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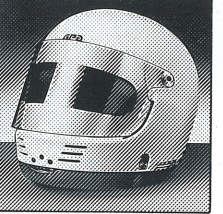
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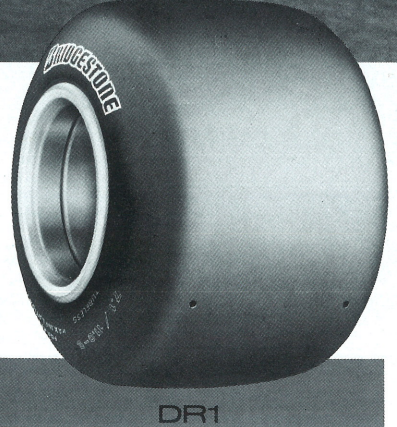
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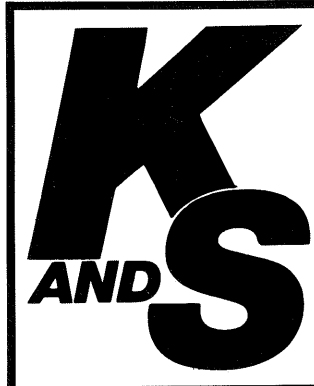
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ADVERTISER INDEX

Anderson Kart Centre	24
Bridgestone	IBC
Nick Collis	24
Dartford Karting	4
Bruno Ferrari Racing Services ..	14
Goff Racing	9
Hunts Kart Club	14
Racing For Britain.....	28
Road and Racing.....	IFC
Ripspeed	28
Shenington Kart Club	9
T. Thacker.....	24
Demon Tweaks	24
Richard Wallis Motorsport.....	20
Mick Worth	7
Zip Kart	7, 17, OBC



MONTHLY

No. 102

FRONT COVER:

Clair Bogan on her way to victory in the RAC Cadet Championship at Shenington on Sunday August 30th.

(Pic: Beverley Heath)
 Inset Pic: Doug Rees



The 1987 Junior British Champions — Jamie Spence (left) and Guy Smith. (Pic: Iain Blair)

NEXT MONTH'S FEATURES INCLUDE:- FORMULA K 135 WORLD CHAMPIONSHIP JESOLO; LE MANS FORMULA E WORLD CHAMPIONSHIP; SNETTERTON AND CADWELL SUPERKARTS, PLUS ALL THE OTHER REGULAR FEATURES.
 (These items correct at time of going to press).
 PUBLICATION DATE:- THURSDAY 5th NOVEMBER 1987

contents

2

News and views from around the karting world

5

1987 100 SUPER BRITISH CHAMPIONSHIP

8

SHORT CIRCUIT GEARBOX CHAMPIONSHIP

Mike Smith reports from Three Sisters

10

BORDER CHAMPIONSHIPS

Iain Blair on the two concluding rounds of this ever popular series

15

ROWRAH'S BUMPER BANK HOLIDAY

18

250 SUPER CHALLENGE

21

CADET COLUMN

Including a full report on Shenington's Cadet British Championship

25

NURBURGRING SUPERKARTS

29

CLUB SCENE

Our monthly look at the club racing scene

35

WHERE AND WHEN

Where and When to see karting during the coming weeks

35-36

CLASSIFIED SECTION

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Ed, Says!....

A look at '88

Not an editorial, more a news update. The RAC has just issued the following information for publication. On page 193 of the Yearbook para S1.2.6. is amended to read:- "No part shall be higher than 60cms from the ground except for a structure solely designed as a head-rest with no possible aerodynamic effect."

NEW FOR 1988

100 SUPER CLASS

From January 1988, this class will remain. However, certain amendments are to be made in respect of equipment.

1. Side Panels will no longer be mandatory but will be operational.
2. Carburettors will be either slide carburettors, unmodified and to be used as sold, maximum price £58 + VAT or as 100 National 3.3.2., i.e., Tillotson HL.
3. Weight 135kgs.

100 NATIONAL

1. The use of Side Panels remains optional.
2. Weight raised to 135kgs.
3. Upgrading to Super class remains as 1987.

As the two classes will be running on comparable equipment, there will be no down-grading permitted, unless under exceptional circumstances.

CADET CLASS

Due to the popularity of this, for 1988 the age will be extended to 12 years, rather than 8 to 10.

RAC CADET CLASS SERIES

For 1988 a Cadet Series will once more be held with 9 rounds up and down the country, commencing next April and the final round will be held at the Kart Grand Prix at Silverstone in August. Further details will follow in due course.

JUNIOR BRITAIN CLASS

Junior Britain A and B will be scrapped and will become simply the Junior Britain class for 11 to 16 year olds, complying with the 1987 Junior Britain B regulations. Weight will be 115 kgs.

This then offers a choice of class for 11-12 year olds, although reversion back to the Cadet class will not be permitted. It may become necessary for the weight limits in the Cadet and Junior Britain classes to be adjusted during the season.

125cc CLASS

Water-cooling will be introduced from January 1988 in the 125cc class. However, on the basis of driver ability the 125 Super class is to be scrapped. Instead there will be a 125 Open Class (previously Super) whereby either air-cooled or water-cooled engines may be used. This class is open to any 125 driver. The regulations will be as for 125 National and eligible engines will be all air-cooled engines currently on the list, plus any water-cooled equivalent which has been submitted to the RAC and will be published in due course. In addition any water-cooled engine which was homologated this year in the normal way will be permitted.

Yellow plates — black numbers

Weight — 170 kgs (with bodywork)
— 160 kgs (without bodywork)

PRICES

Overall there will be a 5% price increase, which equates as follows:-

Tyres: (All prices exclusive of VAT)

Cadet: Dry — £19 Wet — £22

List A: Dry — £23 Wet — £32.50

List B: Dry — £26.50 Wet — £34.50

List C: Dry — £36 £35

Chassis: (All prices exclusive of VAT)

Cadet: £704 (Complete kart to race)

£448 (Separate unit complete with tyres)

Junior Britain: £410 kit form, £441 assembled.

Engines: (all prices exclusive of VAT)

Cadet: £256 No spares rule

Junior Britain: £342 £510

100 Britain: £342 £510

100 National: £420 £630

100 Super: £420 £630

125 National: £930 a/c —

125 Open: TBA —

250 National: £980 —

Slide Carburetors: (exclusive of VAT) — £58

100 ECONOMY CLASS

In order to dispel rumours, there will be an Economy Class which will be introduced from 1st April 1988. However, there is at present nothing to report — in respect of permitted engines, tyres, price limits etc, as these have yet to be finalised.

Ed McCormick

WHERE AND WHEN

11th OCTOBER

Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs).
Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset).
Rowrah — (4 miles from Frizington, Cumbria).
Boyndie — (3 miles west of Banff, Grampian).
Kimbolton — (10 miles West-Southwest of Huntingdon, Cambs.)
Tilbury — (Dunlop Road, Tilbury, East London, Near Tilbury Docks).
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley).

18th OCTOBER

Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road).
Lydden Hill — (7 miles Southeast of Canterbury, Kent).
Nuthampstead — (1½ miles East of Barkway, off B1368 Cambridge-Ware Road).
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs).
Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset).
Rye House — (Kart raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts).
Jurby — (Isle of Man).
Belle Vue — (Jersey KC).

24th OCTOBER

Donington Park — (on A453 Nottingham-Birmingham Road, 3 miles from M1 junction 24) RAC Long Circuit Championships — Final Round.

25th OCTOBER

Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey).
Pembrey — (8 miles from Llanelli on A484, Dyfed, South Wales).
Dunkeswell — (5 miles from Honiton, Devon).
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland).

