Bishop, 3rd Lee Gage

Heat 3: 1st Gordon Chenery, 2nd Graham Gannon, 3rd Tim Bishop

FINAL: Lee Gage having found form again on his home track made it to pole with Tim Bishop alongside. At the end of lap one it was Lee Gage, from Bishop, Chenery, Kett, Mike David and Howard Duff. By lap 3 Chenery had passed Bishop for 2nd spot; Kett, Mike David and Duff followed. At lap 10 Gage was still out front pursued by Chenery, Bishop, Mike David and Duff. The same lap Tim Bishop retired with a broken engine and American Mike David moved up to third spot. Howard Duff was running in fourth spot. At the flag it was Lee Gage, Gordon Chenery, Mike David, Howard Duff, Graham Gannon, and novice Alfonso Piccoli.

The Club would like to thank the number of officials who stepped in at the last minute to fill jobs of officials who were sick or on holiday, in particular Mark Temple who acted as Pit Marshall for the day.

Report by Hugh Caswell
NORFOLK AND SUFFOLK KART CLUB

SUNDAY, JUNE 28th

Warm and dry weather greeted the seventy plus drivers who took part in the Norfolk and Suffolk Kart Club’s fourth meeting of the season at Snetterton Kartway. All classes were well supported and the large crowd witnessed some really first class racing.

JUNIORS:

About a dozen Juniors formed on the grid and Lee Skelton had the ‘A’ class to himself due to some absentees among regulars in this class.

Heat 1: 1st Gavan Kershaw, 2nd Moss Thorpe, 3rd Richard Westbrook

Heat 2: 1st Richard Westbrook, 2nd Andrew Westbrook, 3rd Gary Munro

Heat 3: 1st Gary Munro, 2nd Richard Westbrook, 3rd Moss Thorpe

With three different winners of the heats once again it was confirmed that the ability of the top six or so drivers is all very much on an equal.

Final: At the end of lap one the order was Richard Westbrook, Moss Thorpe, Gary Munro, Gavan Kershaw, Mark Thomas, and Andrew Westbrook. By lap six the order was the same except that Gary Munro had displaced Moss Thorpe for second spot. However, the following lap Moss had regained second spot and going like a train the young Cambridgeshire driver was challenging hard for the lead. By lap eight Thorpe was wearing the ‘yellow jersey’ and looking good. Behind him came Westbrook, Munro, Kershaw, Thomas and Andrew Westbrook. Gavan Kershaw, running lower down the field than of late claimed third spot from Munro. At the flag the order was Thorpe, Richard Westbrook, Kershaw, Munro, Thomas and Andrew Westbrook completed the top six finishers.

SENIOR BRITAIN

A good entry with some seventeen drivers making the grid and producing probably the best racing of the meeting.

Heat 1: 1st Dean Caswell, 2nd Darren Kinsey, 3rd Simon Reeks

Heat 2: 1st Dean Caswell, 2nd Marian Rump, 3rd

Darren Kinsey

Heat 3: 1st Simon Reeks, 2nd Darren Kinsey, 3rd Chris Pollard

Final: Without doubt the final was going to be a closely fought affair. Dean Caswell had fairly dominated the heats with two convincing wins and a fourth to claim pole for the final with Darren Kinsey alongside and Simon Reeks immediately behind them, and interesting to note that all three drivers have been former Junior Britain Club Champions too.

From the flag it was Dean Caswell out front from Reeks, Kinsey, Rump, Cleave and Pollard. Reeks was challenging Caswell continuously and on lap three the lead changed hands whilst the order remained the same behind with the two leaders pulling out a substantial lead. No dramatic changes happened until lap eleven when Kinsey went missing leaving the order Reeks, Caswell, Pollard, Small, Wilson and Ken Holland. The only changes in the order over the two final laps was made by Ken Holland driving what must have been his best result to date when he moved up to fourth spot. The final order was Reeks, Caswell, Pollard, Holland, Wilson, Pichel and Cleave.

125cc NATIONAL

Ten 125cc Nationals made the grid — a welcome boost over previous meetings.

Heat 1: 1st Steven Webb, 2nd Ian Mason, 3rd Roger Barrington

Heat 2: 1st Steven Webb, 2nd Graham Bulley, 3rd Roger Barrington

Heat 3: 1st Steven Webb, 2nd Ian Mason, 3rd Graham Bulley

Final: Steven Webb who had dominated the heats still fresh after his triumphant British Short Circuit Championships where he gained the No.2 plates, was firmly placed on pole.

From the flag it was Webb out front from Mason, Julian Mair, Bulley and Mike Hole. Following a spin into the tyres regular 125cc campaigner Roger Barrington suffered a fire in the engine department which was dealt with quite swiftly by the track marshals. There was no-one who could really challenge Webb — his lead grew by the lap. The final result was Webb, Ian Mason, Graham Bulley, and John Leek.

210cc/250cc NATIONAL & 250 INTERNATIONAL

A combined grid of ten gearboxes fought it out for individual honours, the total number of runners having been reduced by half at the end of the final, Colin Childs took the honours in the 210cc category, whilst David Hedger scored a ‘full house’ to take overall victory in the 250cc National class. A much surprised Neville Drewry came out the winner in the 250cc International class despite not finishing a single heat. The outcome was that he transpired to be the only finisher in the final.

100cc NATIONALS

A somewhat depleted 100 National grid formed up missing a number of regular faces who were unable to make it due to commitments in the Super One series. Despite this we were not deprived of some very good racing.

Heat 1: 1st Bob Kett, 2nd Lee Gage, 3rd Dave Adams

Heat 2: 1st Lee Gage, 2nd Dave Adams, 3rd Mike David

Heat 3: 1st Lee Gage, 2nd Bob Kett, 3rd Dave Adams

Final: It was Lee Gage on pole with Dave Adams alongside and both were overlooked by local driver Bob Kett. From the flag it was Gage out front having Chenery breathing down his neck, followed by Adams, David, Kett and Howard

Duff. By lap four Bob Kett had found a way past Chenery who was obviously suffering from loss of horse power and Andy Tidmarsh had come up onto the leader board. By lap eleven Dave Adams also disposed of Chenery making the order Gage, Kett, Adams, Chenery, Tidmarsh and Duff. Andy Tidmarsh managed to nose past Chenery on the penultimate lap. Gage crossed the line half a length in front of Kett. Dave Adams was third, Andy Tidmarsh was fourth, Chenery was fifth and Simon Whiting finished sixth.

During the day a presentation of a silver plate was made to Mike David (Capt. USAF) who along with his wife Kay is returning to the USA after three years of Competition with the Norfolk and Suffolk Kart Club. We wish Mike, Kay and the family every success for the future.

Report by Hugh Caswell

JUNIOR BRITAIN ‘A’

1st Lee Skelton Dart/Arrow

JUNIOR BRITAIN ‘B’

1st	Moss Thorpe	TKM/TKM
2nd	Richard Westbrook	Wright/Parilla
3rd	Gavan Kershaw	Spyda/TKM

SENIOR BRITAIN

1st	Simon Reeks	Gillard/Arrow
2nd	Dean Caswell	Gillard/Dap
3rd	Chris Pollard	Wright/EME
4th	Ken Holland	Wright/TKM

125cc NATIONAL

1st	Steven Webb	Spyda/Rotax
2nd	Ian Mason	Zip/Rotax
3rd	Graham Bulley	Wright/Rotax

210cc NATIONAL

1st Colin Childs Bullit/APM

250cc NATIONAL

1st Dave Hedger Allkart/Honda

250cc INTERNATIONAL

1st Neville Drewry Spyda/Rotax

100cc NATIONAL

1st	Lee Gage	Wright/Parilla
2nd	Bob Kett	Zip/Parilla
3rd	Dave Adams	Dart/Parilla
4th	Andy Tidmarsh	Gillard/Parilla

Tilbury

SUNDAY, JUNE 14th

JUNIORS

Heat 1: 1st G. Embling, 2nd D. Quinn, 3rd N. Spilker

Heat 2: 1st S. Davidson, 2nd G. Embling, 3rd D. Quinn

Heat 3: 1st E. Coleman, 2nd S. Davidson, 3rd J. Gubby

Final: 1st Simon Davidson, 2nd Daniel Quinn, 3rd Glen Embling

JUNIOR RESTRICTED

Heat 1: 1st B. Lintern, 2nd P. Jewiss

Heat 2: R. Aldridge, 2nd B. Lintern, 3rd M. Craddock

Heat 3: 1st D. Sargent, 2nd M. Craddock, 3rd J. Cobb

Final: 1st Russell Aldridge, 2nd Marc Craddock, 3rd Bradley Lintern

SENIOR BRITAIN RESTRICTED

Heat 1: 1st G. Heard, 2nd N. Cruttenden, 3rd D. Scoding

CLUB SCENE

125 P&R NORTHERN CHALLENGE

The first heat was won by Colin Kay followed by Novice driver Paul Hewitt who did very well to come through from grid nine Dave Howlett finished in third spot. Second and third heats went to Mark Jessop, with a very promising driver Tony Jeffries finishing in second place, not bad for his first time out. Two good thirds for Andy Bratley . . .

Final. The final grid read as follows Jessop on pole, Howlett on two, Phil Chester on three, unfortunately Phil stalled at the flag so this meant he had it all to do. Jessop went into the lead and held it for seven laps but Bratley overtook him but then on the ninth lap he disappeared leaving Colin Kay in first place, so the final result was Kay, Jessop, novice driver Jeffries in third and Chester having a good drive to finish fourth.

Heat 1: 1st C. Kay; 2nd P. Hewitt; 3rd D. Howlett
Heat 2: 1st M. Jessop; 2nd C. Kay; 3rd A. Bratley
Heat 3: 1st M. Jessop; 2nd T. Jeffries; 3rd A. Bratley

FINAL

1st	C. Kay	Phoenix/Yamaha
2nd	M. Jessop	Barlotti/TM
3rd	T. Jeffries	Zip/Yamaha

100 BRITAIN NOVICES

With 12 Britain novices we had time to give them a race on their own. All the heats had a different winner first heat went to Gibson, second to Jason Sheppard and third to David Kelly. The most consistent driver in the heats was Paul Wildsmith with two seconds and a third.

Final. David Kelly first, followed by Barrett who unfortunately was underweight so the second spot went to Gibson and David Shaw in third.

Heat 1: 1st N. Gibson; 2nd P. Wildsmith; 3rd D. Kelly
Heat 2: 1st J. Sheppard; 2nd P. Wildsmith; 3rd N. Gibson
Heat 3: 1st D. Kelly; 2nd T. Sawmey; 3rd P. Wildsmith

FINAL

1st	D. Kelly	Gillard/SO DAP
2nd	N. Gibson	Zip/TKM
3rd	D. Shaw	Reema/TKM

125 & 210 NATIONAL

Graham Barker had two heat wins with Martin Jones taking the other as well as two good seconds so he was the man to watch.

Final. As expected Martin Jones had a flag to flag victory with David Gillson in second Bill Clark taking third.

Heat 1: 1st G. Barker; 2nd M. Jones; 3rd N. Guy
Heat 2: 1st G. Barker; 2nd M. Jones; 3rd P. Powell
Heat 3: 1st M. Jones; 2nd D. Gillson; 3rd N. Guy

FINAL

1st	M. Jones	Zip/Minerelli
2nd	D. Gillson	Stratos/Minerelli
3rd	B. Clark	Zip/GP Rotax

First 210 driver home was novice J. Healy.

100 BRITAIN

All three heats had a different winner with Simon Court taking the first, Chris O'Hara taking the second a very good race between himself and Darren Gibbs. Third heat went to Darren Gibbs, Michael Mills hot on his bumper.

Final. A flag to flag victory for Darren Gibbs with no one coming close enough to challenge him second spot to Simon Court, and third place Chris O'Hara.

Heat 1: 1st S. Court; 2nd D. Gibbs; 3rd M. Mills
Heat 2: 1st C. O'Hara; 2nd D. Gibbs; 3rd P. Walsh
Heat 3: 1st D. Gibbs; 2nd M. Mills; 3rd S. Court

FINAL

1st	D. Gibbs	Sprint/Parilla
2nd	S. Court	Boxer/Parilla
3rd	C. O'Hara	Fullerton/PCR

ALL 250's

After losing a wheel in practice Ian Woodcock got it together for the heats taking the first and second. Colin Quigley took the third heat he also had two seconds, so the grid for the final was as follows, Quigley on pole, Woodcock on two, and novice driver Michael Hewerdine on three.

Final. Ian Woodcock took the lead and held it for seven laps then he disappeared, this left Quigley in first spot followed by Glen George and novice Carlisle in third.

Heat 1: 1st I. Woodcock; 2nd C. Quigley
Heat 2: 1st I. Woodcock; 2nd C. Quigley
Heat 3: 1st C. Quigley; 2nd G. George

FINAL

1st	C. Quigley	EDR/Rotax
2nd	G. George	Zip/Rotax

100 NATIONAL & SUPERS

The first heat went to John Hird, the second to Dominic Connelly and the third to Steven Sykes. Steven Day was most consistent with two seconds and a third, so the final grid was as follows, Day on pole, Hird on two, Steve Sykes on three, and Richard Weatherley on four, Steve Sykes took the lead followed by Steven Day, Weatherley and Connelly the only change in this top four drivers was between Connelly and Weatherley, Connelly slipped past Weatherley into third and thats how it stayed until the last lap when Weatherley took third spot back, Connelly finished fourth.

Heat 1: 1st J. Hird; 2nd S. Day; 3rd R. Woolstencroft

Heat 2: 1st D. Connelly; 2nd R. Weatherley; 3rd S. Day

Heat 3: 1st S. Sykes; 2nd S. Day; 3rd R. Weatherley

FINAL

1st	S. Sykes	Sprint/Parilla
2nd	S. Day	Fullerton/PCR
3rd	R. Weatherley	Fullerton/PCR

Our next meeting at Fulbeck will be the Super One on the 8th and 9th of August, we look forward to seeing you all then.

Please send your entries early to Mrs P. Connelly, 37 Lower Micklethown, Methley, Leeds LS26 9JH.

Snetterton

SUNDAY, MAY 31st

May 31st saw the third meeting of the season run by the Norfolk and Suffolk Kart Club at Snetterton. the meeting ran in dry and warm conditions and attracted an entry of approaching seventy drivers.

JUNIORS

The Junior grid was slightly depleted. However the racing was as ever very close with the top six drivers very evenly matched:

Heat 1: 1st Mark Thomas, 2nd Adam Baker, 3rd Richard Westbrook

Heat 2: 1st Richard Westbrook, 2nd Adam Baker, Mark Thomas

Heat 3: 1st Richard Westbrook, 2nd Moss Thorpe, 3rd Adam Baker

FINAL: Richard Westbrook was without doubt the fastest driver on hand and looked favourite from pole on the final grid, but with so many

of these young drivers in this class of even capability no one could be regarded as 'a cert'. From lap one it was Westbrook who pulled a massive lead and in just half a lap only to spin all his chances away on the approach to the pit bend, handing the lead over to Adam Baker who was not headed again, Moss Thorpe found form and came in second from Mark Thomas. Jason Lane drove a steady race to finish fourth. Gary Munro was fifth and Richard Westbrook sixth.

SENIOR BRITAIN

Once again the Senior Britain's proved to be one of the best supported classes and provided some excellent racing.

Heat 1: 1st Simon Reeks, 2nd Jon Pichel, 3rd Darren Kinsey

Heat 2: 1st Dean Caswell, 2nd Johnny Cleeve, 3rd Simon Reeks

Heat 3: 1st Simon Reeks, 2nd Darren Kinsey, 3rd Chris Pollard

FINAL: With many new graduates to the class, it was like a re-run of the Junior grids of 1985 and a welcome return to Snetterton for Darren Kinsey, our Junior Champion of 1986. The front row of the grid was occupied by Simon Reeks and alongside sat Dean Caswell, two former Junior Champions, rivals but good friends off the track. From the flag it was Dean Caswell who blasted into the lead followed by Simon Reeks, Jon Pichel, Darren Kinsey, Chris Pollard and Derek Watts.

By lap 4 something was clearly wrong with the race leader who was definitely slowing. Reeks took the lead at lap 5 when the order was Reeks, Pichel, Caswell, Pollard, Watts and Marion Rump completed the top six. By lap 9 Reeks had established a comfortable lead from Pichel, Pollard and Caswell who at the close of this lap retired with brake failure, thus promoting Derek Watts and Marion Rump. As the flag came down it was Reeks, Pichel, Pollard, Watts and Rump.

125/210cc NATIONAL

Heat 1: 1st Julian Mair, 2nd Mick Ariss, 3rd Trevor Packard

Heat 2: 1st Julian Mair, 2nd Trevor Packard, 3rd Mick Ariss

Heat 3: 1st Julian Mair, 2nd Trevor Packard, 3rd Mick Ariss

FINAL: With the same three drivers dominating the heats it was not surprising that the same three drivers controlled things in the final too. Unfortunately Trevor Packard's race ended on lap 8 when Ricky Jenner filled the vacant spot. The final result was 1st Julian Mair (125), 2nd Mick Ariss (125), 3rd Ricky Jenner (210).

250cc NATIONAL/INTERNATIONAL

It was nice to see five 250 Nationals make the grid and a welcome return of Dave Hedger our 1986 Senior Britain Champion join the gearbox ranks.

Heat 1: 1st Dave Durance, 2nd Dave Hedger, 3rd Steve Pell

Heat 2: 1st Dave Durance, 2nd Dave Hedger, 3rd Philip Vale

Heat 3: 1st Dave Durance, 2nd Dave Hedger, 3rd Richard Waters

FINAL: Total domination of the heats by Dave Durance made him favourite for the final although a tremendous challenge from Dave Hedger driving in a style little changed from his previous class one season was a real threat without doubt. The final resulted in 1st Dave Durance, 2nd Dave Hedger, 3rd Kevin Bridge. The 250cc Internationals were lead home by Richard Waters.

100cc NATIONAL

Although lacking in named drivers 19 competi-

went off. Jason Plato was involved in yet another first corner incident and Dominic Connelly had a tyre deflate.

