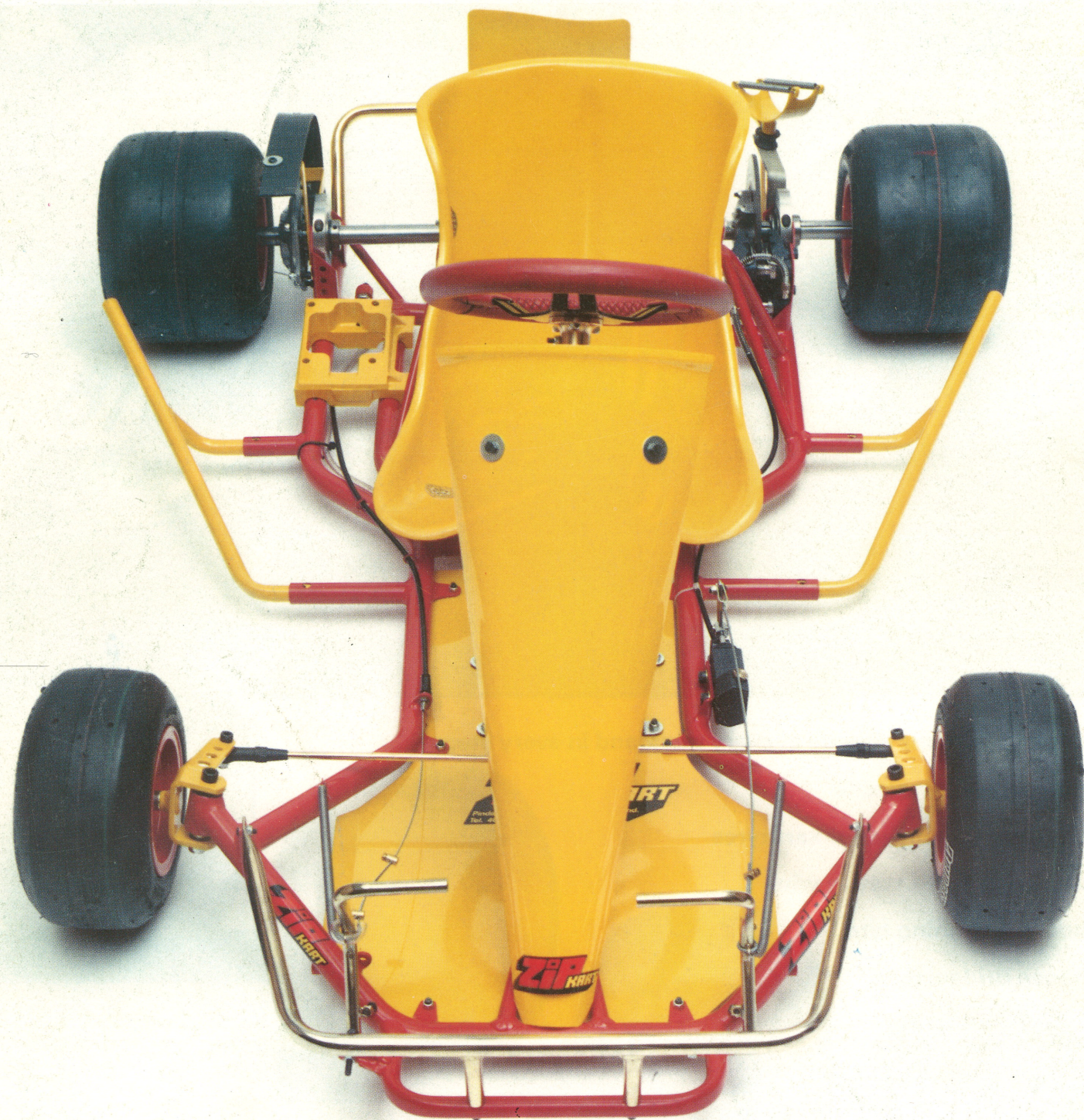


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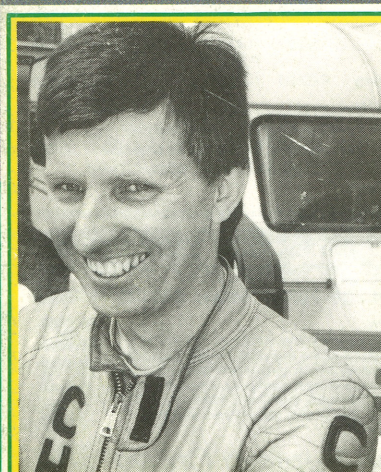
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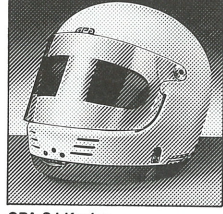
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Bell New Star
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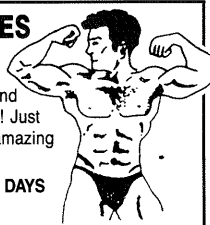
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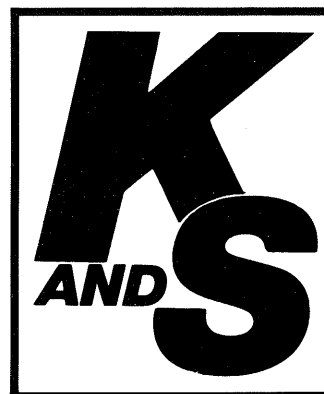
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ADVERTISER INDEX

Anderson Kart Centre.....	10
Bridgestone	IBC
Cardiff Kart Club.....	30
Central Kart Club	10
Dartford Karting.....	14
Demon Tweaks.....	10
Bruno Ferrari Racing	25
Goff Racing	8
NCS	17
Ripspeed	30
Shenington Kart Club	30
Richard Wallis.....	23
Road and Racing	IFC
Mick Worth	27
Zip Kart	13, 18, OBC



FRONT COVER:

The combined
125 Super/
National pack
filters through
Silverstone's new
chicane.

(Pic: Doug Rees)

MONTHLY

No. 101

Ed, Says!.....

The Nurburgring last weekend took its toll of a lot of the top contenders in this year's Formula E World title chase. For the Zip Team more disaster, Ian Shaw was out with a seize after four laps of the Finale, whilst Martin Hines was into retirement with gearbox problems after scrapping over second place with Lennart Bohlin for seven laps. For Frenchman Eric Gassin it looked all set to be a repeat of his Silverstone victory, but that was not to be — a spin on the eighth lap demoted him to second place behind Lennart. Poul Petersen drove a steady race to finish third ahead of Tim Parrott, Bobo Westman, Torgjer Kleppe and Roger Goff who campaigned from the back of the grid. The South Africans fared badly, both Derick Irving and current World Champion Wade Nelson retiring very early on. It is now unlikely that they will bother to contest the last round at Le Mans at the end of this month. What the results from the Nurburgring have done is to create an interesting situation as the drivers head for France at the end of this month, as the points positions show:-

1st	Eric Gassin	27 Points
2nd	Lennart Bohlin	24
3rd	Bobo Westman	20
4th	Tim Parrott	17
5th	Roger Goff	16

— those five drivers being the only ones who could possibly take the title.

At Shenington on Sunday 29th August the RAC 100 Super National title went to a very worthy home. Jeremy Cotterill dominated the heats and, starting the Finale from pole, totally ran away with the race from the first lap. No one could get on terms with him at all, the Rotax ran the full 20 laps on song, to the delight of Cotterill Senior and Tony Hezemans, over from Holland to spectate. Congratulations Jeremy. The Cadets, too, had their day, with both girls, Natalie Whaley and Clair Bogan each taking a heat victory along with Matthew Davies. Due to some straw bale antics and misunderstanding of what the yellow flags were for the race was restarted after two laps and it was young Clair Bogan who dictated the pace for the duration. It is nice to see a female Class One champion — the first time in many long years. Well done Clair.

Ed. McCormick

NEXT MONTH'S FEATURES INCLUDE:- FULL COVERAGE OF THE RAC 100 SUPER NATIONAL AND CADET CHAMPIONSHIPS AT SHENINGTON; FORMULA E WORLD CHAMPIONSHIP AT THE NURBURGRING; THREE SISTERS SHORT CIRCUIT GEARBOX CHAMPIONSHIPS; FELTON BORDER CHAMPIONSHIPS. (These items correct at time of going to press).

PUBLICATION DATE:- THURSDAY OCTOBER 1st 1987

contents

2

News and views from around the karting world

4

MAINLY POLITICAL

5

CHAIRMAN'S CORNER

7

ASSEN — EUROPEAN CHAMPIONSHIP FORMULA E

11

CADWELL PARK

Mike Smith takes a look at the Cadwell Club Championship stakes

15

LARKHALL — BRITISH JUNIOR CHAMPIONSHIPS

Iain Blair gives his views on the RAC Junior Britain Championships at the popular Scottish venue

19

SILVERSTONE '87

Full coverage of the European and World Formula E clashes and the Grand Prix struggles in the National classes

24

CADET COLUMN

26

RYE HOUSE

Our 'reporter' was down at Rye House for the RAC 100 British Championship

28

LOW BUDGET NATIONAL

The first in a series of features on 250 National racing by Kevin Priest and Paul Sadotti

31

210 CHALLENGE

32

CLUB SCENE

News and views from around the Club racing circuits

39

WHERE AND WHEN and CLASSIFIED SECTIONS

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon (0992) 444201 Telex: 266343 G. ZIP. Directors: M. A. and M. W. Hines

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CIK NEWS

CIK International 'A' Licence for Drivers for 1988

For all drivers wishing to obtain an International 'A' Licence for 1988, but who do not automatically qualify under the criteria already published, (see *K&S* May '87, Page 2), the CIK Executive Committee has approved an additional opportunity to qualify.

This additional qualification will result from 'Special Observation' by a Panel appointed by the CIK at the CIK-Overall Intercontinental Championship Intercontinental 'A', to be held at Fenouillet (F) from October 2nd to 4th 1987. Inclusion on the list for 'Special Observation' must be supported by the written request from the drivers' ASN, together with details of non-CIK results.

Requests for inclusion on the list must be sent to the Secretariat of the CIK President by mail, telex or telefax before 22nd September 1987.

The CIK Executive Committee has decided that, exceptionally and for 1987 only, the non-Super Licence finalists of the Formula K World Championship will qualify for an International 'A' Licence.

SILVERSTONE Memories...

After the Friday evening Barbecue mishap, when 125 National 'O' plate man, Ray Grimes, became involved in a food throwing contest and finished up wearing a saucepanful of baked beans, it might be topical to say — "Beans, means Grimes!"

Norwegian Torgjer Kleppe approached Ron Brassey on Friday morning about the use of Silverstone pump fuel...

Torgjer: "Is it alright to use the fuel from the circuit pumps?"

Ron: "Yes."

Torgjer: "The 99 Octane?"

Ron: "Yes, but of course you will go slower."

Torgjer (perplexed): "Go slower? With 99 Octane!"

Ron (emphatically): "Yes, slower."

Torgjer (frowning): "Why?"

Ron: "Because it is not as good as that AVGas of yours!"

Word is that Ron Brassey was affectionately known as 'Ernest' during the Silverstone weekend. Ask D.L. if you don't believe us!

CIK Trophies

Formula 'C'/Intercontinental 'C'

30th April-1st May Circuit Olomouc (CS)

Formula K/Formula C/Formula Super-Hundred

15th-16th October Circuit Parma (I) — Grand Prix of the Nations

Formula E European Championship

11th-12th June Circuit Assen (NL)
2nd-3rd July Circuit Hockenheim (D)
6th-7th August Circuit Silverstone (GB)

Formula E World Championship

6th-7th August Circuit Silverstone (GB)
27th-28th August Circuit Nurburgring (D)
24th-25th September Circuit Bugatti-Le Mans (F)

RAC LONG CIRCUIT CHAMPIONSHIPS

210 NATIONAL

1st	G. Bett	21 points
2nd	G. Sykes	13 points
=3rd	S. Quance	12 points
=3rd	J. Brennan	12 points
5th	A. Ogden	10 points
6th	A. Martin	9 points

250 NATIONAL

1st	M. Webster	20 points
2nd	P. Morgan	16 points
3rd	A. Martin	15 points
=4th	R. Johnson	10 points
=4th	R. Powell	10 points
6th	S. Styryn	9 points

250 FORMULA E

1st	M. Hines	25 points
=2nd	I. Shaw	18 points
=2nd	P. Glencross	18 points
4th	R. Goff	17 points
5th	M. Allen	5 points
=6th	T. Parrott	4 points
=6th	K. Luby	4 points
=6th	R. Hyett	4 points

125 NATIONAL

1st	N. Willetts	22 points
=2nd	C. Mason	15 points
=2nd	R. Grimes	15 points
4th	J. Williams	11 points
=5th	G. Baker	6 points
=5th	S. Makin	6 points
=5th	J. Heward	6 points

125 SUPER

=1st	P. Molloy	18 points
=1st	T. Roberts	18 points
3rd	D. Price	15 points
4th	C. Stoney	13 points
=5th	D. Clark	6 points
=5th	A. Wilcox	6 points

FORMULA E EUROPEAN CHAMPIONSHIP

1st	Lennart Bohlin	(S)	39 points
2nd	Ian Shaw	(GB)	20
=3rd	Thierry Serfatty	(F)	19
=3rd	Torgjer Kleppe	(N)	19
5th	Tim Parrott	(GB)	16
6th	Mikael Janson	(S)	14
7th	Mark Allen	(GB)	13
8th	Martin Hines	(GB)	12
9th	Rainer Wimmer	(A)	11
=10th	Eric Gassin	(F)	10
=10th	Poul Petersen	(DK)	10
12th	Phil Glencross	(GB)	9

WHERE AND WHEN

10th-13th SEPTEMBER

Jesolo (Italy) — Formula K World Championship

12th-13th SEPTEMBER

Boydrie — (3 miles west of Banff, Grampian, Scotland)

13th SEPTEMBER

Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset)
St Sampsons — (Guernsey, Channel Islands)
Kimbolton — (10 miles west southwest of Huntingdon, Cambs)
Belle Vue — (Jersey, Channel Islands)
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, S. Yorks)

19th SEPTEMBER (Saturday)

Snetterton — (On A11, approx 15 miles from Norwich)
— Zip Trophy Meeting
Enkoping — (Sweden) — FKE Cup

19th-20th SEPTEMBER

Felton — (7 miles north of Morpeth, on A1, Northumberland) — Tyneside Trophy Meeting
Magny Cours — (France) — French Formula E Championships

20th SEPTEMBER

Carnaby — (2 miles west of Bridlington, N. Humber-side)
Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware road, Herts)
Crail — (9 miles southeast of St Andrews, Fife)
Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth)
Shenington — (8 miles from Banbury, off A422, Banbury-Stratford road)

26th SEPTEMBER (Saturday)

Kirkistown — (1 mile southwest of Portavogie, Co Down, NI)
Cadwell — (midway Horcastle-Louth, on A153, Lincs)

26th-27th SEPTEMBER

Le Mans Bugatti Circuit — Formula E World Championship — Final Round

27th SEPTEMBER

Blackbushe — (Via Cricket Hill — Off A30 — and Vigo Lane, Yateley, Surrey)
Pembrey — (8 miles from Llanelli on A484, Dyfed, South Wales)
Dunkewell — (5 miles from Honiton, Devon)
St Sampsons — (Guernsey, Channel Islands)
Jurby — (Jurby Airfield, Isle of Man)
Belle Vue — (Jersey, Channel Islands)
Golspie — (Little Ferry, Golspie, Sutherland, N. of Scotland)
Snetterton — (Kart Raceway, on A11, approx 15 miles from Norwich)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroads)

30th SEPTEMBER-4th OCTOBER

Fenouillet (France) — CIK Overall Intercontinental 'A' Championship

3rd OCTOBER

Nutts Corner — (4 miles from Crumlin, Co. Antrim, NI)

3rd-4th OCTOBER

Ledenon (France) — French Formula E Championship

4th OCTOBER

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)
Little Rissington — (RAF Station, near Stow-on-the-Wold, Glos)
Rye House — (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon, Herts)
Felton — (7 miles North of Morpeth, on A1, N. Humberland)
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde, Scotland)

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ZIP 925 — 1985 Rolling Chassis, excellent condition with slicks and wets — £445. For details Tel: Steve Makin — Billinge (0741) 894237.

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DINO YAMAHA 250TZ Long Circuit Trim, immaculate condition, new pistons, needs running in. Two spare bottom ends, spare jets, rims, gears, clutches, nose cones, R/barrel, exhausts, trailer, leathers, helmet — Bargain at £1900. Tel: Mick Hill 01-609 2222.

ZIP SHADOW YZ125 P&R Outfit. Wet and dry tyres on rims, spare barrel, exhaust, nose cone. Suit Novice, competitive outfit — £395. Tel: 0253 78734. After 6pm.

Tuned PCR Long Stroke, totally rebuilt. Comes with tuned carb and engine mounts. Not yet run in — £275 ono. Tel: 01-303 5485 (evenings).

ZIP GP ROTAX 125, requires slight attention — £400. Tel: Mr Lewis (Eastbourne) 766051.

BRITAIN SUPERDART, 2 Simon Wright Yamaha's V.G.C., Bores 48 x 48.1, stand, new carb — £500. Tel: 0977 514033 (day) — 0977 662717 (eve) (Yorks).

RETIREMENT SALE — SUPER DART, 28mm chassis with Komett tuned 80TT on early bore. Package includes, good tyres and is ready to race. Price — £395. Tel: 049161 3368 (evenings).

ZIP YAMAHA 125 P&R, unraced since recent rebuild, side tank, nose cone, unused wets, sprockets, few spares. Suit beginner — £450 ono. Tel: 0538 371639.

1986 WRIGHT BRITAIN (12 races from new) with Redhill developed Parilla. Fully sorted and competitive, (4 wins, 3 seconds). New wets, spares, stand etc. Ready to race — £550 ono. Redhill Arrow and purpose built trailer negotiable. Tel: Leicester (Yoxhall) 0543 472225.

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CLUB SCENE

laps with Smith a comfortable winner from Mathews and Manning with Blair, Warburton and Greensmith taking the remaining trophies.

The Junior Britain 'A' for club trophies was run using the finishing order of the earlier final. Smith got a clear lead from the start and by lap two Mathews an Manning were being hotly pursued by Dudfield who, with his kart repaired, had quickly moved through the field. These three gave us some tremendous close racing throughout with Dudfield taking third place on lap four. Try as he might he could not get past Mathews and with these laps to go he made a desparate effort at Stow only to loose the line and see Manning retake third. However Dudfield recovered his composure retook third place on the last lap and, with Smith already an easy winner, he almost stole second from Mathews on the line.

JUNIOR BRITAIN

Heat 1: 1st Phillip Whaley; 2nd Nick Kelly; 3rd Jamie Faulkner.
Heat 2: 1st Gareth Hession; 2nd Moss Thorpe; 3rd Jon White.
Heat 3: 1st Gareth Hession; 2nd Nick Kelly; 3rd Jon White.

The older juniors were led out by White and Forth, Kelly and Hession, who was disqualified in the first heat for breaking line at the start, made up the second row. White led on the first lap closely followed by Hession, Forth, Thorpe and Kelly. The second lap really sorted out the order as Hession took the lead st Stow and Forth was demoted to fifth by Thorpe and Kelly. Hession pulled out a sizeable lead as Thorpe looked for a way past white, Thorpe was past on lap four and set about reeling in the leader who was twenty lengths clear. With the remainder of the field strung out behind all eyes were on the two leaders as Thorpe nibbled away at the leader. As they approached the flag Thorpe got even closer but could not mount a challenge, so Hession won the day with Kelly and Whaley coming home behind Thorpe.

210 NATIONAL

Heat 1: 1st B. Holloway; 2nd N. Amps; 3rd J. Healey (R).
Heat 2: 1st B. Holloway; 2nd N. Amps; 3rd D. Vidler.
Heat 3: 1st B. Holloway; 2nd J. Hemmings; 3rd M. Riley.

Brian Holloway looked odds on favourite but had a poor start and Nicky Amps led after one tour from John Healey. Holloway recovered and powered past to lead after two laps. Amps came under pressure from number 69 who got past at Kim, Hemmings powered past Healey on the straight to move into fourth only to lose this position to Riley one lap later. Mobbs was moving well after troublesome heats and proved this by passing Hemmings and then Riley to become the new fourth place man. Just as we thought the race had settled leader Holloway pulled off with a dead engine and No 69 took the flag from Amps, Mobbs and Riley. The drama unfolded still further as Amps disappeared to the pits having successfully weighed in, heard over the loudspeaker that he had won because the mystery No 69 was ten pounds under weight. It transpired he had failed to finish a heat and had not weighed his outfit; come on lads, all this excitement in 210 National is just not cricket.

125 and 250 NATIONAL

Heat 1: 125 1st G. Stevens; 2nd N. Whitefield; 250 1st J. Fitzgerald.
Heat 2: 125 1st G. Stevens; 2nd S. Puddiphatt;

250 1st J. Fitzgerald.
Heat 3: 125 1st G. Stevens; 2nd S. Puddiphatt; 250 1st J. Fitzgerald.

Stevens was on pole and went immediately into the lead and was never threatened throughout although Whitehead and Puddiphatt chased Lord all the way hoping for a mistake. Fitzgerald was the early leader in the 250 Honda but pulled off when given the mechanical failure flag. Stevens had a relatively easy day winning all the heats and a fairly pedestrian final with the other trophies going to Whitehead and Puddiphatt with Durance taking the 250 pot. It was good to see Phil Swift from Cheshire looking for a signature on his restricted licence, he was running a 125 P&R outfit, a term which rather baffled co-commentators Stu Perry and David Rhodes.

100 NATIONAL

Heat 1: 1st R. Gregory; 2nd M. Kelly; 3rd R. Morrison.
Heat 2: 1st R. Gregory; 2nd V. Bond; 3rd I. Robinson.
Heat 3: 1st R. Gregory; 2nd I. Robinson; 3rd M. Kelly.

With the British Championships for this class being held at Clay Pigeon only twelve entries gave us a quiet day. Richard Gregory with three heat wins was the man to watch but I had a dark horse to watch. Vincent Bond out of retirement after two years was back on grid six and could upset the form book. Gregory took the lead chased by Robinson, Morrison, Barrett and that man bond. On lap two Bond moved up to third as he passed Barrett and then Morrison in separate manoeuvres. By half distance the race at the front was hotting up as Bond pressurised Robinson who in turn homed in on leader Gregory. With three laps to go Bond and Robinson were side by side through the Willows but Bond had the inside and nipped into second but hard as he tried he could not pass Gregory who won by half a length. Robinson held off Morrison and Kelly to take third.

100 BRITAIN

Heat 1: 1st R. Walton; 2nd D. Kinsey; 3rd R. March.
Heat 2: 1st M. Booth; 2nd R. March; 3rd D. Kinsey.
Heat 3: 1st D. Kinsey; 2nd R. Walton; 3rd R. March.

Kinsey had pole position but Walton took the early lead, these two were followed by Booth Watts and Scutchings. Walton made a mistake at Stow on the fourth lap and Kinsey took the lead which he never relinquished. March moved up to fifth demoting Scutchings. Walton tried throughout the race to recover first spot but could not find the sapce, twice at Kim he attacked the inside line but had to pull back to avoid a collision. Although the racing was top class there was no position changing among the leaders and Kinsey took the flag from Walton, Booth, Watts and March.

Duncan Taylor

FOR ALL YOUR KARTING PHOTOGRAPHY

contact

DOUG REES

on (0452) 26892

PROTRAIN SERIES JUNIOR BRITAIN 'A'		
1st	Guy Smith	Gillard/DAP
2nd	James Mathews	—/Parilla
3rd	Darren Manning	Gillard/DAP
4th	Michael Blair	Wright/Parilla
5th	Stephen Warburton	Wright/Parilla
6th	Jonathan Greensmith	Fullerton/Parilla

CLUB FINAL JUNIOR BRITAIN 'A'		
1st	Guy Smith	Gillard/DAP
2nd	James Mathews	—/Parilla
3rd	Nicholas Dudfield	Wright/Parilla

JUNIOR BRITAIN 'B'		
1st	Gareth Hession	Wright/Parilla
2nd	Moss Thorpe	Wright/Parilla
3rd	Nick Kelly	Wright/Parilla
4th	Phillip Wharley	Ferrari/Parilla

210 NATIONAL		
1st	Nicky Amps	Barlotti/Villiers
2nd	John Mobbs	Zip GP/Villiers
3rd	Martin Riley	Aero/Upton

125 NATIONAL		
1st	Graham Stephens	Zip/Goff Rotax
2nd	Nick Whitehead	Zip 925/Goff Rotax
3rd	Steve Puddiphutt	Zip/Goff Rotax

250 NATIONAL		
1st	Dave Durance	Zip GP/LC TKM

100 NATIONAL		
1st	Richard Gregory	Ferrari/Parilla
2nd	Vincent Bond	Lane/TKM
3rd	Ian Robinson	Wright/TKM

100 BRITAIN		
1st	Darren Kinsey	Gillard/Goff EME
2nd	Richard Walton	Jeta/DAP
3rd	Mike Booth	Zip/PCR
4th	Derek Watts	Gillard/PCR
5th	Rupert March	Wright/Parilla

JUNIOR BRITAIN 'A' RESTRICTED		
	Chris Rogers	Dart/Arrow

JUNIOR BRITAIN 'B' RESTRICTED		
	Marcus Stevens	Wright/Parilla

Kart & Superkart

THE TURKISH PHENOMENON

Back in the 1970's, when sons of the more 'well heeled' parents were sent to Switzerland to be schooled, naturally some became interested in karting. Outfits were either rented or bought to race at the local Swiss clubs. As their studies continued so did the interest in karting and when studies were completed several of the more active karters returned home to Turkey, taking with them their karts.

At the end of 1986 these enthusiasts met to discuss how to establish karting on the Turkish map. Using the RAC MSA Yearbook as a yardstick to formulate regulations and their own experiences of karting in Switzerland a firm basis soon evolved. Their proposals received acceptance and approval from the Turkish Tourism and Automobile Club (TTOK) within whose organisation a special karting section was created, along similar lines to this country. A circuit has been constructed at a place called Tuzla, situated 40 minutes drive from Istanbul on the Asiatic coast.

The first race, with 22 karts competing, took place on the circuit only a couple of weeks ago in front of 5,000 high calibre spectators. That event was the first in a six round championship series and the track has since been fully surfaced. A sponsorship deal has been signed with Marlboro and other private funding is currently being sought. The project at Tuzla is not purely for karting, it embraces many other sporting activities and forms part of a unique social complex. There is another kart track at Antalya, south on the Mediterranean coast and the prospects of constructing other circuits near cities and towns throughout the rest of the country is looking good. By the end of the year there are expected to be some 45 to 50 competitive machines being raced.