1st NOVEMBER

Carnaby — (2 miles West Bridlington, North Humberside).
Little Rissington — (RAF Station, South of Stow-on-The-Wold, Glos).
Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset).
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts).
Kimbolton — (10 miles West-Southwest of Huntingdon, Cambs).
Belle Vue — (Jersey KC).
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs).
Felton — (7 miles from Morpeth on A1) Club Champs Round 6.
Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde).

8th NOVEMBER

Chasewater — (Pleasure Park, Approximately 1 mile from Brownhills, Staffs).
Rowrah — (4 miles from Frizington, Cumbria).
Tilbury — (Dunlop Road, Tilbury, East London, Near Tilbury Docks).
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley).
Valence — (France) International Sprint.

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ZIP GP ROLLING CHASSIS, approximately 7 meetings, wing/faring etc. 250cc KTM also available (aircooled). Best Offer Secures. Tel:- 0543 360742 (office hours).

ZIP YZ 125 TVM tuned Yamaha, 6 speed, spare engine, leathers, stand. Ready to race. Very quick. Very reliable — £700. Tel:- Home between 8am-6pm — Fleet — 615058.

ZIP BANDIT 256 ROTAX 1986

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"STOP THIEF"

HAVE YOU SEEN

ZIP GP 125 Rotax. Chassis number 080.

Stolen between 30th August-6th September in Earlsfield, Wandsworth, from a lock-up at the rear of Garratt Lane. The Kart is Red, it has a right hand side mounted tank, front and rear spoilers. Racing No:- 171 displayed at time of theft.

Any information regarding recovery, please ring:-

Graham on 01-947 0128

The position of the sun caused some consternation among the drivers who complained of difficulty in seeing the starting lights. As a result, Starter Harry Maund resorted to the more traditional 'Y Ddraig Goch' for the last two Finals. Boston and Thompson set off with Ziemelis next and Harvey who had scorched up from the fifth row in fourth. Mike Doble who had had a miserable meeting so far, fared no better this time, managing only two laps before retiring whilst in 7th place. Whilst Boston went about consolidating his uncontested lead, Ziemelis relieved Thompson of 2nd place and Couzens dislodged Harvey from fourth. Wosnitzka lost 9 places at the start and began to pull back some of the deficit, but he really couldn't get close enough to the leaders to be a threat. By half distance, Couzens had moved into the number three position whilst the leading duo closed ranks. This was frustrating for Ziemelis who worked hard to reel in the Champion, only to have all the good work undone by the fast lap from Boston. Making up the leader board in the latter stages was Yamaha powered Alan Collard, who had a quietly consistant afternoon with two ninth places in the heats and sixth in the final. John Newton meanwhile, managed only one lap before retiring to the pits, leaving Woodward and Eryl Thomas to fly the 210 flag finishing in that order, Thomas 2 laps down.

FINAL — 250 National

1st R. Boston, **2nd** S. Ziemelis, **3rd** D. Couzens.

210 National

1st P. Woodward, **2nd** E. Thomas.

FORMULA E/250 INTERNATIONAL

Of the nine programme-listed entries, only seven presented themselves for timed practise, Dave Hockey and Giles Jackson dropping out. All starters were Rotax powered and, with the exception being Phillip Glencross' Anderson, all drivers were sitting in Zip chassis. The result of the official timing was as follows:-

P. Glencross	57.7 secs — 93.59 mph
A. Pritchard	58.2 secs — 92.78 mph
A. Jones	1 min 00.0 — 90.00 mph
S. Edwards	1 min 00.5 secs — 89.55 mph
C. Atherton	1 min 01.2 secs — 87.98 mph
A. Bufton	1 min 02.3 secs — 88.93 mph
P. Holder	1 min 03.5 secs — 86.96 mph

The lap score charts gave the impression that things were a bit on the processional side, and in fairness it was the minor places where the racing took place, Phillip Glencross proving to be in a class of his own. At the start of the first race, Glencross took up the lead and was untroubled until the end, a procedure he adopted for the two remaining races. Alan Pritchard headed the rest with Charles Atherton and Welsh Champion, Allan Jones battling for third place. Andrew Bufton had a lonely drive which became quieter still after Peter Holder retired prematurely, on lap 6. Jones was all over Atherton's Bandit but to no avail.

HEAT 1

1st P. Glencross, **2nd** A. Pritchard, **3rd** C. Atherton.

In the second heat, Atherton took up the chase by leading the rest, whilst Jones in third place lost it at Hatchet and relegated himself to the back of the field. Pritchard meanwhile, after passing first heat non-starter Steve Edwards and set about second place man, Atherton, promoting himself on lap 3. Next time round however, he was sidelined. Alert spotting by the flag marshalls, alerted the Starter to the rear of Buftons Kart and the danger constituted by the radiator. The looseness of this equipment resulted in the only black flag of the day.

HEAT 2

1st P. Glencross, **2nd** C. Atherton, **3rd** S. Edwards.

Glencross completed his hat-trick by 'cleaning' the Final and after one lap in 2nd spot, Atherton was relieved of his responsibility by Pritchard. For the next 7 laps, a gigantic tussle developed between Atherton and Jones which reached a peak, under braking, at Hatchet Hairpin. Jones would dive for the inside line and snatch the apparent advantage of the manoeuvre, only to be out accelerated by Atherton who had a lot more track surface at his disposal. Atherton stamped his authority on this confrontation with skilful use of back-marker Bufton, and drove home in third place.

FINAL

1st P. Glencross, **2nd** A. Pritchard, **3rd** C. Atherton.

As a postscript, the success of this meeting is due to many factors including the weather which remained dry throughout the weekend. But more importantly, the success is as a result of the effort put in by the many individuals, from several organisations and a special thank-you must go to; the Llanelli Borough Council, the Welsh Marshalls Association, the British Motor Racing Marshalls Club, the Llanelli Division of St John Ambulance, Rees Sound and Fordthorne of Cardiff.

Keith Rann

Golspie

SUNDAY, AUGUST 30th

NORTH OF SCOTLAND KART CLUB: C/o "Stewarton", Tore, Muir of Ord, Ross — Shire. IV6 7SD.

Local driver just misses David Henderson Memorial Trophy.

North of Scotland Kart Club had a good turnout for the final round of the super series being run with a round at all Scotlands Tracks. Also up for grabs to the best 100 National driver for the day was the David Henderson Memorial Trophy. David was cut short in his prime by an illness just as he was starting to establish himself in karting as a junior driver. His father Harry from Beaully has put up a shield in memory of David which is raced for each August meeting. Harry himself having taken up the sport following David's departure contests strongly to try to win the shield himself. With the day Dry and sunny (it's not often we get a wet meeting) 9 Juniors took the grid for the first heat, with Junior B on front consisting of Alex Jack from Bonnyrigg, Allen Mutch from Kintore, Lee Livingston (Club driver) from Inverurie and Novice Ian Masson from Aberdeen. Jack was in fine form despite Livingston's efforts, suffering mechanical problems in the first heat and having to be content with second place in the second and third heats while Jack romped home in all three. Mutch took 2nd in the first heat and 3rd thereafter while Masson took the remaining 3rd place in the first heat. The final away; Jack took off with Livingston and Mutch. Masson earned himself Best Junior Novice for the day. Behind these came Junior A with club driver David O'Brien from Thrumster, joined by Stuart Mutch Kintore, Steven Wilson Menstrie, John Nelson Armadale and Simon Laing St. Andrews. Mutch won the 1st and third heats and O'Brien 2nd with Wilson a 2nd, Nelson two 2nds, O'Brien two 3rds and Laing a 3rd. In the final the lead drivers made a

mistake and O'Brien shot through to take the flag followed home by Mutch.