1st	Conny Eriksson	(S)	Birel/Parilla
2nd	Mika-Rinta Jaskari	(SF)	Birel/Parilla
3rd	Marc Goossens	(B)	Tecno/Sirio

Heat 10 — A v C

Gert Munkholm showed his mettle convincingly after a race long battle with Valkenburg, Van Hool and Korper. Bryce Wilson was an early retirement, Steve Brogan had a shunt that deflated both front tyres and Darrell Beasley threw a chain when running well up the field.

1st	Gert Munkholm	(DK)	Dino/Dino
2nd	Robert Valkenburg	(NL)	Swiss Hut/Rotax
3rd	Michel Van Hool	(B)	Kali/Rotax

Heat 11 — D v E

Bollingtoft made another demon start to win while pressed by Koene and Schumacher as they fought for second spot. Cotterill finished 8th, Shaun Nicholson an improved 17th.

1st	Rene Bollingtoft	(DK)	PCR/PCR
2nd	Martin Koene	(NL)	Tony/Rotax
3rd	Michael Schumacher	(D)	Kali/Parilla

Heat 12 — B v C

Early leader Van Hool was caught and passed by Gert Munkholm who dominated from then on. Gary Moynihan, handicapped by his grid all day, climbed from 31 to 15th, Beasley again was 8th.

1st	Gert Munkholm	(DK)	Dino/Dino
2nd	Michel Van Hool	(B)	Swiss Hut/Rotax
3rd	Jan Neumann	(DK)	PCR/PCR

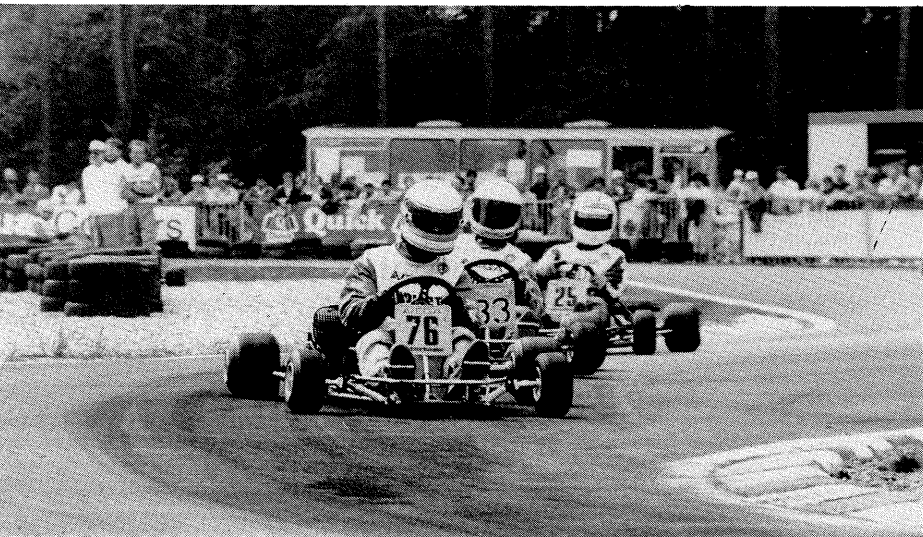
Heat 13 — A v F

Valkenburg and Eriksson were on their own and finished in that order after a race-long duel. Jason Plato bravely drove with a hand throttle after his accelerator pedal broke off. Connelly managed a good 7th place.

1st	Robert Valkenburg	(NL)	Swiss Hut/Rotax
2nd	Conny Eriksson	(S)	Birel/Parilla
3rd	A. Korper	(NL)	DAP/DAP

Heat 14 — C v E

Michael Schumacher took his customary position from the start, never to be headed despite the efforts of Koene and Beule. Andrew O'Hara and Steve Tillett spun and Nicky Hart had a stub break.



Koene, the eventual winner, heads Schumacher (33) and Bollingtoft (25) during the titanic dice.

August 1987

1st	Michael Schumacher	(D)	Kali/Parilla
2nd	Martin Koene	(NL)	Tony/Rotax
3rd	Joachim Beule	(D)	Dino/Rotax

Heat 15 D v F

Another first lap shunt shook up the field and Bollingtoft who started fast had his work cut out after Hezemans got past Machiels to challenge him.

1st	Rene Bollingtoft	(DK)	PCR/PCR
2nd	Mike Hezemans	(NL)	Birel/Rotax
3rd	Conny Eriksson	(S)	Birel/Parilla

Classification After the Heats

1st	Rene Bollingtoft	(DK)	2 points
2nd	Gert Munkholm	(DK)	9 points
3rd	Conny Eriksson	(S)	11 points
4th	Michel Van Hool	(B)	13 points
5th	Joachim Beule	(D)	18 points
6th	Robert Valkenburg	(NL)	19 points
7th	Martin Koene	(NL)	22 points
8th	Michael Schumacher	(D)	30 points
9th	Leenert De Groot	(NL)	30 points
10th	Niels Kempff	(NL)	31 points

15th	Jeremy Cotterill	(GB)	41 points
21st	Darrell Beasley	(GB)	59 points

Repechage

A short 'second chance' heat was run to make up the qualifiers for the Finale, non-qualifiers being eligible for the Federation Cup.

1st	Anke Meyer	(NL)
2nd	Marc Goossens	(B)
3rd	Rene Claeys	(B)
4th	Jason Watt	(DK)
5th	Rollin Van Meerhaeghe	(B)

12th	Dominic Connelly
13th	Jason Plato
17th	Shaun Nicholson
23rd	Steve Brogan
29th	Andrew O'Hara

FEDERATION CUP

This was a race for those who did not qualify for the Intercontinental 'A' Finale and it was disappointing that it was not better supported, especially by the British; of the 9 eligible only Jason Plato started.

After the Pre-Finale Plato found himself on pole but made a poor start and settled for third behind Absolonne and Neumann. On lap six Plato made a dive down the inside on the infield section and scraped by into the lead, only to be

pushed wide at the same place two laps later. The order now was Absolonne, Neumann, Van Lent and Plato, Van Lent taking over at the front and Plato moving into second place. Neumann lost his chain and Van Lent began to pull away as Absolonne demoted Plato to third place, finishing in that order.

1st	Walter Van Lent	(NL)	AllKart/Sirio
2nd	Amand Absolone	(B)	AllKart/Parilla
3rd	Jason Plato	(GB)	TF PCR/PCR
4th	Lotta Hellberg	(S)	Dino/PCR



Sweden's Lotta Hellberg — 2nd fastest in the time trials.

100cc PRE-FINALE

Munkholm out-fronted Bollingtoft at the start and they were followed by Van Hool and Eriksson. Bollingtoft hit the front under-braking at the end of the back straight and Munkholm in his efforts to pass appeared to seize. Darrell Beasley had slowed and was choking but Cotterill was driving hard in 17th place. The order now was Bollingtoft, Eriksson, Schumacher, Valkenburg and Koene as Van Hool had seized on the back straight.

Eriksson finally got past Bollingtoft who was now pressed by Schumacher and a short distance back were Valkenburg, Koene and De Groot, the order in which they finished.

1st	Conny Eriksson	(S)	Birel/Parilla
2nd	Rene Bollingtoft	(DK)	PCR/PCR
3rd	Michael Schumacher	(D)	Kali/Parilla
4th	Robert Valkenburg	(NL)	Birel/Rotax
5th	Martin Koene	(NL)	Tony/Rotax

15th	Jeremy Cotterill	(GB)	Sprint/Rotax
33rd	Darrell Beasley	(GB)	Sprint/Parilla

100cc FINALE

Bollingtoft shot into the lead followed by Eriksson, Schumacher and Valkenburg and immediately pulled out five lengths. A first corner shunt sadly eliminated Jeremy Cotterill tearing his motoplat coil off, but Beasley was still running, albeit well down the field. Schumacher passed Eriksson for second into the hairpin and caught Bollingtoft quite rapidly, finally passing him on lap eleven under-braking on the back straight. Down the field Goossens seized spectacularly and Beasley was eliminated by an accident.

Martin Koene was bidding his time in fourth place, keeping cool, choking often and sitting behind Eriksson who he eventually passed, followed through by Valkenburg. Schumacher and Bollingtoft were now slowing each other down in their desperate struggle and Koene slipped past them into the lead. Bollingtoft uncharacteristically spun and although he restarted he lost any chance of a good finish as Eriksson inherited third. Schumacher made

repeated attempts to re-pass Koene but the wily Dutchman was able to hold on to win after an exceptionally close fought race.

1st	Martin Koene	(NL)	TonyKart/ Rotax
2nd	Michael Schumacher	(D)	Kali/Parilla
3rd	Conny Eriksson	(S)	Birel/ Parilla-Sirio
4th	Carsten Meurer	(D)	Dino/Rotax
5th	Robert Valkenburg	(NL)	Birel/Rotax
6th	Joachim Beule	(D)	Dino/Rotax



Michael Schumacher (D).



Vega was on everybody's lips!

GRAND PRIX OF BELGIUM — EUROPEAN CHAMPIONSHIP — FORMULA K

With Alessandro Zanardi the winner of all three rounds of the European Championship so far the question was, now that the field had been restored to full strength, whether his performance had ben flattered by lack of serious competition.

Among the returnees there had been some changes, most notably Mike Wilson's move back to Birel with whom he had been doing some tyre testing for Dunlop in Japan to keep his hand in. Yvan Muller had also left Kali to go to Tecno and Peter De Bruyn was back to Swiss Hutless, joining Guiseppe Bugatti in a strong line up.

Tyres are open in Formula K and Vega's impressive debut this year with Zanardi has certainly shaken the status quo, until now evenly split between Dunlop and Bridgestone — Mike Wilson, Lars Forsman and Jorn Hasse are Dunlop men, while Guiseppe Bugatti, Peter De Bruyn and Richard Weatherley are contracted to Bridgestone.

TIME TRIALS

That the time trials were rather unrepresentative on a rapidly drying track is shown by the fact that the three fastest times were recorded by the last three to go out. In carburation testing earlier Richard Weatherley had been easily fastest in the wet using hand cut Bridgestones but was unfortunate to be first out in the not quite dry time trials.

1st	Peter De Bruyn	(NL)	39.93sec
2nd	Lars Forsman	(S)	40.04
3rd	Michel Vacirca	(NL)	40.15
4th	Alessandro Zanardi	(I)	40.16
5th	Linus Lundberg	(S)	40.19
6th	Rob Van Es	(NL)	40.99
7th	Michael Wilson	(I)	41.08
8th	Dominique Proust	(F)	41.38
9th	Guillaume Gomez	(F)	41.41
10th	Gilles Ruggieri	(F)	41.54
11th	Andrea Gilardi	(I)	41.74
12th	Robert Kumpen	(B)	42.21
13th	Jorn Hasse	(I)	42.55
14th	Guiseppe Bugatti	(I)	42.87
15th	Jean-Baptiste	(F)	43.08
16th	Katia Lefert	(F)	43.15
17th	Richard Combes	(F)	43.41
18th	Jean-Jacques Malevaut	(F)	43.67
19th	Eric Strauss	(F)	43.69
20th	Richard Weatherley	(GB)	44.15
21st	Thomas Rabe	(D)	44.93
22nd	Martin Bott	(D)	45.08
23rd	Yvan Muller	(F)	45.14
24th	Marco Corberi	(I)	45.81
25th	Bernard Dewhurst	(GB)	45.83
26th	Jacques St-Guiron	(F)	45.90
27th	Peter Buerger	(D)	46.16
28th	Nicklas Johansson	(S)	Underweight

GROUP A

DE BRUYN Peter
ZANARDI Alessandro
WILSON Michael
RUGGIERI Gilles
HAASE Jorn
LEFERT Katia
STRAUSS Eric
BOTT Martin
DEWHURST Bernard
JOHANSSON Nicklas

GROUP B

FORSMAN Lars
LUNDBERG Linus
PROUST Dominique
GILARDI Andrea
BUGATTI Guiseppe
COMBES Richard
WEATHERLEY Richard
MULLER Yvan
SAINT-GUIRONS Jacques

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GROUP C

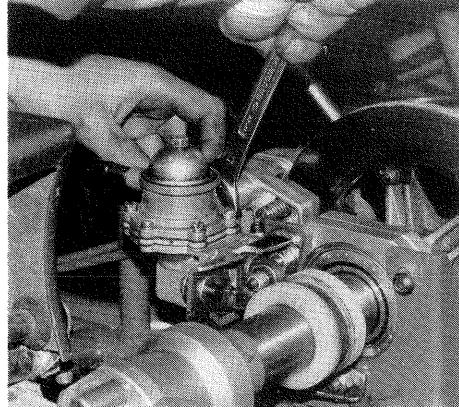
VACIRCA Michel
VAN ES Rob
GOMEZ Guillaume
KUMPEN Robert
HECKLY Jean-Baptiste
MALEVAUT Jean Jacques
RABE Thomas
CORBERI Marco
BUERGER Peter

NL
NL
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Heat 1 — A v B

Peter De Bruyn led off pole pursued by Forsman, Zanardi and an inspired Mike Wilson who soon was up to third spot. De Bruyn made an error, Forsman took the lead, challenged hard by Wilson and from the back Weatherley was up to eighth position but then had a tyre deflate by the Start-Finish line. Forsman held on to win from Wilson and Zanardi after a tremendous scrap.

1st	Lars Forsman	(S)	Birel/Komet	Dunlop
2nd	Mike Wilson	(I)	Birel/Komet	Dunlop
3rd	Alessandro Zanardi	(I)	Kali/Komet	Vega
4th	Linus Lundberg	(S)	Dino/Komet	Bridgestone



Ruggieri (F) used this auxilary fuel pump on his Tony-Komet.

Heat 2 — A v C

Zanardi was obliged to change a plug on the warm up lap but managed to make the grid. Vacirca led initially from De Bruyn, Zanardi and Wilson but Zanardi wasn't messing about and moved ahead of De Bruyn to challenge Vacirca's PCR/PCR. On the fifth lap Zanardi almost did it at the hairpin and next time he was successful at the end of the back straight. Contact between De Bruyn and Vacirca catapulted Mike Wilson off and he restarted well down the field. Rob Van Es had a tyre deflate and the TonyKarts of Jorn Hasse and Gilles Ruggieri were unlucky to shunt each other in the confusion. Mike Wilson had begun a terrific charge through the field after



Mike Wilson — back with Birel.

CLUB SCENE



Adrian Coles — 1st Senior Britain home.

(Pic: Doug Rees)

the order until lap three when Matthews' race was finished. By now Spencer was well clear using his circuit knowledge to the full. Up to third was Darren Manning. Further back Dudfield was storming through. Towards the end Guy Smith had eaten a chunk out of Spencer's lead but Simon took the flag from Smith, Manning and Dudfield.

JUNIOR BRITAIN 'B'

A quality field of 'B's saw all the heats fall to Bobby Game, but take nothing away from the rest it was not that easy for him. From pole in the final, Game led from Nickki Moss storming through from sixth on the grid. Close by came Dave Wilson. This was the order for four laps until Moss came off, restarting well down. Game held onto the lead throughout although we lost Wilson on lap 10 promoting a hard-charging Moss back to fourth. A special mention for Will Collinson who although well down on the grid still finished third — well done. Stu Freegard again finished second.

100 BRITAIN

The largest entry of the day saw heat wins for Nick and Martin Watkins (x2) and Adrian Coles (x2). A 'B' final was necessary and through this came Mike Topp, Simon White, Paul Davies and Iain Collins. At the end off it was poleman Coles who led from Nick Watkins; Rissi regular Jason Bird started a lowly eighth but by lap 6 was up to third. Mark Gellatly had been going well in third until he came off on the sixth which promoted Bird. By now Simon Broad was in fourth. This remained the order until the end which saw the win for Coles from Nick Watkins and Jason Bird.

100 NATIONAL

The excellent Pelican Trophy, named after a formation flying team of the RAF once based at Rissi, attracted a good class entry with the British Championships at Clay only a week away. Heat wins for Richard Hartley (x3) Matthew Percy and Cyril Barratt. Not surprisingly on pole was Hartley from Wynford Davies, just behind was Martin Prior. From the start Hartley meant business and soon stamped his authority on the race from Davies and Prior with Barratt in fourth. On lap five Davies had gone promoting Prior. This was the order to the end with the Pelican Trophy going to Tamworth in the hands of Richard Hartley now making a habit of winning at Rissi. In second was Martin Prior and in third Cyril Barratt "Nice One Cyril" after many years retirement.

125 AMSOIL ROUND

It was like a who's who of *real* Short Circuit drivers in this class. With heat wins for Steve Griffin (x2) Clive Elmore and Michael Morris. The final would be very close. From the start Morris led off with Graham Stephens in pursuit with Alan Dell in third from wife Maggie. The order changed regularly and the race lived up to its promise. It looked like Morris was going to have to work for the win from Stephens, all the time throughout Stephens was a shadow. But the Welshman was at his best and did not give half a chance but took a deserved win from Stephens and in third (reversing their finishing positions in the RAC Champs), Clive Elmore followed by the two Dells. Great Stuff! How about Messrs Stoney, Barrington, Molloy etc coming to the two day Midland Championships in September and let us see how good they are?

210 NATIONAL

Nice to see Martin James back in racing after his illness and proving himself well and truly back. Heat wins for James, Colin Hoare and Steve Hurst. In the final there was only going to be one winner. Steve Hurst led from flag to flag with Colin Hoare chasing hard in second from Martin James.

250 NATIONAL

Heat wins for Chris Tomkinson (x2) and Richard Blackburn. Both 250 grids were raced together all day and Tomkinson beat nearly everyone in both classes! The final was a benefit as Tomkinson led from flag to flag, Blackburn took second from Bob Phair.

250E

The Keith Chandler Trophy was won by Bob Kennings last year, Bob was not entered due to a recent injury at Shenington, hope to see you fit and well for the Midland Champs. Allan Jones won all three heats and duly walked off with the final; the only person to get close was Tomkinson (in the National). Paul Pedalty came through for second.