The equipment is much of a mix and match at present, with Swiss Hutless and Zip Kart featuring highly, in fact Trade House International of Regent Street has been appointed the Zip distributor for Turkey. The caption at the top says, roughly translated — "Whoever likes speed, be prepared to cough up 3 million Lira (about £2,100)". That figure includes chassis despatch, import duty, etc. In Turkey karting is very much

an 'image' sport, attracting those in the high income brackets because the import tariffs are so very high. The project is logistically supported from the United Kingdom and is a sport which is definitely going to catch on. Turkey is taking note of what goes on in the rest of the karting world and already there is talk of inviting foreign drivers of note to visit the country to race, holiday and offer tuition.
Sounds great. More news when it comes.

E.M.



This brochure has been produced to publicise karting in Turkey and gives details of the different classes and specifications, rather along the lines of the one produced by the RAC MSA.

Süratten hoşlanan ve bu zevk için 3 milyon lira ayırabilenlere...

Yeni heyecan

● Saatte 180 kilometre sürat yapabilen 22 Go - Kart 1. Türkiye Karting Şampiyonası için yarıştı. Gençlerin, ölüme meydan okuyan, nefes kesen mücadelelerinde, kaza da olmadı.

● 14. sayfada

your letters..

Dear Mr Cooper,

I would like to express my surprise, and indeed many others, in the way the 125 class was run at the British Grand Prix.

Could you explain why both Super National and National ran in the same heats when they have been totally separate all season?

Because of the joint class it made qualifying for the final a much more difficult target to achieve than last year, for both classes!

I'm sure if you look at the results you will see that the National drivers managed to infiltrate the supposedly superior Super nationals in all the heats and indeed the Final, thus making the differentiation a bit of a non starter!

I would be extremely interested to know your plans for the future of the class and whether Super National will ultimately be a water cooled class and all others air cooled, or is the intention to leave the class (which has the most entrants) in its present form which is unacceptable to a great many drivers, as was discovered at a drivers meeting at Silverstone!!
I await your comments with interest.

Yours sincerely
Mark James

Dear Ed,

Through the columns of your magazine I would like to thank the numerous people who made enquiries as to my condition following my accident at Cadwell Park in July. Special thanks to Jochen for taking my girlfriend Lisa to Louth hospital and a big thank you to Pete who somehow managed to get all my equipment back home to Sutton Coldfield; this obviously saved me a lot of worry.

May I also thank all of my karting friends for all their help and good wishes since I returned home to a local hospital. I wish you all a successful season and I hope to be racing with you again next year.
Yours sincerely

Paul Pedelty

Dear Ed,

May I, through your magazine, express my sincere thanks to everyone who assisted following my accident at Club Corner on the first lap of the 125 Grand Prix (the length we karters go to to provide good entertainment for television). My thanks to the following:-

The Medical Team, including the St John Ambulance nurse who, I am informed, fainted after her first accident! The Marshalls, Rescue Crew and Staff of Silverstone Circuit; the Staff at Northampton General Hospital.

And the many karting friends for the enquiries and concern for my welfare. I am sure I am not the only karter who, in the past, has taken the emergency services for granted. However this will not happen in the future. They are FIRST CLASS.

Finally, I would to thank the Team — Dad, Dick, Paul and Steve for all their hard work throughout the season.

I hope to see everyone at Snetterton.
Yours,

Nick Bowler
124 Super National

★ Mark Allen wishes to thank Giles Jackson for his help on the Friday at Silverstone when he slipped a disc in his back. Giles came to the rescue and managed to return the disc into its proper place. There is no doubt that Mark would have been unable to in that condition.

MAINLY POLITICAL

You may remember in my column a few weeks ago I commented on the fact that it was a pity that the crime of bringing the sport into disrepute was always levelled at the drivers and not at the so-called administrators and ruling bodies. What a farce the officials from Europe made of the Jacksonville World Championship event. Did they take the can back? Not on your nelly, it was the poor old drivers who paid the penalty for blunders created by damned bad management.

During the last week or so we have been treated to some more of this self-righteous attitude, of anything I say goes, I can do no wrong, I am a member of the Governing Board and cannot make a mistake. That appears to be their answer.

Let's just take the case of Eric Gassin after the final at the European event held in Assen, Holland. He had finished in 2nd place, a protest was made against his Rotax motor, it was ruled that the motor was illegal and his finish position was taken away from him. By the following Tuesday morning it was confirmed that the engine was legal and had been accepted by the CIK Directorate as early as last May. So, did our Governing Body wipe the egg off their faces and reinstate Eric? Not on your nelly, all they did as far as can be ascertained was they got Mr Gassin to sign a paper to the effect that he would take no further action in the matter. He was permitted to race the same motor at the Silverstone GP and, yes, he finished in top spot. If that was not enough at the Assen meeting, Ian Shaw was given the second serious penalty in motor racing, being excluded from the event for doing something, not before or during the race, but after the race had finished. In the paddock he removed *his radiator cap*. Alright it was an infringement of the rules but surely the rule which states working on a kart is not permitted in the Parc-Ferme, if the removal of a radiator cap and letting down a tyre is considered working on a kart, then surely the punishment should suit the crime. In all honesty to put a driver out of the meeting for an offence that could in no way affect the result of the race after he had paid out of his own pocket nearly £1,000 to take part in the meeting, anything above a £50 fine must be bringing the sport into disrepute by stupid and unjust decisions by our so-called jury and judges of fact.

What a pity the members of the same organisation failed to take any action regarding the start of the first final in the World Championships at Silverstone, when 10 or so drivers were allowed to filter into the pack as it came round on the warm-up lap instead of being held in the paddock area and permitted to join in at the rear of the grid. No, I suppose the difference is this could and did affect the result of the race, and with that they acted like one of the three wise monkeys — and saw nothing.

It seems to yours truly that since the CIK started to be involved with the Silverstone Grand Prix, the meeting has lost most of its prestige, and these days far too much is at stake during the one weekend. I feel sure that if we had the GP one week and the World Championship round at another circuit a month earlier or later then every driver would get a better deal. After all why run a European event, it's a farce anyway, unless somebody had moved South Africa to Europe! Make 5 rounds of the World with 3 rounds to count for the European title, and 4 rounds to count for the world title then perhaps the rapid movement away from the class will be checked.

M. W. HINES

CLUB SCENE

Championships elsewhere for the Junior Britains and the 250's. During the afternoon we were treated to some exciting racing.

CADETS

We saw some new and welcome faces to Rissi, most had travelled a long way to race. Local lad, Leon Lerego, really on form as RAC Cadet Series charts show, was trying to keep up his winning ways. All three heats falling Leon's way as the others learnt the circuit. In the final, Leon led away and soon had built up a substantial lead. Brent Pontin-Warltier and James Taylor were fighting for second with James Meanwell in fourth. This remained the order until the end with Lerego a worthy winner. It's a shame the RAC could not have brought their Series to Rissi this year for us to see a full grid of this very exciting class racing. Maybe next year?

JUNIOR BRITAIN A & B

The Junior Britains were combined as most regulars were in Scotland for the Championships, even so, we saw a good race from those who entered.

'A': Heat wins for Simon Manton (x2) and Jason Freeman. The final was started from the rear of the 'B's' and Simon Manton was soon up amongst them followed by Jason Freeman. These two were close throughout, Manton took the honours.

'B': 12 drivers entered this class which saw heat wins for Chris Parkes and Will Collinson (x2). These two had put on some good racing in the heats and as the final got underway, Parkes just had the edge from Team Tabor's Collinson, with Jason Wetherill in third. These 3 fought it out throughout with Parkes just winning from Collinson. A good drive from Andy Hunt coming from way back on the grid to finish fourth.

100 BRITAIN

A large contingent of Brits saw heat wins for Adrian Coles (x3), Harry Handkammer and Jason Bird. A 'B' final was needed and from this Gary Mathews, Paul Taylor, Peter Buck and Richard Robinson went up to the 'A' final. Coles led the final away from Simon Broad. These two pulled clear to finish in that order. Further back Andy Herring was going very well in third (justifying the purchase of a new chassis) from Gary Frost. 'B' final winner Gary Mathews (novice driver) stormed through the field to a well deserved sixth overall and took the Britain novice award. Gary, a very experienced driver from some years ago (sorry Gary) is yet another competitor making a comeback this year.

100 NATIONAL NOVICE

Enough novices to warrant their own race, which saw heat wins for Lawrence Hackett and Peter Whalley (x2). From the off in the final, these two were going to have a good race, this they proceeded to have with Whalley taking the flag from Hackett with Mark Smyth in third.

100 NATIONAL

A very open field assembled and it was going to be very hard to predict a winner. Heats falling to Keith Summerill, Guy Pratt (x2). From the off in the final, these two were going to have a good race, this they proceeded to have with Whalley taking the flag from Hackett with Mark Smyth in third.

100 NATIONAL

A very good open field assembled and it was going to be very hard to predict a winner. Heats falling to Keith Summerill, Guy Pratt (x2) and Simon Grove. Pole man Pratt in third. This was

the order until lap 3 when Shone was out promoting Pratt to second, Mark Falconer was up from seventh to third. Summerill led until the last lap when Pratt just got ahead, bad luck Keith. Falconer finished third with George Robinson fourth.

125

(A totally unbiased report from a converted 125 fan!!) This class has seen the best racing throughout the season and today was no exception. Heat wins from Graham Stephens (x2) and Michael Morris. The final was going to be a cracker as Morris had encountered a non-finish in one of his heats as a result of a skirmish in front of him, putting him well down on the grid. Alan Dell was once again showing some form, but so was most of the field, which included 100cc exponent Roger Moth. From the off Graham Stephens shot away from the grid with Dave Ellis in tow. As they came around on lap three Morris was up to second, by now Ellis was battling to fight off the Dell family (Maggie and Alan!). During lap 5 Morris had found a way through to take the lead away from Stephens. These two were as one with nothing between them throughout until at the end it was Morris taking the win with his shadow Stephens there to take second. At weighing-in Ellis was found to be underweight promoting Maggie Dell up to third with Roger Moth in fourth. Spare a thought for Dennis Gale who was plagued with problems throughout the day.

210

Heat wins for Colin Hoare (x2) and Steve Hurst. The final saw Colin lead off from Steve Hurst with Steve Thornell in third. These three fought hard throughout with Hoare taking the win from Hurst, Thornell and Mark Powell. Nice to see Mark back amongst the trophies after a disastrous series of races recently. Well Done.

250 NATIONAL

Both 250 classes were obviously decimated with the Championships on, however, the heats for the National was three different winners, John Lawley, Kevin Mason and Kevin Hammond. In the final Mason led throughout from Lawley. But for over enthusiasm Hammond would surely have carried off an award.

250 INTERNATIONAL

This was a John Lloyd benefit day with all the heats going his way. The final was a one horse race with novice driver, Neville Robinson in second.

Once again the curtain came down on another successful meeting. The Club Championships are very close in most classes with everything to race for right up to the end of the season.

Report: P Ogden

CADET

1st Leon Lerego
2nd Brent Pontin-Warltier
3rd James Taylor

JUNIOR BRITAIN 'A'

1st Simon Manton
2nd Jason Freeman
3rd Jason Buck

JUNIOR BRITAIN 'B'

1st Chris Parkes
2nd Will Collinson
3rd Jason Wetherill

100 BRITAIN

1st Adrian Coles
2nd Simon Broad
3rd Andy Herring

100 NATIONAL

1st Guy Pratt
2nd Keith Summerill
3rd Mark Falconer

100 NATIONAL (Novice)

1st Peter Whalley
2nd Lawrence Hackett
3rd Mark Smyth

125

1st Michael Morris
2nd Graham Stephens
3rd Maggie Dell

210

1st Colin Hoare
2nd Steve Hurst
3rd Steve Thornell

250 NATIONAL

1st Kevin Mason
2nd John Lawley

250 INTERNATIONAL

1st John Lloyd
2nd Neville Robinson

Kimbolton

SUNDAY, 12th JULY 1987

With the 100 National British Champs being held at Clay Pigeon this class was somewhat depleted and 100 Britain took pride of place in the last final with an entry of 24. The fourth round of the Protrain Series for Junior Britain 'A', the 11-13 year old group, was being held and provided some exciting racing. As these were two sets of trophies, one for the series and one for the club, these lads were given two finals. The 8-10 year old Cadets were back again for their fourth meeting at Kimbolton and as they gain experience so the racing improves. The new Saturday practice before the race day again proved popular with a number of participants camping overnight.

4th ROUND PROTRAIN SERIES

JUNIOR BRITAIN A

Heat 1: 1st J. Greensmith; 2nd James Mathews; 3rd N. Dudfield.
Heat 2: 1st Guy Smith; 2nd James Mathews; 3rd Darren Manning.
Heat 3: 1st Guy Smith; 2nd Nick Dudfield; 3rd Darren Manning.

With two firsts and a fourth for Guy Smith on pole for the 16 lap final was the driver to watch and took the lead through the first corner followed closely by James Mathews, Nick Dudfield and Darren Manning. The next group consisted of Jonathan Greensmith, Stephen Warburton and Henry Stanton. The four leads quickly pulled away from the field and gave us some close racing for the first five laps until Dudfield started to drop down the field with a punctured fuel pipe. Manning challenged for the second place and while Mathews was fighting him off Smith pulled out an unassailable lead. Warburton and Stanton had a tussle for fifth place until Stanton spun out and restarted half a lap adrift. Blair took up the chase of Warburton and by lap twelve moved up to fourth as Dudfield steadily dropped back down the order. The order remained settled for the remaining

CLUB SCENE

so far but could not hold off a “flying” Henderson. By the end of the first lap Paul was up to second and set about catching Roy, as the race began to settle down Roy led from Paul with George some 8 lengths behind in third. The battle for fourth place was between Ray Davison and Barry Hill, Barry gradually catching Ray with every lap. Lap six was to be the turning point of the race, Paul slipstreaming Roy down the straight and cut out braking him into paddock bend, then followed a titanic battle between these two for the remainder of the final with never more than a metre between them. George, meanwhile, was quite comfortable in third place, on lap seven a move by Barry Hill gained him fourth place but unfortunately he had overtaken Davison under a yellow flag and was penalised one place. Apart from the contest for first place the remainder of the final was a little processional and the remaining laps contained very few positional changes, Paul running out the winner by the Narrowest of margins from Roy with George an excellent third.

1st	Paul Henderson	Gillard/Gillard Parilla
2nd	Roy Dickson	Sprint/Dickson Parilla
3rd	George Turner	Turner/Parilla
4th	Ray Davison	Gillard/Gillard Parilla

RAC CADET SERIES

As well as being our Castrol Sprint Meeting Felton were also hosts to the Third Round of the RAC Cadet Series. A grid of 12 drivers had made the journey north from an exhibition race at Silverstone the previous day.

Heat 1: 1st Matthew Davies, 2nd Leon Lerego, 3rd Daniel Wheldon.

Heat 2: 1st Daniel Wheldon, 2nd Mark Taylor, 3rd Natalie Whaley.

Heat 3: 1st Matthew Davies, 2nd Leon Lerego, 3rd Daniel Wheldon.

Final

Matthew Davies sat on pole with Daniel Wheldon on grid two, Leon Lerego and Natalie Whaley completed the second row. It took a few rolling laps to get them underway as Daniel obviously not wanting to be left at the start was a little in front of the pole man as they approached the lights, at the third attempt they were off, Matthew leading from Leon, Natalie and Daniel. On to lap two and disaster for the leader, you can't get karts around the hairpin at Felton three abreast and Matthew was the unlucky one spinning off to restart at the back. Leon had inherited the lead followed by Daniel, Mark, and Brenton Rawle. Lap three now and Daniel nipped by Leon to lead, out of the hairpin and Leon drifted wide at the chicane immediately karts filled the gap he had left. In his attempt to regain the racing line contact was made and Leon missed the chicane at the top of the straight, he managed to keep going but was penalised one lap. For the remainder of the final Leon and Daniel had a nose to tail battle for the “lead”. Meanwhile Mark Taylor was making steady progress through the field to eventually finish third on the road, Clare Bogan finishing fourth, but with Leon's penalty everyone moved up a place. So the first ever Cadet race at Felton was won by Daniel Wheldon (obviously inherited some talent from his dad), second place to Mark Taylor with a very good drive from grid eight, and third to Clare Bogan.

After the final a representative from the RAC impounded the motors of the first six drivers and returned them to Belgrave Square to be checked for legality.

At the trophy presentation each of the cadets was presented with a commemorative medal supplied by Northumbrian Kart Club, as the meeting had been sponsored by Castrol Sport,

the driver gaining pole in each class was presented with a tin of R.30.

CADET

1st	Daniel Wheldon	Allkart
2nd	Mark Taylor	Zip
3rd	Clare Bogan	Allkart
4th	Brendon Rawle	Zip
5th	Matthew Davies	Gillard
6th	Nicholas Critchley	Zip

Don't forget the Tyneside Trophy Meeting 19th & 20th September.

M. Armstrong
Northumbrian Kart Club

Wombwell

An unbelievable number of major meetings clashing on July 12th saw Wombwell's normal three figure entry nearly halved. The 100 Nationals were at Clay for the British Champs, the Junior Britain 'A's at Kimbolton for their series, and the top 'B's were abroad at the Junior World, add to this several officials and younger drivers at Fulbeck for the NatSKA championships and the temptations of Forumla 1 GP at Silverstone and the entry of just 70 begins to look quite good.

You must excuse this report if it lacks details of the usual cut and thrust but alas I was some 60 miles away clerking the Schools meeting at Fulbeck and can only go on the lap sheets.

Because of the reduced entry and Wombwell's ability to keep things moving it was decided to run four heats and a final for all classes. First out as usual were the Juniors and although small in number still high on ability. The heats went to Nicholas Lamb (2), Gavin Hogg and Jason Wordan and these held the first three paces of the final. Lamb took the lead from the flag never to be headed followed by Hogg who also held station to the end. In the early stages brothers Worden and Stuart Capstick held three and four but towards the end Guy Linton squeezed up into third leaving Worden to win the family duel.

The Senior Britain class lacked several familiar front runners but Steve Hazlett emphasised his return to form by winning all four heats and then taking the final with a flag to flag victory. His main opposition came from Stephen Cooke-Martin, Tony Goodsir, and Dave King, who along with Stephen Wild occupied the front of the final grid. Hazlett led from the flag followed by Cooke-Martin and Wild. On lap 6 the Rawtenstall youngster disappeared leaving Wild in second followed home by Richard Guest and David Brightmore.

The National class was also dominated by one driver, this time Stuart Wallace who kept a clean sheet all day winning both the four heats and the final in fine style. his main threat came from Jon Earnshaw and Robert Wolstencroft with Charlie Nash and Novice Mike Carter on the fringes. In the final Wallace grabbed the lead followed by Earnshaw, Wolstencroft and Charlie Nash and thus the leaders stayed for the whole of the ten laps. the only movement behind centred around Ray Jones who climbed from the back of the grid to 6th.

The 125 Nationals shared the grid with the two 210 National entries. Three heats went to Northern visitor John Howard with local expert Steve Murray taking the other.

In the final Murray got the better start and led them round at the end of the first tour but he was soon displaced by the Newcastle pair of Paul

Hobson and Howard who battled it out to the end. Dave Gilson, after losing a heat win for being underweight, clawed his way up to third relegating Murray to fourth. Paul Eaton was fifth with Bernadette Stoney sixth. Neither Villiers completed the race.

The last race of the day was for the 125 P&R's combined with the 250 Nationals. The heats were dominated by John Smith's Yamaha closely followed by Barry Sherriff similarly mounted. The 125 battle had been between Geof Quinn and Andy Bratley. In the final Sherriff took the lead followed by Bratley, Colin Burr and Phillips Hemmens. Laps 2 and 3 Bratley led only to be retaken by Sherriff but by lap 6 smith had recovered from a dreadful start to head the field, two laps later and Sherriff disappeared to leave the order at the flag Smith, Bratley, Burr, Quinn and Simon Taylor and with Bratley taking the P&R win.

WOMBITS

● The club are hosting several commercial rounds in the coming months including: September — Final round 'Protrain Juniors Penultimate round 'Northern P&R'

October —Final round RAC 'Cadet Kart Series' Final round 'Northern P&R'

● Remember that there is no racing or practising in August in line with local Council requirements.

● It was good to see last months race featured on local television in what was described as the most consise programme on the sport ever screened and our thanks go out to Mike Hayden for his efforts in gaining this welcome publicity.

JUNIOR BRITAN 'B'

1st	Nicholas Lamb	Jeta/DAP
2nd	Gavin Hogg	Zip/PCR
3rd	Guy Linton	Fullerton/PCR

SENIOR BRITAIN

1st	Steve Hazlett	Knight/EME
2nd	Steven Wild	Dart/TKM
3rd	Richard Guest	Boxer/TKM

100 NATIONAL

1st	Stuart Wallace	Wright/Rotax
2nd	Jon Earnshaw	Sprint/Parilla
3rd	Robert Wolstencroft	Mondial/Parilla

125 NATIONAL

1st	Paul Hobson	Bandit/Rotax
2nd	John Howard	Bandit/Rotax
3rd	David Gilson	Stratos/Minerelli

250 NATIONAL

1st	John Smith	Phoenix/Yamaha
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125 P&R

1st	Andy Bratley	Phoenix/Yamaha
2nd	Colin Burr	Stratos/TKM

Little Rissington

SUNDAY, AUGUST 2nd

Sunday, August 2nd saw 153 competitors converge on Little Rissington for Round 5 of the Bromsgrove KC Championships. Not a bad entry considering there were RAC

Camel Karting

1987 Provincial Championships

100cc JUNIORS

Young hot shoe David Fuentes convincingly won round 5 in 100cc Juniors at Puerto De La Cruz on Sunday July 5th which put him second overall in the current series, the two heat victories and a third place netting him 65 points. Second home to Fuentes was Manuel Soto, with Luis Peinado third. Series leader Pedro Ibanez ended his day in fourth, whilst Esteban Alonso and Melchor Cullen filled the next couple of places. The overall points to date:-

1st	Pedro Ibanez	Kali/Parilla	220 pts
2nd	David Fuentes	Zip/Parilla	177 pts
3rd	Estebon Alonso	Kali/Parilla	172 pts
4th	Francisco Gonzalez	Mach I/Komet	141 pts
5th	Luis Peinado	Kali/Parilla	132 pts
6th	Melchor Cullen	Kali/Parilla	104 pts

100cc SENIORS

The Seniors class continues to be dominated by Jose Rodriguez and Juan Marti who took first and second place respectively. Third home was Francisco Oliva, followed home by Jose Torres De Vera, Agosto Barroso, and Francisco Lopez. The points now look like this:-

1st	Jose Rodriguez	Kali/Parilla	219 pts
2nd	Juan Marti	Kali/Parilla	207 pts
3rd	Juan Gonzalez	Kali/Sirio	196 pts
4th	Fredy Negrin	Kali/Parilla	158 pts
5th	Francisco Lopez	Kali/Parilla	142 pts
6th	Florencio Diaz	Kali/PCR	133 pts

100cc INTERCONTINENTAL 'A'

Victor Ponte still leads the points table in the 100cc 'A' with, so far a very successful season. On only one occasion have his points fallen below 45 and in the meeting on July 5th he won all three heats to notch up 60 points. Sergio Garcia-Roady was second home on the road, from Juan Lorenzo, Miguel Garcia, Antonio Trujillo and Rafael Cullen. So, the series after 5 rounds stands as follows:-

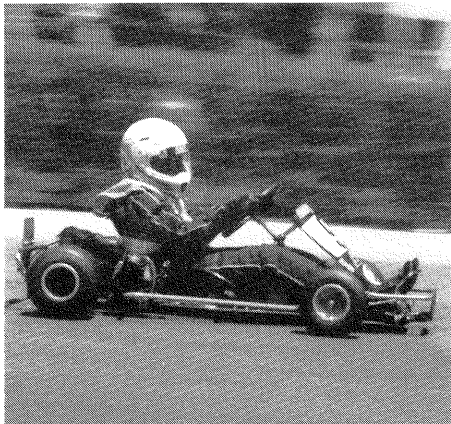
1st	Victor Ponte	Kali/Parilla	222 pts
2nd	Juan Lorenzo	Kali/Parilla	190 pts
3rd	Miguel Garcia	Kali/Sirio	181 pts
4th	Tose Espizua	Kali/Parilla	168 pts
5th	Rafael Cullen	Kali/Sirio	158 pts
6th	Pedro Llull Juan	Kali/Parilla — PCR	154 pts

250 'K-2'

The entry for this class was a little smaller than for previous rounds and with the absence of Jorge Oliva it was the turn of Sebastian Mendez to fight off the competition and claim victory with two heat wins and a sixth. That puts Mendez joint first in the league table. On the day second home was Javier Vilar and Roberto Perdomo in third. The other three places were filled by Jesus Borges, Cristobol Diaz and Angel Benito Manjarres.

Points after 5 rounds as follows:-

=1st	Jorge Oliva	Zip/Rotax	169 pts
=1st	Sebastian Mendez	Zip/Yamaha	169 pts
3rd	Angel Benito Manjarres	Zip/Yamana	166 pts
4th	Cristobal Diaz	Zip/TKM	160 pts
5th	Jesus Borges	Zip/Rotax	103 pts
6th	Juan Hornmiga	Zip/Yamaha	98 pts
		E.M.	



David Fuentes — 100cc Juniors.



gaining a bit of momentum. The word economy is not a good title, a better one will have to be found in my opinion. The basic concept will be cased around a standard motor, preferably British, no tuning, durable tyres. It will be hoped that this type of class will keep people in the sport. We all see large grids of restricted drivers, but where do they all disappear to ?. Maybe a survey could be undertaken to find out why people really leave the sport. Cost is undoubtedly one factor, another could be lack of success. The new class could help contain the cost element.

Returned recently from a Super-One Round with a pile of scrap bits. During the meeting we replaced the complete steering gear twice, damaged in incidents that were not of our making. We have been involved in this game long enough to know a few wrinkles gained from hard experience. However, it's getting worse on the track these days, it's fine for those drivers whose sponsor replaces the bits and pieces bent in contact driving but the majority not only have to pay for the replacements but the price includes their contribution to the expenses of the sponsored driver.

The Kart Committee had the Open Day when interested people put across their respective points of view to the members. I find it interesting and extremely helpful to hear the comments from the floor. The committee is not democratically elected, its members are invited to join, the names of possible new members being given to the secretariat at Belgrave Square from a number of sources of consideration. Therefore to come face to face with the public, so to speak, is an experience. There was a lot of complaint regarding the service, or rather the lack of it from Belgrave Square. They are aware of the problems and it is hoped that the new organisation in the building will improve the situation. I can say that all the items brought up at the meeting have been discussed by the Committee and your views were all taken into consideration.