100 National took the grid next with 15 drivers lining up. Club drivers were Jeff Stewart Beaully, Martin Foyle Wick, Harry Henderson Beaully, Ian Rae Thurso, Darren Parks Tore. These were joined by John Duncan and Derek Hay Aberdeen and Willie MacMillan Glasgow. Novices were all club drivers A. Hendry and Jon Freck Inverness and Richard Simmons Thurso. As usual there were the normal thrills and spills with several drivers coming off through bunching up etc. Henderson took the first heat, MacDonald the 2nd and Stobie 3rd. Graham had to be content with 2 seconds, not his usual form, Parks had a 2nd and two 3rds and Henderson took the other 3rd. The final saw Macdonald shoot in front and pull away determined to keep ahead, hard on his heels came Henderson, Graham, Stewart, Stobie and Parks. Henderson tangled with a Novice after coming out of Beaches which took him out of the reckoning leaving a very disappointed man walking back to the pits. We then lost Stobie at the flag it was MacDonald followed by Graham, Stewart, Parks and Foyle.

Next to take the grid was Senior Britain with 10 drivers (no club) headed by T. Liddel Alloa, David Greig Kirkaldy, David Scott Aberdeen, Kevin Doherty Buckie, Alan Innes Keith, Gavin and Colin McCorquodale Clarkston, Mark Bruce Penicuik and Craig Porter and Kenny Laing from Edinburgh. Porter had two 1sts, Innes a 1st, 2nd and a 3rd, Scott a 2nd and 3rd and Greig 2nd and 3rd. The final was a close run thing with Innes taking the honours followed by Greig, Porter and Scott.

125 National and 210 National took the last line up for the day, with Club Drivers Roy McQueen, Leslie Cranston and Bill Urquhart of Inverness (Novices) Andy Meikle Inverness Alex Mackay Invergordon. These were joined by Kevin Park Clarkston, Tim Randall Inveruri, Brian Goodall Aberdeen, Ian Ostrau Aviemore (Novice). Park took 1st heat but could only manage second place after that. McQueen took second in 1st heat but pulled it out to take 1st place in the remaining heats. Urquhart took 3rd in 1st heat and Goodall did the same in the remaining heats. The final saw McQueen away followed by Park who had to pull out shortly after with mechanical problems. McQueen took the flag followed home by Urquhart, Goodall and Randall. Meikle took Best Senior Novice.

Three 210's lined up Mike Gilmartin Alloa, Peter White Carnoustie and No 77 (late entry) White took all heats followed home by 77 with Gilmartin only able to finish one heat in. In the final however it was Gilmartin who had got it sorted out and took the honours.

David Henderson trophy went to Jonny MacDonald who just pipped the local drivers.

RESULTS

JUNIOR BRITAIN 'A'

1st Stuart Mutch, **2nd** John Nelson, **3rd** Simon Laing

JUNIOR BRITAIN 'B'

Alex Jack, Lee Livingston, Allan Mutch,

100 NATIONAL

Jonny MacDonald, Andrew Graham, John Penman

SENIOR BRITAIN

Mark Bruce, T. Liddell, Gavin McCorquodale

125 NATIONAL

Kevin Park, Tim Randall, Roy McQueen

210 NATIONAL

Mike Gilmartin, Peter White, No 77

G.K. Parks

La Chatre Superkarts

After a superb race-long scrap with Eric Gassin during a round in the French Formula E Series, Thierry Serfatty took the honours, reeling off the 17 laps in 19min 02.32sec, at an average speed of 127.61 km/h.

1st Thierry Serfatty
2nd Eric Gassin
3rd Jean-Claude Kalen
4th William Batmalle

Kimbolton Change Round

Mrs Susan Wheldon assumes responsibility as Competition Secretary of Hunts Kart Club with immediate effect upon the resignation of Stuart Perry. Stuart did a great job as Comp Sec and everyone is sorry to see him go, but pressure of work was the reason for his retirement.

Susan Wheldon can be contacted at:-
Stone Court Cottage
West Lane
Emberton
Bucks MK46 5DA
Tel: (0234) 711608

Simoni — 135cc World Champ!

Italy's Giampiero Simoni claimed the Formula K 135cc victory at Jesolo on Sunday September 13th in the CIK World Championship event. Simoni raced a PCR Kart with a PCR motor and Bridgestone rubber, the first time in the history of 135cc racing that an engine other than an IAME engine has proved dominant in the class. The PCR boys were, understandably, more than jubilant. Full report next month.



Congratulations are in order we hear — Roger Goff is now the proud owner of a Son, Kahl Adam, born on Monday August 24th — and delivered by himself as both Doctor and Midwife were available on ansafone service only! We understand Kahl Adam is fully Goff tuned . . .

. . . And Sue Parrott presented Tim with another Boy, Jason Carl, on Monday 7th September at 11.30am.

In the race report on the meeting which was held at Felton on Monday 4th May 1987 we are asked to point out that although the report was submitted by the club secretary, he was not acting in an official capacity and his remarks regarding Mr Turner were in fact Mr Davison's own personal views and were published by the magazine in good faith. The magazine publishers regret any inconvenience that may have been caused to Mr William Turner. (see "Mainly Political").

“STOP PRESS” NEW FOR 1988

S/C South West 210 Challenge

S/C Northern 210 Challenge

S/C Midland 210 Challenge

Great Britain L/C
Super 210 Challenge

DETAILS FOR VENUES AND
CIRCUITS NEXT MONTH

CHRISTMAS KARTING

Bob Pope's Playscape Organisation will again run a Christmas charity knockout kart competition in the Old London Bus Garage, Walworth Depot, Medlar Street, Off Camberwell Green, London SE5, on Sunday 28th November.

The event is sponsored by Cellnet (Matthew Winter Presiding) and kicks off at 10am. The programme will follow a similar format to last year but instead of donations of food being a prerequisite of entry, there will be cash entry fees and all donations should be cash; 50% going to charity and the other 50% to Racing For Britain. This year Playscape has been the biggest single contributor to RFB.

Again there will be numerous teams competing, notable among which will be Benetton, McLaren, RFB, Cellnet, Motoring News, Auto-sport, Zip kart and Kart and Superkart.

Further details when available.



Dear Ed,

After reading through the last two issues of your magazine I noticed you have not published a report on one of the biggest kart meetings held in this country, that was the National Schools Sprint Karting Championships held at Fulbeck on the 11th and 12th of July. There were more than 300 karts entered in 9 different classes for the weekend's racing.

If you asked many karting enthusiasts where they first acquired their interest in karting the answer would probably be in schools karting. If your magazine carried regular reports of schools karting, I am sure that this would stimulate even more schools to participate in the sport.

Meanwhile, through your magazine I would like to thank all the NatSKA committee, other members of staff, the Lincolnshire Kart Club, the St John Ambulance Brigade for running and helping with the Fulbeck meeting. Also I would like to thank Esso for their sponsorship of the weekend.

Yours sincerely
Howard Middleton
(Stanborough School)

Dear Howard

I take your point about the lack of coverage of the Natska Sprint Championship. The reason for that is quite simple — nothing was submitted for publication. I can only stress that it is up to individual organising

bodies to ensure that events under their control are given the coverage they deserve by arranging for reports to be submitted to Kart and Superkart where, space permitting, they will be reproduced in full.

Regards
Ed

Dear Sir,

As the editor of a National magazine with a readership which is obviously interested in practical aspects of engineering, I hope you will be able to include the following in one of your future editions.

Southgate Technical College in North London (on the Piccadilly Line — five miles from the M25) is making the facilities of its Engineering and Motor Vehicle department workshops available during the evenings to enable beginners or experts to learn how to use a wide range of machines and garage equipment. Skilled instructional staff will be on hand to provide basic to advanced training in welding, sheet metal work, engine overhaul and modification, CNC machining, milling and lathe work, etc, all for less than £2.00 per night (reduction for OAPs and UB40s).

Those interested should contact Roy Brown or Trevor Watson on 01-886 6521 extension 219, or Ralph Stratton on extension 233.

I do hope you will be able to present this opportunity to your readers; our present group includes eager classic motor cycle and car restorers, model makers and steam traction engine enthusiasts ranging in age from 18 to 68!