And so, a busy and extremely hot day came to a close with some worthy winners and sun tanned officials. A good friend of B.K.C., Mrs Gwen Twigg kindly presented the trophies. In conclusion, it would appear the season is boiling up ready for the Midland Championships when a fantastic weekend is expected.

Paul Ogden

JUNIOR BRITAN 'A'

1st	Simon Spencer	Wright/Arrow
2nd	Guy Smith	Gillard/PAR
3rd	Darren Manning	Gillard/DAP

JUNIOR BRITAIN 'B'

1st	Bobby Game	Lane/EME
2nd	Stu Freegard	Miere/PAR
3rd	Will Collinson	DAP/DAP

100 BRITAIN

1st	Adrian Coles	DAP/DAP
2nd	Nick Watkins	Wright/Arrow
3rd	Jason Bird	Wright/PAR

100 NATIONAL

1st	Richard Hartley	Gillard/TKM
2nd	Martin Prior	Wright/EME
3rd	Cyril Barret	Gillard/PAR

125 AMSOIL ROUND

1st	Michael Morris	Zip/Rotax
2nd	Graham Stephens	Zip/Rotax
3rd	Clive Elmore	Zip/Rotax

210 NATIONAL

1st	Steve Hurst	Zip/KMP
2nd	Colin Hoare	Zip/APV
3rd	Martin James	Dino/KMP

250 NATIONAL

1st	Chris Tomkinson	Dino/KTM
2nd	Richard Blackburn	Phoenix/KTM
3rd	Bob Phair	Aero/Bultaco

250E

1st	Allan Jones	Zip/Rotax
2nd	Paul Pedalty	EDR/Rotax
3rd	Russell Maisey	Zip/Rotax

Fulbeck

SUNDAY, 28th JUNE

A good crowd descended on Fulbeck and once again we were blessed with good weather. The meeting held on the 28th June incorporated a round of the 125 Northern P&R Challenge. With over a 100 drivers racing commenced at 11.30 am.

JUNIOR 'A' & 'B'

Out first were combined Junior A & B, for the first heat Guy Linton led for seven laps only to be pipped at the flag by Nicholas Lamb. Daniel Pyett finishing third. Second heat was another win for Nicholas Lamb with Daniel Pyett in second spot and Paul Ibbotson in third. Third heat was a win for Guy Linton with Paul Ibbotson second and James Mathews in third. *Final.* James Mathews was the man on pole although Guy Linton and Nick Lamb had the heat wins, Nicholas had a non finish and Guy had a poor result in one of his heats thus putting them in second and fourth spot Paul Ibbotson on three. At the start James Mathews took the lead and held it for the first three laps but then Guy Linton slipped past to take the lead and held it to the flag.

Heat 1: 1st N. Lamb; 2nd G. Linton; 3rd D. Pyett

Heat 2: 1st N. Lamb; 2nd D. Pyett; 3rd P. Ibbotson

Heat 3: 1st G. Linton; 2nd P. Ibbotson; 3rd J Mathews

FINAL

1st	G. Linton	Fullerton/PCR
2nd	J. Mathews	Boxer/TKM
3rd	N. Lamb	Jeta/DAP

CLUB SCENE

Felton

SUNDAY, 5th JULY 1987

The fourth round of the Northumbrian Kart Club Championships was run on the wrong day! It must have been the wrong day because the SUN beat down as if to make up for all the poor days of the last ten years. Almost everyone suffered from sunburn by the day's end and a phone-call the next day saw our Kart recovery man, John Hindaugh suffering with sun-stroke.

Unfortunately the entry was quite poor at around fifty competitors, this due to the meeting being held only two weeks after we hosted round 2 of the 1987 Border Championships. Welcome visitors though were Chris and Bernadette Stoney, both having a look at the revitalised Northumbrian Kart Club (in preparation for the Tyneside Trophy?).

JUNIOR BRITAIN

With six "B" and only four "A", both classes raced as one although they did of course have their own trophies.

Heat 1: Chris Clark led from start to finish followed home by Martin Hughes and Glen Chamberlain (A) who always manages to mix it with the boys in the next class.

Heat 2: Again Clark with his kart appearing to be handling spot on, snicking through the esses with ease. Allison was second and Chamberlain third. Hughes having dropped from third to the back on lap three.

Heat 3: A hat-trick for Clark followed home again by Allison with Hughes in third place.

Final: Chris stamped his authority on the final as with all the heats, this time leading from pole all the way to the chequered flag. After many mechanical troubles recently Chris appeared to have a day completely free of problems. Second, also from the front row was Mark Allison with Glen Chamberlain following these two as the first "A" home.

100 NATIONAL RESTRICTED AND 100 BRITAIN

Heat 1: A win for George Harrison with no-one able to catch him this time out (Do your lawnmowers go that well George?). Second was Mick Affleck going well on his new Dap chassis and third with a steady drive was Eric Dews looking for that all important final signature.

Heat 2: Affleck from a row four position was leading at the end of lap one and held it to the end, closely followed by Simon Lupton and Richard Connnett as the first Britain home.

Heat 3: Peter Blackburn led from lap one until Affleck took over just before the flag fell. Dews took his second third place of the day.

Final: On pole was Affleck with Dews on the other front row spot. A nice orderly start (the way they should be) and Affleck took off to be followed by Dews. These two held station to the end. On lap two, with smoked belching from his tyre, Ibbotson was shown the mechanical flag. Two laps later he eventually pulled off to find that his exhaust had taken his tyre down to the canvas. If he had taken notice of the flag earlier he would have saved his new tyre. Meanwhile Peter Blackburn had come through the field to finish third followed by Mike Stovold.

Not ignoring the Britains which are now increasing in numbers at Felton, Richard Connnett was first home and fifth overall with Sawney second and Caroline Byrne third.

COMBINED GEARBOX

As indicated earlier a small entry from the Class 4 brigade required us to combine all the gearbox classes together which no doubt disappointed Chris and Bernadette Stoney a little. If they had visited a fortnight earlier they would have completed the grid of 125's.

Heat 1: From lap one Chris Stoney took the lead followed by Trevor Alexander (250 Inter). On lap seven Trevor nipped past to take the flag three laps later. S. Martin crossed the line third (250 Nat).

Heat 2: C. Stoney led from start to finish chased by a hard trying Trevor Alexander who had to settle for second.

Heat 3: Martin led for two laps aboard his 250 National outfit until Chris Stoney took over on lap three. this he held to the line followed by Brian Bird and then came Bernadette.

Final: With the 125's running from the front Chris Stoney had little difficulty taking the lead and was never seen again. He met the first of the back markers on lap 9 and then went on to put half the field a lap down. Brian Bird held fourth overall right from the start which made him second in 125. Trevor Alexander followed Chris home and Martin was third.

In 210 National, after Terry Percival (back after his third place in the Isle of Man along with a similar result for Trevor) had dropped out on lap four it left Mike Fry and Paul Clapham fighting for the honours. Mike headed off Paul, denying the Club Champion of one or two vital points.

100 NATIONAL

With this class being the most closely fought in the Club Champs this year, all the interest was focussed on the top four, these being Willy Turner, Paul Henderson, Chris Armstrong and Roy Dickson, with only fifteen points separating the top three. Also to fight for in 100 National was the Alistair McDougal Trophy awarded to the pole man in the final.

Heat 1: A win from the lights for Paul Henderson followed by Roy Dickson and Andrew Adams.

Heat 2: Chris Armstrong took this one with Dickson again second and Blackshaw in third.

Heat 3: Dickson went one better this time to take the third heat from Willy Turner and Stu Davison.

Final: As Dickson sat on pole with the Alistair McDougal trophy to collect later he contemplated the points needed to put him right back in contention with the top three. Dickson led until lap three when Chris Armstrong took over. Chris held this position for five laps, then as he went into the hairpin on lap eight his wheels locked up and as he spun he took with him Turner, Davison and Henderson. Stu Davison was quickly re-started followed by Chris Armstrong. Dickson then came through regaining ground lost by a spin at paddock on lap seven. Willy Turner eventually managed to get going a lap and a half down but when points are awarded for finishing this is very important. Paul Henderson was still struggling to re-start but having ripped his side pod off, the bent axle finally prevented him from gaining any finishing points. Meanwhile taking advantage of the melé was Dominic Buckley in the lead followed by Andrew Adams. It stayed this way to the end with Stu Davisons' rapid recovery giving him a very close third place.

Our next meeting takes place on August 9th and incorporates round 3 of the Cadet Kart Championship. Why not turn out and see them.

Remember also the Tyneside Trophy on September 19th/20th. To avoid disappointment send your entry now to Alistair McDougal at 20

Ashbrooke Drive, Ponteland, Newcastle-upon-Tyne. A large prize fund exists so do not miss out.

Ray Davison

JUNIOR BRITAIN 'A'

1st Glen Chamberlain Boxer/Parilla
2nd Garry Robertshaw Zip/Dap

JUNIOR BRITAIN 'B'

1st Chris Clark Wright/PCR
2nd Mark Allison Gillard/Dap

100 NATIONAL RESTRICTED

1st Mick Affleck Dap/GEP Dap
2nd Eric Dews Dart/Parilla
3rd Peter Blackburn Dart/TKM

100 NATIONAL

1st Dominic Buckley Jeta/Dap
2nd Andrew Adams Sprint/Parilla
3rd Stu Davison TKM/TKM

100 BRITAIN

1st Richard Connett
2nd T. Sawney

125 NATIONAL

1st Chris Stoney Zip Bandit/CSK Rotax
2nd Brian Bird Phoenix/Minerelli
3rd Chris Bell CKC/CKC Minerelli

210 NATIONAL

1st Mike Fry Barlotti/Villiers
2nd Paul Clapham Zip GP/APV

250 NATIONAL

1st S. Martin Zip GP/Yamaha

250 INTERNATIONAL

1st Trevor Alexander Zip Bandit/Rotax

Little Rissington

BROMSGROVE KART CLUB LTD: Club Secretary: Mrs Sandra Ogden, 28 Montreal Close, Lower Wick, Worcester WR2 4DZ Telephone: (0905) 429611

Competition Secretary: Mr Geoff Ransted, New House, Nafford Road, Eckington, Nr. Pershore, Worcs.

As the 140+ competitors arrived at Little Rissington for the 5th July meeting they were greeted by something not often seen at Rissi — sunshine. This was as well, with a busy day planned for some interesting racing due principally from a round of the Protrain Junior Britain 'A', 100 National Pelican Trophy, a round of the 125 Amsoil series and the Keith Chandler Memorial Trophy for 250E plus some excellent back-up classes.

JUNIOR BRITAIN 'A' PROTRAIN SERIES

Heat wins for Simon Spencer, James Matthews and Nicholas Dudfield, but, as the series is already showing, this class was open to anyone. The final saw Spencer on pole from Dudfield with series leader Guy Smith lurking just behind. At the start Spencer led away from Matthews and Dudfield. Unfortunately Dudfield spun off on lap one promoting Smith to third. Nicholas restarted at the rear of the field. This remained

his off and fought back to second spot, although Zanardi was well away by then it was an outstanding drive.

1st Alessandro Zanardi (I) Kali/Komet Vega
2nd Mike Wilson (I) Birel/Komet Dunlop
3rd Michel Vacirca (NL) PCR/PCR Bridgestone
4th Robert Kumpen (B) Tecno/Komet Bridgestone

Heat 3 — B v C

Lars Forsman dominated this race and although Vacirca chased him the situation remained unchanged until the flag. Richard Weatherley was making up places steadily and finally moved up to a good seventh place. Vacirca was unchallenged for second by Bugatti and then Lundberg and Gilardi, but was able to hold on to the finish.

1st Lars Forsman (S) Birel/Komet Dunlop
2nd Michel Vacirca (NL) PCR/PCR Bridgestone
3rd Linus Lundberg (S) Dino/Komet Bridgestone
4th Andrea Gilardi (I) Kali/Komet Dunlop

THE PRE-FINALE

27. [34] MALEVAUT Jean-Jacques	F	LEFERT Katia	F	[50] 28.
25. [38] COMBES Richard	F	DEWHURST Bernard	GB	[57] 26.
23. [1] MULLER Yvan	F	GOMEZ Guillaume	F	[33] 24.
21. [21] STRAUSS Eric	F	BUERGER Peter	D	[51] 22.
19. [7] WEATHERLEY Richard	GB	BOTT Martin	D	[54] 20.
17. [11] SAINT-GUIRONS Jacques	F	DE BRUYN Peter	NL	[20] 18.
15. [32] PROUST Dominique	F	CORBERI Marco	I	[52] 16.
13. [2] JOHANSSON Nicklas	S	VAN ES Rob	NL	[6] 14.
11. [3] HAASE Jorn	I	RUGGIERI Gilles	F	[31] 12.
9. [16] HECKLY Jean Baptiste	F	RABE Thomas	D	[37] 10.
7. [12] BUGATTI Guiseppe	I	KUMPEN Robert	B	[42] 8.
5. [55] LUNDBERG Linus	S	GILARDI Andrea	I	[53] 6.
3. [13] WILSON Michael	I	VACIRCA Michel	NL	[5] 4.
1. [8] FORSMAN Lars	S	ZANARDI Alessandro	I	[30] 2.

Zanardi scorched off the line, never to be headed, leaving Forsman second, Gilardi third and Vacirca in fourth place; Wilson was pushed off at the first bend. Zanardi did not let up and threw in a 38.97sec lap to underline his superiority. Gilardi passed Forsman for second and Bugatti was beginning to show, finally getting to fourth place.

1st Allesandro Zanardi (I) Kali/Komet Vega
2nd Andrea Gilardi (I) Kali/Komet Dunlop
3rd Lars Forsman (S) Birel/Komet Dunlop
4th Guiseppe Bugatti (I) Swiss Hut/Komet Bridgestone
5th Michel Vacirca (NL) PCR/PCR Bridgestone
6th Gilles Ruggieri (F) TonyKart/Komet Vega

15th Richard Weatherley (GB) PCR/Komet Bridgestone
24th Bernard Dewhurst (GB) AllKart/Komet Bridgestone

THE FINALE

27. [38] COMBES Richard	F	SAINT-GUIRONS Jacques	F	[11] 28.
25. [13] WILSON Michael	I	LEFERT Katia	F	[50] 26.
23. [52] CORBERI Marco	I	DEWHURST Bernard	GB	[57] 24.
21. [21] STRAUSS Eric	F	BUERGER Peter	D	[51] 22.
19. [20] DE BRUYN Peter	NL	MALEVAUT Jean-Jacques	F	[34] 20.
17. [32] PROUST Dominique	F	GOMEZ Guillaume	F	[33] 18.
15. [7] WEATHERLEY Richard	GB	BOTT Martin	D	[54] 16.
13. [6] VAN ES Rob	6	MULLER Yvan	F	[1] 14.
11. [3] HAASE Jorn	I	JOHANSSON Nicklas	S	[2] 12.
9. [16] HECKLY Jean Baptiste	F	KUMPEN Robert	B	[42] 10.
7. [37] RABE Thomas	D	LUNDBERG Linus	S	[55] 8.
5. [5] VACIRCA Michel	NL	RUGGIERI Gilles	F	[31] 6.
3. [8] FORSMAN Lars	S	BUGATTI Guiseppe	I	[12] 4.
1. [30] ZANARDI Alessandro	I	GILARDI Andrea	I	[53] 2.



Riva does it his way as the crowd looks on.

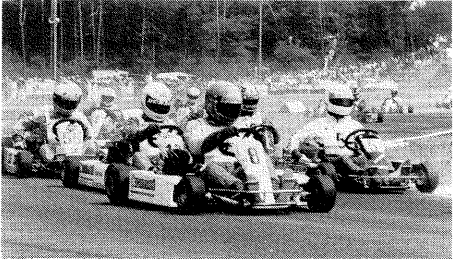
Mike Wilson was left at the start whilst changing a plug, robbing the race of much of its interest since he had seemed the only real threat to Zanardi. The lead was never disputed as Zanardi drove into the distance, but second place was held by Gilardi, then Forsman and Bugatti who looked much better than in the heats. Vacirca ran fifth until retiring while Weatherley was coming through the field steadily and was now tenth. Haase seized and Weatherley was up to eighth but just three laps from the end his brake disc broke up and he was forced to retire.

Zanardi won by some seven seconds, proof that his previous wins were no less deserved and that he is a truly worthy European Champion. There is one round to go, at Valence. Can he make it five out of five?



Jorn Hasse, not happy, seized in the Finale.

The World Championship at Jesolo in September should be pretty interesting as the three-way tyre war hots up — Dunlop and Bridgestone versus upstart newcomer Vega! We will be there.



Forsman(8), Vacirca(5) and Wilson(13).

1st Alessandro Zanardi (I) Kali/Komet Vega
2nd Guiseppe Bugatti (I) Swiss Hut/Komet Bridgestone
3rd Andrea Gilardi (I) Kali/Komet Dunlop
4th Gilles Ruggieri (F) TonyKart/Komet Vega
5th Lars Forsman (S) Birel/Komet Dunlop
6th Thomas Rabe (D) Kali/Komet Vega
7th Rob Van Es (NL) Kali/Komet Vega
8th Linus Lundberg (S) Dino/Komet Bridgestone
9th Martin Bott (D) Birel/Komet Bridgestone
10th Guillaume Gomez (F) DAP/Komet Vega
11th Dominique Proust (F) Swiss Hut/Komet Bridgestone
12th Yvan Muller (F) Tecno/Komet Dunlop

SEEN AND HEARD

The 'A' frame chassis now seems almost universal, only Gillard and Dino pursuing other ideas.

Synthetic two-stroke oil was widely used, Shell 'Super M' in particular.

There was another nasty Mag rim explosion in the pits, someone will be badly hurt one day.

Works IAME motors were available for hire, some British entrants must surely have been tempted.

One or two of the British crew showed more spirit off the track than on... Spirit of Heysal lives.