The Committee is very concerned about the state of kart tracks and the general standards. The sport has progressed into the '80s but some of the venues have not drastically changed for a good number of years. In my opinion there is need for the publication of another karting green paper concentrating on tracks, their future development into the 1990's. The governing body must take the lead in stating minimum requirements for modern kart venues.

I have been fortunate in my association with the sport to have met a number of young people whom I have seen grown up into nice citizens of whom any parent could be proud. Some have moved out of the sport but still keep in touch by coming to the odd meeting, others have moved into cars and I hope to see a familiar name in F1 one of these days, some are still karting. I like to feel that karting has contributed something in this violent age towards the development of these youngsters and may it continue.

John Sutton

your letters..

Dear Ed
It has been brought to the attention of the Club's Committee that certain drivers in their infinite wisdom have taken it upon themselves to practice on this Club's circuit at RAF Little Rissington without permission.

It should by now, be widely known that this Club is restricted to 8 days use of the circuit. These 8 days are obviously used for race days. Now many might ask themselves why only 8 days? Well, for those not aware, this Club were denied use of the circuit some years back because of complaints of noise from locals. After intense perseverance from the members of the committee, the circuit was recovered on a limited basis only and still today we are liable to be ordered off within 48 hours.

Now not only are these thoughtless drivers trespassing on M.O.D. land, they are jeopardising the possibility of this Club obtaining extra days for Championships and practice and they are also, and most importantly, jeopardising the use of the circuit on any day!

It is felt that strong action must be taken as we, together with most other Clubs around the country, have enough problems as it is retaining what limited use we already have of our circuits.

Therefore may I through this letter make aware to every driver the situation and warn them that anyone found practicing on the circuit without permission will be **BANNED from racing at Little Rissington for LIFE!**

I do hope this message is not ignored by the offenders, as should we lose our circuit through their actions they will certainly have a lot of people to answer to.

**Yours faithfully,
Sandra Ogden (Mrs)
Club Secretary**

Dear Ed
Further to our telephone conversation today, I have enclosed a copy of the letter I have written to the RAC regarding the 125 class at Silverstone last week, and the manner in which it was run.

To fill in a little of the detail, there was a drivers meeting at the circuit on Friday night, where 58 or so drivers attended, and various questions were asked, and voted on. The results proved beyond doubt that all the drivers wanted the class split as it has been all season. Unfortunately the clerk of the course could not accommodate this request.

It's quite apparent from the result sheets that the separation of the two classes is not based necessarily on ability, or even reliability, because the National drivers managed to score some impressive finishing positions amongst the Supers.

The 125cc class has the most drivers in the sport, and it seems that the RAC do not have a clear grasp of the situation. I would like to suggest as many drivers as possible writing to the RAC with suggestions of how they want *their* class run, so in future we do not have a grid of unhappy drivers!

To this end it may be worth forming a 125 drivers association, where drivers can raise their opinions or send their suggestions so that the class and indeed the whole sport might benefit, and grow up to achieve the recognition it rightfully deserves.

**Yours sincerely,
Mark James**

Dear Ed,
'Tell It How It Is' Time
Ah, come on play the game. I hear a management consultancy is in residence at the soon to be vacated Belgrano Square. It's to be hoped that they are some good and took notice of the shambles of a Grand Prix. Our showpiece! The meeting of the year. Terrible. Say what? 'This was good and this was good.' Yeah, well anybody tell you it only takes one bad move to cancel out ten good ones, ask any PR man worth his salt. Couldn't even get the MSA Ltd to answer their soddin' phone the following Monday morning. 'What bad moves?', scream the defenders of the precious GP. 'Take the 250 Nats for one. What an appalling start. 'Hey man, how did you do?' 'Great man, I cheated, gained six places on the grid an' got away with it. Great!' Anybody ever thought of having a staging grid back down the track so they *are* in the right positions, then roll onto the real start. Black flags for anyone out of place. Too difficult for you?

If the starts weren't bad enough, check this out. You guys race your guts out all year, spend great dollops of dosh and risk your lives for what? Nothing ... but the sport. Right, good enough. Storytime.

Enter from the left. Well-to-do businessman and his party friends having a good time. 'Well to do' to his good old pal. 'Come along to the Grand Prix with us. I'll get the gear and sponsorship. You're an ace driver, have a warm up at Cadwell and then we'll stuff it up all those yo-yo's at Silverstone. Come on old boy, we'll have a gay old time. No doubting the 'ace good buddy's driving ability, great, drive anything quick. Even a personable guy off the track, likes to party and pose. Ethical, a sportsman? Forget it! Who would come in at the last minute, steal the plates and then disappear not to race again. What a *!!* trick. Sour grapes, Bull! Who's thought it? Well I've said it. The guy shouldn't even have got an entry. In other forms of Motorsport, the entries go to the guys who earn it, support the series *and* the sport. If 'ace good buddy' had pulled up short of the line, he'd have earned more than a crummy set of plates. Oh no, up to the line punching the air, grab the plates and the money, might as well stick two fingers up pal. Build a new National Kart, you won't get much change out of £3,000, then run it. The plates are the biggest prize, useless, won't even get you free entries, but worth having. 'Well to do' got beat by 'good buddy' despite probably orders to let him by if near enough. I say ... 'Well to do' should fork out for 'good buddy' to race for the rest of the year. Let Porky Pal do the engines for free so old 'Ace' can stick his neck out with the rest, then we can see the GP plates. What happens in boxing if they fanny about or won't fight so an' so??? Stripped!!!

Finally, if your thinking gear ain't got going yet mate, try this tale on for size. Good driver, good kart, dog of an engine, strokes too long. Suddenly comes good at GP, finishes in front of third man home. Whistles in for noise test, to cries of 'Off with the first three's cylinder heads' from the scrutineers. Exit our man, can't be found for an hour. Tough, disqualified. Has he been? Has he hell! What a farce. Right or wrong? Answers on the back of a five pound note or a cheque made out to the Kart Drivers' Benevolent Fund.

**Provocatively yours,
Steve Temple
2 Hampton Court, Meanwood, Leeds**

Thanks Adrian. Sorry Steve!

Dear Ed,
This letter concerns all 125 drivers who care about their class and wish to influence its future. Firstly let me describe the events which took place at the Silverstone Grand Prix which has

prompted me to take action. On Friday evening a group of 58 Super and National drivers met to discuss how the 125 class was being run at the Grand Prix. The major grievances were the running of the two classes in one race and the fact that the first 24 final grid positions automatically went to the Super drivers. The following proposals were drawn from the meeting.

1. 54 out of 58 drivers disagreed with the combining of the classes for the following reasons:-
 - a) At the beginning of the season it was stated that the classes would be run separately.
 - b) The classes had raced separately at all previous long circuit events.
 - c) Combined class racing would spoil the race for separate class honours as there would be cases of Nationals and Supers either hindering each other, or causing 'coming together's'.
2. All 58 drivers considered the final grid positions should be determined on merit, that is a mixed grid.
3. A delegation should approach the RAC with these points of view.

At a follow up meeting of drivers on Saturday evening the delegate reported back as follows: The RAC Clerk of the Course stated he 'could only implement the regulations which had been previously laid down by the meeting organisers, that is the RAC'. However, it was not possible to speak to the organisers as the leader of the Kart Committee, Katrina Williamson was on holiday. The Clerk of the Course recommended that all drivers wishing to influence the RAC must write letters to the RAC stating their grievances and suggestions.

In conclusion, if 125 drivers wish to influence the RAC, they MUST write to the RAC stating their opinions on how the Grand Prix was organised and also with suggestions for the future of the class, for example, split classes, water cooling, tyres, etcetera.

Over the weekend it was apparent that many of the drivers were unhappy with the current situation in the class. If the strength of opinion is high, which will be shown by how many drivers bother to write to the RAC, then I propose a 125 Drivers Association be set up with the aim of promoting the class. This would include representing the views of the drivers to the RAC and Kart trade, together with help for interested new 125 drivers.

I would welcome drivers' comments by writing to me at the address below, (after writing to the RAC).

Neil Willetts
20 Buckingham Rise,
Allesley Park, Coventry, CV5 9HY.

**Yours sincerely,
Neil Willetts**

Dear Ed,
As a member of the Kart Committee I would be pleased to act as middle man between the RAC and 125 drivers, as long as I was representing a united voice. I do consider both 125 and 250 National Classes to be of the utmost importance in the growth of our sport.

Martin Hines



CLUB SCENE

from H. John. S. Joseph came to a halt after only two laps.

JUNIOR CADET
G. Yeates Hutless/Comer

JUNIOR A
M. Dickson Zip/Hewland

JUNIOR B
1st L. Middleton DAP/PCR/T80
2nd M. Fox Wright/Arrow/
Parilla
3rd A. Price Dart/Parilla/Arrow

100 NATIONAL
1st H. Williams Gillard/Arrow/
Parilla
2nd R. Tout Hutless/RKD
3rd R. Dickson Dart/Yamaha

125 NATIONAL
1st M. Morris Zip/Rotax

125 P & R
1st R. Thomas Aero/Honda

210 NATIONAL
1st C. Morris Zip 925/APV
Villiers

250 NATIONAL
1st P. Griffiths Zip GP/KTM

250 INTERNATIONAL
1st A. Bufton Zip GP/Rotax

Felton

SUNDAY, AUGUST 9th

CASTROL SPRINT

The combination of holidays and the Silverstone GP plus the Super One at Fulbeck meant that some grids were a little down from their usual numbers especially the Juniors and Gearbox classes. 100 National Grids were good and at last we are seeing some Britains, a few more entries in this class and they will have their own grid. The meeting also included the third round of the RAC Cadet Series and was sponsored by CASTROL SPORT.

Junior Britain A + B were the first out on a superb day for racing with the weather warm and dry.

JUNIORS
Heat 1: Mark Allison, 2nd Glenn Chamberlin, 3rd Barry Armstrong.
Heat 2: 1st Chamberlin, 2nd Allison, 3rd Armstrong.
Heat 3: 1st Allison, 2nd Chamberlin, 3rd Nicky Mason.

Final
Allison and Armstrong on the front row of the (B) grid with Chamberlin a few rows behind on pole for the group (A) race. From the lights Mark took an early lead but it took Glenn only two laps to work his way through the B drivers and on to Mark's tail but try as he may he could not find a way past. Several times he was along side at the end of the straight but always found himself on the outside line, with a little more thought and experience he will soon learn the art of overtaking. About 100 metres behind Barry Armstrong and Nicky Mason were having a

private battle for second and third in the B group race with Barry always having the upper hand. With Glenn totally dominating the A drivers it was left to Darren Stapleton and Richard Blackburn to dice for that second place. On the last lap Mark and Glenn were overtaking a back marker when he suddenly moved over and Glenn ended up in the tyres, fortunately his lead was sufficient to be restarted and still win his class, all be it by only a kart's length.

JUNIOR BRITAIN A
1st Glenn Chamberlin Boxer/KS Parilla
2nd Darren Stapleton Zip/GEP TKM

JUNIOR BRITAIN B
1st Mark Allison Gillard/EME
2nd Barry Armstrong Zip/TKM

100 NATIONAL RESTRICTED + 100 BRITAIN
100 Restricted
Heat 1: 1st Mike Affleck, 2nd Keith Gordon, 3rd Paul Ibboton.
Heat 2: 1st Gordon, 2nd Peter Blackburn, 3rd Ibboton.
Heat 3: 1st Affleck, 2nd Gordon, 3rd Ken Bennet.

100 Britain
Heat 1: 1st Dave Kelly, 2nd Denise Ford, 3rd T Sawney.
Heat 2: 1st Kelly, 2nd V. Wright, 3rd Richard Connett.
Heat 3: 1st Connett, 2nd C. Shanks, 3rd Kelly.

Final
With the Britains running from the front of the grid C. Shanks led the final for the first two laps before being overtaken by the National kart of Peter Blackburn. Keith Gordon had moved rapidly up the order and was lying third by the end of lap there. By lap five the Nationals were on top, Shanks was down to fifth, Blackburn still led but Gordon and Affleck were closing rapidly. Lap seven and Gordon outraked Blackburn at the end of the straight and took Affleck through with him demoting Peter to third place. Keith opened up quite a gap over the next few laps and looked to be winning comfortably but unfortunately didn't bargain with the never say die attitude of Affleck, who gradually began to reduce the lead and on the last lap Keith obviously thinking he had it won went to sleep approaching the hairpin and gave Mike the gap he had been looking for. So a win for Mike in his last race as a Novice with Keith second and Paul Ibboton third after making steady progress through the field, picking off one or two drivers on each lap.

The Britains were led all the way by C. Shanks (sorry, I don't know your christian name) with a somewhat off form Richard Connett in second place for the duration of the final. Denise Ford had a fine third showing several of the gentlemen the way home.

100 NATIONAL RESTRICTED
1st Mike Affleck DAP/GEP DAP
2nd Keith Gordon Hutless/Komet
3rd Paul Ibbotson Sprint/TKM

100 BRITAIN
1st C. Shanks Stratos/Arrow
2nd Richard Connett Zip/SO DAP
3rd Denise Ford Wright/TKM

CLASS FOURS
A poor grid of Class Fours, only seven gearbox karts in all with several drivers either racing, mechanics or spectators at the Grand Prix.
Heat 1: 1st Trevor Alexander (250), 2nd Brian Bird (125), 3rd Nick Robson (125).
Heat 2: 1st F. Topham (250), 2nd Bird, 3rd Steve Connor (210).
Heat 3: 1st Alexander, 2nd Connor, 3rd Topham.
Final
Pretty processional, Alexander simply drove away into an unassailable lead followed initially by Topham who had travelled all the way from Aberdeen for the meeting. Brian Bird in third place leading the 125s, on lap three Brian was up to second on the road and Topham began to slide back through the field. The 210 class winner was Steve Connor who was the only one in his class to finish the final.

1st Trevor Alexander (250) Zip Bandit/Rotax
2nd Brian Bird (125) Phoenix/Minerelli
3rd Steve Connor (210) Zip GP/Villiers

100 NATIONAL
Heat 1: 1st Roy Dickson, 2nd Paul Henderson, 3rd William Turner.
Heat 2: 1st Dickson, 2nd Henderson, 3rd George Turner.
Heat 3: 1st Geore Turner, 2nd Ray Davison, 3rd Barry Hill.
Final
A front row of Dickson and Henderson for the penultimate final of the day. These two are certainly the ones to beat in 1987, from the lights Roy took an immediate lead, Paul a little slow off the line was only third into Paddock Bend behind our Senior driver George Turner. George seemed to have found some extra pace for this meeting and was having his best race of the year



Dave Kelly; trying out the new kerb during the 100 Britain final.

CLUB SCENE

JUNIOR BRITAIN RESTRICTED

Heats 1 and 2 were won by (23) Damon Sargent and the 3rd heat by No. 19.

FINAL: Paul Jewis and Damon Sargent led the race together but, towards the end, Jewis eased away from Sargent to take the restricted trophy for a deserved 1st place.

JUNIOR BRITAIN

Heats 1 and 2 were won by Danny Quinn and the 3rd heat by Russell Aldridge.

FINAL: After 3 rolling laps Aldridge took the lead from Skittrell, Quinn and Murrell. These four drifted away from Craddock and Collman. On lap 2, Aldridge and Quinn had a coming together before the main straight promoting Ashley Skittrell and Clive Murrell to 1st and 2nd respectively. Mark Craddock was easing back from the first two and started a duel with Eddie Collman. Eddie never finished in the 3 previous heats due to electrical faults. On lap 8 with Craddock out the order was Skittrell, Murrell and Collman to the flag.

NATIONAL RESTRICTED GROUP 1

Heats 1 and 3 were won by Gary Whiteman and Heat 2 was won by Charlie Reilly.

FINAL: With a good clean start Gary Whiteman who dominated the heats led the race from the lights to the flag. The first three, Whiteman, Pete Lenard and Charlie Reilly were in very secure positions, all being untouched during the race. E. Salmon took P. Hillerly for the 4th on lap 2 but Hillerly went out on lap 4 promoting P. Holloway. The only real competition was between E. Salmon and Holloway who had started to form their own two kart train. After some cool racing from the front at the flag it was Whiteman, Lenard, Reilly, Salmon and Holloway. During the racing an uncontrolled kart was let loose as the throttle cable got stuck, luckily it never affected the racing as the situation was infield, but it seemed to liven things up. It's all happening at Tilbury.

100 NATIONAL RESTRICTED GROUP 2

Heats were dominated by R. Scott taking all three of them.

FINAL: Richard Scott took the lead after some good heats followed by Trevor Horncastle then P. Dryden and Richard Dryer. Scott and Horncastle began to ease away from the rest of the field but an occurrence on lap 4 demoted Horncastle to 3rd. Although it seemed an easy win for Scott the result ended with Dryer and Horncastle taking 1st and 2nd.

JUNIOR BRITAIN RESTRICTED

After two rolling laps, Grahame Heard to the lead from Terry Vincent followed by Sean Pitts and P. Duxley. With some unnecessary nudging Vincent eventually out-brakes Heard at the end of the straight to take the lead on lap 3. As Vincent started to pull away Neville Cruttendon was gnawing his way through the field and lap 5 saw himself in 4th. The latter steadily closed on Pitts and on lap 8 Cruttendon found himself in 3rd. Vincent took the flag from Heard, Cruttendon, Pitts and Mainland.

100 NATIONAL GROUP A & B

After 4 rolling starts (calm down you Nationals) pole man Ray Osborn took the premier position with Vic Threadgold, Martin Moore and G. Jones following. A train of the first six karts had formed as the spectators were witnessing a first class race. On lap 5 poor Osborn wasn't on his toes and soon found Threadgold and Moore take his lead to leave him 3rd. Although Moore was close to challenging Threadgold, the flag was out and these were the final positions. Not forgetting

the National Adrian Moon who had a blinder of a race finishing 5th overall and winning the Nat. B trophy. Watch out you A's.

SENIOR BRITAIN

Chas Royston and Paul Wells led the Britain field away and both looked unbeatable until the red flag went out due to spectators acting as a threat to drivers and officials alike.

On the restart it was Royston, Wells and V. Bond up front in no real attacking position. By lap 2 Wells was dealing with Royston but couldn't find a way past him. Peter Olsson was now in 5th quick info tells us that Peter is racing in the Senior Britain Champs at Rye House and returns to Tilbury as a National (watch out green plates). Throughout the race, Royston was edging away from Wells and by the final lap Olsson made two places for 3rd position.

A quick mention to the British Racing Kart's team for their debut race, they did well in the heats and final. Good luck for the future. Unfortunate driver of the day went to Russell Potter who had incredible bad luck all meeting, keep the high spirits up Russell.

Many thanks go to St. John's Ambulance Office, dads, spectators, organisers, etc. for a great day out.

Report by A. and C. Murrell

JUNIOR BRITAIN RESTRICTED

1st	Paul Jewiss (80)	Superdart/Arrow
2nd	Damon Sargent (23)	Zip/Parilla

JUNIOR BRITAIN

1st	Ashley Skittrell (77)	Wright/Parilla
2nd	Clive Murrell (33)	Superdart/TKM

100 NATIONAL RESTRICTED GROUP 1

1st	Gary Whiteman (34)	Sprint/Parilla
2nd	Peter Lenard (6)	Sprint/Sirio
3rd	Charlie Reilly (35)	Superdart/Parilla

100 NATIONAL RESTRICTED GROUP 2

1st	Richard Dryer (28)	Superdart/TKM
2nd	Trevor Horncastle (81)	Superdart/Arrow

SENIOR BRITAIN RESTRICTED

1st	Terry Vincent (19)	Dart/Parilla
2nd	Grahame Heard (3)	Dart/Parilla
3rd	Neville Cruttendon (32)	Superdart/Parilla
4th	Sean Pitts (4)	Superdart/Arrow

100 NATIONAL A

1st	Victor Threadgold (5)	Allkart/PCR
2nd	Martin Moore (7)	Fullerton/PCR
3rd	Ray Osbourn (4)	Dart/TKM

100 NATIONAL B

1st	Adrian Moon (27)	Fullerton/PCR
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SENIOR BRITAIN

1st	Chas Royston (37)	Dart/Parilla
2nd	Paul Wells (2)	Superdart/TKM Parilla
3rd	Peter Olsson (71)	Superdart/Parilla
4th	Harvey Small (46)	Wright/Parilla

Pembrey

SUNDAY, JULY 19th

The meeting of the 19th July held by the Cardiff Kart Club was held in mixed

weather, occasional showers which never allowed the track to totally dry out, but prevented the uncomfortable soakings of the previous meetings. We had our first Cadet entry, G. Yeates of the Shenington club drove his three heats and final, and between heats was interviewed by the commentator.

Four Junior B and one Junior A with Cadet G. Yeates ploughing his lonely furrow competed in the heats. M. Fox of the Camberley Club won the three heats from L. Middleton, A. Price and S. Coppin, one of the two young lady drivers who arrives in the "Scuderia Holmes" truck. (They park next to me and all day long there is a delicious aroma of beefburgers and bacon butties wafting around.) In the final L. Middleton grabbed the lead and held it for 9 laps with M. Fox in very close attendance. On lap 10 M. Fox took the lead only to spin at the chicane on the last lap and hand the race to L. Middleton. He restarted to finish second from A. Price and S. Coppin. M. Dickson, another lady driver, finished to take the Junior A trophy.

The 125 class had two National and three P & R entries. Our lone 210 National, C. Morris joined the rear of the grid. M. Morris (National) won two heats from D. Harvey (National), Harvey winning the third. On the P & R front R. Thomas had three wins, R. John two seconds and a D.N.F., while E. Kooiker had two thirds and a second. The final was led all the way by M. Moris with D. Harvey third "on the road" but second in the National class. R. Thomas led the P & R class throughout, R. John holding second for two laps before losing it to E. Kooiker.

The 250 National class saw P. Griffiths winning two heats and a fourth place, and K. Webb a first and two thirds. E. Kookier was in this event as well as the 125 (a glutton for punishment) and had two fifths and a fourth. The final was led all the way by P. Griffiths with D. Wheten in second spot from lap 2. C. Davies was third from E. Kooiker.

The 100 National is always well supported and always provides good racing. Heat 1 was won by R. Tout leading H. Williams all the way. M. Marner slotted into third place from lap 2 to lead R. Dickson, C. Crayford, T. Angus and R. Dowrick home. Heat 2 was initially led by R. Tout but he struck trouble on lap 3 handing the lead to R. Dickson who won from M. Dowrick, A. Harris and C. Crayford. R. Tout finished fifth. Heat 3 was again a win for R. Tout with H. Williams in close attendance. M. Dowrick finished third after losing second place to H. Williams on lap 2. R. Dickson was fourth from A. Harris and M. Marner. The final was quite a race.

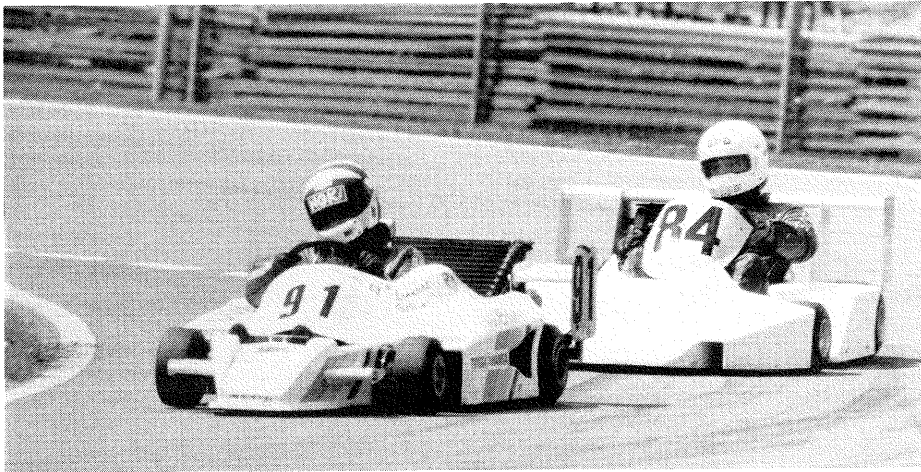
R. Tout led with H. Williams coming up from mid pack to take second spot from R. Dickson, A. Harris, F. Holmes and J. Bennett. On lap 8 H. Williams forced past R. Tout, while lower down the order J. Bennett dropped to eighth promoting M. Dowrick to sixth and M. Marner seventh. On the next lap there was another change in the mid-field with M. Marner moving up to fifth with M. Dowrick still holding sixth, but F. Holmes slipped back to seventh. On lap 2 R. Tout retook the lead and as they headed for the line for the last time H. Williams hurled his kart around the outside of R. Tout to win by the thickness of the chrome on his bumper! The manoeuvre caused both of them to slide off the circuit into the grass, but without damage. R. Dickson was third from A. Harris, M. Marner and M. Dowrick.

The 250 International was three straight wins for A. Bufton, indeed, he was the only finisher in heat 1. H. John and S. Joseph had a second and a third each. The final was won by A. Bufton

Kart & Superkart

EUROPEAN FORMULA E CHAMPIONSHIP

ROUND TWO — Assen 18th-19th July



Bohlin (91) took the victory and another 15 points, here he leads Gassin. (pic: Doug Rees)

Lennart Bohlin adds another 15 points to his score to put him in a virtually unassailable lead in the European title chase; Tim Parrott takes second place after the exclusion of Eric Gassin on a point of engine legality. Ian Shaw is also excluded for a park ferme infringement and thrid place remains vacant. Torgjer Kleppe finishes fourth ahead of Phil Glencross and Mikael Janson.

The Formula E circus fielded 63 entrants for the Second Round of this year's European Championship at the Dutch TT circuit of Assen, near Groningen in Northern Holland to race on the 3.971km track during the weekend of 18th-19th July. Included during the weekend were also races for 125cc and 250cc National.

One free practice session and two 40 minute qualifying periods, per CIK regulations, were allowed and in the first timed session Lennart Bohlin set the fastest time, at 1min 29.03sec, with Phil Glencross next up on 1min 29.44. Martin Hines, chasing the points after his non-finish at Hockenheim, with a 1min 29.96 was the only other driver to record a time under 1min 30sec, in fourth place was Danish driver Lars Gronning (1min 30.13sec), followed by Ian Shaw (1min 30.33sec) and Roger Goff (1min 30.41sec).

In the second session Hines knocked over nine tenths of a second off his previous time to earn pole for the eight lap pre-finaie with a 1min 29.01sec. Bohlin failed to better his first time but was good enough for second place on the grid. Gassin clocked a 1min 29.07sec lap to put himself on the last spot on the front row. Glencross (1min 29.44sec) and Shaw (1min 29.69sec) shared row two, whilst Gronning, Goff and Parrott (in the 1min 30's) occupied the next rank.