Yours faithfully

M. J. T. Buck

Head of Department of Engineering
Southgate Technical College
High Street, London N14 6BS

Dear Sir,

Whilst on a recent holiday in South Wales, I took my wife and two young children to watch our first Kart Racing meeting — one held at Pembrey on Sunday, 23rd August, and organised by the Cardiff Kart Club.

I was greatly impressed by the excitement generated by the races, the rivalry displayed on the track, and the camaraderie of the drivers in the pits, which, added together, made for a wonderful day's entertainment.

One aspect of the day's proceedings, however, puzzled, no — disappointed me immensely. As a lifelong competitive sportsman, now fully engaged in sports administration and organisation, I was appalled at the attitude of the meeting's officials towards the competitors. One can appreciate the necessity for the official in charge to be firm and authoritative, but unprovoked rudeness, incivility and swearing — there were numerous examples during the course of the afternoon, are surely inexcusable.

Treating others in a way one would wish to be treated oneself is no more than common courtesy which promotes a mutual and healthy respect and thereby eliminates the need for dictatorial attitudes. After all, spectators attend to watch competitors, not officials — least of all arrogant organisers.

I am sure that these were isolated incidents, but first impressions tend to linger.

Please accept this letter not as criticism but merely as an observation of an outsider looking in.

Yours in sport
Philip Smith

14 Boleyn Way, Hainault, Ilford
Essex IG6 2TW

It is reliably reported that Mark Skewis has opened a Dating Agency, but it is understood only 5'2" young blonde stunners need apply. For details ring 01-628 4741. Females only please!

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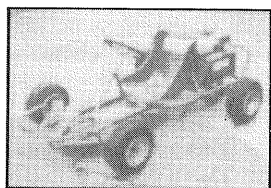
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Chain Guard.....£8.60
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11 T Sprocket fine pitch.....£5.00
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Output shaft oil seal.....50p
Rotary valve cover.....£16.50
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Hub & r drive hub.....£4.96
'O' ring crank valve hub.....40p
Crankshaft nut.....£1.20
Crankshaft L.H.....£40.00
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Piston ass, all sizes inc. piston rings &
circlips.....£16.00
Se Thrust washer.....75p
Crankpin.....£3.60
Crank ass inc. rod.....£95.00
Crank half Mag.....£40.00
Crank half Drive.....£40.00
Engine mount clamps.....£5.00
Rotary valve tuned.....£5.50
Rotary valve.....£4.75
Cylinder compl. 3P.....£70.00
Cylinder compl. TT.....£70.00
Cylinder compl. D port.....£90.00
Liner 3P.....£38.00
Liner TT.....£38.00
Liner D port.....£51.00
Gaskets paper.....16p
Connecting Rod.....£22.50
Con Rod selected.....£32.00
Carb Restrictor.....£2.00
Carb Restrictor stepped.....£6.80

CARDIFF KART CLUB'S FIRST LONG CIRCUIT RACE

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

**Entries Secretary: Mrs D. Kilgour,
366 Coed-y-Gores, Llanyderyn, Cardiff.
Tel: 0222 733348.**

On the August Bank Holiday weekend, the
Cardiff Kart Club hosted it's first ever Long
Circuit event, at the Welsh Motor Sports Centre,
Pembrey. This was a two day affair spanning
Saturday and Sunday and run on the 1.5 mile
track. Despite the attraction of a new untried
addition to the list of long Kart circuits and
therefore, potential Championship venues, only
69 competitors entered, a disappointment for the
organisers and drivers alike. It was encouraging
to note however, that among those entered were
both past and present Class Champions, World
Cup and Grand Prix winners.

Being its first such meeting, the CKC was very
much under close scrutiny from all concerned,
and this manifested itself in a rash of 'first-night'
nerves within the Organisation. At the end of
the event, The Club surfaced a lot wiser from
the experience and looking forward with eager
anticipation to next year, and a possible
Championship round.

Driver comments were sought across the
spectrum regarding improvements they would
feel helpful for the future, and DRIVERS PLEASE
NOTE, if, in retrospect, you wish to make con-
structive contributions, then drop the club a line.

The circuit comprises newly laid tarmacadam
over it's entire length which is 35 ft in width.
Drop-offs have been filled and graded giving
very wide run-off areas, the only physical
obstructions to errant Karts being the substantially
constructed Flag Marshall's refuges. From the
start line, the track bears right into an 80° bend
called Esses. From there the short 230 yard
stretch, which flicks left at the end, terminates
in a 140° right hand hairpin called Brooklands.
The 670 yard Speedway Straight flicks right 200
yards from its end at the almost flat-out Wood-
lands. Forest Curve, an 85° right hander exits
onto the 600 yard Park Straight at the end of
which is the 2nd and tighter, Hatchet Hairpin.
Out of the hairpin and into the 80° left at
Spitfires, a short link and then the long 85° right,
Dibeni Bend. Another short link (100 yards) and
the final 85° right hander, Paddock Bend exits
onto the short 170 yard start/finish straight.

The Saturday free practice session got off to
a poor start by being delayed for one hour. This
was to enable Llanelli Borough Council to fill
and grade areas of run-off. Once under way, ten
laps soon fell to 63 seconds or thereabouts with
the occasional sub-minute 'flyers' by Chris
Stoney and Phillip Glencross, around 90 miles
per hour lap average. The Pembrey area is
extremely sandy as drivers discovered to their
cost if they were unfortunate enough to leave
the track surface. Although it arrests gently, it
makes rejoining a problem. However, the fre-
quent excursions of the service vehicles ensured
that delays were not undue. At one point during
practise, an alarmed 250 National driver almost
collected something more than just sand — it
was a Hare. Well! If Silverstone can have them...
If Saturday was a free for all, Sunday was a lot
more structured. With such a small programme,

the slight delay for essential track repairs didn't
cause any unnecessary embarrassment. Official
practicing began with a warm-up for Formula
E. The RAC Timekeepers were not stretched too
far with only 7 actual starters in this class, and
with two separate sessions scheduled, grid
positions for the heats were soon established.

125 COMBINED — SUPER, NATIONAL AND P&R

Heat one got under way with Richard Craven-
Jones on pole with John Hanlon and Adrian
Wilcox (Super) completing the front row.
Between leaving 'Esses' and entering Brooklands
for the first time, Jones had already lost his
advantage, the field now being led by Wilcox.
Going down to Forest Curve, much reshuffling
among the mid field runners was apparent,
most notable being 8th Row men, Chris Stoney
and Neil Willetts from Coventry. Park Straight
spread the field still further, and gave the crowd
a sample of the speed of division one Karting
today. Good order was maintained through
Spitfires, Dibeni and the unpredictable Paddock
Bend, the latter being rather bumpy due to the
joining of old and new surfaces. This unevenness
caught out the unwary, and in extreme cases
caused a few drivers to take to the grass. At the
end of lap 1, Wilcox had established a small lead
with 3rd row man Jonathan Williams next,
Graham Roscoe (Super) from the 6th row then
Willetts and Stoney. Completing the leader board
was Ian Westwood from Milton Keynes. It took
a further 3 laps before the GP plates were seen
at the front of the field, from which position
Stoney gradually extended his advantage. Mean-
while, Shaun McLaughlin (Super), 11th row on
the starting grid being 8th on lap two, and joined
the battle for 2nd place by lap 5. Williams and
Westwood were locked together swapping places
time and again with Willetts waiting in the wings,
until Westwood was sidelined on the last lap, and
McLaughlin leapfrogging into 2nd place.

HEAT 1 — Super

1st C. Stoney, 2nd S. McLaughlin, 3rd N. Wigg.
National
1st N. Willetts, 2nd J. Williams, 3rd J. Brennan.