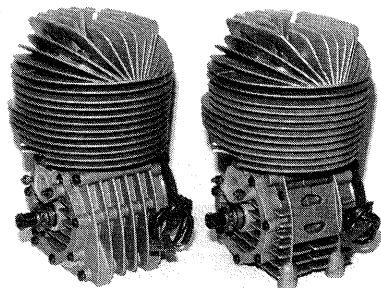
Two senior Bridgestone men were seen observing the Vega sponsored event rather ruefully.

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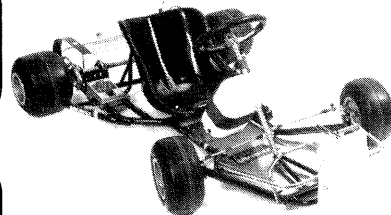
897 Uxbridge Road, Hillingdon, Middlesex, England.
Tel: 01-573 1963. Cables: DAPWORTH

DAP — ARROW — PARILLA — TKM — PCR — YAMAHA



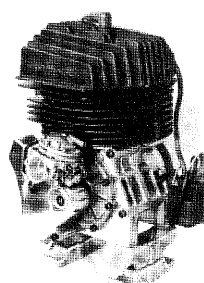
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FELTON

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SUPERB TROPHIES IN ALL CLASSES

100 NATIONAL RAC BRITISH CHAMPIONSHIP — CLAY PIGEON

11th — 12th JULY

I have been asked to write a few words on the 100 National Champs and regret that few it will be; due to some pressure in the pits I was unable to devote much time to watching and none to writing things down. However, Clay Pigeon attracted an entry of about 130, of whom I suspect only half were true Championship hopefuls. Many local drivers were entered, some as just another meeting and others to pit their skills against the best of British. Due to idiosyncracies of regulations it is now impossible for last year's Champion to defend his title, due to the upgrading (?) to 100 Super.

Notable drivers who I saw going well included Ashley Sinclair, Forsyth, Shaun Nicholson, both T.F. drivers *Button* and Hill. An out of retirement Biff Harris, Neil Hann and the Maple Brothers — Russell and Darren. There were many others on the pace, so don't be disappointed if your name is not in print.

The competition was fierce — to such an extent that unfortunately the red flag came out on many occasions as debris was cleared from the track. Funniest of these incidents which probably affected the Championship outcome was in "injured" Biff Harris who fitted new pedals to his kart in front of the reformed grid with tools spread all over the track. That grid was going nowhere until Biff was ready to put his spanners away! Now that's professionalism! Biff's reappearance on the scene with some good showings in the heats on DAP/DAP equipment as ever landed him in mid grid of the 'A' Final. On pole was Mr. Sportac, Neil Hann, showing signs of life in the old dog yet. He won his previous National Championship at Clay ten years ago, sitting aboard his TKM/TKM with first, second and third in the heats Neil was hopeful. Beside him sat Shaun Nicholson, very impressive style and young enough not to think about broken bones, young Mr. Nicholson was aiming

to be first round Billy's Blind. On three Mr. Forsyth, a hard charger who was hell bent on being in the pound seats at the start! On four was Guy Pratt, a great position for this complete privateer from Fareham, using Barlotti A frame with Parilla Jubilee Guy had a good run through the heats and is the sort of thinking driver not to do anything rash at the start.

At the flag Hann led Nicholson round the left hand kink, perhaps because he was receiving some extra horse power from Forsyth behind. Guy Pratt trailed Nicholson by a yard when they disappeared from sight. Whether Forsyth's kart was locked with Hann's was hard to tell, but suffice to say neither of them could make a decent job of that first corner, which really cost them both a chance of a place in the Championship. Through the chicane Nicholson led Pratt by three yards, Pratt in turn led the pack by a safe five yards. Biff had taken advantage of the first twenty-five lap chaos to elevate himself to about sixth. The race was over twenty-five laps and had soon settled down to a good pace, with most of the field lapping in under 36 seconds. The boys from the 'B' Final were making their presence felt. The fastest man of the day, on Gillard/Sirio, was Francis Stewart who was leap-frogging through the field while my own team mate, Gareth Bowan, was following orders and staying out of trouble, gaining places through retirements and some sensible driving. Biff Harris, meanwhile, spent some time in third place, inching his way towards Guy Pratt. When in striking distance a momentary lapse of concentration from Pratt made the inevitable challenge seem so easy and Biff swept into second place and started his pursuit of Shaun Nicholson who was some fifty yards distant.

As the race ran to its conclusion it became evident that Harris did not have time to catch

Nicholson. Knowing this Biff did not risk anything in the closing laps and ran home second to a worthy Champion in Shaun Nicholson. Shaun should fare well in the 100 Super — good luck at home and abroad. A fine result for Wright karts. It is interesting that the first four home had four different chassis — Wright, DAP, Barlotti and Gillard. In no way do I wish to detract from the achievements of those named in this sketchy report, but I do seriously question whether or not this is a true representation of the best drivers in 100 National due to the number of accidents in the heats. The element of luck seems too high. There was certainly some very bad driving during the heats and Finals; on the other hand there was some superb tactical manoeuvres. Many young chargers could do well to take a leaf from the book of great tacticians like Hann and Harris. Maybe it's just that they both know Clay Pigeon better than their own back gardens! I do apologise to the many drivers who shone at Clay who have not been mentioned.

George Robinson

RESULTS

The results of the RAC British 100 National Championship, held at Clay Pigeon circuit on Sunday 12th July, are as follows:

- 1st** Shaun Nicholson
- 2nd** Biff Harris
- 3rd** Guy Pratt
- 4th** Mike McAleer
- 5th** Francis Stewart
- 6th** Russell Maple
- 7th** David Smith
- 8th** James Forsyth
- 9th** Richard Smith
- 10th** Hugh Dunne

WHERE AND WHEN

14th AUGUST (Friday)
Portrush (N.I.) — Coleraine DMC

15th AUGUST
Lycksele (Sweden) — FKE Cup III — Swedish Championships

16th AUGUST
Three Sisters — (Bryn road, Ashton in Makefield, Lancs.)
Nuthampstead — (1½ miles east of Barkway, Herts.)
Jurby — (Isle of Man).
Shenington — (8 miles from Banbury, off A422 Banbury — Stratford Road).
Crail — (9 miles South east of St. Andrews, Fife, Scotland).

18th AUGUST
St. Sampsons — (Channel Islands, Guernsey).

22nd and 23rd AUGUST
Circuit Goteberg (Sweden) — European Championships — Intercontinental A — Final.
Nuts Corner — (4 miles from Crumlin, Co. Antrim, Northern Ireland).
Carnaby — (2 miles West of Bridlington, North Humberside).
Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yately, Surrey).
Pembrey — (8 miles from Llanelli on A484, Dyfed, South Wales).
Clay Pigeon — (Midway Dorchester — Yeovil on A37, Dorset).
Belle Vue — (Jersey K&MC, Channel Islands).

25th AUGUST (Tuesday)
Chasewater — (Approximately 1 mile from Brownhills, Staff).

29th and 30th AUGUST
Magione (Italy) — Intercontinental C/Formula C.
Nurburging (West Germany) — Formula E World Championships — Round 2.
Golspie — Final Round Super Series — (Little Ferry, Golspie, Sutherland, North of Scotland).
Snetterton — (Kart Raceway, Approx 15 miles from Norwich on A11, adjacent to car racing circuit).
Ulster K.C. — (Northern Ireland).
Rowrah — (4 miles from Frizington, Cumbria).
Dunkeswell — (5 miles from Honiton, Devon).
Kimbolton — (10 miles west-south-west, Huntingdon, Cambs).
Three Sisters — (Bryn Road, Ashton in Makefield, Lancs).
Shenington — (8 miles from Banbury, off A422, Banbury — Stratford Road).

31st AUGUST (Monday)
ElloUGH — (2 miles from Beccles, Suffolk).
Rowrah — (4 miles from Frizington, Cumbria).

5th and 6th SEPTEMBER
Le Chatre (France) — French Formula E Championship.
Nuts Corner — (4 miles from Crumlin, Co. Antrim, Northern Ireland).
Lydden Hill — (7 miles South east of Canterbury, Kent).
Little Rissington — (RAF Station, South of Stow on the Wold, Glos).
St. Sampsons — (Channel Islands, Guernsey).
Rye House — (Rye House Road, Hoddesdon, Herts).
Jurby — (Isle of Man).
Felton — (7 miles from Morpeth on A1, Northumbria).
Summerlee — (Larkhall, Hamilton, Strathclyde, Scotland).

MOTORING NEWS....

Karting Impressions

Talk to the uninitiated about karting and the chances are that person will conjure up images of kids messing around in the streets on home-made go-karts. Racing wheel-to-wheel at 140mph, separated from the track by a minimal ride height and 1/8 inch of leathers, is no game. So I found out when I got my first proper taste of karting earlier this season, spectating at the Donington UK Cup meeting.

This item, apart from sabotaging McCormick's magazine for a change, is written purely from the first impressions angle of a newcomer stumbling into the karting arena for the first time. For once I ignore the journalist's usual ploy — a track test. We have all read the countless stories of 'hapless hacks' being terrified out of their normally thick skins. Indeed *MN* scribes have never really aspired to the upper echelons of karting competition. Former SS editor Tim Watson's only claims to fame are feeling intensely guilty all year for having blown up Ian Shaw's engine, and having his head used as an alternative to the accepted racing lines in a deserted banana warehouse. My own recollections from the driving seat are somewhat hazy — probably the legacy of spinning whenever I encountered a chicane!

Chicanery seemed to be the name of the game when I travelled to Donington for the ill-fated opening round of the long circuit championships. Then all I witnessed was a sea of glum faces and the whisper of protest. It was a relief, therefore, when the only noise to be heard at the UK Cup meeting was that of karts ... actually racing.

What initially strikes the first timer is the relaxed atmosphere and the camaraderie of the paddock. Back in March this mutual feeling manifested itself in the formation of gangs that were closer to resembling lynch mobs than competitive drivers. With the hatchet firmly buried, thankfully not in the track officials' backs, the UK Cup meeting saw the return of the paddock atmosphere to its best. Rich and poor, motorhome and trailer, existed in total harmony. Here it means little if someone parks their van in the wrong place — in rallycross paddocks drivers have sulked for less. In production saloon paddocks, one presumes, race results have been protested for less!

Nor is this camaraderie confined to the pits. I remember well the consternation on commentator Don Briggs' face as he waited an eternity for a victorious Ray Grimes to complete his slowing down lap. Far from having gone off, as some of us suspected, Ray finally emerged pushing a stricken machine home with the nose of his kart. Full credit too, must go to Don, for despite the hordes of machinery he coped admirably. Where would the spectators be were it not for the likes of each sport's version of Muddy Talker.

For those with a sense of humour, the pit lane immediately affords opportunity for a snigger. Not until it was explained that the rear axle controls the petrol pump could I fathom out why each mechanic was very seriously engrossed in shunting the kart back and forth as though the pilot was some sulky child in need of appeasement. The ritual for getting the karts underway also seems to be a fraught one, at least one occasion seeing drivers swerve this way and that to avoid mowing down a fallen helper.

The rolling start also looked as if it would provide amusement — albeit of a costly nature.

The sight of well over 40 125 National karts screaming over the line, ducking and weaving in all directions, was certainly a spectacular one. That there was only one startline incident all day was made more amazing by the fact that drivers don't have the aid of mirrors. Having to look over the shoulder hardly seems the most efficient way of promoting driver awareness. You must also consider the fact that in some of the humbler categories the pilots may not have vast amounts of experience. The situation is much akin to getting a Formula First race underway — a large number of drivers of differing abilities in similar powered machinery usually being a certain recipe for disaster. FF grids, and indeed the races themselves, are often characterised by a number of frenzied assaults on other competitors. At one Brands Hatch race, after three starts the drivers were escorted back to the paddock before they could inflict any further damage on themselves. Against this yardstick I can only conclude that the lack of startline incidents at Donington speaks volumes for the kart drivers' self-discipline ... or instinct for self-preservation!

Once the racing was actually underway, I couldn't fail but to be impressed by the sheer speed of these little machines, particularly the Superkarts. Observing the crowds at the recent British GP, the same reaction was evident when the karts took the circuit. Having witnessed with disillusion the number of Monaco-style poseurs and hangers-on gracing the pit lane at Silverstone, it prompts me to wonder if most of them would have been able to recognise a kart if it ran them over. Nevertheless the demo can have produced only good exposure for the sport, in the eyes of the genuine racing fan as well as the strawberries and cream brigade. My own personal conclusion on the sport is that anyone who races at speeds in excess of 100mph, barely inches from the ground and without the psychological comfort of surrounding bodywork has either got a screw loose somewhere or has a tremendous amount of courage.

Such is the phenomenal speed of these karts now, that they compare very favourably with other forms of circuit motorsport. Given this, outings such as the GP one, and the Bank Holiday Silverstone earlier this year, must inevitably lead to a re-evaluation of peoples'

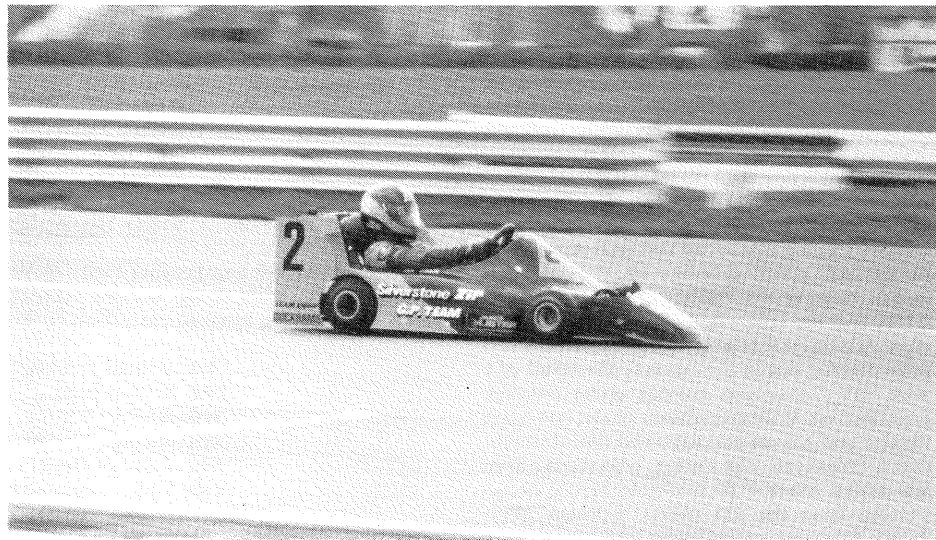
outlook on karts. Originally the sport was seen very much as a stepping stone to other forms of car racing. You have only to look at the current list of Formula One drivers to see that many of today's leading stars have graduated through the kart ranks. Nor is it just British drivers like Nigel Mansell who have benefited from this grounding. At home I have a 1979 copy of *Kart and Superkart* which rather prophetically features a certain Mr. Da Silva on the front cover — presumably Senna sounds better as a stage name!

Perhaps in other areas of motorsport karting is still regarded very much as a worthwhile 'breeding ground' for the stars of tomorrow. Certainly this is the reasoning behind the current Silverstone award scheme, whereby a young kart driver wins a scholarship with the circuit's racing school and gains the opportunity to race a Formula Ford. The impressions I received from within the sport itself, however, indicate that karting is no longer seen merely as a means to an end, a way of progressing to cars. With the advent of Formula E, the youngsters now have their own prestigious, and costly, category to strive for.

As blindingly fast as many single seater categories, the Superkarts, complete with wings, fairings and bodywork, even resemble racing cars at first glance. As with the progression from Formula Ford to F3000 or F1, a different driving style is required. Whereas it may be possible to manhandle a 125cc kart round the track, when it comes to Formula E it is obvious that a much smoother driving style pays dividends. Even for talented youngsters the transition can be a hard one, everything is different, the driving style, the reaction time, even then G forces to contend with. If the speed and spectacle is comparable to that provided by the race cars, then so is the budget — in the region of £20-25,000 for a superkart season as opposed to say £8000 for a top running Super National driver.

I discovered that more than just a stepping stone, karting is now a sport in its own right. Now all it requires is for the media to wake up to the fact ...

MARK SKEWIS
Sporting Scene Editor
Motoring News



"...karting is still regarded very much as a worthwhile 'breeding ground' for the stars of tomorrow" — Ian Shaw, the Silverstone Zip GP Team driver (Pic: Iain Blair)

Kart & Superkart

24 HOUR LE MANS



(l to r) Mark Tilley, George Robinson, Roger Moth and Thierry Ranchin.

The second annual 24 Hour for karts took place at Le Mans on the 30th-31st May, three weeks earlier than last year's event. Accordingly the weather was less settled and although the rain held off during Thursday and Friday, practice was held under oppressive and clouded skies. The entry was two short of last year, at thirty-four. The most notable absentee was the Belgian team from Lemmens Racing Service, Genk. Local heroes Bourgent, Breteau and Perret (Swiss) were busy running in, looking good and quick with new backing from Castrol. Kart-Shop boss Rolf Carigiet has an all new driver squad — Stoll, Hurel and Peter Schwab joining him with their usual tecno-PCR. The Orleans team of Venon x 2, Bardoux and Rager made a rare appearance with AllKart-Parilla TT27 JB's. Dourdan team, Commere-Lucien-Petitnet, were very quick in practice using locally brewed Werner kart with Parilla TT 95 but with chain drive. Last year's winners, Lesage-Colin x 2- Robert, were conspicuous by their absence from the track in practice, busy building their workshop, kitchen and sleeping quarters in and around pit 15. When they did take to the road it was only for short, impressive trips with all their all Hetchel equipment. That about completes the front-runners which we, the Brits ably assisted by Thierry Ranchin, hoped to mix with. Our new TKM gear had not turned a wheel in anger outside Alan Turney's Dyno room, so we were busy learning new tricks in practice — a credit to TKM that our most serious problem proved to be Tillotson, due to the angle of our belt drive it was impossible to use the new TM slide carbs until the ADS Gear Drive System is completed the slides will have to remain on one side.