THE PRE-FINALE

The eight-lapper, to decide grid positions for the main event, got smartly under way with a tussle between Bohlin, Hines and Gassin for the advantage, resolved in Bohlin's favour eventually, leaving Hines and Gassin to scrap for the places.

Parrott, Gronning and Goff battled desperately over the next three positions with Kleppe keeping a watching brief behind. Hartog and Shaw led the rest of the field, Shaw having lost considerable ground during the course of a few laps. There were several notable retirements — William Batmalle, Mark Allen, Phil Glencross, Mikael Janson and Keith Bisp, having his first racing taste at International level.

The order at the line after eight laps was — Bohlin, from Gassin, who had bettered Hines; Parrott in fourth, leading Gronning and Goff; Norwegian Torgjer Kleppe, in seventh, headed Piet Hartog, Ian Shaw and Paul Gudel, whilst local man Perry Grondstra and young Monica Stråh, recovered from her incident at Hockenheim, filled the next two places.

Bohlin took 11min 59.81sec to roll off the eight laps, an average speed of 158.881k/hr.

When the grid sheet was posted for the 12 lap championship race the first row took on the following aspect:-

Hines	Gassin	Bohlin (pole)
Hartog	Gronning	Parrott
Wimmer	Kleppe	Goff
	Gudel	Shaw
	Stråh	Gronstra
	Oosting	Buus

Chris Willie, having more success than at Hockenheim, sat on row eight with German, Robert Owsianny; Janson on Row Twelve with fellow Swede Ljunglöf. Batmalle, Allen and Glencross shared the next row, ahead of Serfatty, second at Hockenheim. Krosby was on row seventeen, behind Dahlman, whilst Poul Petersen rested on the eighteenth row after a Pre-Finale he would rather forget...

THE FINALE (12 laps)

On the green light it was Hines and Gassin who made the best of the start. Bohlin was slow away and got caught in the traffic as Hartog and Kleppe took advantage of the Swede. One tour

complete and that was still the order. In sixth was Goff leading Shaw, Parrott and Gronstra. Next up was Austrian Rainer Wimmer with Monica and Mikael Janson scrambling for the edge, whilst Glencross sat in the slipstream, Mark Allen lay around twentieth at that juncture, with Petersen about seven places behind. Hines still held the front from Gassin next time round, but Bohlin had moved ahead of Hartog; Goff, Shaw and Parrott were *in situ*, likewise Grondstra, whilst Kleppe had fallen down the order, now in ninth. Wimmer was still in tenth but had Glencross breathing down his neck, Monica and Janson tucked in behind. Further back Allen had improved three places as they came round to complete another lap — Hines, Gassin and Bohlin still out in front. Shaw had bettered Goff; Parrott and Kleppe still in sixth and seventh respectively. Hartog had dropped back several places and was trying to get on terms with eighth placed Grondstra.

By the end of the fifth tour the order of the first seven was unchanged. Grondstra had rapidly fallen down the field with ailing machinery, destined to last only another lap, his vacated place occupied by Hartog, followed by Glencross, Janson, Wimmer and Monica. Mark Allen was making steady progress, in thirteenth by that stage.

The halfway mark, with Hines, Gassin and Bohlin motoring well, Parrott succeeded in bettering Shaw and Goff to move into fourth place; Kleppe was still in seventh with Hartog and Glencross tucked in behind.

Into the next lap and looking good leader Hines suddenly stuck his hand in the air, his kart slowing — yet another seize and this European title forfeited. Gassin, the new leader, motored on with Bohlin tucked up his exhausts. Parrott had third with Shaw next, Kleppe was up to fifth and Goff, in sixth, was soon to fall down the order with an engine mount problem, destined to last only another lap before quitting. Glencross had gained a couple of places and sat ahead of Hartog, Janson, Wimmer, Monica and Mark Allen.

Three tours to go Bohlin deposed Gassin as he hit the front, the Frenchman running a shade adrift, with Parrott still in third about 8 seconds away. Shaw was hanging on in fourth, from Kleppe, Glencross, Hartog and Janson. Wimmer was next, leading Mark Allen, Monica and German driver Hans-Peter Kiefer who had made slow but steady progress from midfield during the course of about five laps.

From that point until the flag there were only two changes to the order — Janson and Wimmer moved ahead of Hartog into seventh and eighth respectively. So, at the line, yet another victory for Sweden's Lennart Bohlin, from Eric Gassin, Tim Parrott, Ian Shaw, Torgjer Kleppe and Phil Glencross. Mikael Janson, Rainer Wimmer, Piet Hartog, Mark Allen, Monica Stråh and Hans-Peter Keifer being the rest of the drivers finishing in the championship points — at least that's what everyone thought, until the protests and exclusions started flying around!

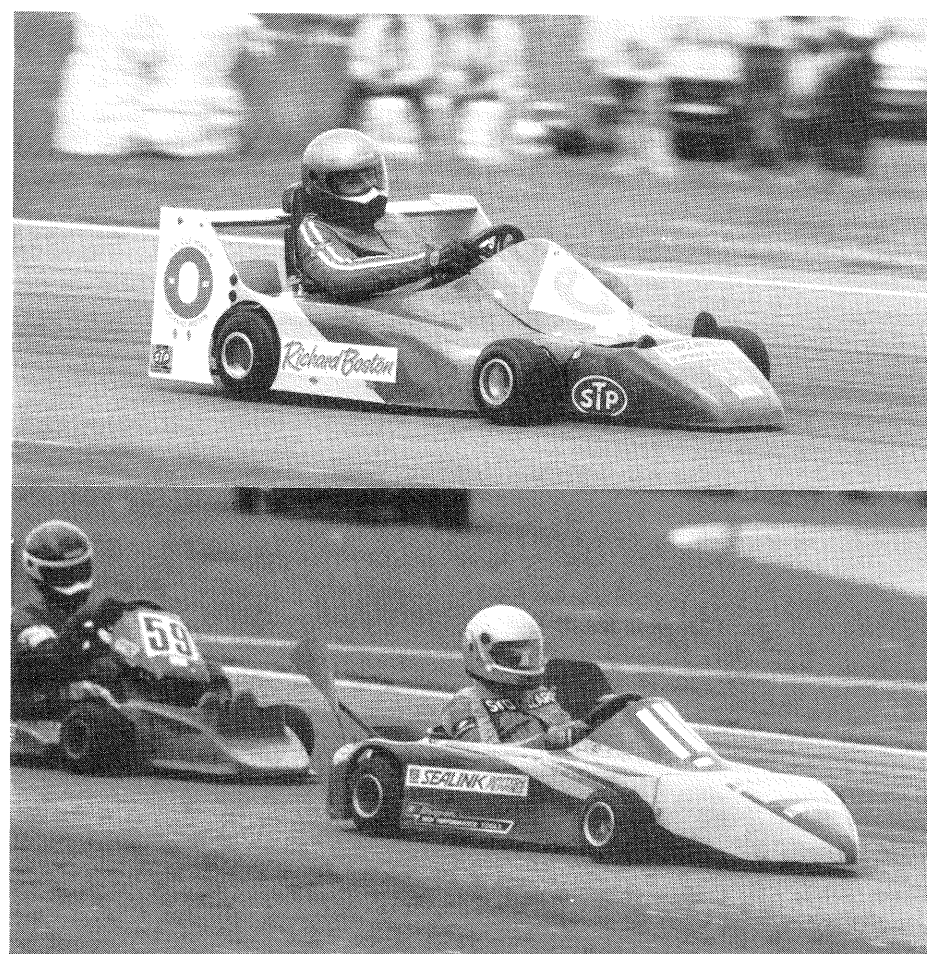
The first to come under the hammer was French Nissag pilot, Eric Gassin, excluded from his second place result because his engine was

deemed as not conforming to regulations. Exit one very unhappy Frenchman. That was just the start, Ian Shaw was observed in the Parc Fermé quote: "Working on his Kart" and a protest was lodged by Torgjer Kleppe, supported by witnesses Russell Anderson and Phil Glencross. The protest was upheld and Shaw was excluded from his fourth place result. There was a rider added to the decision, as you can see from the official transcript, that the following drivers would not be moved up the finishing order. That is not strictly true when you examine the results — Kleppe was credited *fourth* (in place of Shaw) and others moved up when Piet Hartog, Dutch champion, was removed from ninth for having a radiator that was over the legal height limit. To be strictly accurate about it, (as far as I can see the case of Tim Parrott doesn't enter into the case). The finishing positions should show 3rd and 4th places blank and 9th place blank, instead the official results telexed through by Mr Ulco Huetting from the KC 250 Club read as follows:-

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

Race Time: 17min 56.92sec — 159.294 km/hr.

Fastest Lap: Bohlin — 1min 28.56sec — 161.422km/hr.



250 National victory to Richard Boston (top), while Syd Clark claimed 125 honours.
(pics: Doug Rees)

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125 Super
Colin Pool uses Goff Rotax in final
to finish 8th

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CLUB SCENE

JUNIOR BRITAIN 'B'

1st Bobby Game	Lane/EME
2nd Paul Evans	Dart/DAP
3rd Glen Embling	Superdart/Parilla
4th David Robinson	Superdart/TKM

JUNIOR BRITAIN 'A'

1st Sven Gibson	Superdart/DAP
2nd Steven Dutton	Sprint/Arrow

SENIOR BRITAIN

1st Craig Booth	Superdart/Parilla
2nd Martin Verity	Wright/Parilla
3rd Martin Collard	Superdart/Parilla
4th Roger Hunt	Wright/Parilla
5th Colin Lakin	Dart/Arrow
6th Ray Wake	Superdart/PCR

SENIOR BRITAIN RESTRICTED

1st Andy Jackman	Sprint/Parilla
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100 NATIONAL NOVICE

1st John Dicks	Superdart/Arrow
2nd Simon Groves	Allkart/Parilla
3rd James Ayling	Superdart/Arrow
4th Stephen Ambrose	Superdart/Arrow
5th Anthony Davies	Hutless/PCR

125 NATIONAL

1st Roger Moth	Allkart/Rotax
2nd Keith Chennell	Zip/Rotax
3rd Graham Cowdry	Stratos/Rotax
4th Steve Bird	Stratos/Rotax

JUNIOR 'B'

1st Martin O'Connell	Sprint/Parilla
2nd Andy Cox	Wright/Parilla

125 NATIONAL

1st Roger Moth	Allkart/Rotax
2nd Alan Dell	Zip 925/Rotax
3rd Jamie Hodgson	Zip Anderson/Rotax

210 NATIONAL

1st David Rowbotham	EDR/Villiers
2nd Steve Hurst	Zip/KMP/Villiers
3rd Glen Clarke	Stratos/Villiers

250 NATIONAL

1st Chris Tomkinson	Dino/KTM
2nd Pat Tomkinson	Dino/KTM

250 INTERNATIONAL

1st Keith Bisp	Dino/KMP/Rotax
2nd Alan Jones	

SENIOR BRITAIN SUPER

1st Simon Broad	Dino/Parilla
2nd Harry Handkammer	Dino/Parilla
3rd Nick Kelly	Zip/Yamaha/EME

SENIOR BRITAIN CLUB

1st Gary Mathews	Kali/KTM
2nd Chris Watson	Wright/KTM
3rd R. Wake	Superdart/PCR

100 NATIONAL

1st Guy Pratt	Barlotti/Parilla
2nd Robert Schirle	Gillard/Rotax
3rd Vincent Peacock	Ferrari/Parilla

GEARBOX NOVICE AWARD

250 National No. 69 — Jeff Williams

CLASS 1 NOVICE AWARD

100 National No. 29 — Lawrence Hackett

Shenington

The August Meeting at Shenington, the longer short circuit, was held in brilliant sunshine and extreme temperatures.

With the 178 entries and full grids in most classes as well as A and B Finals for 100 National and Senior Britain Clubman, a great day was had by all.

The hot new surface gave tremendous grip and lap records tumbled as follows:

Junior A: Simon Spencer, 42.02sec.

Junior B: Bobby Game, 42.10sec.

250 National: Chris Tomkinson, 44.33sec.

Senior Britain Super: Simon Broad, 41.60sec.

Senior Britain Club: Garry Mathews, 43.17sec.

100 National: Guy Pratt, 40.49sec.

Shenington is proud to announce the successes of two of our club members. Keith Bisp, Short Circuit Formula E British Champion and third at Silverstone Non-Championship class, and Gary Chapman, British Champion in Senior Britain class, so race with the champions at our race meeting on 20th September.

RESULTS

100 NATIONAL B FINAL

1st Robin Howarth	Sprint/Parilla
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CADETS

1st Leon Ierego	Swiss/Hutless
2nd Charles Butler-Henderson	Sprint
3rd Brendan Rawle	Zip/BJ

JUNIOR 'A'

1st Simon Spencer	Wright/Arrow
2nd Mark Blair	Wright/Parilla
3rd Henry Stanton	Wright/KTM

Golspie Gala Week

SUNDAY, July 26th

North of Scotland Kart Club held its July meeting at the start of the local Gala week. Although overcast skies threatened the rain held off. With the holiday period upon us a quiet grid was seen with only two Britain A's, Club driver David O'Brien from Thrumster and Stuart Mutch from Aberdeen. It was Stuart who managed to keep David at bay for all the heats and the final. Britain B's had 5 line up with Club driver Lee Livingstone from Inverurie, Stuart's brother Alan plus a new novice driver from the same area and two new novices up from Fife, Ian and Paul Douglas. It was Lee in his usual form who took all the heats plus the final. Mutch had a second plus two thirds and Paul Douglas two seconds and a third. It was Douglas who took second place in the final.

125 National saw all club drivers on the grid: Les Cranston, Roy McQueen and Andy Meikle (Novice) from Inverness Bill Urquhart — Smithton, Robert Brady — Muir of Ord and Alex Mackay (Novice P & R) Invergorden. McQueen in his usual form took all the heats and the final,

Brady took second place and Meikle had two thirds with Cranston the other. In the final however it was Cranston who pulled out the extra power to take second.

As usual the 100 National had the biggest grid with 10 drivers lining up to battle for the honours, and some battle it turned out to be. Club drivers Martin Foyle — Wick, David McLaughlan-Alness, Jeff Stewart-Beaully, Darren Parks-Tore, Harry Henderson-Beaully and Ian Rae-Thurso, joined by Pete Adams and Derek Hay from Aberdeen, Andy Graham-Kinneswood and novice Andy Harrold-Forres. Adams was on pole for the first heat and that's where he stayed with Graham and Parks following him in. The hairpin taking its usual toll in the early stages due to bunching. 2nd heat saw Stewart, Adam, Graham and Parks all tightly bunched desperate to take the flag first. Coming round for the last time to Paddock bend Parks and Graham tangle causing Parks to spin off right on the bend. Stewart thinking they were tight on his heels took the bend too wide and also spun, although he stayed in the kart and travelled backwards for a distance, couldn't manage to get back on the tarmac when he passed the line and so was a non-finish. Parks also couldn't get started and although passed the line, was still deemed a non-finish, and so it was Graham who crossed first followed by Adams and Hay. Third heat had Parks on pole and this time he was determined to make up for lost causes, staying in that position with a considerable distance between him and the second place man home Stewart, followed by Hay, the other contenders either coming off somewhere along the way or breakdown. With the final the line up was Graham pole with Adams, Parks, Hay, McLaughlin, Stewart, etc. With only a few laps gone and Graham clear the next pack of Parks, Stewart, Adams and Henderson were all trying to catch up. On clearing Paddock Bend Henderson and Adams collide with Stewart, having no option but to go straight into them forming an arrow head. Parks, on seeing this and seeing Stewart rolling forward, headed off for the centre only to find he rolled back blocking the track again so all four were off. Henderson and Adams managed to get going again, Stewart and Parks eventually. Further through the race Hay went into Foyle as he spun on the Hairpin putting him out of the race with a bent track rod. Graham held onto his lead and took the flag followed home by Rae with Henderson and Adams following.

Best Novices were Jnr. Paul Douglas. Snr. Alex Mackay.

Gala Week Shield presented to the Club driver with the best overall performance went to Roy McQueen.

Regal Windows Trophy was for Juniors and was shared jointly by Lee Livingstone and Stuart Mutch.

Tilbury

SUNDAY, AUGUST 9th

Some good racing was expected for our Tilbury meeting on August 9th. Approximately 100 drivers signed on for the London Kart club's monthly bash out. We are now fortunate to have a TV installed in the cafe to see the Formula 1 Grand Prix that clash with our meeting. It was a relief for most drivers, officials, spectators, etc who had forgotten to video them.

Blackbushe

Around 120 drivers signed on under clear skies to see the start of an improvement programme to the circuit. The weather stayed dry although rain threatened later.

JUNIOR BRITAIN

Heat 1: 1st Bobby Game, 2nd Paul Evans, 3rd James Gubby.

Heat 2: 1st Bobby Game, 2nd Paul Evans, 3rd Alex Abbey-Taylor.

Heat 3: 1st Bobby Game, 2nd Paul Evans, 3rd Glen Embling.

Final

There was no doubt who was going to take the first two places while Glen Embling held third place throughout. Paul Evans tried valiantly to keep in touch with Game but very slowly slipped back. Britain 'A' Group was taken by Sven Gibson who was the only one to stay on the same lap as the leaders.

SENIOR BRITAIN

Heat 1: 1st Martin Verity, 2nd Anthony Geraty, 3rd Malcolm Green.

Heat 2: 1st Craig Booth, 2nd Martin Verity, 3rd Robin Whittaker.

Heat 3: 1st Martin Collard, 2nd Craig Booth, 3rd Roger Hunt.

Heat 4: 1st Martin Verity, 2nd Colin Lakin, 3rd Robin Whittaker.

Heat 5: 1st Craig Booth, 2nd Martin Collard, 3rd Roger Hunt.

Final

A 6 lap 'B' final brought Edwards, Jackman,

Vincent and Burrige onto the brink of the 'A' final. Booth and Verity fenced themselves yet again and disappeared taking Collard with them.

Roger Hunt, Colin Lakin and Ray Wake held the next three places. The restricted trophy was fought fiercely and clearly between Lingham, Vincent and Jackman, finally resolving in Jackman's favour.

100 NATIONAL RESTRICTED

Heat 1: 1st John Dicks, 2nd James Ayling, 3rd Robert Bishop.

Heat 2: 1st Simon Groves, 2nd Stephen Ambrose, 3rd John Dicks.

Heat 3: 1st David Gibson, 2nd Anthony Davies, 3rd James Scillioe.

Heat 4: 1st Gary Baker, 2nd Gary Watts, 3rd Andrew Watts.

Final

Dicks leapt into the lead followed by Groves and these two kept the two premier positions until the flag. Behind, Ayling and Ambrose swapped places for 3rd and 4th until lap 10 when Ayling managed to get some back markers between himself and Ambrose and took 3rd.

125 NATIONAL

Heat 1: 1st Graham Cowdry, 2nd Keith Chennell, 3rd Jamie Hodgson.

Heat 2: 1st Jamie Hodgson, 2nd Roger Moth, 3rd David Ellis.

Heat 3: 1st Roger Moth, 2nd Graham Cowdry, 3rd Graham Cowdry.

Final

Roger Moth dropped the first heat and, therefore, sat in the middle of the grid. At the drop of the flag Chennell took the lead and must have thought the trophy was his. He did not reckon,

however, with Moth. Roger was in 3rd by lap 3, 2nd on lap 8 and swept past Chennell on lap 10. Behind Cowdry took third place and Bird fourth place.

100 NATIONAL

Heat 1: 1st Roland Kinch, 2nd Martin Collard, 3rd Chris Stansbury.

Heat 2: 1st Martin Collard, 2nd Austin Metcalf, 3rd Martin Prior.

Heat 3: 1st Bob Stansbury, 2nd William Hewland, 3rd Philip Goodwin.

Heat 4: 1st Martin Collard, 2nd Spud Murphy, 3rd Chris Stansbury.

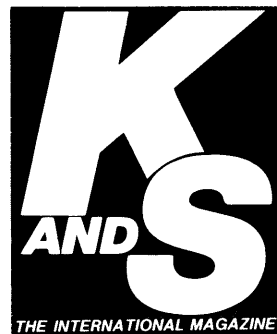
Final

Chris Stansbury who only recently came out of the Restricted Class excelled himself by taking number 2 slot alongside Martin Collard. Unfortunately, his glory came to grief in the chicane on the first lap and he was dead last after that. Collard held the lead to the end with Bob Stansbury taking second with Hewland and Murphy taking the next two places. Martin Prior made a welcome return to Blackbushe holding fourth on lap 10 but then disappeared.

Thanks to all the St Johns Ambulance and those who stepped in at the last moment to marshal.

100 NATIONAL

1st	Martin Collard	Superdart/Parilla
2nd	Bob Stansbury	Superdart/Parilla
3rd	William Hewland	Sprint/Arrow
4th	Spud Murphy	Dart/Sirio
5th	Austin Metcalf	DAP/DAP
6th	Berni Scott	Lane/EME



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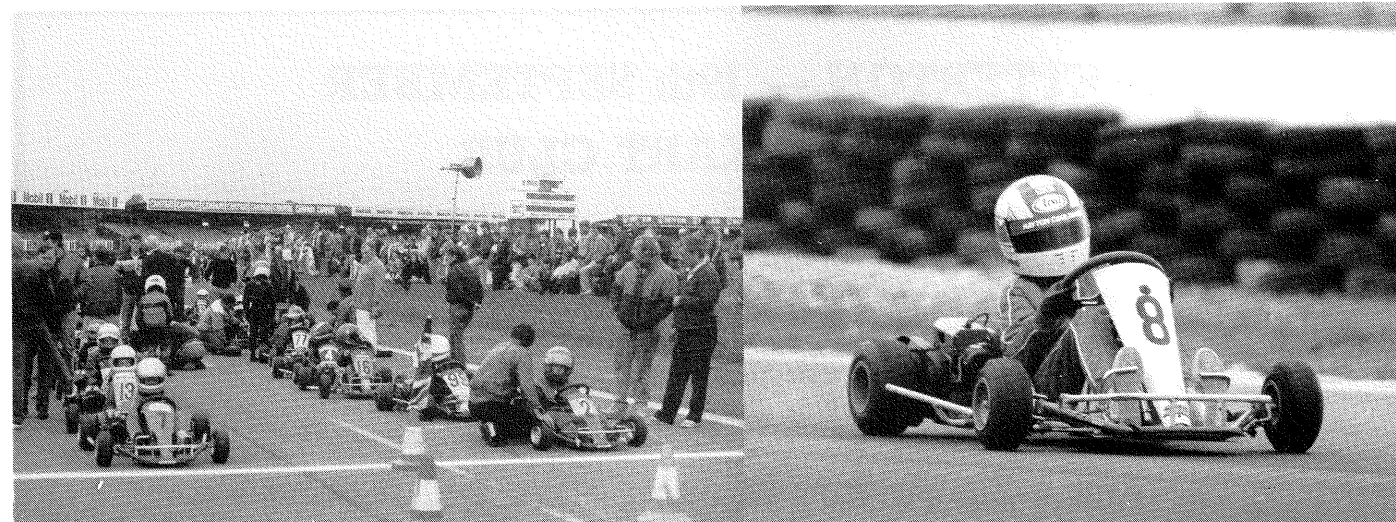
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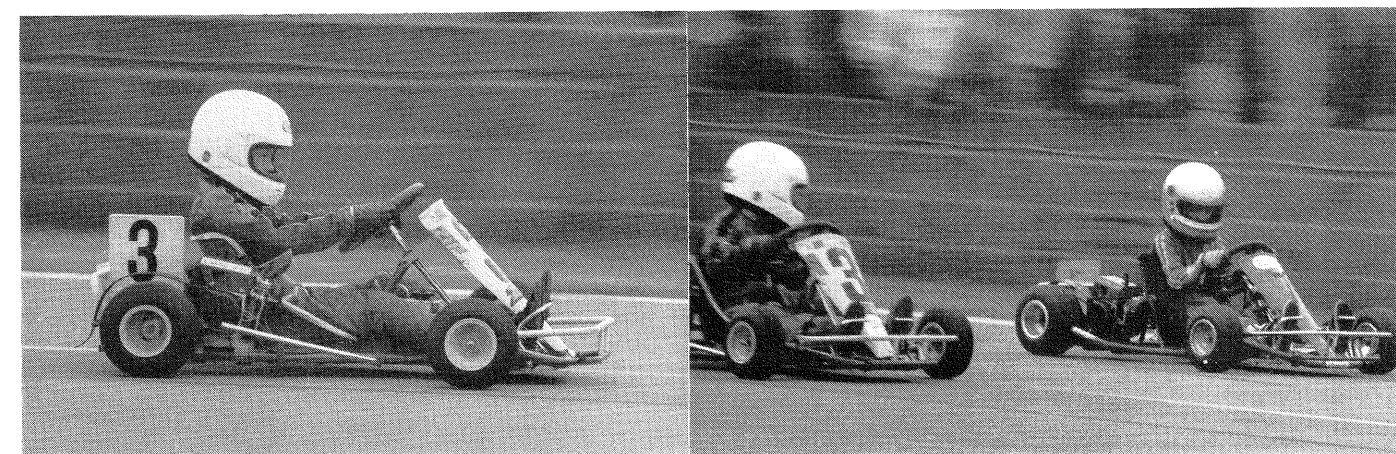
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Peter Cooper does his bit for the stars of tomorrow. (Pics: Doug Rees)



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"Factory assisted drivers are not eligible for awards"

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210 CHALLENGE ROUND

Just one week after the rain affected round 5 at Kimbolton the 210 Challenge drivers assembled at Shenington for round 6 of this year's hard fought Challenge. The five rounds held so far have produced some fantastic racing and with 5 different drivers, each having won a round, the points table couldn't be much closer. Some of the regular contestants were absent from this meeting preparing for the increasing popular "round the houses" Isle of Man races, but the entry still required split heats and 'A' & 'B' finals.

In dry, sunny and warm conditions the first 210 heat got underway and as the lights changed to green, it was Graham Payne who led into the first corner and he held the number 1 spot for the rest of the race to take a good heat win. John Haigh was 2nd, closely followed by Charles Morris, 4th was Mark Allen, 5th Dave Rowbotham and completing the top 6 was Ed Mellor.

The second heat saw Mark Allen leading for the first two laps but it was Charles Morris who led from lap 3 to the finish, en route breaking his own lap record such was the pace of the heat. Mark Allen was 2nd, John Haigh 3rd, Steve Hurst 4th, Phil Davis 5th and Ed Mellor once again completing the first 6.

It was heat 2 winner Charles Morris who was successful again to win heat 3, leading from start to finish and claiming pole position for the all important 'A' final, 2nd was Steve Hurst, 3rd Graham Payne, 4th Dave Rowbotham, 5th Rob Peters and 6th, after just getting the best of a eight kart dice, was Colin Hoare.