Chris Stoney led the second heat for all 8 laps
after coming through from the 4th row at the
start. National Geoff Tuckey from Leeds, fought
off first McLaughlin and then Willetts to maintain
his second place at the end. Williams and Wilcox
meanwhile, were so deeply concerned with
there with bettering each in 4th place, they
hardly noticed the battling John Brennan from
Kilkenny, who had scythed his way from 28th
spot at the start, and was now waiting for a
mistake in sixth.

HEAT 2 — Super

1st C. Stoney, 2nd A. Wilcox, 3rd G. Roscoe.
National
1st G. Tuckey, 2nd N. Willetts, 3rd J. Williams.

The final got off to a furious pace with Stoney
leading from front row man Willetts and
National, Calvin Hurley. In fourth place but for
his one and only lap came Wilcox, followed by
Brennan, Mark James, McLaughlin and Williams.
By lap three, Tuckey came into the reckoning,
bringing with him Nigel Wigg (Super). When

Hurley retired on lap 8, Wigg and Tuckey were
in third and fourth places respectively and James
had lost position to McLaughlin, Williams and
restricted driver Mark Bavin. By the time lap 10
arrived, lone P & R driver, veteran Roy John was
2 laps down and Chris Stoney some 600 yards
in front of Willetts. The battle for third place was
finally settled in favour of Tuckey, from Wigg and
McLaughlin. Williams finished in sixth place
overall and third in the National class.

FINAL — Super

1st C. Stoney, 2nd N. Wigg, 3rd S. McLaughlin.
National
1st N. Willetts, 2nd G. Tuckey, 3rd J. Williams.
P&R
R. John.

250 and 210 NATIONALS COMBINED

The nineteen 250's were lined up ahead of the
small but select group of four 210's. As the first
heat got under way, World Cup winner, Richard
Boston used his pole position to the full by
opening an immediate lead from Honda man
Mike Doble. Arthur Thompson, who completed
the front row lost ground on lap 1, being passed
by 3rd and 4th row men Stuart Ziemelis, Mike
Wasnitzka and CKC member Dave Griffiths. Next
time round Griffiths had disappeared from the
leader board, mowing the infield before being
engulfed in smoke. His place was taken by fast
improving Dale Couzens. On the third lap, Doble
had retired and Ziemelis, inheriting the No 2
spot, began closing on the leader. The Yamaha
powered Andrew Harvey from Penrith, who
started from the fifth row and 9th on lap 1, had
worked his way into third place, passing 5 Karts
on the 3rd lap. Meanwhile in the mid-field,
leading 210 exponent John Newton was busy
picking off the middle order 250's, with Paul
Woodward only three places behind. Ziemelis
caught and passed Boston on lap 6 but this glory
was short lived as mechanical maladies set in.
He finished in last place two laps later and one
lap down. Harvey and Thompson were not
making their bid for the vacant 2nd place with
Couzens next and Gareth Rowland sixth.
Newton achieved 8th overall and 1st in the class.

HEAT 1 — 250 National

1st, R. Boston, 2nd A. Thompson, 3rd A. Harvey.
210 National
1st J. Newton, 2nd P. Woodward, 3rd E. Thomas.

Pole position for heat two was occupied by
Ziemelis who broke away immediately. From the
fourth row, Boston soon began carving his way
through the pack, finding himself in 2nd pace
at the end of lap 1. Next time round, Boston was
leading, but continued pressure from Ziemelis
was rewarded by his regaining top spot on lap
4, which he kept to the flag. Griffiths, third on
the first lap lost places to the Yamaha of Jamie
Vale and the KTMs of Couzens and fifth row man
Thompson. He had to be content with sixth
overall at the flag. Further back, Newton was
maintaining a respectable gap between himself
and Woodward.

HEAT 2 — 250 National

1st S. Ziemelis, 2nd R. Boston, 3rd A. Thompson.
210 National
1st J. Newton, 2nd P. Woodward.

from the second row and he was followed at a distance by Rowland Kinch (Dart Parilla) and Chris Hawes. The final was dominated by Chris Hawes, but from the start he was chased by Martin Moore and Martin Prior. Next were Victor Threadgold, Simon White, Mike Burke, Rowland Kinch and William Hewland. Martin Collard was well down after poor heat performances. On the second lap Mike Burke dropped a couple of places but generally the order seemed stable. As the race settle down, it was clear that Hewland was being help up by the battle between Kinch and White but a half distance he got through and then pulled away quite rapidly. However, the leading four were out of reach but the struggle for second was coming to a climax and on the last lap Prior got past Threadgold and Moore to take second spot.

It was a good days racing apart from occasional track invasions by fraught Cadet parents. Our thanks to the officials of Camberly, the volunteer marshalls and to St. John Ambulance Brigade.

RESULTS

JUNIOR BRITAIN A

- | | |
|-------------------|-----------------|
| 1. Brad Lintern | Superdart Dap |
| 2. Nathan Cousins | Superdart Arrow |
| 3. Sven Gibson | Superdart Dap |
| 4. Steve Dutton | Sprint Arrow |

JUNIOR BRITAIN B

- | | |
|-------------------|-------------------|
| 1. Bobby Game | Lane Eme |
| 2. Paul Evans | Superdart Dap |
| 3. David Robinson | Superdart TKM |
| 4. Damon Cousins | Superdart Arrow |
| 5. Glen Embling | Superdart Parilla |
| 6. James Ferryman | Dart TKM |

100 BRITAIN

- | | |
|-------------------|-------------------|
| 1. Martin Verity | Wright Parilla |
| 2. Martin Collard | Superdart Sirio |
| 3. Craig Booth | Superdart Parilla |
| 4. Tim Murphy | Superdart Parilla |
| 5. Anthony Geraty | Superdart Arrow |
| 6. Colin Lakin | Sprint Arrow |

125

- | | |
|-------------------|-------------------|
| 1. Jamie Hodgson | Zip Rotax |
| 2. Russell Powell | Zip Rotax |
| 3. Steve Bird | Stratos Rotax |
| 4. Keith Chennel | Zip Rotax |
| 5. Graham Miller | Cobra Rotax |
| 6. Dave Shannon | Samurai Minarelli |

250/210

- | | |
|-------------------|-------------|
| 1. Alan Pritchard | Zip Rotax |
| 2. Ricky Miller | Zip Rotax |
| 3. John Coaker | Lynx Yamaha |
| 4. Peter Holder | Zip Rotax |
| 5. Nigel Watts | Zip Yamaha |
| 6. John Lucas | Zip Yamaha |

NATIONAL RESTRICTED

- | | |
|--------------------|-------------------|
| 1. Gary Young | Superdart Parilla |
| 2. Tony Edney | Allkart Parilla |
| 3. John Taylor | Dart Arrow |
| 4. Stephen Chenery | Superdart Parilla |
| 5. Simon Groves | Allkart Parilla |
| 6. Mark Chandler | Superdart Arrow |

100 NATIONAL

- | | |
|----------------------|--------------|
| 1. Chris Hawes | Dart Parilla |
| 2. Martin Prior | Wright Eme |
| 3. Victor Threadgold | Allkart PCR |
| 4. Martin Moore | Allkart PCR |
| 5. William Hewland | Sprint Arrow |
| 6. Rowland Kinch | Dart Parilla |

Roger Abbey-Taylor

Carnaby

The entries that the June meeting lost to Cadwell being on the same day were made up by the addition of Schools Karting, being held in Carnaby for the first time.

NASKA 50cc GEARBOX

No. 61 from St. Wilfreds School had two 2nds and a 1st in the heats with No. 92 taking two 1sts and a 2nd, so they looked pretty good bets for the final and thats the way it finished with No. 92 1st, No. 61 2nd and ES 3rd.

JUNIOR BRITAIN

Two heat wins and a second from Anthony McHugh with the other heat going to Michael Holroyd. Mark Allison was also there with two 2nds and a 3rd in the heats. Come the final it was a win for Anthony McHugh from Mark Allison and Glen Chamberlain.