Our team comprised Thierry Ranchin, Mark Tilley, Roger Moth and myself. Testing on Thursday was free and we soon had both karts circulating well and had decided on the three engines to be reserved for the race. Tyres this year were either Bridgestone YAK or YDG, the new SL compound. Le Mans has a very grippy, abrasive surface which was quickly damaging the softer YDG tyres tried by some teams in practice. With only six sets being allowed I was glad that we plumped for YAK's for the whole race. Friday's practice was forshortened to allow the locals to enjoy themselves on fun karts, typical French! Scrutineering was late on Friday followed by night practice. We did not attend night practice last year and did not wish to this

year. The only difference between night and day practice being it's bloody dark! After last years questionnaire regarding floodlighting etc., we hoped for improved lamps. Unfortunately the circuit was just as dark at night and the only difference was that the lights were lower than last year, this blinding you as you approached two of the most trecherous parts of the circuit. Saturday morning of the race dawned dry but unsettled, we were at the circuit by 8.15 am ready for the final practice at 9.0 am. All that remained to be done was scrub in the tyres and set up the spare engines with carbs and exhausts. After a lengthy briefing from M. Leret the teams lined up on the track for a 3pm start. Thierry started for us on grid 26. The usual flat out dash for the line was more suited to a 10 lap sprint than the start of a 24 hour. The first team to show was the Salbris equipe — Perrais, Chesneau, Gosparini, Tisneau who headed the first five teams to complete the hour on sixty six laps. It is interesting to note that this year the leading teams were doing two laps per hour more than last and that the overall speed of the race was quicker. After the first hour the first five teams were on the same up. The top teams had already assumed control of the race. By hour two Lesage-Colin-Colin-Robert were leading — A lead which was only relinquished once at the fifth hour to us. Surprising front runners right through the race was the Commere-Lucien-Petitnet team with

their chain drive, which is now all but obsolete in endurance racing — a very slick pit crew who services the kart and painted the chain at every stop with some foreign lubricant that had the consistency of hot tar! During the night the karts were to carry front and rear navigation lamps; these proved to be bicycle lamps which did not stand up to the kart's vibration. At one stage Mark had three rear lights when he took to the track and within ten laps had none. I had five black flags for showing no lights because the warning board with the kart number was invisible in the gloom I chose to ignore them, until the flag marshall tried to hit me on the head with a very solid looking blackboard! By morning we had exhausted our supply of operational lamps and no team can have been more relieved to see the sky turn grey with the signs of first light. At 7am the heavens opened and it rained heavily for nearly two hours. Like history repeating itself it was my turn to get a good soaking. With the jet screws right in and no wet box the petrol lasted for about two hours by which time I could hardly stand up! It was soon after this that the hired generator gave up the ghost. Luckily we did not need to have any barrels or drill anything for the kart, so our only major loss due to power failure was lighting and the microwave.

The positions at eighteen hours were Lesage-Colin etc in 1st place, ourselves 2nd, Commere-Lucien, etc, 3rd Carigiet fourth with Bougent sixth. These positions could almost have been counted as finishing places because only Bougent moved up to fifth with the rest remaining the same right through to the finish. Another great race, a credit to the organisation of the A.C.O, M. Leret and his band of officials. The prize giving was elaborate with even the last placed Team receiving something as a memento. As the prizes were distributed so they became more and more exciting, with Parilla, PCR and Hetchel engines, a Werner kart, several air compressors plus trophies and wine, a superb effort. M. Leret promised another 24 hour next year and a six hour in October. Our next event is the 1000 kilometre at Genk at the end of August. Between now and then I have to try to find ways of meeting the Intercontinental weight limit of 125KG — with a gear drive kart some problem.

What do you mean, no beer, Alan?

George Robinson



No. 26 Thierry Ranchin at the start, No. 27 Lesage-Colin-Colin-Robert alongside.

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Saturday evening saw a lot of people with a lot of work to do. With so many people having suffered seizures at least a couple of running in laps on Sunday morning would have been a blessing. However, no amount of lobbying the race organisers by yours truly could improve on the programme — they were adamant, there was no time to fit in any practice laps for Formula E on Sunday morning, everyone would have to go to the final grid cold.

The Finale (8 Laps)

As the grid formed up just before 11.30 am on Sunday morning, the first 15 rows took on the following format:-

(pole)	Hines	Bohlin	Goff
	Gudel	Allen	Serfatty
	Janson	Gassin	Krosby
	Batmalle	Marsh	
	Westman	Petersen	Oosting
	Brust	Wegmann	
	Ljunglof	Pedersen	Ridinger
	Owsianny	Ib Petersen	
	Flume	Campo	Springer
	Ronueaux	Buus	
	Seibold	Grondstra	Kleppe
	Azemar	Lambert	
	Muller	Ihle	Wollerich
	Dahlman	Glencross	
	Parrott	Strath	

Grid positions of those who non-finished the pre-finale were calculated on the number of actual laps completed. Danish Champion, Lars Gronning sat on row 19, whilst Ian Shaw and Chris Willie both occupied back row places, with a lot of hard work ahead. Again, a total of 54 drivers made up the grid.

The 100,000 capacity stands in the stadium were rapidly filling up in anticipation of the Formula E event and the 27 lap Wirth Supercup WSPC Sprint which was next on the agenda.

The pace car departed with the karts behind in a steady stream to complete the obligatory warm-up lap. As they came through the stadium complex Tim Parrott pulled into the slip road and ran into the pits whilst the field toured round to the lights. Chris Willie, likewise, coasted into the pits with what transpired a terminal problem.

On the green light Goff made the best of the start, chased by Bohlin, then what looked to be — Gassin, Allen, Janson and Hines as the field tumbled into the first right-hander. Two thirds of the lap complete Hines motored to the front and as they entered the stadium complex it was — Hines, from Bohlin, Goff, Grondstra of row 11 and Gassin leading a mass of machinery.

The second tour and Hines still controlled the race from Bohlin. Grondstra had edged into third, Gassin following him through as Goff was deposed to fifth. Frenchman, Thierry Serfatty, led Torgjer Kleppe, Paul Gudel and Mikael Janson as they hammered down the pits straight to start another tour. Ian Shaw, from the back row, was steadily gaining places but still well down; Tim Parrott was running at the back. Hines and Bohlin had put a sizeable gap between themselves and the rest when they next came into view. Gassin was now in third, Grondstra had gone missing out in the country the result of a seize, but Gassin was coming under extreme pressure from Goff and Serfatty. Gudel had taken Kleppe and Janson had followed him through. Dutch Champion, Piet Hartog, who started from low order, made it to mid-field before disappearing from the lap charts. German pilot, Rainer Wittenius pitted at the end of that tour. The next lap and halfway through leader Hines was gone — a seize on the front cylinder. Bohlin

took up the running from a scrapping Gassin and Serfatty whilst Goff held station in fourth, Gudel, Kleppe and Janson close behind, Kleppe having towed past Janson on the back straight. Mark Allen and Bobo Westman were running well and steadily improving their positions. Ian Shaw had climbed to around tenth by the end of that tour, whilst Phil Glencross, from row 15 had reached a mid-field position. Norwegian driver, Roar Jacobsen, coasted into the slip road with drive sprocket problems. Bohlin still had the lead, some 3 seconds up on Gassin and Serfatty, the latter getting the better of Gassin as they came through the complex, a mite wild to say the least. Roger Goff was into the pits with a big seize. Kleppe now had fourth ahead of Gudel and Janson. Three laps to go and Bohlin was out on his own, the order behind being — Serfatty, Gassin, Kleppe, Gudel, Shaw, Janson, Westman, Wimmer and Mark Allen. On the penultimate lap Allen improved two places by picking off Wimmer and Westman.

Into the final lap and the run down to the flag Bohlin was out on his own and crossed the line 5 seconds clear of Serfatty, with Serfatty 6.72 seconds clear of third placed Gassin. Kleppe held onto fourth ahead of Gudel and the last ditch effort by Allen which was rewarded by sixth. Janson beat Shaw to the line for seventh, but it was a creditable drive by Shaw from the back. Wimmer, Westman, Lozza and Wollerich were the others to finish in the points.

The retirement rate had been quite high, leaving 31 running at the finish, some of those lapped twice. Krosby completed 5 laps, Petersen two before seizing, Batmalle one lap before holding a piston. Monica Strath crashed heavily out by the top chicane and had to be hospitalised. She returned later by taxi with her neck in a collar and a bruised back, fortunately nothing more serious.

Generally, the drivers comments were that they liked the circuit. "Bloody Quick."

1st	Lennart Bohlin	(S)	Zip Bandit/Rotax	15 points
2nd	Thierry Serfatty	(F)	PVP/Rotax	12
3rd	Eric Gassin	(F)	Nissag/Rotax	10
4th	Torgjer Kleppe	(N)	Dino/Rotax	9
5th	Paul Gudel	(CH)	K.A.R.T./Rotax	8
6th	Mark Allen	(GB)	Dino/KMP Rotax	7
7th	Mikael Janson	(S)	Zip Bandit/Rotax	6
8th	Ian Shaw	(GB)	Silverstone Zip/Zip Rotax	5
9th	Rainer Wimmer	(A)	Lenzing Mondial/Rotax	4
10th	Bobo Westman	(S)	PVP/Rotax	3
11th	Philippe Lozza	(F)	PVP/Rotax	2
12th	Leo Wollerich	(NL)	Zip/Rotax	1

Race Time (8 Laps) — 19min 09.24 sec — 170.34 km/hr.

Fastest Lap:- Martin Hines — 2min 20.78 sec — 173.82 km/hr.



Deknatel (74-NL) eventual winner, with Hessenauer (70-D), Rohr (53-D), and Reuther (55-D).

CASTROL-POKAL SERIES

The predominantly German and Dutch Castrol-Pokal Series drivers were given their own separate qualifying session and 5 lap race.

The six fastest qualifiers heading for the pick of the grid positions were:-

Roland Rohr	(D)	2min 51.39
Willem Deknatel	(NL)	2min 53.92
Michael Reuther	(D)	2min 57.44
Walter Hauthaler	(A)	2min 58.29
Stefan Klug	(D)	2min 59.08
Volker Hessenauer	(D)	2min 59.40

Once Rohr, Deknatel and Reuther broke away from the rest of the field during the first lap of the race, unfortunately, things became somewhat processionary. At the line it was to be Deknatel to take the honours, after an early lead by Rohr; Reuther ran out third.

1st	Willem Deknatel	(N)	Rijo/Honda
2nd	Roland Rohr	(D)	K.A.R.T./Rotax
3rd	Michael Reuther	(D)	K.A.R.T./Rotax
4th	Michael Muller	(D)	K.A.R.T./Rotax
5th	Thomas Hodel	(D)	K.A.R.T./Rotax
6th	Walter Hauthaler	(A)	K.A.R.T./Rotax

Race Time (5 Laps) — 14min 10.79 sec — 143.81 km/hr.

Fastest Lap:- (Roland Rohr) — 2min 48.31 sec — 145.39 km/hr.

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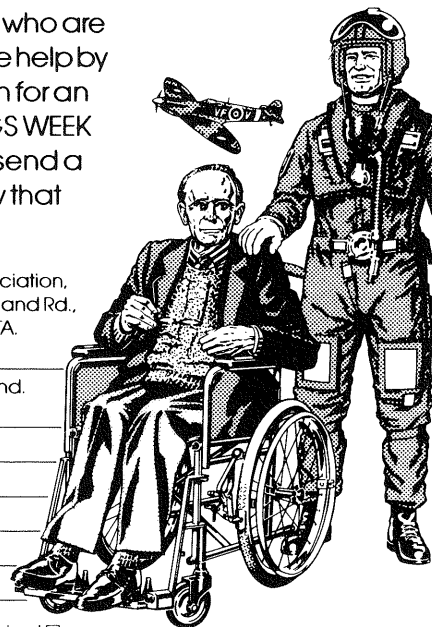
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reckoned around the 2min 25 sec mark. Phil Glencross was going well, getting down to times on par with Hines — 2min 22's. Lennart Bohlin was looking to improve on 2min 23.20, after clocking a 2min 30.15 in heavy traffic. Young Monica Strath was reasonably content with a 2min 29sec time (unofficial) after the computer timer missed her on the first four laps. She finished the first session with a detonating motor and a holed piston; fortunately the barrel got away unscathed. Torgjer Kleppe wasn't too happy, the gearing was all wrong — would try the Silverstone motor for the second session. Mark Allen was quite pleased with a 2min 28, as everyone trooped back to the paddock — Friday's driving completed.

Brilliant sunshine and soaring temperatures greeted the competitors preparing for the second qualifying session which commenced around 12.30, with everyone trying for a better time than already established it was on the cards there would be a few problems. Ian Shaw improved on his Friday official time — I clocked him with a 2.22.97 which he was quite happy with, it looked good enough for a front or second row position for the pre-finale. Unfortunately his time in the second session was disallowed — the scrutineers complained that the radiator sat too high. The fact that it passed Friday morning scrutineering did not enter the question! So, he and Andrew lowered the rad — it passed. He was still having troubles with his brakes ...

Second Qualifying

Roger Goff, after being disallowed his time in the first session due to being under weight, put in a time good enough to warrant a third row grid slot, whilst Tim Parrott who didn't show on the first session time sheets, still suffered problems that were to see him lodged on the eleventh row. Martin Hines, out to improve on the earlier session, suffered a seize out of the Bremskurve and ran all the way back to the pits to take out the second outfit — not the most enjoyable thing to do, dressed in helmet and leathers with temperatures hovering around the 28°C mark! Lennart Bohlin's time improved, a 2min 22.40, to give him a front row position. Poul Petersen managed to overcome his earlier seizure maladies and earn a third row slot. French Pilot, Eric Gassin, ran well in the second outing, good enough for a second row slot, alongside Shaw. Dutch Champion, Piet Hartog was to join Goff and Petersen on the third whilst Swiss driver Paul Gudel, sponsored by Wolfgang Pinder of Pinder Reisen, sat on row four, alongside Perry Grondstra. Grondstra had travelled to Hockenheim with an '83' Rotax which was well off the pace, but managed to borrow an '86 motor from a Dutch colleague and put in a 2min 26.42

The grid sheets were posted about an hour after qualifying ended and with the 6 lap pre-finale due to run at 14.55, the line up was as follows:-

Qualifying (first 15)

Phil Glencross	2 min 22.24 sec
Martin Hines	2 min 22.24
Lennart Bohlin	2 min 22.40
Eric Gassin	2 min 22.88
Ian Shaw	2 min 22.92
Poul Petersen	2 min 24.59
Roger Goff	2 min 25.28
Piet Hartog	2 min 25.38
Poul Gudel	2 min 26.30
Perry Grondstra	2 min 26.42
Torgjer Kleppe	2 min 26.47
Hakan Dahlman	2 min 26.53
Thierry Serfatty	2 min 27.46
Trond-Aage Krosby	2 min 27.48
Rainer Wimmer	2 min 27.55

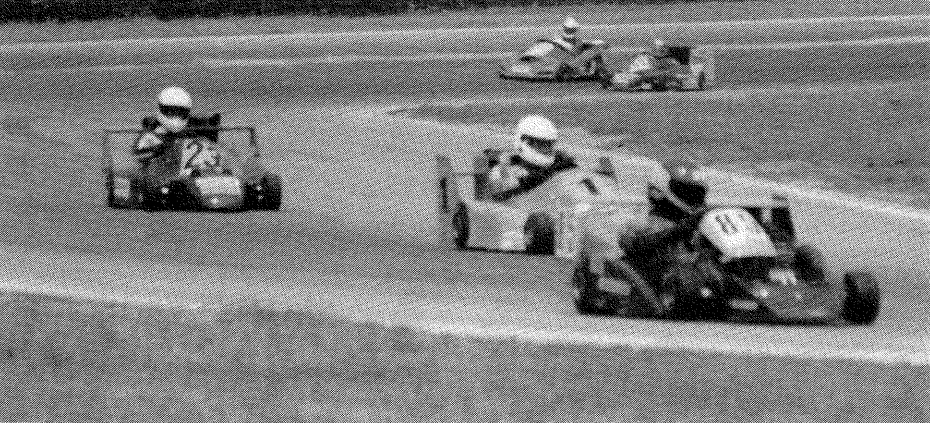
The Grid (Pre-Finale) — First 15 Rows

(pole) Glencross	Hines	Bohlin
Gassin	Shaw	
Petersen	Goff	Hartog
Gudel	Grondstra	
Kleppe	Dahlman	Serfatty
Krosby	Wimmer	
Janson	Batmalle	Muller
Strath	Allen	
Lozza	Wegmann	Westman
Buus	Gronning	
Wollerich	Linke	Parrott
Brust	Ljunglof	
Kiefer	Pedersen	Wittenius
Lambert	Schander	
Willie	Marsh	Pouderoux

Pre-Finale (6 laps)

A total of 54 qualifiers lined up on the grid behind the pace car for the rolling lap of the full 4.2 mile circuit at approximately 14.45, Glencross on pole on the outside. As the rolling lap completed its tour through the stadium complex Hans Lambert from Holland and German driver Georg Schander, both from the fourteenth row, toured into the pits lane misfiring.

As the lights changed to green Bohlin was first off the line, ahead of Glencross and Hines as they led the horde into the right-hander for the first



Goff (85) was destined for a big seize in the Finale, likewise Hartog (1) found his race terminated prematurely after mechanical troubles; Wollerich (23) finished 12th.

time; Goff, Shaw, Gassin, Petersen and Gudel hard on their heels.

One lap complete and Hines had hit front with Bohlin snapping at his heels. Shaw was up to third, Grondstra almost alongside as they exited the complex onto the pits straight. Gudel was next up, hounded by Kleppe from row five, Goff and Mark Allen. As the field passed by in a haze of heat and colour Poul Petersen had dropped right back and Monica was running at the tail end with Lambert who had rejoined from the pits lane. Swedish driver, Milan Knezewic pitted at that point, his race chances over. Hines began to establish a respectable buffer from Bohlin, still in second. Goff was now in third, Shaw was gone with a tankside tyre puncture. Grondstra was driving well in fourth, ahead of Kleppe, Gudel and Mikael Janson. Tim Parrott was running in the middle order and destined only to run another lap before a drive sprocket terminated his race. Glencross was gone with a seized motor, Monica completed two laps before her engine holed a front piston. Piet Hartog was also gone with a seize, as the attrition rate rose.