The last heat had Colin Hoare leading the first lap only to slip down through the field with some problem to eventually finish 11th. This left Mark Allen in front and he reeled off the remaining laps to take his first heat win of the day, 2nd was Steve Hurst, 3rd Graham Payne (after being 12th on the first lap), 4th John Haigh, 5th Rob Peters and Paul Savage, just beating Ed Mellor, completing the top 6.

The 'B' final was run first and after a couple of rolling laps and one false start it got underway with Brian Holloway leading the first and remaining laps to qualify for the 'A' final. Second place saw a good race between Alan Poole and Mark Powell for a few laps until Alan Poole suddenly pulled off to retire leaving Mark Powell (who had two mechanics frantically working to get him going before the start) to finish 2nd. Ian Lindsey was 3rd and Stephen Weatherhead was the last driver to claim a rear 'A' final place.

The front row of the 'A' final looked like the "Who's Who" of short circuit 210 racing with numbers 3, 2, 4 and 11, lining up these numbers belonging to Charles Morris, Mark Allen, Graham Payne and Steve Hurst. The second row containing John Haigh, Dave Rowbotham and Ed Mellor with the third row having Rob Peters, Phil Jones, Colin Hoare and Phil Davis.

At 6.10 pm on a fine summer day the capacity grid commenced its rolling lap, stopped at the grid, and as the lights changed to green, thundered off in a glorious sight of colour and noise, with Mark Allen just squeezing into the

lead and it was the ex British Champion who still led at the end of the first lap - just! Graham Payne was 2nd, Steve Hurst 3rd, Charles Morris 4th, Dave Rowbotham (having his last race on black plates) was 5th, John Haigh 6th, Philip Jones 7th (another black plated driver going extremely well), Rob Peters 8th, Ed Mellor 9th and Martin Banks 10th.

Lap 2 and the leading four were still as close with Mark Allen and Graham Payne almost touching and Steve Hurst and Charles Morris trying to drive round Shenington side by side. John Haigh had found a way round Dave Rowbotham to be 5th and Rob Peters was now up to 7th. Lap 5 and we had a new leader, that leader being an 'on form' Graham Payne driving superb and indeed he was still in the lead on lap 4 having a quick look behind and probably not liking what he saw, with Mark Allen ½ inch off his rear bumper and Charles Morris and Steve Hurst still fighting each other for all they were worth and they had John Haigh not far behind waiting for any mistakes.

Half distance, lap 5, and Mark Allen was back into the lead and now it was Graham Payne's turn to be ½ inch behind the leader but on the next lap Charles Morris had somehow managed to get up into 2nd demoting Graham Payne to 3rd, and this same lap saw John Haigh finding a way round Steve Hurst to be 4th. This leading group were followed by Dave Rowbotham, Rob Peters, Brian Holloway, (the 'B' final winner going really well but would cruelly go out on the last lap with a seized engine). Glen Clarke, Martin Banks, then came a four kart scrap every bit as intense as the leading dice involving Philip Jones, Ed Mellor, Phil Davis and Paul Savage.

The next few laps lap record holder Charles Morris tried everything he knew to find a gap round Mark Allen but the ex multi British champ was driving magnificently, using all the track and quite a few of the kerbs to stay in front and not making any mistakes, and in spite of a desperate 'round the outside' manoeuvre on the last corner of the last lap by Charles Morris, it was Mark Allen who took the flag after a superb race to become the 6th different winner in the six rounds held so far (and generously donating his winnings to the best placed novice). Charles Morris looked slightly disappointed finishing 2nd but he had put in a great drive and to finish 2nd in a race such as that is a fine achievement. Graham Payne was 3rd (driving better and better as the season goes on - how long will it be before he wins a round outright?) John Haigh was 4th just beating Steve Hurst across the line as Steve tried the 'round the outside' manoeuvre on the last corner. Dave Rowbotham was 6th and should be worth watching now he has thrown those black plates away. Seventh place was taken by Rob Peters, 8th Glen Clarke (the round 5 winner coming through the field after being 15th on the first lap), 9th Martin Banks and Philip Joanes who, in spite of bouncing over the kerb the lap before, just beat Phil Davis, Ed Mellor and Paul Savage after a race long scrap, to complete the top ten.

Six rounds - six winners - close point scores - hard racing - good atmosphere - that's the 1987 210 Challenge. The next round is at Little Rissington on September 6th. If you like your racing hard, fast, skillful and exciting, then be there!!!

Ian & Barbara



1	John Haigh	168
2	Graham Payne	165
3	Glen Clarke	163
4	Ed Miller	134
5	Dave Rowbotham	129 (R)
6	Steve Adams	124 (R)
7	Rob Peters	122
8	Paul Savage	119
9	Colyn Firth	113
10	Paul Robinson	112
11	Philip Jones	107 (R)
12	Barry Stokes	99 (R)
13	Alan Poole	96
14	John Morrish	92
15	Phil Davis	87
16	Brian Holloway	82
17	Bill Mee	79
18	Charles Morris	72
19	David Barradell	71
20	Rob Perkins	62
21	Glyn Jones	58
22	Steve Hurst	56
23	Chris Bowers	51
24	Peter Higgins	50 (R)
25	Phil Hemes	48
26	Tom Thacker	42
27	Stuart Warsop	38
28	Mark Allen	37
28	Andy Martin	37
30	Ian Sutton	23

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CADWELL PARK Sunday July 26th 1987

Phil Glencross (Superkarts); Derek Price (125 Super); Neil Willetts (125 Nat); John Brennan (210 Nats); Steve Stylin (250 Nats) and Graham Barker (125 P & R) each won their respective finals at Cadwell Park on Sunday July 26th.

John Shaw had received yet another good entry for this meeting ... the 4th round of the RAC Championships and the finals of the Cadwell Series. Around 200 drivers had assembled at the Lincolnshire venue and the day remained fine until the late afternoon when ... you've guessed it ... it rained! However the racing was good and one or two interesting names appeared in the programme.

Mike Smith Reporting



*Victory to Phil Glencross in Formula E.
(pic: Iain Blair)*

with 58 names in the programme and all the front runners present including the red Zero plates of, of, what's his name ... Ray ... Ray ... Ray ... Gri ... Grim ... Grime ... Grimes that's it ... GRIMES. Of course it rhymes!

The 250 National class also had a good gathering of 48 drivers including two former Grand Prix winners returning to the fray in the form of Steve Stylin and Gary Deal. Steve was aboard a Zip/KTM with some Temple Motors backing whilst Gary was on a Reg Gange EPM Zip with a Motiv Honda. More of that man Stylin later!

The 210 regulars were all present ... a total entry of just under 30 and 13 125 P & R lads were entered.

So on a dry track the racing got under way and as usual the 210 Villiers kicked off with the P & R lads in the same heats.

PIT PATTERN

From an entry of 28 the Superkart class had a couple of noteworthy items. Paul Malloy was out on a Stratos ... of course ... but powered by two Minarelli motors ... yes it's back to the twin configuration ... one either side of the driver. Paul had done his homework though as far as the regulations were concerned and no problems cropped up in that department. It was basically a testing exercise for the Stratos boss but he is serious about it all.

Kurt Luby has switched from his Phoenix to a Langcourt Dino with engine on the 'other' side and he expressed himself as being quite pleased with it.

Simon Bolton had caused a bit of a stir with his downgrading from 125 Super to the National class ... up grading has been sanctioned earlier in the season ... but downgrading? Well the RAC said it was OK and they are the Governing Body ... aren't they? Next season may well see a return to just one 125 class who knows?

The National 125's had another good entry

BRENNANS BENEFIT

Irishman John Brennan made his trip worthwhile as he dominated both heats to wrap up pole for the ten lap final. Mark Lockley, Gary Parker, John Newton, Simon Quance and Steve Jones followed him home in the first four lapper whilst Quance, Marshall Kingett, Graham Sykes, Newton and Igor Ashwell made up the top six second time out.

Under a cloudy sky but with the track remaining dry the final got under way and it was John Brennan and John Newton who got the best of it at the fall of the flag.

However by the close of lap one Gary Parker had taken over at the front with Brennan in pursuit. Simon Quance and Newton were next up with Steve Jones and George Bett chasing hard. Graham Sykes was down in eighth spot as they went into lap two.

Newton was the first to disappear ... failing to come through at the end of lap two with Parker still in command from Brennan. Quance held third and Bett had moved up to fourth from Sykes in fifth.

Lap four and the lead changed as Parker called it a day and Brennan took over. Sykes was closing on Bett as they both relegated Quance to fourth.

By half distance Brennan had a comfortable lead with the rest of the field becoming more and more spread out. Sykes and Bett however were not giving up easily ... if at all ... and they were having a good scrap for second place and managing to reduce Brennans lead slightly.

Lap seven and Phil Featherstone pulled off at the start line ... Bett had the edge over Sykes whilst Quance was running in fourth and well clear of Steve Jones, Steve Young and the rest.

Two laps to go and Brennan was encountering backmarkers ... Bett still led Sykes and Quance was also taking backmarkers.

Into the last lap and Brennan was still comfortably leading with Bett and Sykes still disputing second place. A fight to the finish was

not to be though as Graham Sykes went missing on that last tour leaving Bett in a lonely but very secure second place. Brennan went on to take a fine win with Quance holding on to his third place.

Steve Jones took fourth spot with Paul Woodward and Alan Ogden benefitting from retirements to claim fifth and sixth places.

1st John Brennan	Zip/Brennan Villiers
2nd George Bett	Zip/Bett Villiers
3rd Simon Quance	Zip/Longtune Villiers
4th Steve Jones	Stratos/Pooley CKC
5th Paul Woodward	Stratos/Villiers
6th Alan Ogden	Zip/APV

Race Time: 17m 10.7s 75.93 mph
Fastest Lap: John Brennan 1m 41s, 77.48 mph
Equals Lap Record

With four rounds completed George Bett leads the RAC points table with 21. Graham Sykes has 13; Simon Quance and John Brennan each have 12; Alan Ogden has 10.

The 125 P & R lads had their final in with the 125 National Qualifier over six laps and that produced a fine win for Louth based Graham Barker who had a 22½ second advantage over Gary Needham at the flag. Graham Barker also established a new lap record at 1m 43.5s, a speed of 75.61 mph.

WILLETTS WINS

The 125 National class needed two split heats and a qualifier to sort out final grid positions and as usual we saw some good racing with a different winner each time.

The first heat went to the downgraded Simon Bolton from Paul Hobson, Syd Clark, John Heward, Rob Johnson and Tim Mayneord.

The second four lapper produced a win for Mark Thompson with Neil Willetts, Steve Makin, Steve Griffin, Bruce Moore and Ian Mason completing the top six. Malcolm Crowe came out tops in the next one with Simon Bolton in second place. Steve Makin had third from Eamonn Talbot, Ray Grimes and Bruce Moore.

The last heat was taken by Colin Mason ... Neil Willetts secured another second spot from Steve Griffin, Jonathan Williams, Syd Clark and Paul Hobson.

A good mix there with no driver really dominating proceedings. From the qualifier just six drivers went through to the main final and they were ... Geoff Tuckey, James Smith, John Curtis, Derek Wilson, Roy McLean and Mark James.

So ten laps of the full circuit were on the cards and by this time the rain had started to fall making things just a little damp.

Steve Makin and Neil Willetts made the best start and after just one lap those two were at the front with Willetts having the advantage. Willetts began to ease away and after three laps he had a good lead. John Heward had moved up to second place ahead of Simon Bolton, Paul Hobson, Steve Makin and Ray Grimes.

By half distance Bolton was up to second and closing on Willetts ... Heward had third from Grimes but as they completed six laps the red zero plates had gone missing. Into lap seven and Bolton briefly led but Willetts hit back swiftly and as they crossed the line to close lap seven he was back in front ... Heward was in second spot and Bolton down to third.

For the remaining three laps that was how it stayed with Willetts taking the win and nine



*John Brennan wrapped up the 210 bonours.
(pic: Iain Blair)*

points. Behind Heward and Bolton the battle for fourth had been won by Colin Mason from Steve Makin and Jonathan Williams. Geoff Tuckey had driven well ... from the qualifier ... to take seventh place.

1st	Neil Willetts	Stratos/Minarelli
2nd	John Heward	Zip Bandit/Rotax
3rd	Simon Bolton	Zip/Bolton Rotax
4th	Colin Mason	Stratos/Minarelli
5th	Steve Makin	Zip/Rotax
6th	Johnthan Williams	Stratos/CSK Rotax

Race Time: 16m 53s 77.25 mph
Fastest Lap: Simon Bolton 1m 39.2s, 78.89 mph

The win gives Neil Willetts the lead in the RAC Championship with 22 points from Ray Grimes and Colin Mason on 15 each. Jonathan Williams is next up on 11.

SUCCESS for STYRIN

Just under fifty 250 Nationals had two heats to decide final grid positions and the honours were shared between British No 1, Mark Webster and UK Cup winner Richard Boston. They each had a win and a second place. The return of Steve Styryn aboard a Temple Motors Zip/KTM proved he had lost little of his competitive spirit after a lay off. The Leeds driver scored a fifth and a sixth place from the two heats and looked quite at home with just one cylinder beside him. That will come as no surprise to those who remember his successful 210 days.

Dudley Martin, Mike Doble and Dale Couzens made up the top six in the first heat whilst GP winner Rob Johnstone, Andy Martin and Pete Morgan filled the other top six places second time out.

The ten lap final got away under threatening clouds and by half distance rain had started to fall. However it was Richard Boston and Mark Webster who made the best of it at the start and after one lap that was the order with Boston already easing away. Steve Styryn, Andy Martin and Mike Doble were next up after that first lap whilst Mark Webster went into lap two determined to close the gap on leader Boston.

By lap four though Styryn was beginning to catch Webbie, the British Champion finding his motor not running as sweetly as he would like. At half distance with those rain spots beginning to fall Webbie's troubles increased as both Steve Styryn and Andy Martin moved forward to relegate him to fourth, and then into retirement.

Boston was well clear at the front and was taking backmarkers on lap six. Styryn and Martin were still following in second and third spots with Colin Fletcher, Pete Morgan, Rob Johnstone and Steve Matthews filling the next few places.

Lap eight and it all went wrong for leader Richard Boston as he gyrated into instant retirement! That put Steve Styryn in first spot



Andy Martin's bidden message.

(pic: Iain Blair)

with Andy Martin in the role of pursuer and under three laps to go. Steve Matthews had also disappeared from the leader board and after nine laps the order was ... Styryn ... Martin ... Fletcher ... Morgan ... Doble ... Dud Martin ... Ian Elvin and Barry Tomlinson.

Rob Johnstone was in trouble and slipping down the order with just that one lap to go.

Out of Barn Corner for the last time and it was indeed Steve Styryn picking up the win on his return to the circuits. Andy Martin came home to six points in second place ... Colin Fletcher took third ... Pete Morgan had fourth ... Mike Doble fifth and Dudley Martin sixth. Rob Johnstone had battled on to take a lowly 13th spot.

Richard Boston had equalled the lap record in the first heat then knocked a tenth of a second off it second time out to leave the new record at 1m 34.2 s, a speed of 83.08 mph.

1st	Steve Styryn	Zip/KTM
2nd	Andy Martin	Stratos/CKC Maico
3rd	Colin Fletcher	Zip/CJF KTM
4th	Pete Morgan	BR Zip/Cheetham KTM
5th	Mike Doble	Stratos/Honda
6th	Dudley Martin	Zip/Cheetham KTM

Race Time: 16m 8.9s 80.77 mph
Fastest Lap: Richard Boston 1m 34.4s, 82.90 mph

Despite his non finish Mark Webster still leads the RAC points table with 20. Pete Morgan has 16 ... Andy Martin 15. Those three are the only drivers who can take the title with the last round at Donington in October.

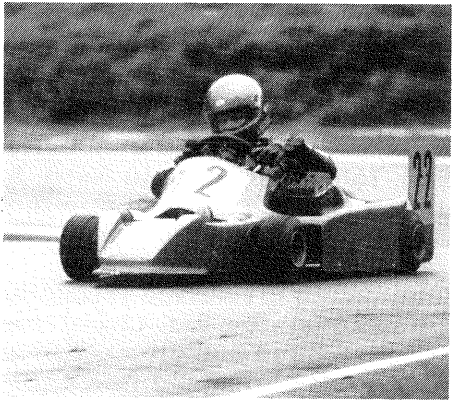
A FIRM PRICE

Just two heats were needed to sort out final grid positions for the 125 Super class and it was Zip driver Chris Stoney ... surprise ... surprise ... who wrapped up both heats in style. UK Cup winner Derek Price was also consistent taking a couple of third places in the Stratos whilst Paul Molloy picked up a second place and a fourth.

Trevor Roberts only made the top half dozen in the second heat finishing second to Stoney.

Richard Crump had a couple of fifth places with Simon Cullen taking a fourth, Ian Beaumont a sixth and Colin Poole a sixth. By the time the grid formed up before the starter the rain was falling steadily and at the drop of the flag Paul Molloy got the best of it. Within one lap though all that had changed and as they crossed the line to start lap two Trevor Roberts was in charge with Derek Price, Chris Stoney and Richard Crump hot on his heels.

After two laps Price was closing the gap ... Stoney was still third, Crump was heading Simon Cullen with Adrian Wilcox leading Molloy and Colin Poole.

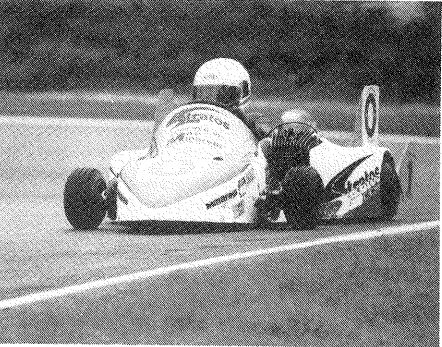


Ballantyne, 5th placed from the rear of the grid. (pic: Iain Blair)

As they hit the foot of the Mountain for the third time Chris Stoney's race was over as his hand went up and he headed for the pits. Price had caught and passed Roberts ... Crump was now in third spot but well down on the two leaders. Molloy was seemingly in trouble and slowing. Half distance and it dramatically changed again as Trevor Roberts called it a day ... Derek Price was now out on his own with a large lead. Simon Cullen was up to second ... Crump third ... Wilcox fourth.

After six laps Price had the length of the main straight over the chasing drivers with Wilcox about to remove Cullen from second spot. Eight laps gone and Price was almost giving a demonstration drive such was his advantage. Wilcox, Cullen, Crump, Mike Ballantyne and Brian Kennedy were next up with a long long gap before Malcolm Clark appeared.

The remaining laps posed no problem for Derek Price as he appeared to ease up and allow Wilcox to close the gap a little without becoming any threat. Ten laps then and Price crossed the line well clear to take the win and nine points. Wilcox, Cullen, Crump, Ballantyne and Kennedy held station to finish in that order.



Derek Price. (pic: Iain Blair)

1st	Derek Price	Stratos/Minarelli
2nd	Adrian Wilcox	Zip/Rotax
3rd	Simon Cullen	Zip/CSK Rotax
4th	Richard Crump	Zip/CSK Rotax
5th	Mike Ballantyne	Zip/Goff Rotax
6th	Brian Kennedy	Kelgate Bandit/Crawford Rotax

Race Time: 18m 24.6s 70.85 mph
Fastest Lap of Final: Wilcox and Cullen 1m 47.5s, 72.80 mph

The win puts Derek Price on 15 points in the RAC Championship with Paul Molloy and Trevor Roberts on 18 each. Chris Stoney ... defending Champion has 13. With the RAC title being decided on the best four from five it all rests on the final round at Donington in October. THAT should be worth seeing.

PHIL FIRST

After the Superkart timed session it was Dino

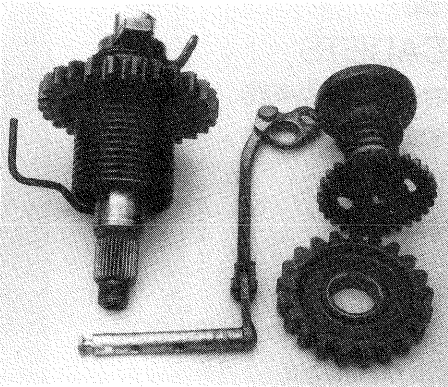
exchange the old reeds and stopper for some performance reeds, (we make our own for cost reasons).

The engine plates we kept in one piece "a la Ray Overton" with the gear linkage run in bearings. We found the gear change on this engine very stiff and that is the reason for the long levers.

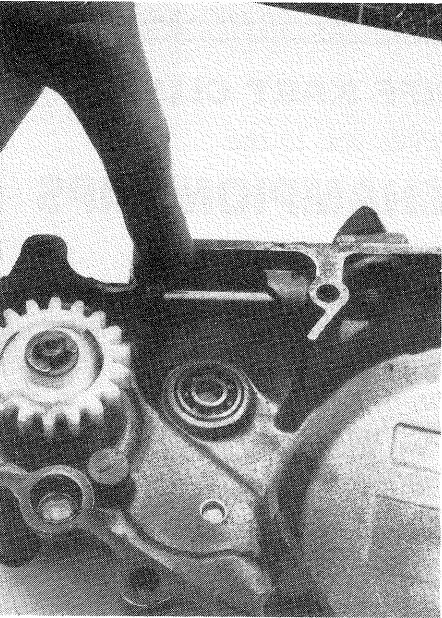
All parts discussed in this article can be supplied at very low cost out of the kindness of our hearts, if you mention that you will buy us a pint (or two) next time you see us!

If you require any help don't hesitate to telephone:-

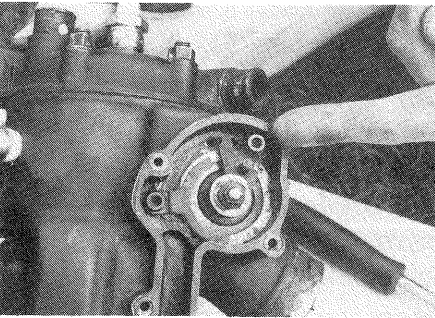
Kevin on 061-928 8347 Technical
Ray on 061-945 1075 Technical
Paul on 061-456 5378 Driving and setting up
Kevin Priest



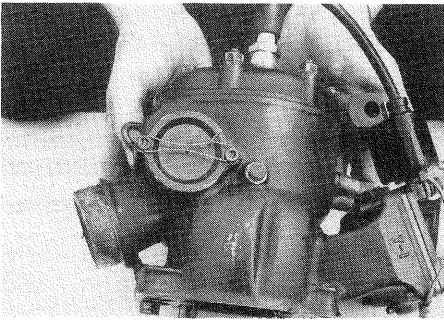
Kick start and power valve linkage as removed.



Power valve bung.



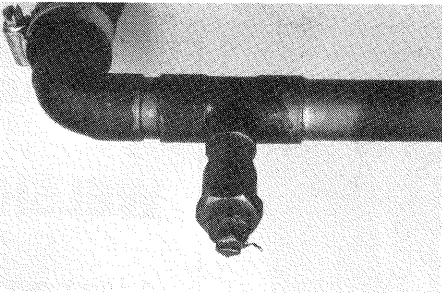
Power valve retainer.



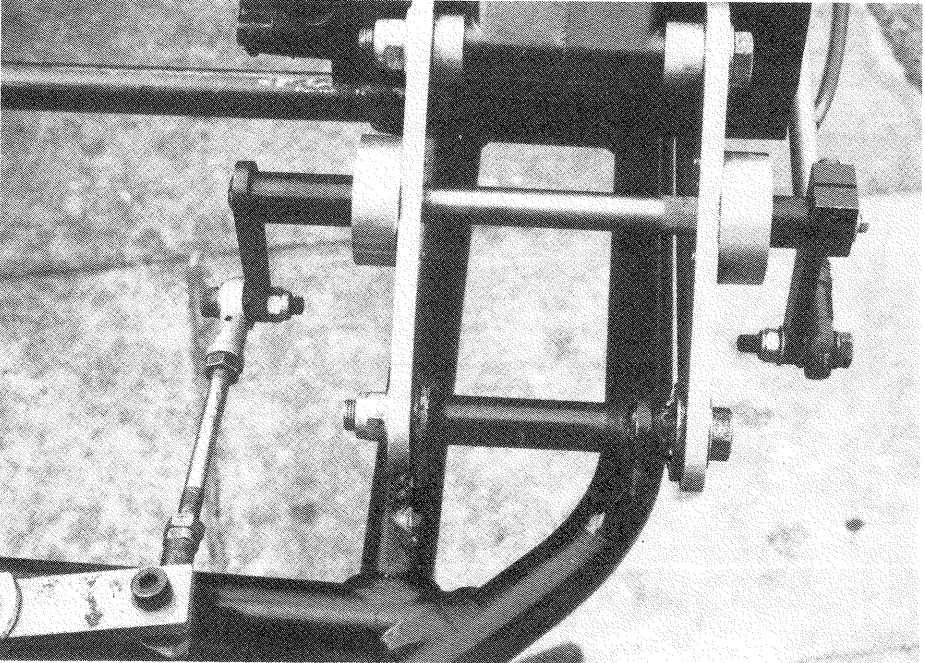
Power valve securing.



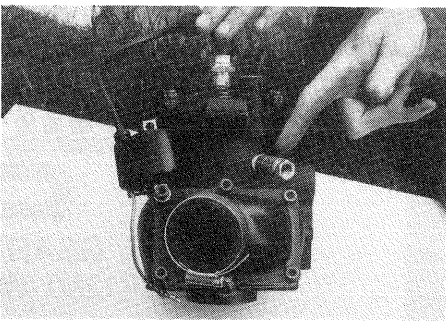
Radiator mounting.



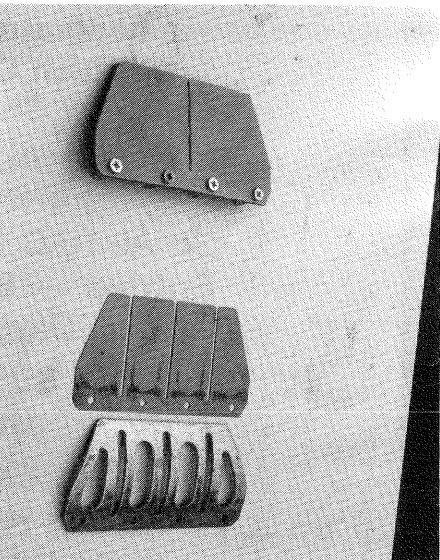
Radiator bleed valve.



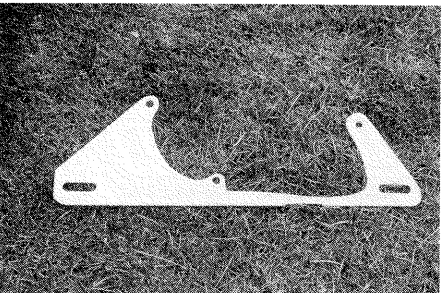
Change over gear linkage mounted in bearings.