NASKA 100cc LOWER POWER

The second of the Schools classes with No. 30 from Market Weighton taking two wins and No. 95 the 3rd. It was also a win for No. 95 in the final with No. 96 2nd and No. 30 3rd.

100 BRITAIN

By far the biggest grid of the day with the first heat going to Darren Hill from Richard Connet and Mark Rogers. The second heat it was Richard Connet from Andy Mackie and Dave Kelly. The third heat went to Richard Connet again this time with Michael Houghton and Andy Mackie 3rd. In the final it was Richard Connet who took the flag followed home by Michael Houghton and Darren Hill.

100 NATIONAL

Steven Hogden achieved the Grand Slam with three heat wins and a win in the final. 2nd place man in all the heats was John Wilcox but come the final that honour went to Peter Blackburn, with Gaynor Rawsterne 3rd.

125 NAT & P&R

Bill Clarks National took the first two heats with Colin Kays P&R the third, and in the final these two both took the first places in their classes.

250 NATIONAL

Christopher Clarke proved that his three heat wins were not a fluke by going out and winning the final too. Philip Hemmens following him home every time.

The best number of entries this year for the August meeting at Carnaby with all classes well supported. The Club were as surprised as the competitors to be visited again by the RAC noise man and to find that so many were classed as being over the limit. Great efforts were made by all competitors although what they could do on the day was by necessity limited but thanks to all those who tried.

JUNIOR BRITAIN

Current British Champion Guy Smith took all three heats from Antony McHugh (twice) and Richard Wilson, with Antony and Richard also having a third each as did Jason Thorpe. However final honours went to Richard Wilson with Guy Smith 2nd and Gary Longbotton 3rd.

100 BRITAIN

A different heat winner each time in this well

supported class. Firstly it was Darren Gray from Richard Guest with Tim Harmer 3rd. Second time out it was Tim Harmer from Richard Guest followed by Mark Rogers. The third heat went to Steve Clayton from John McKenzie and Tim Harmer. In the final first past the chequered flag was Tim Harmer with Richard Guest 2nd and Darren Gray 3rd.

100 NATIONAL

The first two heats went to Nick Stanton with Richard Smith taking the third. Kierran Hayden and Allan Lopez were 2nd and 3rd in the first heat with those places going to Richard Smith and Martin Sunderland in the second and Martin Sunderland and Adrian Appleyard in the third. Richard Smith came out as winner in the final with Kierran Hayden 2nd and Nick Stanton 3rd.

125 P&R

This also incorporated a round of the Northern P&R Champs so with two lots of trophies at stake it looked like there would be some good racing. First heat winner was Andy Bratley from Geoff Quinn and Ian Warrington. The second heat went to Mark Jessop from Andy Bratley and 3rd place man Ian Warrington. Third time out it was Mark Jessop again from Andy Bratley this time with Geoff Quinn taking 3rd. Final placings were Mark Jessop followed home by Colin Kay with Andy Bratley 3rd.

125 NATIONAL

This class also had three different winners in the heats the 1st went to Peter Powell from Steven Pridmore and Bill Clark, second time out it was Bill Clark from Paul Eaton and Peter Powell and thirdly Steven Pridmore from Paul Eaton and Bill Clark. The final saw Steven Pridmore first over the line from Bill Clark and Malcolm Green but unfortunately Steven was found to be over the noise limit and the trophy went to Bill Clark.

210's & 250's

A Grand Slam for Kevin Stevens in the 250 class with Philip Hemmens also taking 2nd place each time. Martin Cleveland took the first heat for Villiers but the second and third heat and the final went to Dudley Martin. Congratulations to all the drivers who braved the very wet finals.

JUNIOR BRITAIN

- | | |
|-----------------|--------------|
| Richard Wilson | /Parilla |
| Guy Smith | /Parilla |
| Gary Longbottom | Jeta/Parilla |

100 BRITAIN

- | | |
|----------------|-------------|
| Time Harmer | Gillard/Dap |
| Richard Guiest | /Parilla |
| Darren Gray | Wright/Dap |

100 NATIONAL

- | | |
|----------------|-----------------|
| Richard Smith | Sprint/Parilla |
| Kierran Hayden | Premier/Parilla |
| Nick Stanton | Gillard/Parilla |

125 P&R

- | | |
|--------------|----------------|
| Mark Jessop | Allkart/TM |
| Colin Kay | Phoenix/Yamaha |
| Andy Bratley | Phoenix/XM TM |

NORTHERN P&R CHAMPS

- | | |
|--------------|---------------|
| Mark Jessop | Allkart/TM |
| Andy Bratley | Phoenix/XM TM |

125 NATIONAL

- | | |
|------------|--------------|
| Bill Clark | Zip GP/Rotax |
|------------|--------------|

210

- | | |
|---------------|---------------|
| Dudley Martin | Zip/Villiers |
| | Sandy Howarth |

1987

RAC BRITISH CHAMPIONSHIP FOR 100 SUPER NATIONAL

Pics: Beverley Heath

Story: Hoddesdon P. Chainlube



Jeremy Cotterill the new Champ (32) leads Steve Brogan (3) and Andrew O'Hara in the first beat.

The recently re-surfaced circuit and extensive paddock area make Shenington one of the more suitable venues for major championships and running Super National with Junior Cadet (see separate story) proved a good combination. At Wombwell last year the Super National-Senior Britain "double bill" was a little ambitious and although an outstanding, exciting meeting the light was failing fast during the last final.

There were in fact two support races, one for Senior Britain which gave Champion Chapman (a Shenington club member) a fine opportunity to display his No. 1 plates, and another for the 210 Villiers gearbox karts which was felt by some to be rather a noisy and inappropriate choice for a Class 1 Championship meeting.

One Hundred Super

The 'Continental system' of timed practice, three heats, Pre-Final and Final was adopted for this meeting in a laudable effort to bring the Super class closer to C.I.K. One Hundred rules. Each competitor has one warm-up lap and three consecutive timed laps, his fastest time determining his grid position for each of the three heats. The results of the three heats decide his grid for the Pre-Final, the result of which in turn determines his Final grid position. Clearly this puts considerable emphasis on the ability to throw in a "flyer" in timed practice and arguably has the advantage that the fast men are less troubled by slower drivers during heats with a consequent reduction of carnage, in theory at least. In reality it is also true that an "off" in the Pre-Final would mean forfeiting everything achieved thus far and then, of course, some drivers simply drive better in a race situation than against a stopwatch...

Despite rumours of decline in the Super class there was a strong entry of 23 drivers in the programme, obvious absentees from last year being Derek Higgins, Charlie Brown and Allan McNish who were all participating in the FF1600 car race at the Birmigham Super Prix the same weekend, and Alan Gates who turned up to spectate. One late entry, not in the programme, was Doug Spencer making a welcome return on his usual Sprint-Parilla equipment. Also on Sprint-Parillas were Andrew O'Hara, Darrell Beasley and Steve Brogan with his unpainted three bearing works entry. Mark Windle was also Sprint mounted but used Sirio ST50's prepared by John Welstead and James Rhodes, apparently making his last karting appearance before going Formula Ford, had his usual Paul Carr prepared Sprint-Parilla. Jeremy Cotterill's Sprint was of course Hezemans Rotax powered, his cause no doubt benefitting from the personable presence of Tony Hezemans himself. Not on a Sprint for the first time ever was 1985 champion David Cuff who joined other ex-Sprinters Steve Sykes and Dominic Connelly in their defection to DAP, albeit with Paul Carr tuned Parillas. Simon Wright's interests were upheld by Gary Moynihan on a development symetrical 3-bearing kart with Simon Sutton and Simon Richardson also Wright mounted and Gillard Bros had their usual speedy motor Sirio powered entry for Steve Tillett. TKM was represented by Bryce Wilson and Nicky Hart (also soon off to Formula Ford), while 1986 100 National Champion Jonty Millward's Gillard was now powered by Paul Wilkes prepared DAP instead of EME's. Richard Weatherley returned to 100cc from 135cc in Europe with Terry Fullerton in support and used a Sirio motor tuned by his brother John. Steve Day, assisted by brother Michael, was also Fullerton mounted, whilst Ricky Grice was of course on his Colt. Gary Prior had his customary

Zip karts but was clearly benefitting from the personal attention of John Gravett given to his TKM and Sirio motors.