By the halfway stage Hines was out on his own with Bohlin running a somewhat lonely second. Grondstra was fighting to maintain third from a persistent Goff whilst Gudel and Kleppe battled it out ahead of Serfatty in seventh. Parrott trundled into the pits lane to conclude his race, soon to be joined by Hakan Dahlman with a seize, Leo Wollerich and Hans Lambert, both

from Holland.

The next tour saw no change up front — still Hines and Bohlin; Goff and Grondstra were still at it, frequently exchanging places. Kleppe, Gudel and Serfatty were *in situ*, though the Norwegian was to coast to a halt at the end of that lap with a shot crank. Behind Serfatty and a little adrift came Mikael Janson heading the rest of the field — Bobo Wesman, William Batmalle, German driver Freidheim Wegmann, Eric Gassin, dramatically dropped back, caused by some incident out in the country, followed by Manfred Muller and Trond Krosby; Robert Marsh was running midfield.

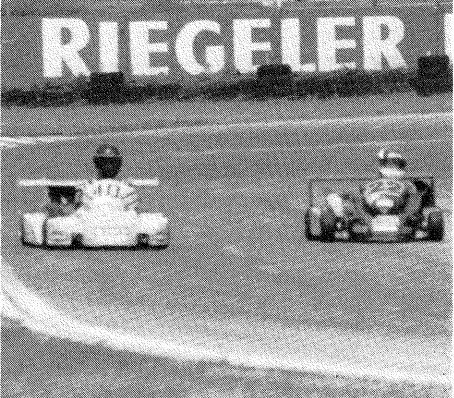
The penultimate lap and Hines was on his way to victory and pole for Sunday's final. Bohlin was heading for a second place, Goff third and it looked to be a fourth spot for Grondstra, until his motor locked up, Paul Gudel headed Mark Allen who had recovered well after dropping down the order and was now leading Janson and Gassin, the Frenchman having pulled up three places in the course of one lap. Denmark's Michel Buus toured into the pits with engine problems with one lap to go.

Out of the complex for the last time it was Hines to take the flag, Bohlin next, 5/10th second adrift, Goff third some 11 seconds later, Gudel held on for fourth ahead of Allen, Janson, Gassin and Serfatty. Batmalle, Krosby, Westman and Petersen completed the first twelve home. Twenty-six drivers ran the full 6 laps. The fastest

lap went to Martin Hines — 2min 22.17 sec — 172.12 km/hr.

1st	Martin Hines	(GB)
2nd	Lennart Bohlin	(S)
3rd	Roger Goff	(GB)
4th	Paul Gudel	(CH)
5th	Mark Allen	(GB)
6th	Mikael Janson	(S)

Race Time (6 laps) — 14min 20.41 — 170.64 km/hr.



Petersen (40) managed a 12th in the Pre-Finale, whilst Grondstra was not so lucky and started the Finale from 27th place.

250 SUPER CHALLENGE

ROUND 3



Alan Mills (79), Paul Pedelty (80) and Allan Jones (89) rounding the pit bend.

Could the success of the first two rounds be continued? How would Kurt Luby go? These were the questions on most people's minds. By the time scrutineering had finished it was obvious that the Challenge had attracted yet another massive grid.

HEAT 1

The lights turned to green and a total of some 1400 BHP leaped forward. Pedelty once again had a great start and lead from Cryer, Woodcock (a man to watch) and Jones. Kurt Luby pulled off to change a plug and restarted from the very back and did he motor! Kennings joined the leaders on the third lap pushing Jones down one place. Pedelty dropped back to fourth amd the order was Cryer, Woodcock, Kennings. Luby carved his way through the field eventually to get in front of the leading pack but was still a lap down, Cryer had problems which gave Kennings the lead. Cryer, rounding the pit bend, then thrust his arm skyward and the unfortunate Woodcock ran into his back and spun. Pedelty squeezed past the slowing Cryer. Luckily Cryer's engine cleared and he then went on to beat Pedelty to the line. Final order Kennings, Cryer, Pedelty then Jones.

HEAT 2

Jones with a well judged start lead into bend one. Kennings, Luby and Alvin Heaton (comparative newcomer to 250 karting) followed. Luby nipped past Jones and Kennings. Cryer joined the leaders and nudged in front of Heaton. To add to the fun the Heavens opened. What a handful a 250 Twin, on slicks, in the rain! There were several mishaps including Luby who miss-judged his entry onto the straight and spun. Kennings grabbed the opportunity and went through. Jones had trouble with the conditions which allowed Cryer and Pedelty to pass him. Over the line it was Kennings, Luby, Cryer then Pedelty. Novice driver James McHale with his Barlotti was seventh, the first Yamaha home, an excellent effort considering the large field and the treacherous conditions.

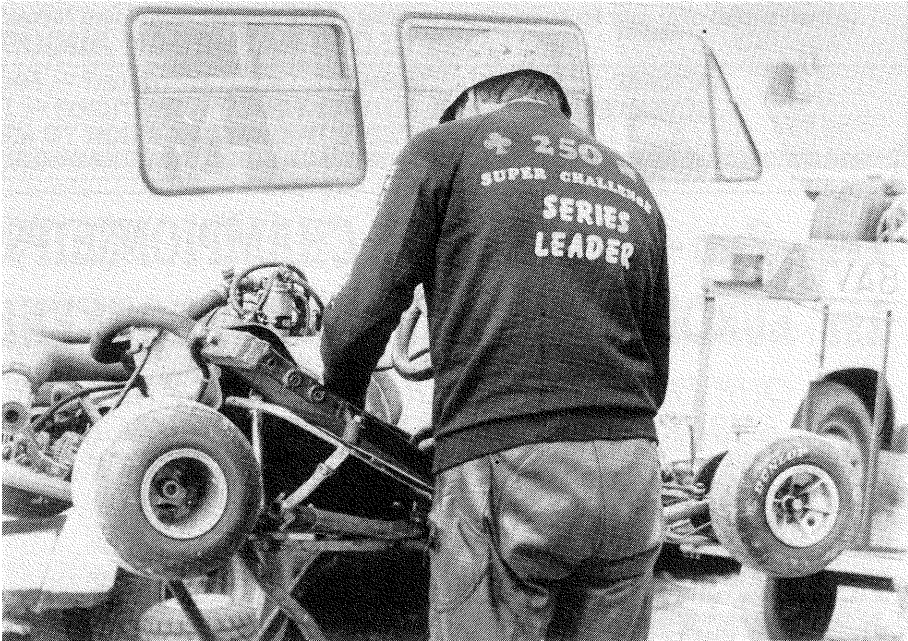
FINAL

Who would lead? From the heat results it could be any one of Luby, Kennings, Jones, Cryer or Pedelty. Cryer snapped his chain on the dummy grid. Then surprise, Woodcock with his Mike Hemming tuned Rotax stormed through with Luby, Kennings, Jones and Douglas in pursuit. Woodcock gradually consolidated his lead. Kennings was battling with Luby, getting alongside on a number of occasions. Quigley was sandwiched between the Stoddart brothers, by lap eight he was through into fourth spot. Disaster then struck Woodcock, perhaps a lapse in concentration or his tyres went off, but at the pit bend he spun and before he returned to the track Luby was into the lead. Woodcock chased hard but failed to regain his lost number one spot, being a kart length behind Luby when they crossed the line. A grand drive even if a little unfortunate. The next up was series leader Kennings, fourth Quigley with a solid drive. Fifth and sixth were Keith and Malcolm Stoddart. Well done to seventh, the first Yamaha home, novice driver Sylvia Ashe, wife of current short circuit number two John Ashe.

Thank you to Mrs Price and her Bolton Kart Club Colleagues for hosting this round and looking after us so well.

Anyone spot the deliberate mistake in the last report? Hint, look at the points! Anyway I have got it right this time and the top ten drivers with their points after ROUND 3 are as follows:

B Kennings	106
P Pedelty	75.66
T Cryer	74
C Quigley	49.66
I Woodcock	48.66
A Jones (89)	45.66
M Douglas	34
A Jones (78)	33.66
K Luby	30
N Hems	27.33



The view most people get of Bob Kennings!



NFR Gauntlet

June 28th Blackbushe was the venue and we're half way through the Gauntlet, with Coaker showing he is definitely a force to be reckoned with, he's already top of the points table and has made sure that he stays there with four clean wins, its nice to see his hard work paying dividends.

With Shelton retired from racing, Pritchard busy winning the Isle of Man (can't be in two places at the same time), Durance out of it (more engine trouble), and Ottrey not yet finding the full power of the Rotax single there was a five way fight for second place with Ede getting the better of it (well done Dave), Howard coming third, is still upset at being lapped for the first time in four years (just as well the fan club didn't show up), Clayton was fourth, doing well on his first visit to this track and tricky Ricky fifth (lovely pirouettes on the grass Rick). It was unfortunate to see that Mooney who had been doing so well during the day was to be let down in the final.

Points at the half way mark as shown.

Place	Name and Race No.	Points
1st	John Coaker	15 730
2nd	John Mooney	11 418
3rd	John Ottrey	16 414
4th	Gary Clayton	31 403
5th	Dave Durance	97 389
6th	Dave Shelton	13 378
7th	Brian Howard	21 351
8th	Alan Pritchard	58 320
9th	David Ede	24 239
10th	Ricky Miller	61 199
11th	Andrew Scott	53 99
12th	Steve Curtis	20 61
13th	Simon Aristocleous	78 56
14th	John Sapsed	14 38
15th	Micky Court	27 29



David Ede — winner on the day.

(Pic: Simon Hall)



Brian Howard (21) leads Gary Clayton.

(Pic: Simon Hall)

EUROPEAN FORMULA E CHAMPIONSHIP

ROUND ONE — Hockenheimring 3rd-5th July

The 1987 European Formula E Championship, organised by the ADAC-Württemberg, got under way as early as Wednesday 1st July as the teams began arriving. The Zip team of Martin Hines travelled on the 9.45 pm Dover-Calais ferry on Wednesday to reach the circuit around 9.30 am (local time) on Thursday. Ian Shaw, complete with motorhome, pulled in early the same day, whilst Roger Goff travelled over on Thursday night. Already at the circuit on Thursday morning were Phil Glencross, staying over for a couple of weeks touring and testing before heading for Assen and round 2 of the series; most of the Scandinavians had already arrived — Lennart Bohlin's camp, in the capable hands of Jan Strath, endured 28 hours driving to reach the circuit. As I walked the paddock, talking to crews, everyone seemed reasonably confident that things would go well — until, that is, it was discovered that the karts would race the full circuit and not the short 2.634kms circuit used in 1985. Rumours abounded on Thursday about the use of the long circuit and until official confirmation was given I felt a mite sceptical about the rumours, particularly as fuel would be a problem. C.I.K. regulations state a maximum of 15 litres will be carried and the first set of documents seen intimated a 6 lap Pre-Finale or Repechage and a 10 lap final. On the short circuit that would have been quite acceptable, but on the full circuit it was possible competitors would run out of fuel in the Finale before the finish.

Confirmation of racing on the long circuit was established on Friday morning around 8.30 am when I was taken in a car around Hockenheim by a guy named Walter, last seen at the Nürburgring in 1986 and who has some involvement with the ADAC at Hockenheim. Off the start lane into the first right-hander, (pole position on the outside of the corner), leads onto a long slightly up hill but very quick straight into a right-left-right chicane, onto a long right sweep among pine forest — The Bremskurve. From the Bremskurve you are delivered into an extremely tight chicane, again right-left-right, with a narrow exit and high kerbs. This leads into the Ostkurve and the next long down hill, very fast straight and the wide left-right-left chicane, then the final straight before you hit the complex in the stadium. At the end of that straight there are a series of large blocks which Ian Shaw thought were concrete! No, Ian, high density foam, mate! Hines in the final stamped in the quickest Formula E lap — 2min 20.78sec — 173.82kms per hour, comparable with a group C2 car's time of 2min 20.79. Hans-Joachim stuck recorded a 1min 59.72sec!

The circuit was pretty bumpy in some places, particularly along the straight to the first chicane and in the chicanes themselves.

The total entry was 97 Formula E and 250 single cylinder running in the Castrol-Pokal series. The Castrol series drivers numbered around 20 and the programme indicated that, though they would have separate practice and qualifying periods, they would in fact race their Finale along with the Formula E Pre-Finale on Saturday afternoon. C.I.K.'s Robert Langford stated on Friday morning that a meeting the previous evening had decided the Castrol series drivers must have their own separate race. The distance

for the Formula E races had been set at Pre-Finale 5 laps (though actually it turned out to be 6) and Finale 8 laps, both races plus one pace lap and though I and others suggested running the pace laps on the short circuit the decision to use the full circuit for the pace laps stood. . . .

Formula E official practice, per annuaire, is now two hours, split into three 40 minute sessions — one free and two timed. The fact that everything was to happen on the full 4.2 mile circuit had its own attendant problems, particularly gearing, as everyone was working on the premise of racing on the short circuit. Why the decision was made to use the long circuit is not known, but surely the ADAC should have notified competitors of its decision. That and the fact there was no entry confirmation, or indeed any communiques from the ADAC Württemberg until prompted by the RAC and CIK a couple of days before the meeting has not gone unnoticed. When drivers, Europeans included, ring my office to ask me if the meeting is still on, there must be something drastically wrong at the top.

Practice And Qualifying

The first practice session for Formula E was staged between 13.00 and 13.40 hours and it proved that effective communication of intentions between organisers and competitors is essential if a meeting is to run smoothly. One thing was proved early — Hockenheim is quick — and demanding on machinery. French pilot and Zip importer, William Batmalle seized both cylinders first time out and suffered second gear change problems on his quick motor. Martin Hines was clocked at 2min 22 on a couple of occasions, whilst Ian Shaw 2min 24's on a 1 to 1 set up and spoke about using 30 tooth front sprocket for first qualifying. Ian also was suffering overheating brakes on the two major corners and was seen with Martin and crew trying to rectify the situation. Norwegian, Torgjer Kleppe, was running in a motor on old rubber, going 1 under and voiced his dissatisfaction about lack of notice that we had to race the long circuit. Likewise Roger Goff, who had

travelled to Hockenheim with only the conventional bodywork — he was running 3 seconds off the unofficial average pace. Tim Parrott was not very pleased generally and perhaps it would not be politic to expand further . . . Mark Allen aboard the lightning windows Dino and under the watchful eye of that marque chassis importer, Geoff from Langcourts, spent the session running in both motors — one running at 2 under and one at 1 under. it was Mark's first trip to Europe and first experience of Formula E at International level. He was optimistic and, I felt, was out more for the experience than intent on pot hunting.

Past World and European Champion, Poul Petersen of Denmark, first time out suffered a front puncture on the PVP, was able to hold it and return undamaged. In the session next out he seized the Rotax. He had switched from Mikuni Power Jets to Dellortos and didn't seem exactly impressed! On the tyre front, generally speaking rubber was holding up well. Ian Shaw, from the first practice session, the engine side rear showed very little wear and others commented on how gentle the circuit seemed on tyres (a bit different from '85! Then compounds have changed somewhat). One or two drivers seemed concerned about engines overheating because the long straights are availed by trees and there was little or no air movement.

First Qualifying

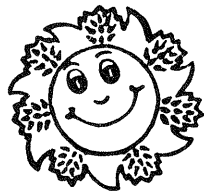
At 16.45 Formula E took to the circuit for the first official qualifying session. There was no specific plan for qualifying, the karts were sent out *et al.* Just after 16.45, from the pits lane, I saw the black flag go out and wondered . . . No accidents, nothing like that, although it was surprising, given some of the despicable standards of driving from the lunatic fringe. It transpired there were some single-cylinder drivers mixing it with the Formula E and causing chaos. They were quickly recalled and qualifying was soon resumed. Martin Hines was unofficially clocked at 2min 23.04 by me, then put in a 2min 22.60 and reduced that by 4 tenths later. Ian Shaw was running at 2min 24.52. Though I didn't have a stopwatch on Roger Goff he was



Hines shared a 2min 22.24sec time with Glencross.

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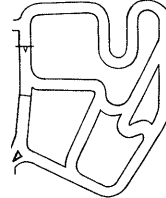
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SUNDAY, JUNE 28th

FINAL ROUND — NORTHERN CHAMPIONSHIPS

North of Scotland Kart Club held the final round of the Northern Championships in brilliant sunshine on Sunday June 28th, (1st round held at Grampian Kart Club's circuit). 38 drivers turned up to compete for the title in their class.

JUNIOR BRITAIN 'A'

Junior Britain A had 3 line up, local driver David O'Brien, Stuart Mutch from Kintore and Stevie Wilson from Menstrie. Wilson took the first two heats with O'Brien the third. In the final it was Wilson who took the flag followed home by O'Brien.

JUNIOR BRITAIN 'B'

Junior Britain B had 5 drivers line up, with Grampian drivers Alan Mutch and Julian Kinsella and Novice Duncan Gordon, with West of Scotland lad Alex Jack and Club Driver Lee Livingston. Jack took the first and third heat and a second in the second heat. Livingston took the second heat with a second in the third and Kinsella took second in the first heat. With the final underway Jack was away with Livingston hard after him, and that's how it stayed till the end, Mutch and Kinsella had problems which let the novice Gordon into third place.

125 NATIONAL

125 National saw a grid of 7, plus the one P&R of Alex Mackay, take the grid with Club drivers

Les Cranston, Robert Brady and Novice Andy Meikle joined by Grampian driver Brian Goodall, with novices Graham Gammie, Ian Oastrau and Richard Fyfe. Goodall took the 1st and 2nd heat followed home by Gammie and Oastrau. The third heat was won by Gammie followed home by Brady and Goodall. The final saw a good start for Goodall who despite being closely chased all the way home took the flag. Second man home however was Cranston who drove a good race starting from the rear, due to problems encountered during the heat Gammie followed him home.