Coil mounting and temp sender mounting.



Non standard reed (top); standard reed and stopper (bottom).



One-piece engine plates, as per Zip GP.

LOW BUDGET NATIONAL

Paul Sadotti and Kevin Priest begin a series of articles on cost-effective racing in 250 National

Sat on the grid, pensive as ever, I look back to see a full grid of Karts, I am on the front row. I've been on the front row before but this race is different, it's the Silverstone Grand Prix final for 250 National 1983. Ancient history now, I suppose, but still a race I fondly recall. The weather that day was superb for racing. Alongside me sat some famous names, Alan Cheetham, Richard Boston and perhaps the I most admire, Derek Rodgers. The heats the day before had been to say the least, frantic. We had only one engine, a Yamaha YZH air-cooled, in practice the gearbox broke, 3rd gear had snapped off a lug and jammed. Needless to say there were no spares available for Yamaha gearboxes at the circuit as they rarely give bother. So my mechanic, Mark and I had to strip and rebuild the engine, leaving in the bad 3rd gear cog. The heats proved to me, however, that I was in with a chance and gave me a front row position. The day of the final dawned and with no practice before the final, it was a case of guess the jetting just get out there and go for it. Just before pushing down to the dummy grid we checked over the exhaust system and found to our horror at least 12 hairline cracks. A panic rush to trade one of the trade vans and a half ton of braze followed. We pushed out to the fanfare music onto the grid proper, yes it may be corny but this is a great event, the rolling lap then the starting lights change to green. Lousy start, dropped must be 10 places within 200 yards, come on, get it together. I reach one of the main straights, wow, the engine's pulling a treat, I'm passing the others, slipstreaming by, even Richard Boston. After one one lap I can't believe it, I'm up with the leaders, Derek and Alan, well it's your big chance now I say, leave the braking as late as possible and I'm in front, leading the Grand Prix, what a great feeling. I scrapped with Alan and Derek all the way through sometimes 1st and then down to 3rd, bumper to bumper stuff. It was the first real time I'd been competitive at Silverstone and I can say honestly that I did not even see the lap marker boards, I'm not sure I even knew where they were. So the last lap came and I was 3rd, but I'm sure even Alan, who won or Derek would admit it could have gone to any of us. I was chuffed to have been in such a competitive race, which I was told was as entertaining to watch as it was to be in. Alan was, of course, over the moon, having won... Derek, well he's a very competitive guy and really I think only finishing first gives him pleasure. Why the trip down memory lane? There's one thing that was true on that day that gave me a good feeling and that was that my equipment, although well prepared, was all second hand and probably cost less than half of what my two up front rivals equipment had. My tyres, they were lent to me by my mechanic Mark who'd bought them off a 125 driver for £45 set set (He said he didn't like them because they weren't sticky enough!). Since then I haven't done a lot of racing, partly due to work and partly the regulations in 250 National, allowing in the water cooled KTM's and Maico's. I'm not knocking the lads who race these engines but to be fair they were, shall we say, a little(?) unreliable upon first introduction and fair enough, if you've got the thousand and odd pounds to buy one, that's great. At last sanity has

prevailed and we can use the Yamaha engines available from second-hand Motocross bikes. That is why I am back, I can now hopefully afford it, and be competitive. And in my book, you can't have one without the other!

The RAC have also increased the weight limit which as I am a fat b-----d, is also a good move. Long overdue as well, I got sick of filling the chassis tubes with helium before each race!

Well, I'm back, what's the first move? When I sold my last outfit (Not to mention the one before that), I made the usual error in selling absolutely everything to do with racing. So that in the words of that famous song there wouldn't be 'Always something there to remind me' about bloody Karting! Anyway I have finally to admit that it's in my blood and my hopes of becoming a self made millionaire are rapidly declining.

So I have first to buy a chassis, a flick through the mini-ads leads me to a nearby Karting buddy who has a Zip GPX for sale, 'That's not the one you crashed at Donington is it?' I ask nervously. 'No, I'm bloody well keeping that one, it handles better since I bent it!' So, I had my chassis, (No going back now!) and he had £350 of my hard earned cash.

Now onto the engine, time here I think to mention one improvement to my racing efforts, this time in the shape of two willing (I hope) helpers, Kevin (Jet down 300) Priest and Ray (Karate Kid) Overton, without whom I wouldn't be racing as I haven't the time to put in the necessary preparation, plus I've no garage so Kevin has to forestall his moving house plans for the next 10 years or so... Scouring through the Motocross mags, Kevin came up with an engine in Birmingham, well actually it was a bike but we persuaded the poor chap to split it and take £100 less because transport was a bit of a problem, as Kevin did not fancy travelling back from Brum on the roof of my hatchback while I drove with a Motocross bike throttle grip in my ear. The funny part was watching (Well I'm only the driver man, what's a spanner?) Kevin trying to strip the engine from the frame with a Motocrosser's toolkit — a plug spanner, a pair of rusty pliers and a pre-war whitworth spanner. Kevin's hand had stopped bleeding by the time we got home though. But in the boot swathed in blankets was our precious new born engine, my wallet was lighter to the tune of £325.

The next three weeks or so were spent building up the Kart. Actually Kevin and Ray did all the building while I supervised and made the tea. By the way, if anyone wants to embark on the same course, please feel free to ring Kevin for advice on engine plates etc (061-928 8347. He won't mind, honest, as long as it's before 10pm — and you buy him a pint!). The exhaust was bought from Bob at Motiv who blinded us with science. Kevin says he understood all Bob was saying about back pressures, power curves, etc, but secretly, I think he's as baffled as me. As long as it takes the smoke out of the front of the engine and deposits them somewhere away from me I'm happy. So far then we had the Kart and Engine and all the ancillaries for under £1,000. But will it go?...

Wigan... Enough to send shivers down the spine of any Formula One driver, was to be the

place of our first foray back to the grid. A testing session is held there every Thursday evening, 5 till 8. We'd put a big enough jet in the Carburettor to keep a Concorde's engines happy and I managed to get round once before spluttering in. 'Cor, you weren't driving very aggressively' said Kevin. I ignored him 'Jet down 100' I said and then wandered off to talk to the other drivers (It's great having friends to help isn't it?). I went out to do another lap, 'Jet down another 100' I ordered, getting to sound more and more like the Formula One prima-donna I should have been. 'Sod off!' said Kevin.

This time I was out the Kart felt great, pulling well, I started to think this is going well, too well as it turned out, after about six laps I heard the engine note change from about 100 decibels to about 2,000! Oh no, the exhaust's fallen off! I thought. I stopped quickly, the exhaust was OK but the power valve, which had been bolted in place to the new RAC spec had fallen out. Well the next two hours were spent scouring the trackside at Wigan looking for the missing bits. This pleased my wife and me no end as I returned later covered in oil and mud while she'd had to entertain two dinner guests, me being only three hours late.

The main thing is though is that the first meeting is in a week's time, and I'll be there! (If there's a demand I might let you know how it goes, if I've bored you... TOUGH!)

Paul Sadotti

TECHNICAL

Power Valve

When removing the power valve remove all internal gearing, including the kick start assembly and bung both holes up. The hole for the power valve can be filled with a small piece of mild steel rod and for the kick start araldite a filler into the casing hole.

When securing the power valve on the barrel just drill and tap a hole through the barrel and bolt up with lots of araldite. On the other end drill the two securing bolts and araldite and twist wire (most important, as will be learnt later in the series).

Cooling

For the radiator we used a radiator from the Yamaha road bike as it was easier than using the two from the motocross outfit. Be sure to use a bleed higher than the top of the radiator. We found a sealed system with expansion tank worked best by using a tank off a scrapped Allegro, (cost approximately £1.50), putting a non-pressure cap on the radiator with a pipe from the overflow on the top of the radiator to the expansion tank with a 14lbs sq cap — both caps secured with wire radiator mountings, as in the photograph. We used a temperature gauge supplied by DMA which would fit into the rear of the barrel and give us a reading, as per Rotax 256. This system runs between 60-80 degrees.

We mounted the coil to the reed block with extra earth wire, (be sure to keep very clean). Use a long bolt on the coil with loctite and

seated Kurt Luby who once again headed the list with a time of 1m 27.7s to take pole for the two heats. Ian Shaw was next up on 1m 28.1 ... Martin Hines recorded 1m 28.8 ... and Phil Glencross on 1m 30.1.

From the two heats Glencross and Shaw recorded a win each with Shaw adding a second spot and Glencross a third. Kurt Luby took third in the first heat ... Mark Allen ... fast coming to grips with the Superkart scene had a couple of fourth places. Roger Goff managed a fifth and a sixth whilst Euro Champ Martin Hines settled for a fifth and a second.

Ten laps in the wet then for the Superkart finalists and at the off it was Martin Hines and Ian Shaw getting the best of it to lead into Coppice for the first time.

Into view at the Mountain approach for the first time and the order was ... Hines ... Glencross ... Goff ... Luby and Shaw.

They completed lap one in that same order but by the time they reached the Mountain for the second time Phil Glencross had eased in front of Martin Hines and the battle was on. Mark Allen was in third spot ... Shaw was fifth behind Goff and Kurt Luby was OUT of the race.

By the start of lap three both Richard Dean and Reg Gange had gone into retirement whilst Glencross was building a comfortable lead over Hines and the rest.

Ian Shaw was the next to suffer from the gremlins as he retired with wiring problems. At half distance Phil Glencross was well in command, Hines battled on in determined style in second spot ... Goff was up to third ahead of Allen.

Peter Gray had claimed the next spot from Ross Hyett, Brian Harvey and Robert Marsh.

Laps six, seven and eight produced no change to the order with the field well spread out. Glencross was closing on backmarkers as he

went into the last lap and still had a considerable lead over Martin Hines. Roger Goff still had that lonely third place.

Then it all went wrong for the Euro Champion ... a temporary case of self diagnosed brain fade suddenly dropped him down the order and as he gathered it all together again ... in sixth spot ... Phil Glencross was crossing the line to take the win and nine points. Roger Goff held second place ... Ross Hyett took a well deserved third place ... Peter Gray had fourth, Mark Allen fifth and Martin Hines collected just that one valuable point for sixth spot.

1st Phil Glencross

Anderson Zip/

Anderson Rotax

Kelgate Zip/

Goff Rotax

Zip/Rotax

Zip/Anderson Rotax

Dino/KMP Rotax

Zip/Zip Rotax

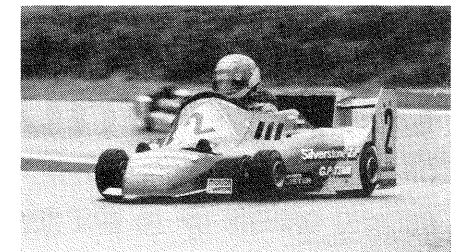
Race Time: 17m 1.1s, 76.64 mph

Fastest Lap: Glencross 1m 40.8s, 77.64 mph



Roger Goff, 2nd home.

(pic: Iain Blair)

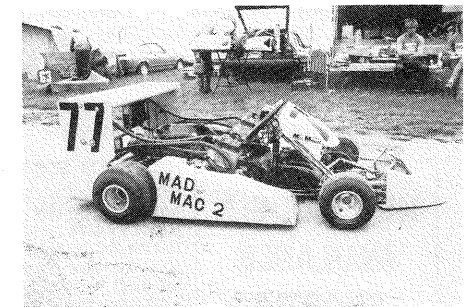


Shaw, out with wiring problems.

(pic: Iain Blair)

Defending Champion Martin Hines still leads the points table with 25; Phil Glencross has 18; Ian Shaw has 18 and Roger Goff 17.

With just that one round to go and the best four from five to count Martin Hines is in a strong position to retain the No 1 plates for yet another year. Both Phil Glencross and Roger Goff have scored in all four rounds to date ... so assuming they get points at Donington they will have to drop their lowest score. Martin Hines and Ian Shaw have only scored in three rounds so whatever they gather at Donington, if anything, will count. It should make for an interesting final round!



Twin Minarelli Stratos.

(pic: Iain Blair)

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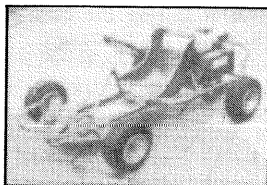
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Final

The grid showed Chapman's consistency had gained him the front row alongside John Wilcox but right behind him on the second row Booth looked menacing and Bedall and Weller were also well placed.

Top 14 Finalists

Chapman
Booth
Smith
Prickett
Lakin
Hogben
Royston

Wilcox
Coles
Bedall
Weller
Dagless
Turner
McCarthy



Craig Booth, one of the top 14 finalists.

Chapman made no mistake and took an immediate lead from Wilcox, Booth, Coles, Bedall and Weller but the unfortunate Gibbs was off the back of the field. Chapman opened up a small gap while Booth overwhelmed Wilcox for 2nd and Dagless passed Weller for 5th. Down the field Mills, from the repechage, was making progress and Gibbs was picking up places after his disastrous start.

Poleman Wilcox's race ended in frustration when his Parilla parted company with his Boxer and now Mills was trying to find a way past the obstructive Caldwell for 7th. Adrain Coles was now 2nd from Booth and Bedall and Weller whose tyres had now 'come on' repassed Dagless to join them. With Chapman some 20 yards clear attention focussed on Booth, Beddall and Weller

who were locked in battle for 3rd only resolved when Booth seized. This allowed Weller to enter the Stadium bend on the inside line but Bedall forced the issue with the inevitable consequence of them both going off.

Chapman now led by 30 yards from Coles, who was comfortably ahead of Chris Dagless, and was able to reel of the remaining laps to retain the coveted No 1 Plates for a remarkable second year.

Whilst it is true that one day Championships are something of a lottery there is no doubt that organisation and consistency are as important as sheer speed... Team Shoestring would drink to that!

Final Results

1st Gary Chapman	Wright/Parilla
2nd Adrian Coles	DAP/DAP
3rd Chris Dagless	Wright/Parilla
4th Craig Caldwell	Gillard/DAP
5th Chas Royston	Dart/Parilla
6th Ivan Turner	Gillard/Parilla
7th Mark Gailer	Gillard/DAP
8th Jim Rainbird	Zip/Parilla
9th Darron Gibbs	Sprint/Parilla
10th Phil Hart	Wright/PCR

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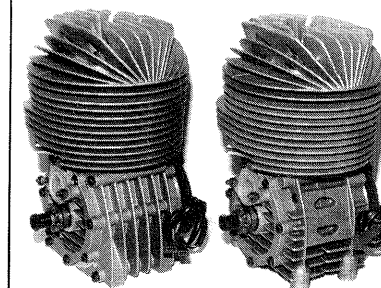
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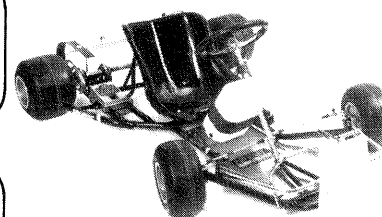
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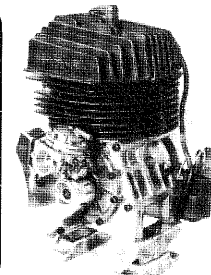
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BRITISH KARTING CHAMPIONSHIPS for 100 BRITAIN 1987

Unlike Wombwell last year where the day was shared with the 100 Super RAC Championship, Hoddesdon Kart Club wisely devoted itself exclusively to the 1987 100 Britain event with only two non-championship 100 National races in support. This made for an unusually relaxed meeting held in hot and sunny conditions with remarkably few "racing accidents" on or off the track. The organisation was generally good with a strong warning against contact driving from Clerk of the Course Andy Walsh and conscientious checking of restrictors in the heats as well as the Finals.

105 drivers signed on, including almost all the established front runners in this class, headed by 1986 Champion Gary Chapman on his usual Paul Carr prepared Wright-Parilla outfit and twice runner-up Paddy Walsh, Jeta-DAP JM. Other notables were works drivers Craig Booth (Dart-Parilla) reckoned by many to be the man to beat at Rye House; Darron Gibbs (Sprint-Parilla), Michael Mills (Jeta/DAP), Mark Beddall (TKM-TKM) and ex-Junior champions Ivan Turner (Gillard-Parilla) and Simon Redman (Boxer-PCR). Renegades from 100 National included hard driving Scot Jim Forsyth (Gillard-TKM), Louis di Resta (Sprint-Parilla), Ricky Flynn (Zip-EME) and Martin Collard (Dart-Parilla). Clear favourites with the Rye House cognoscente were Booth and Gibbs, Mark Beddall had his customary vocal fan club and Simon Redman was quickest in testing... but then Steve Chapman was rumoured to have champagne in his van!

Twelve heats were needed to sort out the participants in the Final, who were joined by four survivors from the repechage.

1st Repechage ('E' Final)

Simon Redman carved straight through to win by nearly half a lap after non-finishing all his heats — an accident in the first, chain breakage in the second and a seize in the third. Alan Innes suffered brake failure at the hairpin and vaulted the drainage ditch in spectacular style.

1st	Simon Redman	Boxer/PCR
2nd	Andrew Burslem	Boxer/Parilla
3rd	Chris Roscoe	Sprint/Parilla
4th	Vic Oliver	Sprint/Arrow

2nd Repechage ('D' Final)

Redman again fought his way to the front and having passed Paddy Walsh threw in a 36.64 second lap for good measure.

1st	Simon Redman	Boxer/PCR
2nd	Patrick Walsh	Jeta/DAP
3rd	Rupert March	Wright/Parilla
4th	Michael Hair	Knight/Arrow

3rd Repechage ('C' Final)

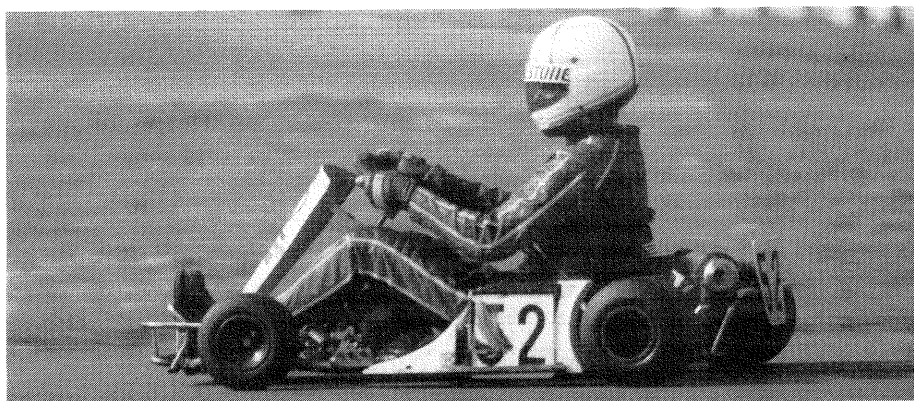
Baker and Cleal held the front throughout and yet again Redman made it into the top four to the increasing delight of the crowd.

1st	Stewart Baker	Fullerton/Parilla
2nd	Tony Cleal	Fullerton/Parilla
3rd	Andrew Clarke	TKM/TKM
4th	Simon Redman	Boxer/PCR

4th Repechage ('B' Final)

Michael Mills soon asserted himself at the front lapping very quickly indeed but sadly Redman's progress ended after 7 laps in a collision with a backmarker when in 6th place.

1st	Michael Mills	Jeta/DAP
2nd	Malcolm Budd	Heron/Arrow
3rd	Richard Beecroft	Gillard/Parilla
4th	Jim Rainbird	Zip/Parilla



Simon Redman — Boxer/Parilla

1987 RAC JUNIOR CHAMPIONSHIP LARKHALL — 1st and 2nd August 1987



Junior 'A' and Guy Smith (5) leads Jamie Mathews

(pic: Iain Blair)

This meeting was always going to be a tough one to call, and I really shouldn't have been surprised when my pre-race forecasts were completely wrong. We were treated to some terrific racing from all the young men (and ladies) present and they deserve our congratulations for a fine display.

It was evident that a lot of hard work had gone into the staging of these championships which was amply rewarded by sponsorship for the meeting from Hayton Coulthard and Dunmore Transport, who must have been pleased with the Clubs efforts. Also in attendance was Don Briggs acting as commentator and his appearance was due to the kind sponsorship by Zip Karts. I do not know at the moment whether Zips will be getting the bill for the PA which Don saw into an early grave during the meeting, the unit dying of word exhaustion. (I told you I'd get my own back, didn't I Don?)

The kart trade had responded to requests for items for the prize fund which was doled out at the trophy presentation, presided over by the Provost of Hamilton.

As I mentioned earlier, my predications went somewhat awry, particularly in the 'A' category. This is probably due to me not seeing most of the assembled throng under racing conditions before as the Protrain series hasn't ventured far enough north. However, Rodger Calvert got it spot on in analysing the likely front runners for me. Well done!

KEEPING UP WITH THE SMITHS JUNIOR BRITAIN "A"

Heat One

The opening race of the Championship fell very nicely to hot tip, Guy Smith, who used his front row very intelligently to maintain a useful lead from those chasing him. Steven Hunter finished second after an entertaining dice with Simon Miller in the early part of the race. Third place went to James Matthews who fought up from the very back within six laps but couldn't make an impression on the leaders. The top six was completed by Paul Higginbottom, Stephen Warburton and Darren Manning.

Heat Two

After disposing of Simon Spencer on the second lap, Mark Blair came through to win in fine style from Nick Dudfield and Ralph Firman who had

been circulating together. Spencer was next up from Jonathan Greensmith and local hope, Laurence Keenan.

Heat Three

Lights to flag win for Nick Dudfield although chased hard in the dying stages by Guy Smith and James Matthews who's titanic struggle was resolved in favour of the former. Paul Higginbottom, Simon Miller and Stephen Warburton completed the run to sixth.

Heat Four

Four laps passed before Mark Blair got into the lead, held at bay by a determined Steve Hunter, who had to be content with 2nd. Reaping the benefit of a steady drive was Darren Manning as the Steve Odgen run youngster was rewarded with 3rd for his pains. James Davidson was next up from Andrew Gallagher (just off his novice plates) and John Nelson. Simon Spencer had been well placed all race but mechanical problems intervened and forced him out. This did not sit too well with the young man as he paced up and down kicking the tyres and remonstrating with his father. Competitive spirit if ever I saw it.

Heat Five

All the way for James Matthews with Darren Manning well placed in second for most of the race before a last lap off put him out. His place was taken by Jamie Patten, having stolen the march on John Nelson on the last lap. Fourth was Glenn Chamberlin from Steve Hunter and Mark Blair.

Heat Six

The last heat of the day for this class saw Paul Higginbottom lead for over two thirds distance before the charging Guy Smith took over and pulled away. Jonathan Greensmith retained his top three placing by finishing third from Ralph Firman, Nick Dudfield and Simon Miller.

FINAL

As expected, Smith held pole accompanied by Matthews with the second row made up of Mark Blair and Nick Dudfield. On the third rank were Steven Hunter and Paul Higginbottom ahead of Ralph Firman and Jamie Patten on the fourth.

From the lights, Smith was first away from Matthews, Blair, Dudfield, Hunter *et al*, all striving for the break which would gain them an advantage. As it was, Smith began to ease out a small but measurable gap over the chasing

group of three containing Matthews, Dudfield and Blair who had also pulled away slightly from the main bunch. Ralph Firman had ground to a halt within three laps of the start and lost a further three before he got going again, one of the threats gone! At the head of the chasing group, Higginbottom, Hunter and Miller were having an almighty battle with places being swapped several times per lap although not affecting the lap sheets. This was to stop when the race was halted on the 13th lap due to a shunt at the bottom end of the circuit.

The restart in single file brought us a new battle, that for the lead between Smith and Matthews. These two drove magnificently and the final was still in some doubt until the red flag was hung out for a second time with five to go. Amid the confusion on the startline, the news filtered through that the race was over.

The new British Champion was held aloft by his Dad who then hugged him. Guy Smith was congratulated by the disappointed runner-up, Matthews, no doubt saddened by the way in which the final had ended, still that's motor racing.

Nick Dudfield came in third from Mark Blair, Steven Hunter and Simon Miller. The run down to 10th place was made by John Nelson, Stephen Warburton, Darren Manning and Laurence Keenan.

1st	Guy Smith	Gillard/Parilla
2nd	James Matthews	Boxer/Parilla
3rd	Nick Dudfield	Wright/Parilla
4th	Mark Blair	Wright/Parilla
5th	Steven Hunter	Boxer/Parilla
6th	Simon Miller	Fullerton/Parilla
7th	John Nelson	Wright/TKM
8th	Stephen Warburton	Wright/Parilla
9th	Darren Manning	Gillard/SO DAP
10th	Laurence Kennan	Zip/PCR

LEFT IN SU-SPENCE

Before the first heat, Don Briggs was warming up the crowd and pondering the chances of us having a Scottish British Champion (a result that would've pleased me) when his attention was drawn to Dave Spence gesturing to him and waving a Union Flag. As a wind up it back fired a bit because the Scottish flag, the St Andrews cross is an integral part of the Union Flag. Dave should have been waving the St George's cross! Still, the Sassenach had the last laugh later in the day...

JUNIOR BRITAIN 'B'

Heat One

Excellent lights-to-flag win for Bobby Game, driving off the second row to do so. Paul Rees followed him closely throughout but couldn't make it. He was reluctant to shed any light on the origin of his works nickname, smeagol. Any suggestions to the Ed.

Third after a race long battle was John West who wound up ahead of Alan Mackay, Daniel Stilp and Andy Cox.

Heat Two

Stuart Capstick took this one after disposing of first lap leader, Martin Jubb on the second tour. Thereafter, Jubb kept his runner up spot to the flag. Jeanette Peek drove superbly to end up in third place from Oliver Gavin, Peter Olsson and Nicki Moss.

Heat Three
First heat out for hot favourite, David Coulthard resulted in an easy win from the pole, but Alex Jack and Jamie Spence were both very rapid and posing a real threat to the leader near the end. Fourth was Lee Livingstone ahead of Graeme Melville (right off the back) and Gareth Hession.

Heat Four
Jonathan Watkins led for a couple of laps before Paul Ozanne took up the running to the flag. Paul was not optimistic of his chances as the motor which flew here at the Super One had been carefully preserved only to blow twice on the practice day. Watkins wound up 2nd from Lee Rennison, Paul Ibbotson, Russell Penn and Duncan Harding

Heat Five
Oliver Gavin looked quite swift in this one but Graeme Melville steamed through to take the lead after five laps, Gavin maintaining his 2nd spot to the flag. Martin Jubb pulled up well from a poor grid to finish 3rd from Gareth Hession, Oscar Newman and Stuart Capstick.