In untimed practice on Saturday times soon dropped below Nish's lap record of 40.54sec and although some competitors' stopwatches were more highly tuned than their motors both Cotterill and Brogan got below 39.40sec. A lot of time was devoted to comparison of the available SL rubber, the Bridgestone YDG proving a good match for the Vega, although most drivers opted finally for the latter thinking that a known quantity was a safer bet and doubting the superior longevity of the Bridgestone would be a factor on the smooth new surface. Everybody used Vega tyres except Richard Weatherley, Gary Prior and David Cuff who used Vega front and Bridgestone rear. Ricky Grice tested Dunlops but also used Vega in the event.

GRID (For Heats - After Timed Practice)

V=Vega : B=Bridgestone

(Pole)		
Jeremy Cotterill (V)	Richard Weatherley (B)	
Sprint/Rotax (39.31)	Fullerton/Sirio (39.62)	
Steve Brogan (B)	David Cuff (V/B)	
Sprint/Parilla (39.70)	DAP/Parilla (39.77)	
Andrew O'Hara (V)	Steve Tillett (V)	
Sprint/Parilla (39.86)	Gillard/Sirio (39.88)	
Gary Moynihan	Dominic Connelly (V)	
Wright/Parilla (39.96)	DAP/Parilla (39.98)	
Bryce Wilson	Darrell Beasley	
TKM/TKM (40.00)	Sprint/Parilla (40.15)	
Steve Sykes	Jonty Millward	
DAP/Parilla (40.27)	Gillard/DAP (40.27)	
Mark Windle	Steve Day	
Sprint/Parilla (40.28)	Fullerton/PCR (40.28)	
James Rhodes	Simon Sutton	
Sprint/Parilla (40.29)	Wright/Parilla (40.34)	
Nicky Hart	Scott Banks	
TKM/TKM (40.37)	DAP/DAP (40.55)	
Gary Prior	Ricky Grice	
Zip/TKM (40.64)	Colt/DAP (40.66)	
Martin Prior	Doug Spencer	
Wright/EME Hornet (40.74)	Spring/Parilla (40.80)	
Simon Richardson	Andrew Stanton	
Wright/Parilla (41.00)	Gillard/Gillard T127 (42.40)	

Competitors were sent out two at a time half a lap apart for one warm-up and three timed laps.

Jeremy Cotterill's recent form, tenth in Sweden (Intercontinental A Overall CIK Championship) was underlined by a lap three-tenths faster than anyone else. In fact he had suddenly gone slower in his last untimed session after setting the pace all day Saturday and had changed to a new frame, courtesy of John Bealsey, in an effort to cure the problem, later attributed to a faulty tyre gauge! Richard Weatherley's front row position should have surprised no one who knew of his 135cc Formual K success in Europe where timed qualifying is routine.

Heat 1

After a number of rolling laps Cotterill led away off pole pursued by Brogan, O'Hara, Cuff and Tillett, Richard Weatherley having oiled up as the lights changed. This leading bunch opened up a gap by lap four over Connelly, Bryce Wilson and Steve Sykes, Windle and Grice next up. Cuff and O'Hara battled hard for third place while Brogan hung on well to leader Cotterill. By the flag though Cotterill had a small advantage over Brogan and the battle for third was resolved in O'Hara's favour.

1st	Cotterill	5th	Tillett
2nd	Brogan	6th	Connelly
3rd	O'Hara	7th	Wilson
4th	Cuff		

Heat 2

Cotterill again led away and Brogan got the jump on Weatherley, initially, but Weatherley regained second by the end of the lap. Cotterill pulled out three lengths on Weatherley, Brogan, Cuff, O'Hara, Tillett and Moynihan who was charging through the field. Cuff seized on the back straight elevating Tillett to fourth and Weatherley disappeared on lap six, promoting O'Hara to second very briefly before he was overwhelmed by Moynihan. Meanwhile Bryce Wilson passed Connelly who was under pressure from Beasley, then a gap until Rhodes and the rest of the field.

Moynihan and Brogan now battled for second whilst Cotterill maintained his cushion ahead and, further down the field, Millward was picking up places. Unfortunately a slight hiccup then occurred in the organisation when the flag did not appear at the end of lap ten, nor indeed lap eleven, finally ending the heat on lap twelve. Positions stood as at the end of lap ten.

1st	Cotterill	4th	O'Hara
2nd	Moynihan	5th	Tillett
3rd	Brogan	6th	Beasley

Heat 3

Cotterill again got away at the lights and as they streamed through the stadium complex O'Hara was forced wide, dropping nine places. At the end of lap one Weatherley had the lead and Steve Brogan managed to pass Cotterill on the second tour whilst a slight contemps saw Cuff demoted



A change to DAP for David Cuff but bad fortunes meant a rear grid start and an eighth place in the end.

three places to seventh and Beasley running in fifth. Brogan now was trying everything he knew to pass Weatherley and succeeded on the back section, only to be re-passed a lap later. The order now was — Weatherley, Brogan, Cotterill, Tillett, Beasley, Connelly and Moynihan, who again was picking them off most impressively as was Mark Windle. Brogan again muscled past Weatherley, only to relinquish the lead once more on the following lap allowing Cotterill to close right up to them.

Further back Gary Prior was beginning to show, lapping seven-tenths faster than in qualifying. Bryce Wilson felt his motor tighten and choked his way to the finish. Weatherley now held the lead to the finish but Cotterill managed to wrest second from Brogan on the last lap and Moynihan grabbed fourth place.

1st	Weatherley	1st	Moynihan
2nd	Cotterill	5th	Connelly
3rd	Brogan	6th	Windle

PRE-FINAL (12 laps)

(Pole)		
Cotterill		Brogan
O'Hara		Tillett
Beasley		Moynihan
Connelly		Wilson
Cuff		Spencer
Windle		Prior, G
Weatherley		Grice
Banks		Day
Rhodes		Sutton
Richardson		Millward
Sykes		Prior, M
Hart		Stanton

Cotterill led, O'Hara, Brogan, Tillett and Beasley away but Moynihan was soon up to second, followed by Brogan, Tillett and Connelly, and O'Hara was out at the far side of the circuit. David Cuff stopped for a plug, dropping out of contention, while Weatherley began to climb through the field. The order after six laps was — Cotterill, Moynihan, Brogan, Connelly, Beasley, Tillett, Windle, Wilson and Weatherley.

Cotterill was not getting it all his own way as Moynihan narrowed the gap and Wilson and Weatherley were making a real issue of eighth

position, culminating in contact which Richard did not survive. Moynihan was now pressing Cotterill very hard indeed and these two had extended a considerable gap from Brogan, who himself was comfortably ahead of Beasley, Tillett and Connelly.