SENIOR BRITAIN & 100 NATIONAL

Senior Britain plus 100 National Novices had a grid of 7 with S/B's Denise Ford from West/Scotland. Allan Innes from Grampian, David Scott, and Kingdom Kart Club's David Greig. Joining them was Ray Duncan plus two other late entry novice drivers. Innes had a 1st, 2nd and 1st in the heats, with Scott 3rd, 1st and 2nd and Greig 2nd, 3rd, 3rd. The final away Innes developed problems which left Greig and Scott fighting for victory. In the end it was Greig in the lead followed into the final bend by Scott and Ford (who'd had several arguments with the hay bales during heats). As they turned the bend a back marker blocked the way, Greig was already past heading for the flag Scott took the left side and went wide, Ford took the inside line. At the flag Scott just managed to hold onto his lead; Ford had to be content with third place.

As always 100 National produced the biggest grid with 15 drivers lining up. Club drivers Darren Parks, Martin Foyle, Jeff Stewart, Davie McLachlan and A. Rodgers. Joining them from Grampian were Peter Adams, Richard Scott, Gary Issac, Derek Hay and Alex Pettigrew. Kingdom support came in the shape of John Robertson, Alex Stobie and Andy Graham, William

MacMillan from West/Scotland and Ron Crombie from RAF Lossiemouth completed the field. With so many good drivers it could be anyone's race. In his usual fine form at Littleferry circuit was Graham who took 1st place in all heats, Robertson had two seconds and a third, Issac a second and Stobie and Stewart a third. The final away the class soon broke up into three groups with Graham leading, Stobie and Robertson fighting for second place and Scott and Parks behind them. After them was a good gap before the rest of the field came. At the line it was Graham followed by Stobie, Robertson, Scott and Parks.

Best Novices for the day were — Junior: Duncan Gordon — Senior: Alex Mackay.

NORTHERN CHAMPIONSHIP RESULTS:

JUNIOR BRITAIN 'A'
Stevie Wilson. Runner-up, Stuart Mutch

JUNIOR BRITAIN 'B'
Alex Jack. Runner-up, Lee Livingston

125 NATIONAL
Brian Goodall. Runner-up, Graham Gammie

SENIOR BRITAIN
David Scott. Runner-up, Allan Innes

100 NATIONAL
Alex Stobie. Runner-up, John Robertson

Team Trophy went to the Posers (consisting of) Lee Livingston, Richard Scott, Alan Innes, Brian Goodall.

All in all an excellent day's racing for spectators.
G.K. Parks

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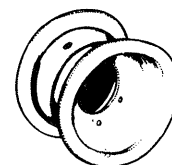
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Protrain JUNIOR SERIES ROUND TWO — SHENINGTON JUNE 21st 1987

The second round of the Protrain Junior Series was held at Shenington on the 21st June, the series again being blessed with sunny weather. It is good to see that with more or less every lap the driving standard is improving, from an already high level. It was good to see Manning wearing the yellow Protrain Series Leader T-Shirt, following his well-deserved victory from Round one at Fulbeck.

Heat One

Blair stormed into the lead from grid 2, to be joined by Smith from lap 2 onwards. This battle then continued throughout the race, with Blair never relinquishing his lead. While Warburton and Firman settled down into a nice steady rhythm in this heat, maintaining their positions, Stanton had a determined drive from near the back of the field, and was matched only by Dudfield who came from last on the grid to take fifth at the flag. So the result was Blair from Smith, Manning and Greensmith.

Heat Two

Matthews and Dudfield dominated this heat, with Matthews being constantly challenged by Dudfield at every possible opportunity, but to no avail. Local driver Spencer, had to first force his way through to third, and despite pulling in the leaders, the race was not long enough for him to make an attempt at overtaking the leaders. So, at the flag it was Matthews, Dudfield, Spencer and Miller.

Heat Three

Following on from his form in the second heat,

Spencer went straight into the lead, which he kept with a comfortable cushion from Firman and Smith, who were dicing from start to finish. From middle grids, Blair and Dudfield progressed through the pack, Dudfield finally getting the better of Blair on the last lap. The order at the finish was Spencer, Firman, Smith and Dudfield.

The Final Grid

Blair	Dudfield	Smith	Firman	Matthews	Manning
39	14	5	7	22	52

From his pole position, Blair went immediately into the lead, followed by Dudfield, Smith, Firman and Matthews. The order remained the same until lap 3, when Matthews lunged into fourth place. Further down the field a thrilling battle raged between Manning, Hunter, Higginbottom and Warburton. Lap 5 and Blair succumbed to Dudfield's immense pressure. Further down the field, disaster as Hunter spun, and whilst taking avoiding action, Higginbottom and Warburton embedded themselves in the tyres, fortunately receiving only bruising. Swift action by the Clerk of the Course bought the race to a standstill allowing St. John's to attend to Warburton. The race was restarted in single file, with 5 more laps to be completed, with the order being Dudfield, Blair, Smith, Firman, Manning and Hunter. A noticeable absence was Firman and Matthews back in 11th place. A late-braking Blair regained the lead on the first lap, and despite numerous attempts in the remainder of the race, Dudfield was unable to pass Blair. Smith

and Manning maintained a rapid pace, but could make no visible impression on the two leaders. Stanton and Miller provided the only other movement in the field, with Stanton moving up from seventh to fifth on lap 3 of the restart. After this exciting and eventful race, the final result was Blair from Dudfield, Smith, Manning, Stanton and Hunter. With the battle for the Championship hotting up, we look forward to the next round of the Protrain Junior Series at Little Rissington on July 5th.

Total Points after Round Two

Smith — 167, Manning — 165, Blair — 153, Dudfield — 147, Matthews — 143, Spencer — 135, Miller — 134, Greensmith — 119, Hunter — 116, Firman — 113, Higginbottom — 79, Stanton — 64, Hardwick — 48, Warburton — 40, Chamberlain — 35.

Shoestring



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we had been — because nobody wrote a report”.

The Cadet Column is especially for Cadets — use it to let the rest of us know what's going on.

**Geoff Critchley,
Cadet Father**

**Dear Mr. Critchley,
Point taken. We have said it all before — this column is to promote Cadet class karting. If Clubs submit reports then they will be used. It is up to the individual Club PRO's to provide material, not only for the furtherance of Cadet racing but to promote their own club. — Ed.**

Threes Sisters — Sunday 19th July

There was only four Cadets entered for this meeting, organised by Manchester & Buxton K.C., but the racing was the closest and most hotly contested of the day.

The results of the first two 6 lap heats were:-

Heat 1

1st Nicholas Critchley
2nd James Meanwell
3rd Michael Blair

Heat 2

1st Michael Blair
2nd James Meanwell
3rd Nicholas Critchley

So the grid positions were to be decided on the last heat, the result of which was:-

Heat 3

1st Michael Blair
2nd Nicholas Critchley
3rd James Meanwell

The boys lined up for the 8 lap final with Michael and Nicholas on the front row with James and Brent Pontin-Waltier behind. With only one trophy for the winner plus one for the best novice the tension was electric.

Into the first bend Critchley led from Meanwell and Blair with Pontin-Waltier behind. Down the straight on lap two, Blair had moved up to second and by lap three he had taken the lead with Meanwell second and Critchley slipping down to third. Brent Pontin-Waltier had found some speed which had been lacking during the heats, and was much closer to the leaders than he had been all day. This was the order until lap 6 with Blair pulling out a few yards lead, then he slowed, allowing his two rivals time to catch up before retiring with a dead motor.

Meanwell went through into the lead with no difficulty, but Critchley was slightly delayed by Blair as he slowed. With two laps remaining Critchley appeared to gain new speed, but was unable to catch Meanwell before the flag.

1st James Meanwell ZIP
2nd Nicholas Critchley ZIP
3rd Brent Pontin-Waltier WRIGHT

James took the trophy for the winner whilst Brent was the lucky recipient of the Novice award.

Talk in the pits after the race was:- “If there had been one more lap...”

Speeds had built up all day with James, Michael and Nicholas lapping nose to tail for lap after lap, each of them leading at some time. The

general consensus after practice was that there was one braking point at the end of the long straight, but it was only necessary to ‘lift off’ into the bend at the other end of the circuit. By mid-day Nicholas admitted to not needing to brake anywhere, but had to lift at the end of the straight.

After the final he said that his last two laps had been foot hard down all the way!! Perhaps it will be necessary for the Cadets to use the full circuit rather than the shortened one, just to give them at least one corner to brake for.

The next meeting at Three Sisters will be on August 16th, organised by Bolton K.C. — Come on you Cadets who have not yet been to Three Sisters, this must be the fastest circuit you will ever race on!

Geoff Critchley

Derek Warwick — F1 driver — has bought a Zip cadet kart for his daughter aged 9 years.

David Sears has bought a cadet kart for his son. ZipKart are also handling enquiries from 3 leading stars who are also intending to put their children into cadet karts.

Mr John Harris of 40 Huntingdon Street, London N1 1BP, is seeking kart tuition for his son Geoffrey.

Any Offers?

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CADET COLUMN

Edited by Dawn Linger

Kimbolton — Sunday 12th July Shell Oils Series — Round 2

Three qualifying heats were needed to sort out the grid for the Final and the results were as follows:-

Heat 1

1st Matthew Davies
2nd Charles Butler-Henderson
3rd Brendon Rawle

Heat 2

1st Leon Lerego
2nd Charles Butler-Henderson
3rd Natalie Whaley

Heat 3

1st Matthew Davies
2nd Charles Butler-Henderson
3rd Leon Lerego

The Final

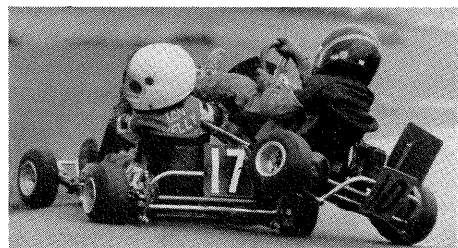
Butler-Henderson and Matthew Davies led out the eleven Cadets; Matthew took the early lead chased hard by Butler-Henderson and Leon Lerego, with Brendon Rawle heading the rest a few lengths behind. Nicholas Critchley moved nicely through the field after a slow start and led the chase of the leading bunch.

The leading trio were closely packed but as the race entered its second half Butler-Henderson slowed, leaving Leon to chase the leader. Nicholas slipped down the field as James Meanwell and then Michael Blair overtook. As they approached the last corner Leon was still trying to coax the last ounce out of his motor to catch Matthew but, Brendon, who was third felt his motor slow and try as he might he could not reach the finish as James and Michael sped past to take third and fourth behind Matthew and Leon.

1st Matthew Davies Gillard/Comer
2nd Leon Lerego Swiss Hut/Comer
3rd James Meanwell Zip/Comer
4th Michael Blair Wright/Comer
Duncan Taylor

SHELL OILS SERIES — POINTS AFTER 2 ROUNDS

Name	Pts	Rd 2	Cum Total
Leon Lerego	36		71
Matthew Davies	41		70
Charles Butler-Henderson	28		63
Mark Taylor	11		45
James Meanwell	25		41
Nicholas Critchley	18		40
Jamie Wall	15		34
Daniel Wheldon	—		31
Darren Wells	16		24
Brendon Rawle	19		19
Michael Blair	16		16
Natalie Whaley	14		14



Come on chaps, when we say "locked in battle" we don't mean literally! Marino Franchitti (17) and Matthew Davies (10) at Shenington.

(Pic: Doug Rees)

RAC CADET CHAMPIONSHIP SERIES — POINTS AFTER 2 ROUNDS

Pos	Name	Shen	Clay	Total
1st	Leon Lerego	33	36	69
2nd	Matthew Davies	31	36	67
3rd	Mark Taylor	43	23	66
4th	Daniel Wheldon	35	23	58
5th	Brendon Rawle	19	35	54
6th	Natalie Whaley	22	26	46
7th	James Meanwell	14	18	32
8th	Richard Jackson	9	14	23
9th	Giles Yates	7	10	17
10th	Glenn Plant	—	15	15
=11th	Brent			
	Pontin-Waltier	9	—	9
=11th	Marino Franchitti	9	—	9
=13th	Nicholas Critchley	8	—	8
=13th	James Taylor	—	8	8
15th	Paul Freeman	—	7	7

CLAY PIGEON — SUNDAY 5th JULY

1st Matthew Davies Gillard/Comer
2nd Brendon Rawle Zip/Comer
3rd Leon Lerego Swiss Hut/Comer

RACE NUMBERS

In order to maintain continuity, Cadets are asked to use the same race number throughout the RAC Championship Series. This will also save confusion when allocating Championship points. Would Clubs also note — when submitting results from their rounds of the Cadet Series to the RAC — please include the drivers' name as well as race numbers. A list of the race numbers currently in use by drivers is published for information, together with those numbers not yet allocated:-

No.	Name	Comments
1	James Taylor	
2	Vacant	
3	James Meanwell	
4 & 5	Vacant	
6	Natalie Whaley	
7	Daniel Wheldon	
8	Vacant	
9	Charles Butler-Henderson	
10	Matthew Davies	
11 & 12	Vacant	
13	Mark Taylor	
14	Vacant	
15	Nicholas Critchley	
16	Richard Jackson	
17	Marino Franchitti/ Glenn Plant	(Please decide who's who)
18 & 19	Vacant	(Registered No. for Jamie Wall — Shell Oils Series)
20	Vacant	
21	Darren Wells	
22-26	Vacant	
27	Giles Yates	(Ran No.77 at Clay — please keep to 27)
28-36	Vacant	
37	Brent Pontin-Waltier	
38	Vacant	
39	Michael Blair	
40-68	Vacant	
69	Brendon Rawle	
70-76	Vacant	
77	Vacant	
78-88	Vacant	
89	Paul Freeman	
90-98	Vacant	
99	Leon Lerego	

RAC CADET SERIES Round 4 — Blackbushe Sunday 23rd August

your
letters..

Dear Dawn,

I am sure you have received the details from the RAC already regarding the "RAC Cadet Kart Series". Just to confirm however, the Northumbrian Kart Club will be holding the third round of this series at Felton International Circuit on August 9th this year.

For those wishing to attend our "Tyneside Trophy" which is fortunate to have received substantial sponsorship, on the 19th & 20th September in which we are running the Cadet class, this will be the ideal chance to learn our circuit.

Additionally, we will hold Cadet races at Felton at all of our meetings this year — subject to enough entries being received of course.

By the way, the gearing for Felton has been set as an 80-tooth sprocket.

Yours sincerely,
For Northumbrian Kart Club

Ray Davison, Secretary

Dear Kart & Superkart,

Thank you for our Cadet column for keeping us up to date with our expanding class.

With regard to the Comer 60 engine, there seems to be some confusion concerning the RAC's role of the untouched "box stock" running. This surely means no polishing is allowed and only factory supplied gaskets used. We understand our Italian counterparts even have gasket thickness checked when motors are stripped at meetings, the barrel to crankcase gasket being critical to performance.

We believe most father/mechanics will agree you have to be very daring with the high speed jet to encourage the '60' to perform well, judging by the many white looking plugs passed round the pits.

We wish all our friends success in the six RAC rounds which unfortunately we are unable to contest.

Yours sincerely,

Charles and Guy Butler-Henderson

Dear Dawn,

We have heard the comments "Where are all the races" followed by the clubs saying "Where are all the Cadets", now we have the third 'Where' — "Where are all the reports?"

There were only two reports in the July issue and one of them was mine! What about Little Rissington, Rye House, Blackbushe, Shenington or Tilbury — all reported in another magazine.

The Cadet class can be summarised as — "When we set off we didn't know where the races were, when we got there we didn't know where everybody else was, and when we got home nobody knew where

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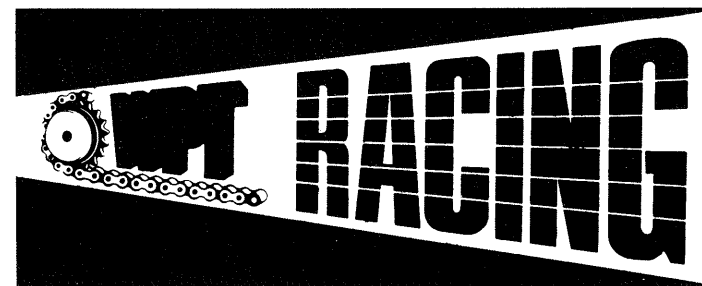
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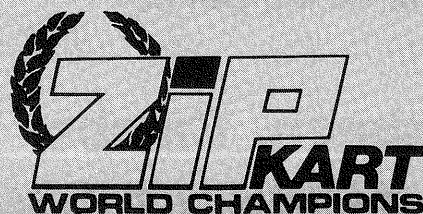
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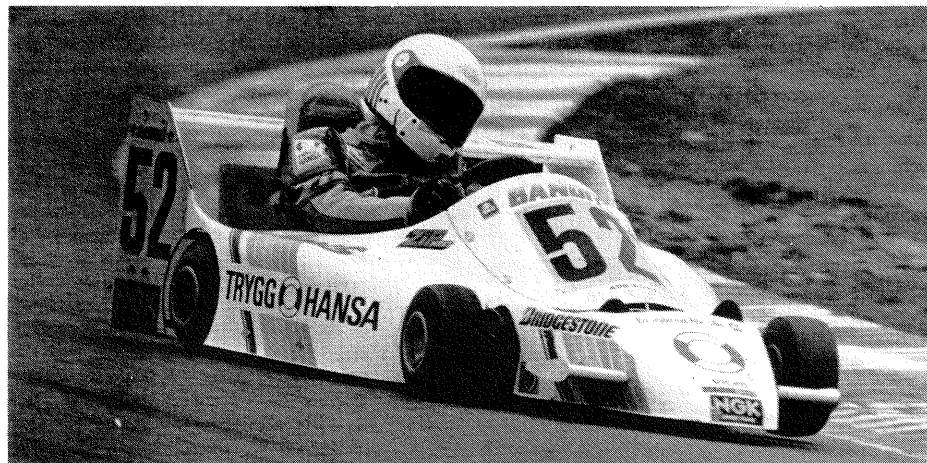
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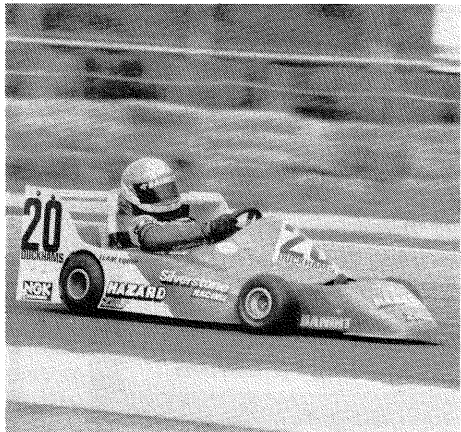
SILVERSTONE PREVIEW

FORMULA E



Lennart Bohlin will face Torgjer Kleppe in the European clash on Saturday, Kleppe looking to steal the show on the Swedish ace.