Heat Six
The old Rees/Spence dual was continued in this one with Paul keeping the upper hand until Fate dropped Spence a few places as his motor slowed suddenly. Once recovered, he picked up a few places to finish 4th. Dario Franchitti was charging through from the back but freely admitted that he wouldn't have passed Paul but for the last lap incident. A back marker spun directly in front of Paul who just missed him in a masterly avoidance. However, he skittled a cone separating the gearbox circuit and had a rough trip over a kerb, letting Dario through. Rees finished 2nd from Mackay, Spence, John West and Bobby Game.

Heat Seven
Surprise winner in Peter Dumbreck, getting a good break and keeping his lead throughout. In these events that is often half the battle. Stuart Capstick wound up second from a poor grid whilst Martin Jubb threw away a solid 4th on the seventh tour, costing him valuable places. Russell Penn finished third from Jonathan Wilkinson, Michael Andrews and Jonathan Watkins.

Heat Eight
Gareth Hession fought long and hard for this one with Graeme Melville pressurising him for all but two laps. Oscar Newman held on to his third from Moss Thorpe, Daniel Liddle, John West and Andy Cox.

Heat Nine
Steve Kite and Stu Freegard were having a good tussle for this heat before Freegard went off into retirement on the 5th lap, leaving Kite in the lead until the flag fell. Jamie Spence drove brilliantly to finish second from Chris Clark who had a good scrap with David Coulthard for over half the race. Chris kept his place by the simple method of making David go the long way round. Alex Jack was next up but a thrown chain in his

second heat meant a B final for him. Duncan Harding and Guy Linton were all close to the previous little battles.

“C” FINAL
Stu Freegard led throughout the race but he was kept busy by Gavin Hogg and Moss Thorpe once again engaging in a race when already sure of another race. Johnny Eastwood was the last qualifier but he was made to sweat it out as Jason Yeomans came agonisingly close to snatching it all away on the last few laps.

1st	Stu Freegard	Miere/DAP
2nd	Gavin Hogg	Zip/???
		(It went vroom)
3rd	Moss Thorpe	Wright/Parilla
4th	Johnny Eastwood	Fullerton/PCR

“B” FINAL
Stopped after three laps due to a nasty looking smash at the bottom end of the circuit. Happily no-one was badly hurt and a complete restart from original grids was ordered. This pleased the Jack camp as Alex had overcooked a corner on the opening lap and spun off.

Off the start the second time and mayhem again as Damon Cousins was pitched into a roll ending up on the tyre barrier, upright and still in his kart. He was pretty well shaken up and naturally reluctant to move, so the race was quite rightly halted again. I am led to believe that Damon is OK and sustained no more than bruising.

From the second restart, things moved on apace. Guy Linton was in the lead for the first half dozen laps until Alex Jack blasted past and pulled out an impressive lead. Dario Franchitti's progress was not as dynamic but equally effective as he took second by the flag. Linton and Lee Rennison completed the list of qualifiers but spare a thought for Chris Clark. Safely in an A final spot until the Scottish steamroller blazed past, Chris tried all he knew but just failed to get up to the 3rd/4th place battle. 5th in the Championship qualifier is no disgrace.

1st	Alex Jack	Wright/BTR DAP
2nd	Dario Franchitti	Sprint/Parilla
3rd	Guy Linton	Fullerton/??
		Another Vroom
4th	Lee Rennison	Gillard/Parilla

FINAL
Melville and Capstick had the front row with Graeme securing pole; row two was the property of Jamie Spence and Gareth Hession with Zip teamsters David Coulthard and Paul Rees sitting on row three from the fourth rank of John West and oscar Newman.

The rolling lap was superbly disciplined and the green light came on to let battle commence with little hassle. Melville and Capstick made a good getaway and held the first two spots ahead

of Rees, Spence, Coulthard, Hession and the rest. Melville had a hiccup on the second tour dropping him to 4th and allowing Rees and Spence up to the front. Coulthard was past Melville on the next lap but it took him a long time to get by Capstick (lap nine in fact), by which time the two arch-rivals were ahead by a significant gap. Despite several offensives, Spence was only able to poke his nose in front briefly and it wasn't until the 14th lap that Jamie was first over the line. By this time, Coulthard had worked his way up to the leaders but never looked quick enough to mount a serious challenge. Frustrating as it seems, the English were to have their day in a other country. Spence led for five laps before he slid wide at the now-redundant commentary lorry (Don working from Race Control) and let Rees through into a briefly held lead. Within two laps Jamie was back in front and he stroked the outfit home to salute the crowd as the chequered flag waved just for him. As Jamie took the plaudits of the crowd, father Dave was leaping about and punching the air in sheer unbridled delight, the first three arrived back at the startline to go on their lap of honour and Jamie disappeared under a sea of well-wishers. The first driver to break through was Paul Rees who shook the winners hand and said simply “Good race Jamie, well done”. This too speaks volumes for the character of Rees.

Paul and David Coulthard were next behind Spence whilst the 4th placed man, Stuart Capstick was a little way behind them. Daniel Stilp had driven a brilliant race to finish 5th from a 9th row start after dropping Melville with five to go. Graeme was just outgunned but the youngster will have learned many lessons from this meeting. Russell Penn was 7th from Oscar Newman, Dario Franchitti (highest B finalist) and Oliver Gavin.

1st	Jamie Spence	Sprint Parilla
2nd	Paul Rees	Zip/Parilla
3rd	David Coulthard	Zip/TKM
4th	Stuart Capstick	Boxer/Vroom
		(Getting popular these engines)

5th	Daniel Stilp	Sprint/Parilla
6th	Graeme Melville	Wright/Parilla
7th	Russell Penn	Jeta/DAP
8th	Oscar Newman	Sprint/Parilla
9th	Dario Franchitti	Sprint/Parilla
10th	Oliver Gavin	Sprint/TKM

Report and photos by Iain Blair



The victor and the vanquished.

(pic: Iain Blair)

RAC CADET CHALLENGE ROUND 3 FELTON — Sunday AUGUST 9th

A grid of 12 cadets arrived hot foot from Silverstone for the third round of the RAC Cadet series at Felton on August 9th.

Heat One
Mark Taylor led from pole but by Lap 3 Leon Lerego had made his move at the end of the straight and squeezed through to lead followed by a very quick Matthew Davies. These two began to pull away from the rest of the field and on the last lap Matthew eased past Leon to take the flag with Daniel Wheldon finishing third. Sadly in a first lap shunt Jamie Meanwell sustained a badly injured foot and was taken to hospital for a precautionary X-ray, thankfully it revealed only severe bruising, but unfortunately it meant an end to his day's racing.

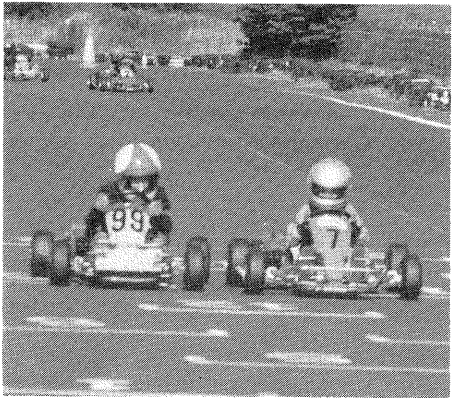
Heat Two
A lights to flag victory for Daniel Wheldon, no one really looked like removing him from first place. Star of this heat was Mark Taylor coming from a mid-grid position to second place at the flag. Natalie Whaley completing the first three.

Heat Three
Clare Bogan led for one lap before Davies overtook her at the hairpin on lap two. Matthew was driving really well but could not shake off Clare and they remained first and second until the last lap when Clare began to slip back down the field, passed first by Lerego and then Wheldon. The kids were now beginning to find their way around Felton and it was clear that the result in this heat would not be far from the result of the final. With Leon, Matthew, Daniel and Clare certainly finding the quick way round.

Final
Matthew Davies sat on pole with Daniel Wheldon on grid 2, Leon Lerego and Natalie Whaley completed the second row. It took a few rolling laps to get them underway as Daniel, obviously not wanting to be left at the start was a little in front of the pole man as they approached the lights, at the third attempt they got underway, Matthew leading from Leon, Natalie and Daniel. On to lap two and disaster for the leader, you can't get karts around the hairpin at Felton three abreast and Matthew was the unlucky one, spinning off to restart at the back. Leon had inherited the lead followed by Daniel, Mark and Brendon Rawle. Lap 3 now and Daniel had nipped by Leon to lead out of the hairpin, Leon drifted wide at the chicane, immediately karts were into the space he had left. In his attempt to regain the racing line contact was made and Leon missed the chicane at the top of the straight, he managed to keep going but was penalised one lap. For the remainder of the final Leon and Daniel had a nose to tail battle for the “lead”.

Meanwhile Mark Taylor was making steady progress through the field to eventually finish third on the road, Clare Bogan finished fourth, but with Leon's penalty everyone moved up a place. So the final result was a win for Daniel Wheldon (obviously inherited some talent from dad), second place to Mark Taylor with a very good drive from grid 8, and third to Clare Bogan.

1st	Daniel Wheldon	Allkart
2nd	Mark Taylor	Zip
3rd	Clare Bogan	Allkart
4th	Brendon Rawle	Zip



5th Matthew Davies Gillard
6th Nicholas Critchley Zip

After the final a representative from the RAC impounded the motors of the first six drivers and returned them to Belgrave Square to be checked for legality.

At the presentation each of the drivers received a commemorative medal presented by the Northumbrian Kart Club and the winner and pole position driver each received a tin of Castrol R.30 as the club meeting had been sponsored by Castrol Sport.

I hope you all enjoyed your day at Felton and we hope to see you all again soon (perhaps for the Tyneside meeting in September). A special mention must go to the fathers of these young drivers, many of them had driven to Silverstone for Saturday's race, then on to the other end of the country for our meeting (perhaps they should have had the medals, although I'd bet many would have settled for a good night's sleep).

M. Armstrong
P.R.O., Northumbrian Kart Club

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CADET COLUMN

Edited by Dawn Linger

TILBURY — Sunday August 9th

The heats and final were dominated by Dean Panrucker with his only competition coming from David Scott. Both drivers were awarded very well deserved trophies.

1st No. 60 Dean Panrucker Dart/Comer
2nd No. 25 David Scott Superdart/Comer

The London Kart Club at Tilbury tells us it would be glad to field grids regularly each month for Cadets. The Club meets on the 2nd Sunday of each month and we are advised the entry fee is half price (£5.00) for Cadets. Further details from:-

Mrs. P. Wells,
Competition Secretary,
London Kart Club,
32 Brookmead Way,
Orpington, Kent.
Tel: (0689) 35386

BLACKBUSHE — Sunday 26th July

The three heats were dominated by Charles Butler-Henderson and Richard Jackson. The final was also dominated by these two who were followed home by James Taylor.

1st Charles Butler-Henderson Sprint/Comer
2nd Richard Jackson Superdart/Comer
3rd James Taylor DAP/Comer

(Courtesy: David Lingham)

CADET DRIVERS' CLUB

Mr Meanwell, whose son James races Cadets, is interested in forming a Cadet Drivers' Club to act as a regular voice, along with the RAC, as K&S can only speak once a month. The intention is to promote larger grids at Club meetings and persuade Clubs to host grids for Cadets, without prejudice to any organised Series or Championships. Names and addresses of those interested, to :-

Mr Meanwell,
'The Maples',
66 Keddington Road,
Louth,
Lincolnshire, LN11 0AU
Tel: (0507) 605736

RAC CADET CHAMPIONSHIP SERIES POINTS AFTER ROUND 3

1st	Matthew Davies	100 points
2nd	Daniel Wheldon	98
3rd	Leon Lerego	92
4th	Mark Taylor	90
5th	Brendon Rawle	80
6th	Natalie Whaley	69

SILVERSTONE — Saturday August 8th

A splendid entry of 22 Cadet drivers attended Silverstone on Saturday August 8th to compete in the televised Cadet races during the British



James Mills (4) spins and goes clunk with David Scott (25), Panrucker (60) leads the rest in avoiding action, not as bad as the Austrian GP though!

Kart Grand Prix. They were accorded a free practice session and two 5 lap heats during the lunch interval, with a 7 lap Final raced at the end of the day. The track was constructed around the new chicane and the old Woodcote sweep, which now forms part of the Pits entry road. After the circuit was installed with straw bales the Cadets walked the track with senior drivers, learning the layout. Whilst all this was taking place the BBC cameras were rolling...

In the first heat it was Clair Bogan who scored a fine televised victory over Natalie Whaley and James Meanwell, whilst Daniel Wheldon, Richard Jackson and James Mills completed the order to sixth. Unfortunately there were two non-starters, James Taylor and David Scott. In fact neither saw any heats competition at all through mechanical problems. Nicholas Critchley and Gavin Creber scored DNF's and there were a few occasional visits into the straw bales!

The second outing was not televised as time did not allow but, as in the previous heat, the action was both fast and furious with little, if any quarter given, boding for an interesting Final. This time it was Gloucestershire hot-shoe, Leon Lerego, to race first to the flag, chased hard all the way by Daniel Wheldon ahead of Giles Yeates. Peter MacLaren, Darren Wils and Richard Jackson brought the order to sixth. So, when the points were totalled, based on 0 for 1st; 2 for 2nd; 3 for 3rd and so on, the grid sheet for the Final looked like this:-

Bogan	Wheldon (Pole)
Jason	Lerego
MacLaren	Whaley
Meanwell	Mills
Butler-Henderson	Yeates
Wells	Pontin-Waltier
Taylor, M	Wall
Franchitti	Coulthard
Creber	Panrucker
Critchley	Kinnley
Scott	Taylor, J

After two rolling laps Starter Robert Langford sent them on their way, Wheldon smartly off pole grabbing an early lead from Bogan, Lerego and Jackson. Wheldon held firmly at the front from Lerego as Bogan dropped back under pressure. Butler-Henderson and Mark Taylor were quickly carving their way through the field from the middle order and by half distance Taylor had taken over second place, forcing Lerego back a spot, whilst Butler-Henderson sandwiched him in.

Into the closing stages and Mark Taylor had the upper hand from Wheldon with Lerego trying for a way through the Emberton driver. As the chequered flag came out it looked set for a photo, but Wheldon found that little bit extra and finished a mere kart length ahead of Taylor after seven fine laps of racing. Lerego held steady for third from Butler-Henderson and Clair

Bogan; James Mills in sixth spot led the rest of the field home.

Nearly everyone in the crowded paddock had wandered over to see the Cadet Final and none returned unimpressed. The cheers and encouraging applause that greeted the young pilots really made their day — and so, of course, did the presentation by Mr Peter Cooper, MSA Chief Executive and the drive around their track on the Silverstone winner's car have something to do with it.

E.M.

1st Daniel Wheldon
2nd Mark Taylor
3rd Leon Lerego
4th Charles Butler-Henderson
5th Clair Bogan
6th James Mills

Martin Hines is to be featured on ITV on Saturday morning, 12th September, in the children's programme 'No. 73'. He will be talking about karting in general but the emphasis will be on the Cadet class. Martin will have a Cadet kart in the studio, together with a Cadet driver.

CADET KART DRIVERS CLUB

Open to all Junior Kart Racing Drivers, as 'RACING' members. 'JUNIOR' membership is available to those youngsters who are not yet old enough, or have not yet talked dad into buying a kart!

Cadets are the best advert the sport could have, help promote the class, and build on the existing goodwill and sportsmanship for FULL grids for 1988. We hope to publish a monthly newsletter, send us your contribution, it's your club!

COMPETITION SECRETARIES, if you would like to run the class, but lack entries please let us know your remaining dates for 1987, and your telephone number.

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Protrain JUNIOR SERIES KIMBOLTON JULY 12th

DUNKESWELL JULY 26th

With a meeting on consecutive weekends and not time to relax, the Series drivers were put under a little extra pressure as we met at Kimbolton on Sunday 12th July.

The very efficient and happy officials ensure that everyone had a good share of practice and it was down to business.

Heat one was lead away by Greensmith from Blair and Matthews. Building a lead of about seven lengths by the end of the second lap Greensmith looked settled whilst Matthews and Blair were in a heated scrap for second place. Also moving through the field were Dudfield, Warburton and Smith. The second place battle warmed up even more as the final laps rolled by, Matthews, Dudfield, and Smith, mixing it as we lost Blair: at the flag it was Greensmith eight lengths from Matthews, Dudfield and Smith.

The second heat saw Matthews as the early leader, with Smith and Manning moving through to join him. A real tough one this! Faster down the straight, Smith hussled Matthews for all he was worth, having to back off lap after lap as they dived into the notorious Stow bend. With its very long main straight Kimbolton is a late breakers paradise, but Smith was not able to capatilise on his power. However after seven hard laps he did manage to take the lead, not on the straight, but through the esses on the back of the circuit. No trouble for the leader from here on, building a ten length lead at the flag. Matthews became involved in another dual, this time with Manning, but their positions did not change, taking second and third ahead of Warburton.

The final heat was again dominated by Smith. Dudfield took the lead from the start, being out braked by smith into Stow after four laps. the new leader pulled well clear whilst the other top places were settled without drama. Dudfield comfortable in second had a five length lead on Manning, who was well ahead of a battle between Matthews and Warburton.

THE FINAL GRID

Smith Dudfield Greensmith Stanton Blair Wells Forth
Matthews Manning Warburton Tomlinson Hunter Higginbottom

Kimbolton's speciality is to interview the drivers on the final grid, building interest and tension, a fine way to present the sport.

The flag was raised the race was on, Smith was out in front again! Second place it was Matthews, initially from Dudfield and Manning. The leader lapping at around 28.8 was pulling away at the rate of two lengths a lap, but a battle raged for a second place. Once again lacking in top end, Matthews was under great pressure from, this time round, Manning. Stacked up behind them Dudfield, Warburton, Stanton, Higginbottom, Blair and Greensmith, were all within half a length of each other. As the race progressed we lost Stanton with a spin, and Dudfield fell back with a leaking fuel pipe. The battle for second had us all on our toes, whilst the next five places were also being contested with vigor! Steadily overhauling his rivals for fourth place, Blair finally took Warburton with only two laps to go. So after totally dominating the days racing, Series leader Smith justified the yellow jersey coming home a good three seconds ahead of Matthews. The second place battle having provided the real excitement of the race. Third was well earned by Manning for his contribution to the battle, with Blair and Warburton making up the top five.

For the fifth round of the Series the circus moved down to the Dunkeswell circuit in sunny Devon.

With testing on the Saturday, it was good to see the professional attitude that has developed within the "team". I say team deliberately, because there has grown a wonderful comaradary between these young drivers and the fathers. Nothing is too much trouble for them to assist each other, and if one of the team is in real trouble everyone joins in to help!

Heat one and it is Stanton who takes the lead at the green light. For three laps the order stayed at Stanton, Manning, Smith and Dudfield. No gaps being shown no overtaking possible. Then, as they started lap four, Smith spotted a gap and dived in at the end of the straight. Three karts ending up side by side as Manning also pounced, but in the flurry of activity it was Stanton who unfortunately spun wide. Smith in an instant developed an insurmountable lead, having an eight length advantage by the end of the next lap. with Smith on his own, Manning had Spencer on his tail, with Dudfield in fifth as the flag fell.

Heat two, Spencer took the lead from second pole chased by Matthews and Smith. It took Smith a little time to get past Matthews, giving Spencer a chance to build a ten length lead. Lap three, and Smith takes the lead as they cross the line, down field Dudfield and Manning are moving forward. Putting in a 37.12 second lap Smith developed his lead to a good ten lengths from Spencer. Chasing these two home were, a further five lengths down, Dudfield and Miller.

After we have become accustomed to Smith dominating his fellow drivers, the third heat looked to be his biggest challenge so far; no driver has yet won three heats and a final, but Smith had set his own target with 97 points out of a hundred in the last round, could he make it from grid nine? A nice little battle developed for the lead in this heat. Manning, Dudfield, and Warburton mixed it up front. With the first two dicing, Warburton sat a few lengths back waiting for the pits bend charge to reduce the contestants. Smith, by the time the race reached its half way mark, was up to fourth behind the leading group. Demoting Warburton with three laps to go, the race was too short for him to pull in the winner, Manning and second place Dudfield.

The fury of the heats, and skill of the Series drivers, had the full attention of both officials and spectators, several commenting on the high level that these lads have reached. Fastest laps during the heats were matching the Senior Britain drivers, and quicker than the Junior "B" class!

FINAL GRID

Smith (5)	Dudfield (14)	Miller (16)	Mustard (84)	Cox (36)	Patten (27)	Warburton (87)
Manning (50)	Spencer (4)	Stanton (17)	Matthews (23)	Peters (76)	Freeman (90)	

The charge into the first bend resulted in the loss of three drivers, but it was "business as usual" as they came round to complete their first lap. Smith with fifteen lengths on Manning, Stanton and Matthews. The first two spread a little further on the next few laps, but for second place Manning, Stanton and Matthews were only separated by inches. Lap five and we lost both Stanton and Matthews from the second place battle, which was now joined by Spencer. Third distance of the fifteen lap race, and Smith was the

length of the main straight, 80 metres, ahead of Manning, who had ten lengths on Spencer and the same distance back to Mustard. No excitement for us up front, with the two leaders looking very happy well ahead of the rest of the field. For third place Spencer, Mustard and Warburton all looked under threat from Dudfield, who was a first bend spinner, and driven through from the back of the field..Sure enough Dudfield took Warburton on lap eleven, drawing in and taking Mustard on lap fourteen. So with a good days racing completed, two heat wins and a third under his belt, Smith came home a very good winner. Second the ever smiling Manning, with Spencer, Dudfield, and Mustard making up the top five.

1st Guy Smith (5) Gillard/Parilla
2nd Darren Manning (50) Gillard/SO DAP
3rd Simon Spencer (4) Wright/JF Arrow
4th Nicholas Dudfield (14) Wright PC/Parilla
5th Alexander Mustard (84) DAP/DAP

THE TOP 10 POINTS AFTER FIVE ROUNDS

367	449	Guy Smith	5	85	82	87	97	98
347	418	Darren Manning	50	94	71	79	83	91
326	385	Nicholas Dudfield	14	59	88	82	74	82
314	314	Simon Spencer	4	70	65	96	00	83
295	337	James Matthews	23	81	62	42	91	61
289	289	Mark Blair	39	62	91	70	66	00
249	249	Simon Miller	16	73	61	43	00	72
248	248	Jonathan Greensmith	15	68	51	57	72	00
246	246	Henry Stanton	17	00	64	58	59	65
231	231	Steve Warburton	87	00	40	65	74	52

After an hour or so of computing time we see that some positions are already settled, and one or two others are very much in the melting pot. Guy Smith has now won the Series, but the battle for second place is going to be between Manning and Dudfield. Spencer, Matthews or Blair could finish fourth if they manage a very good final round. Its all very exciting, we now look forward to meeting together for the Junior Championships, and our final round at Wombwell on September 13th.

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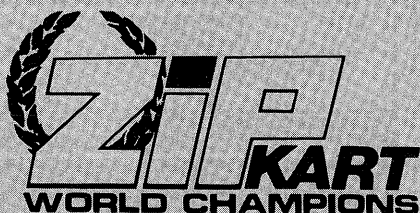
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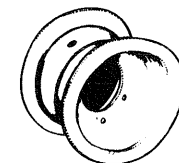
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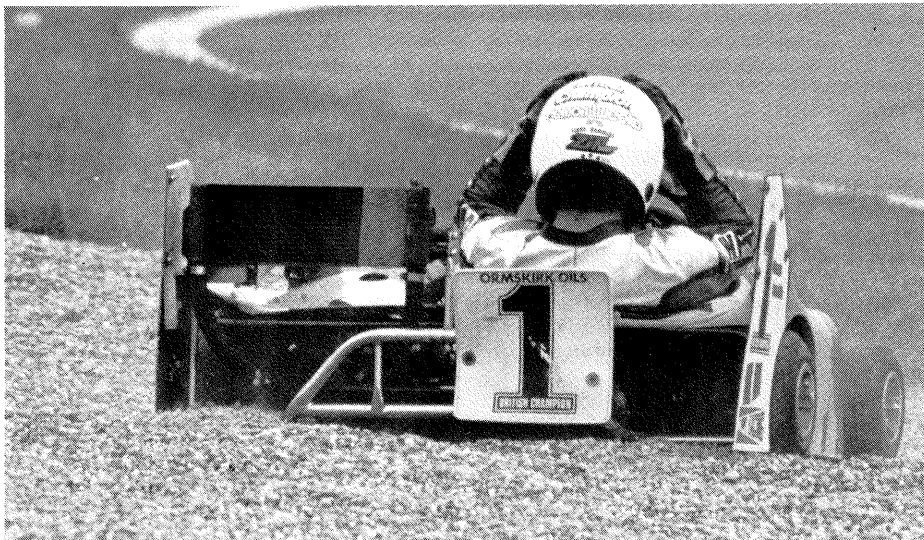
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Ob!!!!..... — Mark Webster ends his 250 National chance.

The last chance qualifier gave the opportunity for the top six Nationals and the top four Supers to join the back of the main grid. That final grid was so formed that the Supers lined up at the front with the Nats starting from row six.

After a sometimes hectic qualifying process of heats and the 'B' final the man on pole for the Grand Prix was Current No. 1 Chris Stoney. Trevor Roberts was next with Derek Price, Boyd Barrington and Mike Ballantyne making up the row.

Alex Pettigrew, Steven Webb, Ryan Baptiste and Adrian Wilcox made up row 2. Last year's winner, Paul Molloy had thrown it away somewhat in one of the heats in challenging the Westbrook Shopfitters backed Boyd Barrington and he found himself in the qualifier. However he came out of that with fourth place in the Super category so he duly took his place on row six for the main final. Stephen Coward, Colin Poole and Simon Cullen joined Molloy from the 'B' final.

The best of the National grid was Geoff Tuckey with the Mason brothers next up ... Colin just ahead of Ian. Jonathan Williams, Syd Clark, Steve Griffin, Simon Bolton and Malcolm Crowe were next up from the National field.

Model train enthusiast Ray Grimes was not having the best of luck with his *00 model* and he lined up on the last but one row. Others to make it from the 'B' final were Malcolm Clark, Steve Makin, Graham Barker, Richard Fenton and Tim Mayneord.

It was all eyes to the tarmac then for the onlookers as they tried to keep track of the vast hordes of screaming 125's as they hurtled under the Shell Oils tower. The one clear thing to emerge quite early was that Chris Stoney was striding out ahead ... well clear of the rest.

By lap three Paul Molloy had made good progress to put the Stratos into second place and open up a slight gap back to third spot. That was where most of the action was centred ... Cullen, Ballantyne, Barrington, Roberts and Colin Mason were all in there.

Graham Barker from the back of the National grid was moving through the field at a fair rate and fellow Nat Jonathan Williams was also in with a shout in the battle for third.

At the front though Chris Stoney reeled off the laps seemingly without any problems and Molloy was getting no nearer. Two laps to go and Roberts led the battle for third, Baptiste was still in there so was Cullen. Colin Mason, Neil Willetts, Wilcox, Barker ... it was close and it was still anyone's third place.

Under the Express Bridge for the seventh time and Molloy did it again ... spinning out of second place and into retirement!

Baptiste entered the last lap in second spot but

Colin Mason, Barrington, Barker, Cullen, Roberts and Williams were stil in with a chance over the last tour.

As Stoney exited Woodcote for the last time with a healthy lead all eyes returned to the Express Bridge as the Castleford driver took the flag and the GP plates for the first time.

National driver Colin Mason ... in his first long circuit season ... was the man to take second overall and first in the National category. Super class driver Ryan Baptiste was next over the line and he was followed by Nats Graham Barker ... from the qualifier ... and Super class Boyd Barrington, Simon Cullen, also from the 'B' final ... and Trevor Roberts.

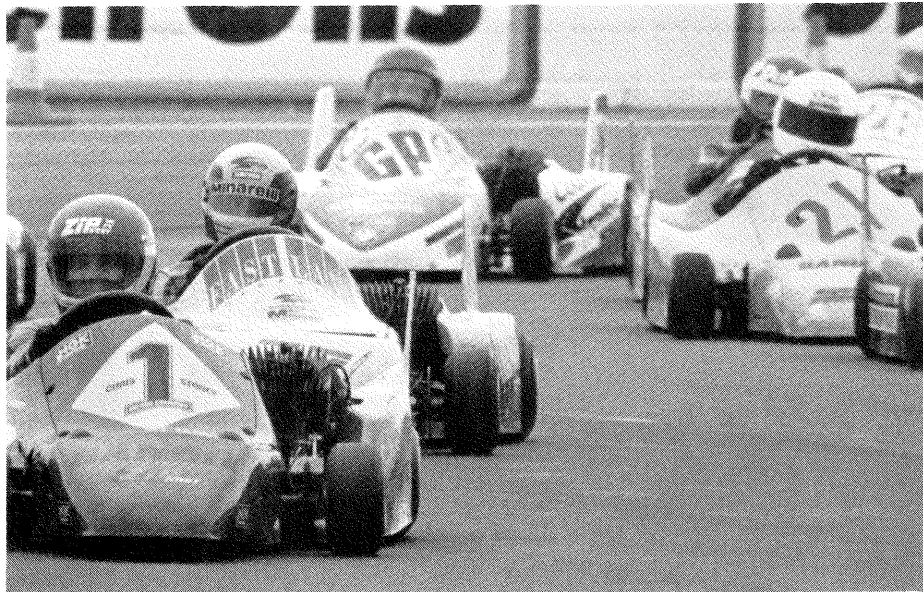
Jonathan Williams (Nats) and Neil Willetts (Nats) took the next two spots with Adrian Wilcox in tenth place.

Fastest lap of the final went to Chris Stoney in a time of 1m 50.65s, a speed of 96.59 mph. His race time was nine seconds quicker than second placed Colin Mason with just over a second covering second to eighth places.

The National lads certainly showed well and it was a deserved win for Chris Stoney who has now claimed all that the 125 class can offer. British Long and Short Circuit Champs ... UK Cup and now the Grand Prix. Water cooling next year and International competition ... who knows?

TURNER'S TURN

Just a small but nevertheless competitive field



of 250s contested three heats and a final in the Non Championship event and the heats produced three different winners.

Ricky Miller took the first one from Phil Featherstone. Steve Edwards who had not qualified for the main event after the time trials took third from Keith Bisp, Michael Douglas and Colin Richardson.

Steve Edwards went even better in the next heat to take the win and this one produced more new names in the top six.

After two non finishes Malcolm Turner at last got it all together in the last heat to take a win. Edwards, Bisp, Menary, Miller and Harvey made up the top six.

So the grid sheet showed Steve Edwards on pole with Ricky Miller, Colin Menary, Keith Bisp and Bryan Harvey completing the front row. Malcolm Turner was in seventeenth spot on row four with a fair bit of work to do.

On a damp track the field got away for the final and it was Colin Menary making the best of it initially.

Turner was soon up there with him though as was Edwards and after two laps those three were well clear of the rest.

For half the race ... three laps ... Edwards led ... Turner was second and Menary third. Lap four and Edwards had gone ... Turner was in the lead and easing away from Menary. Bisp, Richardson and Douglas were next up and the twelve runners were becoming well spread out.

Malcolm Turner continued on his merry way to take a fine victory with Colin Menary some 14 seconds adrift in second place. Bisp was a further 23 seconds behind Menary whilst Douglas, Richardson and Maxwell made up the top six. Fastest lap went to Malcolm Turner ... 1m 42.16 ... 104.62 mph.

1988 will take Silverstone into its second decade of Kart Grand Prix racing and from what a little birdie tells me there could well be some rather interesting developments involving Silverstone and the Grand Prix. Only time will tell but no doubt most will be back for another try next year, it is a good weekend after all ... despite the problems encountered by so many of the drivers.



SILVERSTONE 1987 BRITISH KART GRAND PRIX

Story: Mike Smith

Pics: Doug Rees

Swede Lennart Bohlin is the 1987 European Champion after his fourth place in the final round at Silverstone on Saturday August 8th. In a race dominated by Martin Hines and Ian Shaw those nine points were enough to take the 'E' plates to Sweden for the first time in seven years. In front of the BBC TV cameras Ian Shaw took a fine win from Martin Hines in the ten lap final to bring some consolation after the two previous rounds.

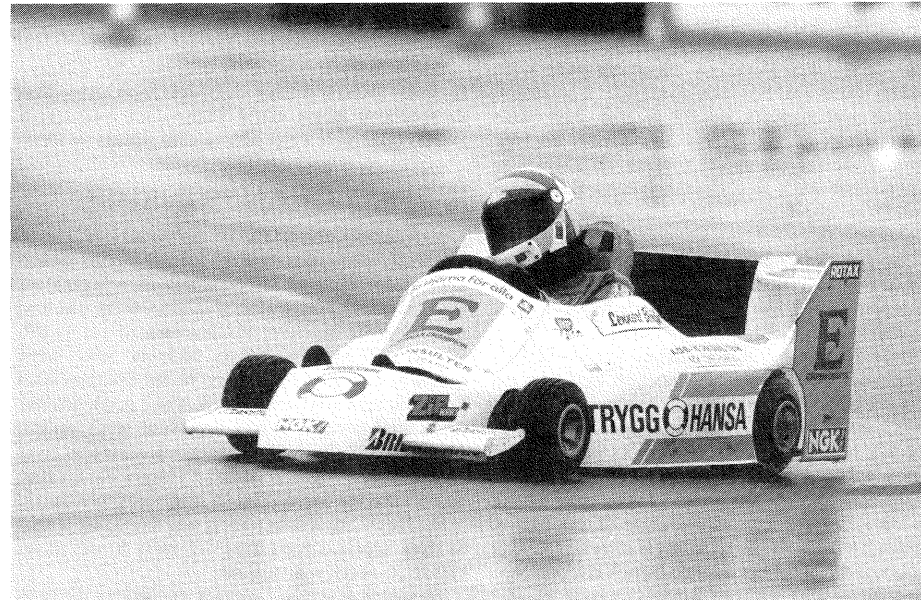
On Sunday twelve times French Champion Eric Gassin had the last laugh as he ran away with the opening round of the World Series and took the GP plates across the Channel. Both Hines and Shaw failed to finish the round ... Hines in fact failed to start properly when the clutch gave up on the rolling lap, whilst Shaw suffered tyre failure during his early progress from the back of the grid.

Roger Goff produced his 'quick' motor for Sunday and salvaged a little with a third place in both the Pre-Final and the main Final. Tim Parrott also had a better day on Sunday making excellent progress from a poor grid position to claim fifth.

With 66 superkarts on show the National Classes had a combined total of around 240 and they did as expected provide some first class racing over the two days.

Chris Stoney at last got his hands on the GP plates with a resounding win in the 125 Super class whilst Colin Mason took the honours in the 125 Nationals running home second overall in the combined race.

Steve Styryn became the first driver to win a Grand Prix in two different classes when he

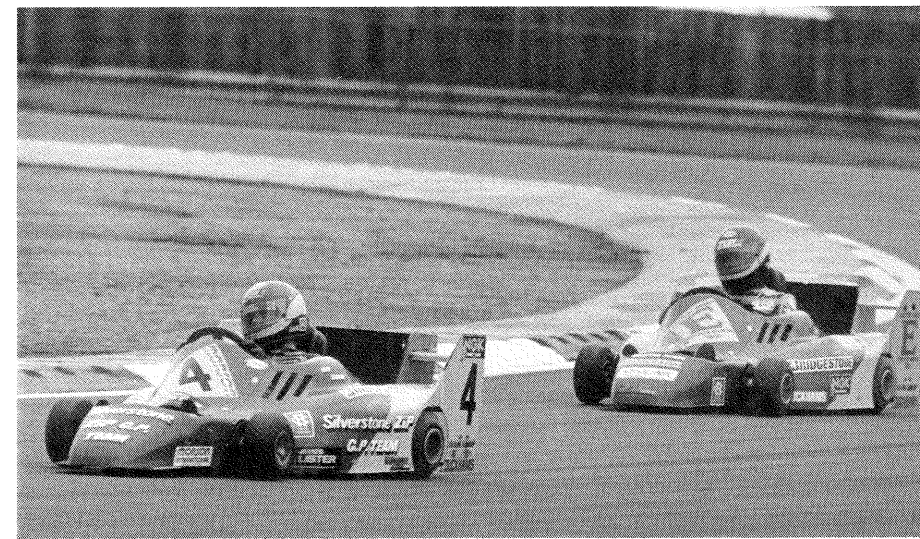


European Champion Lennart Bohlin.

claimed the 250 National spoils after an excellent scrap with Mike Doble, Colin Fletcher, Mark Webster, Pete Morgan and Dale Couzens.

For Mark Webster it was a do or die situation at the new Woodcote complex for the last time ... the British No. 1 went for it ... and it went wrong as he gyrated into the gravel bed. I would applaud him for having a go ... others will no doubt criticise ... but as Webbie said afterwards 'It was the Grand Prix, had there been points at stake I would have settled for second!' Think about it ... can you remember who finished second last year? Rob Johnstone won.

John Brennan from Ireland dominated the 210 National heats winning all three, but then along came Phil Featherstone ... timed it all to perfection as the pair exited the new complex and crossed the line first ahead of Brennan to



Ian Shaw (4) and Martin Hines dominated the race.

take the GP plates for the first time.

For those 250 drivers not qualified for the Euro and World events a Non Championship final took place after three heats and the win went to that old campaigner, the Sidmouth butcher, Malcolm Turner. How he enjoyed it too ... not a lot of money spent over the weekend but a vast amount of pleasure gained.

That then is just a brief summary of the 10th Annual British Kart Grand Prix and behind the headlines countless stories of good fortune and bad luck could be told ... and no doubt will have been told.

From my point of view in trying to put together a few pages for the mag it's a no win situation. Someone somewhere will feel aggrieved that HIS name is not mentioned. However over the weekend the always excellent Silverstone Press Office issued a total of 68 bulletins, 12 of which related to programme amendments, the Cadet racing, Euro and World points positions etc. From the other 56 bulletins 19 covered the 250 E scene; 19 the 125 category, with 9 each for the 250 Nats and 210 Villiers. Well over 200 drivers were named on those sheets as having been involved in some sort of incident so if you didn't finish and I haven't said why then I hope you can appreciate the problem. I fully appreciate that the weekend is YOUR Grand Prix but in the space available in the mag and more so the space available in Motoring News it would be and in fact is impossible to mention everything. On top of that at 11.30 or later on the Sunday night at Silverstone it is inevitable one or two things are overlooked. The deadline for Motoring news is around 9.30 am on the Monday. As I type this the deadline for the mag was last weekend ... but then Ed doesn't mind working nights to prepare it for the printers!!! Now, where were we ... the racing of course.

THE EUROPEAN CHAMPIONSHIP

The usual format of timed practice, a Pre Final and a Main Final was the order of the day for Euro competitors and Friday afternoon brought them out for the session against the clock.

Martin Hines ... about to relinquish those 'E' plates showed he was doing so with a flourish as he was credited with a time of 1m 33.87s, 1.3 seconds quicker than Champion Elect Lennart Bohlin. Silverstone backed Ian Shaw took his Bandit round in 1m 35.81 with Dane Poul Petersen next on 1m 36.29. Just one other driver got under 1m 37 and that was Perry Grondstra on 1m 36.66. Kleppe, Serfatty, Glencross, Gassin and Parrott were next up after the time trials.

So that produced a formidable looking front row for the Pre Final, of Hines on pole with Bohlin, Shaw and Petersen alongside; Grondstra, Kleppe and Serfatty made up row two with Glencross, Gassin, Parrott and Dean on row three. Kurt Luby was on row seven alongside Roger Goff with Reg Gange lanquishing four rows from the back.

The Pre Final then was over six laps of the Grand Prix circuit with Lennart Bohlin looking for a good result to give him a front row start for the main final later.

After just one lap the Super Swede led ... Silverstone's Ian Shaw was tucked into second spot ... Martin Hines was in there too as was Frenchman Eric Gassin. Richard Dean was chasing hard and Kurt Luby was just on the fringe and going well.

Lap two and Ian Shaw had taken over at the front holding the lead for a couple of laps before Bohlin hit back to relegate Shaw to second. The pace was certainly hot with Hines tucked into third place and waiting for his chance.

At the close of laps four and five Bohlin still led but only just ... Shaw was sandwiched between two former World and European Champions in second place and Hines still held third. Gassin, Petersen, Serfatty, Nelson, Kleppe, Parrott, Janson and Grondstra were following whilst a number of other fancied runners were well down the field.

The last lap and Hines ... still with those 'E' plates for one more race ... hit the front and took an excellent win to show he was going out fighting. Bohlin hung on to second with Ian Shaw taking a fine third. Less than a second covered the first three after an excellent contest.

The French pair of Serfatty and Gassin took the next two places ... World Champion Wade Nelson was sixth with Kleppe, Parrott, Janson, Grondstra, Goff and Dean making up the top dozen.

So at 2 o'clock the grid sheet for the European Final was issued and that showed Martin Hines on pole ... Bohlin alongside ... Shaw next up and Serfatty completing the front row. Gassin, Nelson and Kleppe made up row two and we were in for an exciting ten laps to decide the fate of the 'E' plates for 1987.

At about three o'clock then the grid formed up and this time it was Hines and Shaw who quickly stamped their authority on proceedings taking the two front positions and leading the field through Woodcote to start lap two. In a very short time the Zip pairing had broken any tow and left the rest to fight over third place and beyond. No one could match their pace as they reeled off the laps in a neat line astern with both taking turns in the lead ... but with neither giving an inch. Every slight advantage had to be earned.

Behind the flying duo the battle for third place continued unabated with Wade Nelson, Kurt Luby, Lennart Bohlin, Tim Parrott, Thierry Serfatty, Poul Petersen and Derick Irving constantly changing lines and positions as they tried everything to gain an advantage.

After eight laps of superb front running action from Hines and Shaw Dane Poul Petersen had third place ... Bohlin was there so was Nelson ... Luby was playing his part and Tim Parrott was hanging in there with Serfatty and Irving.

Out of the new Woodcote complex for the last time and Silverstone backed Ian Shaw got it all right ... and led Hines over the line to take a superb victory with three former World Champions behind him together with Current No. 1 Wade Nelson.

Both Ian Shaw and Martin Hines recorded the fastest lap of the race with a time of 1m 35.24s, a speed of 112.22 mph. Poul Petersen finally got that third place from Lennart Bohlin ... the Swede doing enough to take the 1987 European Championship.

Wade Nelson was fifth followed by Thierry Serfatty, Derick Irving, our own Kurt Luby, Tim Parrott and Roger Goff. Peter Gray and Clark Durao completed the top twelve points scorers.

WORLD CHAMPIONSHIP

Just over two hours later it all strated again with the time trials for the first round of the World Championship. Ian Shaw ... still on a high after that excellent performance ... duly went out and recorded the quickest lap in a time of 1m 34.97. World Champion Wade Nelson was next quickest followed by former World Champs Poul Petersen and Lennart Bohlin. They made up the front row for the World Pre Final with Martin Hines, Derick Irving and Mark Allen on row two. Kleppe, Parrott, Gassin and Gray were on row three ... Glencross, Durao and Luby on four.

Saturday night was a long one for some teams as they worked well into the early hours in an effort to rectify problems.

However at about 2 o'clock on Sunday the grid duly lined up for the Pre Final of six laps and this time it was Frenchman Eric Gassin who took a firm grip on proceedings.

After just one tour Poul Petersen led but Gassin was breathing down his neck looking for a way through. Martin Hines was in third spot ... Derick Irving fourth ... Roger Goff, in better form, fifth and Kleppe sixth. Phil Glencross, Ian Shaw and Tim Parrott were next up as they went into lap two.

As they appeared under the Express Bridge for the second time Gassin had taken over at the front ... Petersen still driving hard had been relegated to second whilst Roger Goff had moved up to a fine third. Shaw had gone missing with tyre problems ... Hines was running in fifth spot behind Irving whilst Tim Parrott had also called it a day. At half distance Gassin still led

... Glencross had moved up to second ... Irving was there as was Roger Goff. Petersen had slipped down the field to be taken by both Hines and Kurt Luby.

Gassin was out on his own and after six full laps he took the flag with almost ten seconds advantage over second place Phil Glencross. Roger Goff had run well to take third from a climbing Peter Gray with Luby, Irving and Mark Allen all relegating Martin Hines to 8th place. Bohlin and Grondstra were next with Poul Petersen completing the top dozen.

Fastest lap of the race went to Kurt Luby in a time of 1m 46.86 a speed of 100.12 mph.

Almost as if to order the rain came down as the finalists lined up for the final at about 4.45 pm. After a little deliberation the wet race order was made and some frantic activity took place to change tyres. At last they were taken on the rolling lap ... Gassin on pole ... Glencross, Goff and Gray completing the front row. Luby, Irving and Allen were on row two with Hines and Bohlin on three.

Ian Shaw and Tim Parrott were set an enormous task as they sat on rows fourteen and fifteen after their Pre Final non finishes.

From his third row start it was new Euro Champ Lennart Bohlin who made the early running as the Swede led them through to start the second lap. Roger Goff ... having 'saved' his quick motor was running a good second with Gassin and Irving up there too.

Martin Hines had not even made the rolling lap as the clutch expired leaving the Zip driver with a quick dash to the BBC commentary position. Lap three and it all changed ... Eric Gassin had taken over at the front; Roger Goff was still holding second with Bohlin third. Bobo Westman was in fourth place ... Peter Gray a creditable fifth and Leo Wollerich sixth.

A little further back both Ian Shaw and Tim Parrott had driven some excellent opening laps to overcome their poor grid positions and after five laps ... half distance ... Shaw had sixth spot with Parrott in eighth place.

As Gassin opened up a considerable lead, defending World Champ Wade Nelson was running well down the order ... about 20th as they went into lap six. Westman began to challenge Goff for that second place and succeeded in edging Goff down to third on lap seven. Roger swiftly hit back and reclaimed the spot on the next tour. A backmarker was between Goff and Bohlin with Gray next up and Tim Parrott still driving well in sixth place. Ian Shaw had been forced out of the race with yet another tyre failure.

Two laps to go and Gassin still had a comfortable lead, defending World Champ Wade Nelson was running well down the order ... about 20th as they went into lap six. Westman began to challenge Goff for that second place and succeeded in edging Goff down to third on lap seven. Roger swiftly hit back and reclaimed the spot on the next tour. A backmarker was between Goff and Bohlin with Gray next up and Tim Parrott still driving well in sixth place. Ian Shaw had been forced out of the race with yet another tyre failure.

Two laps to go and Gassin still had a comfortable lead and was seemingly in no danger of being caught. Westman was back into second place ... Goff third ... Bohlin next and then Tim Parrott.

Over the line for the start of lap ten ... the last ... and Gassin was on his way to victory and fifteen points. Westman and Goff had the next two spots. Bohlin was still ahead of Parrott with Wollerich, Gray and Mark Allen next.

Nothing changed that order over the last tour and it was twelve times French Champion Eric Gassin aboard his own Nissag outfit who took the win and so goes to the Nurburgring with maximum points from this the first round.

Bobo Westman just had the edge over Roger Goff for second place ... Lennart Bohlin took fourth whilst Tim Parrott scored fine fifth after climbing from that back of the grid start position.

Leo Wollerich, Peter Gray, Mark Allen, Mikael Janson and Torgjer Kleppe made up the top ten with Hans-Peter Keifer and Hakan Widdes taking th final two points positions.

So the home drivers are faced with a lot to do in the next two rounds ... Goff, Parrott, Gray and Allen being the only points scorers.

The fastest lap of the final was credited to Bobo Westman with a time of 1m 47.93s a speed of 99.03 mph.

Just 29 drivers finished the full race distance of ten laps and Gassin had a six second advantage over Westman at the close.

KING KOBRA

The first of the National class Grands Prix to get under way was the 210 Villiers and qualifying for that had been dominated by Irishman John Brennan. He won all three heats to firmly claim pole for the 8 lap final. Garry Parker occupied the next slot on row one with Graham Sykes alongside him. Simon Quance and Alan Ogden completed a sound looking front row.

Paul Woodward, Phil Featherstone, George Bett and Steve Jones made up row two whilst defending GP title holder Andy Martin sat on the last but one row.

Eight laps then to decide the fate of the 1987 GP plates and it was pole man John Brennan who made the early running. Graham Sykes, Phil Featherstone, Alan Ogden, Simon Quance, John Newton and Garry Parker followed him through as they went into lap two.

The pace at the front was hot as Sykes took over the lead for laps two and three ... Featherstone had taken second whilst Newton disputed third with Brennan.

Lap four and Brennan had found enough space and power to move into first place ... Sykes was second ... Featherstone next followed by Newton, Quance and Woodward. Andy Martin had made giant strides and as they started lap five he was up to seventh spot.

The battle for first place was getting hotter ... Sykes had gone ... and Featherstone had taken over at the front. Brennan was following his every move though and it was an intriguing contest. At the close of lap six the Irishman was back in front ... but only just ... Newton held third from Martin .. the latter having edged Quance down a place to fifth.

Into the Woodcote complex for the last time and Phil Featherstone timed it to perfection as they exited ... the Kobra made it to the line first leaving Brennan to settle for second place after an enthralling race. John Newton took third ... Andy Martin had made excellent progress from the back to claim fourth from Simon Quance and Steve Jones. Phil Featherstone recorded the quickest lap in a time of 1m 54.09s, a speed of 93.68 mph.

The race times showed just 17/100ths of a second between Featherstone and Brennan after eight laps. Newton was 14 seconds adrift in third. Mark Woodrow was the last of nineteen drivers to complete the full 8 laps with four others being a lap down at the flag.

STYRINS' SWAN SONG

A healthy field of 250 National drivers contested three heats to decide grid positions for their eight lap final on Sunday afternoon and the qualifying sessions certainly brought a smile back to the face of one Mark Webster after his disastrous visit to the Grand Prix last year. Two of the heats were won by defending GP title holder Rob Johnstone with Steve Styryn taking second spot each time. Pete Morgan ran well and he posted the fastest lap in those two heats on Saturday with a best of 1m 45.02 a speed of 101.77 mph. Mark Webster took a seventh in the first heat and gradually got better ... a third second time out and finally a second in the last heat. That one was won by Steve Styryn. With good heat performances also coming from Mike Doble, Colin Fletcher, Dale Couzens, Colin

Breeze and Stuart Ziemelis a good final was in prospect.

Rob Johnstone had pole for the eight lapper ... Steve Styryn was alongside, Mark Webster was next with Pete Morgan and Colin Fletcher completing a talent packed front row.

Mike Doble, Mark Allen, Alan Wallace and Arthur Thompson made up row two whilst returnee Derek Rodgers was having a bad time of things, being listed on the back row of the grid.

Eight laps of racing to come then and it was Webbie and Johnstone who appeared to get the best of it as the lights changed to green. Styryn wasn't hanging about though and as they completed one lap the Leeds driver was at the head of the queue. Mark Allen was there ... so was Webbie with Doble, Fletcher and Morgan looking for a way through. By the end of lap three five drivers had made the break ... Doble ... Webbie ... Fletcher ... Styryn and Morgan were disputing the lead and as they approached Stowe for the fourth time Webbie was in front. Richard Boston led the rest with Dud Martin and Dale Couzens tracking his every move. Over the start line to commence lap six and Webbie was still in front but by a small margin ... Styryn was second followed by Doble, Fletcher and Morgan.

Backmarkers were already being taken by the flying quintet whilst Martin and Couzens were about to get the better of Boston.

Lap six completed and Steve Styryn had the lead from Webbie ... Fletcher, Doble and Morgan were still almost locked together disputing the next three places.

That was how it stayed for the next two laps with backmarkers in abundance and then into the left hander at the new complex for the last time and Webbie made a do or die effort to take first spot. It all went wrong as the Ormskirk driver and British No. 1 spun into the gravel beds and out of the race! Steve Styryn went on to take the flag and become the first driver to win a Grand Prix in two different classes ... Superkarts in 1979 and now ten years on ... the 250 National Grand Prix.

Mike Doble took a fine second place ... Colin Fletcher aboard his own Tatibut Kwik outfit had third with Pete Morgan taking fourth. Dale Couzens salvaged a little from an otherwise not very good weekend with fifth spot whilst Dud Martin finished ahead of Richard Boston. Steve Styryn then promptly announced his retirement ... again ... or will he come back next year and try for a third win ... in the 210 Villiers perhaps? Seriously though we have seen a large number of retirements over the past few years ... the sport can ill afford to lose many more of its top drivers.

Fastest lap of the final was credited to Mike Doble and his Honda in a time of 1m 45.24s, a speed of 101.56 mph. Steve Styryn's race average speed was just a shade over 100 mph with Doble's race average being 99.99 mph. Twenty nine drivers completed the full distance.

STONEY GROUND

The 125 Supers and 125 Nationals ran together in both heats and the final but with GP plates awarded to the winners of each category. As always a full grid was the recipe for a lap scorer's nightmare ... so close was the racing at times that numbers just merged into other numbers and the result was ... confusion to say the least.

However the cold facts can be determined from those valuable bulletins issued by the Press Office and one thing which did clearly emerge from the weekend's racing was the fact that the National lads gave a very good account of themselves with some fine individual performances.

With split heats being the order of the day due to the large entry that meant we had twelve winners really ... six Supers and six Nationals. ►



(49) Tim Parrott — (97) Lennart Bohlin — (1) Wade Nelson — (84) Serfatty — (41) Luby.



Brennan and Featherstone nose to bumper all the way.