The European Championship Final this weekend is virtually stitched up in Lennart Bohlin's favour, the only man who can beat him if he finishes lower than 10th place is Norwegian Torgjer Kleppe (Bohlin 30 points, Kleppe 18). What the series so far has done is give an insight of what to expect during Sunday's 'GP' and World Championship round. The man a lot of people would have put their money on to be one of the leading lights is current 'E' plate holder Martin Hines. Sadly he was not at the finish, either at Hockenheim or at Assen, due to very unfortunate seizures, on both occasions when he was leading strongly. It is known that lights have been burning late at the Zip factory up to the last minute to try and ensure racing this weekend goes as smoothly as possible. There could well be a lot of points en route to Hoddesdon on Sunday night. Apart from Lennart Bohlin and



Ian Shaw, the Silverstone Zip GP Team hope; the sponsors will be watching...

Torgjer Kleppe, Tim Parrott's performance has improved considerably. With the backing of Engineering Services of Bedford's Kelgate Components and the team now looking after its own motiv power, it is understood, Tim's showing at Assen was particularly encouraging and could bode well of things to come. On the 'new blood' front is Ian Shaw who impressed everyone at last year's GP, the Silverstone-Zip backed driver drove to a fine eighth at Hockenheim off the back of the grid and, had it not been for that unfortunate incident at Assen, he could

well have found himself runner-up in this year's European Championship. One thing for sure, Shaw will be out to prove his sponsors were right when they put faith in him.

Mark Allen, Dino mounted and Langcourt-Lightning windows backed has scored points in both European rounds in his inaugural Formula E year. His wealth of experience over the year's on both short and Long circuit, in various categories, has stood him on good stead for the transition to the twin-cylinder brigade. He should go well this weekend. Phil Glencross, now with backing from Monroe Shocks, has yet to pull off a major title. He drove well against European opposition last year at Zandvoort and his National results have been encouraging. Hockenheim was not his meeting, but Assen showed a significant improvement against the same quality as the former event. He has ability and determination, as long as everything hangs together.

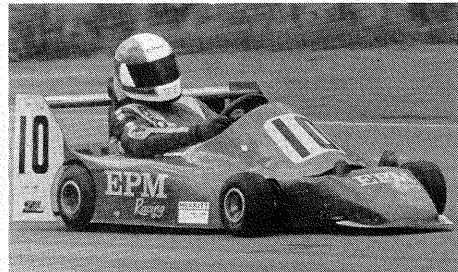
Roger Goff's home front performances outshine his European ones and in all fairness to the man pressure rather than anything else has been the cause of his Hockenheim and Assen disappointments. His drive last year in the European final at Silverstone was brilliantly executed and deservedly he walked away with the winner's Trophy, but sadly not the title. All the stops though will be out to try and take the 'GP' plates back to Bedford.

Denmark's Poul Petersen, 1985 World and European Champion, has failed to score any points this year in the European series. Like

Hines Petersen has suffered his share of seizures, which he seems to attribute to carburation problems. Let's hope the PVP chassis manufacturer has everything satisfactory for this weekend. When Petersen is on form he can be a hard man to beat.

Other overseas drivers certainly not to be discounted are Eric Gassin, who won't forget Assen in a hurry! always up there where there is plenty of in-fighting; Swedens Mikael Janson, lies third in the current points table and could well surprise many; Frenchman Thierry Serfatty, a second at Hockenheim; Perry Grondstra, winner at Hockenheim 1985 and of course Paul Gudel, the affable Swiss driver, equally at home in 100cc karts.

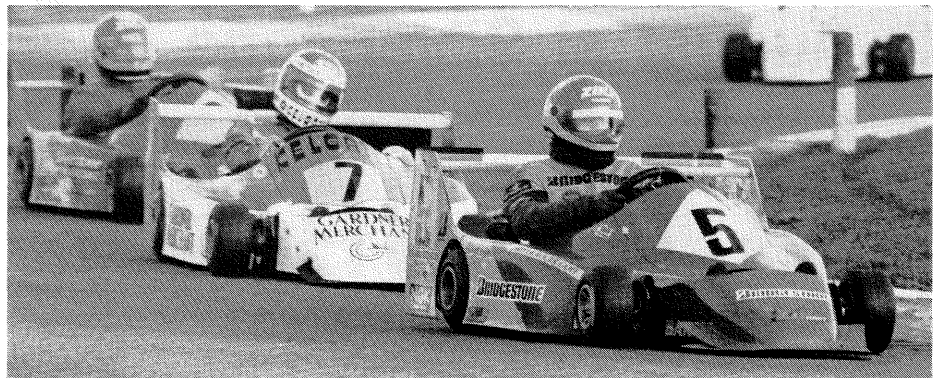
On the home front, regular seen in National competition rather than International are, privateer Richard Dean whose limited budget and work commitments prevent him competing overseas. Richard is quick and very able, past World cup winner who will be in there when



Reg Gange won the 'GP' back in '82. He didn't compete in the European series other rounds this year, preferring to concentrate his efforts on the World title... (Pic: Rodger Calvert)

the chips are down. Reg Gange, who most people thought would contest the European but didn't because of work and 'going it alone'. He's had most of the big titles, the only one Reg is interested in is the World title, so all the stops will be out on Sunday. Paul Elmore has returned to Formula E this year, basically using the meetings as a 'warm up' to the GP, which he won in 1978, the year when it all started.

Lastly, there was a man who flattened all the opposition last year at Silverstone, took the 'GP' plates, went to the Nurburgring and took the World Championship title — back to South Africa — Wade Nelson. Wade will be back this weekend to defend his 'GP' title and if he succeeds he will also grab 15 Championships in this year's World title chase. Any bets?



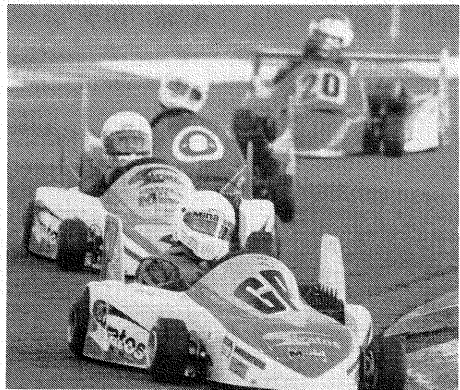
Roger Goff (5) and Tim Parrott will be clamouring for the honours, Goff to repeat his splendid victory of last year. (Pic: Doug Rees)

Kart & Superkart

SILVERSTONE PREVIEW

1987 marks the tenth year of Silverstone Kart Grand Prix. For many years Hermetite co-sponsored the event with the *Daily Express* and when Hermetite terminated its long association at the end of 1985 the *Daily Express* assured its allegiance with the Kart Grand Prix through 1986.

Very few people are bold enough to predict who will walk away with the titles this weekend, including yours truly. Last year the Formula E surprise came in the shape of South African visitor, Wade Nelson; 250 National went to Bob Johnstone; 125 National to Paul Molloy and 210 National to Andy Martin for the second time, although that outcome was anything but predictable. So, let us take a look at the current class form, bearing in mind all the time that *any* malady could strike *any* time during the course of the meeting.

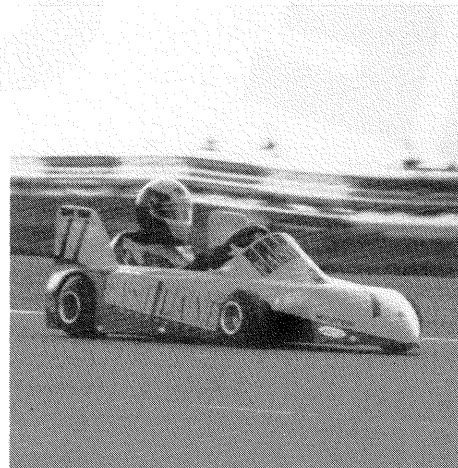


125 Super — Paul Molloy (GP) heads the championships jointly with Trevor Roberts (20), whilst Derek Price and Chris Stoney (O plated) are the next two contenders. (Pic: Doug Rees)

125cc is split into two categories — National and the RAC graded drivers — The Supers. In 125 Super there are about 30 or so drivers, most of them pretty much on par with each other. The current leading lights are Stratos boss, Paul Molloy and Northern Ireland driver Trevor Roberts heading the RAC Championships. Third in the league is Zip Bandit driver, Chris Stoney, with Derek Price and Dave Clark also well up. The battle for the GP plates will be hard fought, as it was last year and it is unlikely that any one driver will break away. Not only are the five just mentioned likely to be near the front, others — Ryan Baptiste, winner at Silverstone on Easter Monday, Colin Poole, Ian Beaumont, Mike Ballantyne, Richard Crump and Ian Westwood. Last year there were other names who followed Molloy and Stoney in that frantic dash to the line — Stephen Coward, twice Silverstone winner although not raced much this season, Malcolm Clark, Andy Cowgill and 1984 winner, Keith Glendenning. There are other drivers, too, the likes of Adrian Wilcox, Simon Cullen, Boyd Barrington, Simon Bolton, Nigel Wigg and Gary Ashurst. The list could go on because 125 Super, like National, is so very competitive.

In 125 National, which makes up the bulk of the 125cc brigade, there are a host of names on tap, but for the sake of expediency we shall restrict space to the top ten or so. First is UK Cup Winner Ray Grimes who is enjoying a fruitful season and long may it continue for this capable young man. Then there is Neil Willets and Colin Mason who, with his brother Ian, is having his first long circuit season. Between them they are making

August 1987

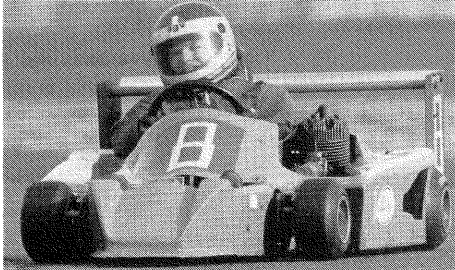


Ryan Baptiste, Easter Monday winner at Silverstone. (Pic: Iain Blair)

a distinct impact on the class. Jonathan Williams and Geoff Tuckey can also be counted on to acquit themselves well. Others — Steve Makin, Syd Clark, Mark Thompson and Bruce Moore should also go well this weekend. Another name, a returnee to the long circuit scene is Graham Roscoe, the ex-Superkart pilot. Graham has earned himself a 125 drive, courtesy of Jack Field and could well surprise many.

Though there are two separate classes they will race this weekend as one, something which will not go down well with the drivers but, with only one set of 'GP' number plates up for grabs, the competition will be extremely fierce indeed.

In 210 National a couple of names leap immediately to mind — past 'GP' winners. Andy Martin and George Bett, always certain to go well on the day. Bett currently leads the long circuit championship, with Martin lying third whilst sandwiched between this pair is the ever-popular and capable Graham Sykes. Graham would dearly love to take the GP plates home to Alford and to that end will be concentrating all his efforts.

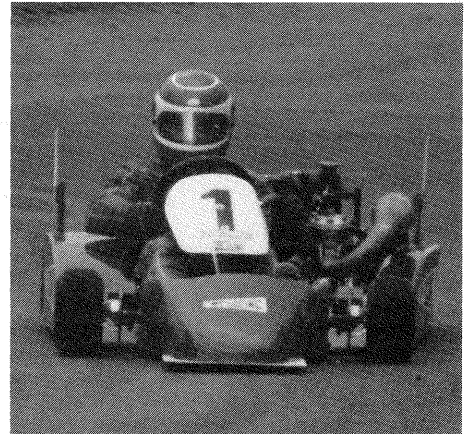


In 210 National Alan Ogden is in with a good chance. (Pic: Doug Rees)

Alan Ogden is another experienced and capable Villiers pilot, he grabbed 9 Championship points at the March Donnington Park meeting and finished a close third to Sykes at Silverstone last year. Another past 'GP' winner is John Newton, long-term 210cc campaigner. Although John has suffered more than his fair share of problems this season, all the pointers are that he will be set for a concerted assault on the title this weekend. Going exceptionally well this season is Simon Quance, lying fifth in the Championship league and, along with Phil Featherstone, is sure to be at the front when it counts. Southern Ireland driver John Brennan spends almost as much time racing this side of the water as he does at home.

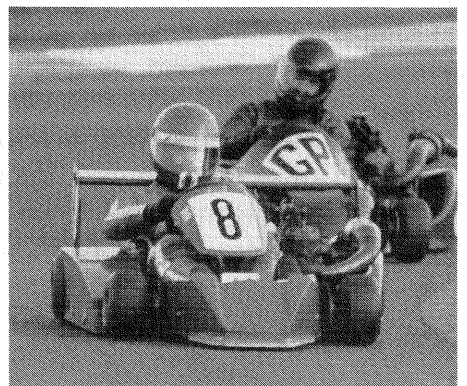
A dedicated Villiers driver John can always be counted on to perform well. Lastly, Steve Young, impressive with a fine victory at the Cadwell season opener, although yet to score points in the British, is talented enough to pull off a good result at Silverstone.

250 National has been fielding some very healthy grids this season and Silverstone should attract a larger than ever entry and heading the frame are names like Mark Webster, current British No. 1, Peter Morgan who has given



Webbie, the British No. 1 in 250 National — a leading contender surely. (Pic: Iain Blair)

Webster a lot of headaches during the season, Scots pilot and former Superkarter, Rob Johnstone who snatched the 'GP' in convincing style last year. Andy Martin will again appear in 250 National as well as Villiers and, if as he hinted earlier this year to try and fit in a stint in 125cc as well, he is going to be a very busy man! All we can do is wish him well and hope he can pull at least one title out of the bag.



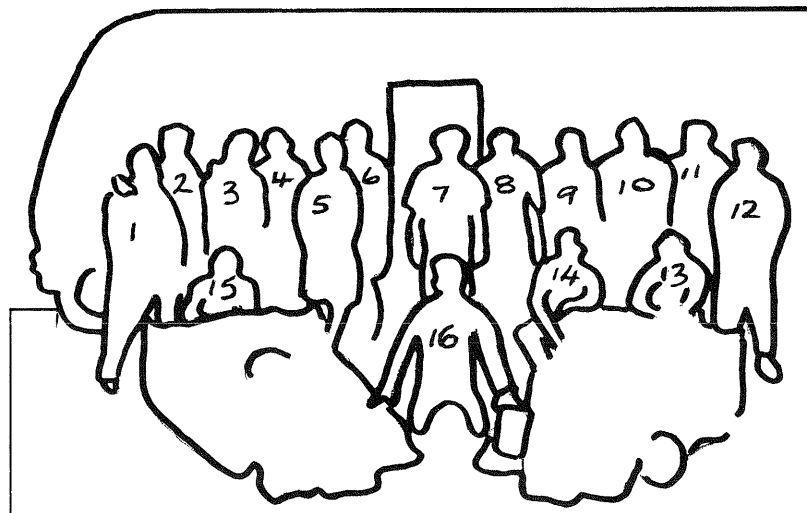
Peter Morgan (8) with last year's winner, Rob Johnstone — headaches for Webster? (Pic: Doug Rees)

Richard Boston returned to the class this year after several seasons in Formula E. His return came with a bang — he beat allcomers at Donnington Park in early May and collected the valued '0' number plate. Now teamed up with Dale Couzens KTM power, Richard Boston could be a thorn in the side of many this weekend. the class has a wealth of talent and, in popularity, has stolen the show on 125cc — Colin Fletcher, Mike Doble, Steve Matthews, Arthur Thompson, Russell Powell, Barry Tomlinson . . . the list goes on.

One thing is certain, the 250 National final will be one race not to miss.

Continued on Page 22

THE CLASS OF 87



1. Mick Clark — Staff
2. Roy Kind — Shop Foreman
3. Terry Griffiths — Staff
4. Eddie Wilson — Staff
5. Sally Richardson — Secretary/Receptionist
6. Derek Barnett — Director/Chief Designer
7. Chris Barnett — Team Engineer/Manager
8. Malcolm Richardson — Production Managing Director
9. Vic Thody — Staff
10. John Broom — Staff
11. Nigel Thompson — Staff
12. Keith Smith — Staff
13. Taffy Inion — Staff
14. Shugsy — Mechanic
15. Jochen Holloway — Chief Mechanic
16. Middle — Tim Parrott



All using Zipkarts fitted with Kelgate equipment i.e. brakes, 35mm axle, electronic fuel pump, adjustable roll bar, front wing assembly.

MAKE US YOUR FIRST PITSTOP —
from Wednesday, 5th August at Silverstone

WELL DONE

TREVOR ROBERTS — Joint 125 Super National RAC Championship leader, using a Zip Kart with Kelgate equipment of course.

**HESKETH TROPHY
 WINNERS — 1986-87
 RAC SHORT CIRCUIT
 CHAMP — 1986**

**CONGRATULATIONS TO
 ALAN PRITCHARD
 MINI MONACO CHAMP
 1986-87**

"STOP PRESS"

European Championships —
 Assen — Round 2
 Congratulations to

**1st Lennart Bohlin —
 Hockenheim — 1st Assen**

2nd Tim Parrott — Assen
 Both using Zipkarts fitted with
 Kelgate equipment, including
 35mm rear axle.

250 National
1st — Richard Boston

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