1st	Cotterill	4th	Beasley
2nd	Moynihan	5th	Connelly
3rd	Brogan	6th	Tillett

THE FINAL (20 laps)

(Pole)		
Cotterill		Moynihan
Brogan		Beasley
Connelly		Tillett
Wilson		Windle
Prior, G		Day
Rhodes		Sutton
Sykes		Grice
Richardson		Hart
Weatherley		O'Hara
Banks		Spencer
Stanton		Millward
Cuff		Prior, M

As they entered the complex for the first time it was Cotterill, Moynihan and Brogan, but when they came back into view Moynihan had dropped to fourth behind Beasley, following some heavy pushing and shoving. Next up were Connelly, Tillett, Wilson and Gary Prior who really had the bit between his teeth. On lap three a coming together between the group fighting for second occurred, Brogan taking to the rough along the back and Connelly moving into second place as Beasley struggled to keep going, resuming in ninth position. David Cuff was moving through the field at an astonishing rate and was eighth by lap six, having started on the back row! The order on lap six was Cotterill, four seconds ahead of Moynihan, Tillett, Wilson, Connelly, Windle, Brogan, Cuff and Weatherley, O'Hara sidelined with a deflated front tyre. Two laps later Weatherley and Wilson made contact for the second time in this meeting, eliminating both of them and Ricky Grice retired.

By this stage Cotterill had a comfortable cushion from Moynihan who, in turn, was well ahead of the chasing group, comprising Connelly, Tillett, Brogan, Windle, Beasley and Cuff where there was constant swapping of places and some notably aggressive wheel-banging between Brogan and Beasley. Gary Prior ended his charge with a spectacular inverted loop head first into the chicane tyres, (a clip broke in his motor and it seized) but lived to race another day. Windle scrambled past Brogan into the hairpin who returned the favour a lap later and Beasley passed them both for fifth spot. Cotterill maintained his lead to finish a worthy winner of the 1987 RAC Super National British Championship, fastest in timed practice, winner of two heats, winner of the Pre-Final and pole for the Final — a convincing display about which Mr. Hezemans and Mr. Cotterill Snr were justifiably jubilant.

1st	Jeremy Cotterill	Sprint/Rotax
2nd	Gary Moynihan	Wright/Parilla
3rd	Dominic Connelly	Sprint/Parilla
4th	Steve Tillett	Gillard/Sirio
5th	Darrell Beasley	Sprint/Parilla
6th	Mark Windle	Sprint/Hewland
7th	Steve Brogan	Sprint/Parialla
8th	David Cuff	DAP/Parilla
9th	Jonty Millward	Gillard/DAP
10th	Simon Sutton	Wright/Parilla



CLUB SCENE

100 NATIONAL

P. Stephens	Fullerton/PCR
K. Davies	Hutless/RKD
R. Tout	Hutless/RKD
H. Williams	Gillard/Arrow/Parilla

100 RESTRICTED

L. Hackett	Kali/Dap
D. Homer	Kali/Parilla
M. Jones	
T. Angus	Wright/Yamaha

250 INTERNATIONAL

K. Bisp	Dino/Rotax
A. Jones	Zip Bandit/Rotax

SPECIAL AWARD

A. Kinch	— Junior B
	Keith Rann

Blackbushe

SUNDAY, AUGUST 23rd

CAMBERLEY KART CLUB: Abbey-Taylor, 10 Island Close, Staines, Middlesex TW18 4YZ. Tel: Staines 62624

The Camberley Club's August meeting included a round of the Cadet Championships (see separate report) and there was a strong entry of 18 from the four corners of the globe. Some camped overnight in the paddock; well that is one way to get a reasonable parking place! The weather forecast carried an ominous threat of rain in the afternoon but the morning was misty and seemed to promise a fine day. There was a slight shower later in the day but not enough to wet the track surface.

JUNIOR BRITAIN A

The entry for the 'A' class was up to six and they raced at the back of the 'B' class. The first heat went to Nathan Cousins (Dart-Arrow) who led throughout from Brad Lintern (Dart-DAP) and Steven Dutton (Sprint-Arrow). In the second heat, Brad Lintern led initially from Nathan Cousins and Sven Gibson (Dart-DAP). On the second lap, Sven was up to second and by lap six he had taken the lead to win from Lintern and Cousins. In the third heat, Sven Gibson again had trouble on the rolling lap and started a lap behind. It was Nathan Cousins' race although he was chased hard by Brad Lintern. Steven Dutton, racing on restricted plates, was third, but had been lapped. The lap charts for the final showed no change in position but this does not do justice to the attempts by Cousins to press Lintern and by Gibson to scrape past the pair of them. However, all these manoeuvres came to nothing and Brad Lintern ran out the winner.

JUNIOR BRITAIN B

Unfortunately I missed the early part of the meeting as I was busily rebuilding son Alex's kart following a practice incident when Messrs Embling and Coleman turned into the Paddock entrance in front of him without observing the normal safety procedures in the A.S.Rs. Fortunately there was no driver damage but a wheel was ripped off and the track rod, steering column and rear axle were bent and a rear wheel was smashed. Dartford Karting had the required spares and Alex just made it for the second heat. The first heat was a benefit for Paul Evans (Dart-DAP) and he was followed home by Bobby Game

(Lane Parilla). In the second heat Damon Cousins (Dart-Arrow) grabbed the lead from pole, followed by Mark Steadman (Sprint-DAP) and Bobby Game. On the second lap, Steadman was falling back and Game was up to second chased by Evans. These two hounded Cousins for a couple of laps before they forced past. David Robinson eventually finished fourth after fighting his way through from a mid field start. For the third heat Alex Abbey-Taylor's Dart-Arrow was now running better and thanks to some of the competition oiling up on the rolling lap, he came through in third place behind David Robinson and Paul Evans. James Ferryman (Dart-TKM) who was not having a very successful meeting at this stage, was fourth. Robinson was really flying but Paul Evans slowly closed the gap and moved ahead on the third lap. Meanwhile, Bobby Game was carving his way towards the front from a low grid position. On the first lap, he was seventh. On the next lap he past Cousins and Embling to be fifth. By lap four he was third having passed Abbey-Taylor and he took Ferryman with him. Unfortunately Ferryman dropped out later, leaving Game third and Abbey-Taylor fourth.

The final looked like a Game-Evans struggle and Evans it was who took the lead as the flag went up. However, at the downhill right hander by the paddock entrance, Bobby Game sliced through into the lead on that first lap and despite Paul Evans best efforts a small gap opened and the race as such was over. David Robinson stayed close to these two and he seems to get faster race by race. Damon Cousins held fourth place the whole race followed by Coleman and Embling. Abbey-Taylor's engine was misfiring with what turned out to be an HT lead problem, so he could not maintain his usual pace. However, James Ferryman was livening proceedings from his low grid position and moved up from ninth on the first lap to finish a good sixth, which was some reward after his difficulties in the heats.

100 BRITAIN

Once again there was a massive entry for the Brits and four heats were required to sort them out. The first heat was won by Anthony Geraty (Dart-Arrow) from Malcolm Green (Dart-Sirio) and Martin Collard (Dart-Sirio). In the second heat, Craig Booth (Dart-Parilla) had a win from Robin Whittaker (Dart-Arrow) and Ray Wake (Dart-PCR). For heat three, the winner was again Craig Booth but he had to catch and pass Tim Murphy (Dart-Parilla) who finished second. Third place went to Colin Lakin (Sprint Arrow). The fourth heat was dominated by Martin Verity (Wright Parilla) from Martin Collard and Colin Lakin.

With close fought heats, the final promised to be a cracker and so it turned out to be. Craig Booth took the lead at the start followed very closely by the two Martins, Verity and Collard. Next was Anthony Geraty, Tim Murphy and Malcolm Green. With Booth at the front, the race had an air of inevitability but in fact he would not pull away from Messrs. Verity and Collard. However, this trio were easing out a gap on Geraty who was passed by Murphy on the fourth lap. Further down, Lakin found a way past Green but at the front, the pressure was really on Craig Booth. Eventually Martin Verity was through but he could not get away from Booth and Martin Collard was right with them, waiting to pounce on the slightest mistake. It was a fascinating spectacle with Craig hardly a driver to sit back and wait for an opportunity and on the last lap at the chicane he made a last desperate effort to pass Martin Verity, but it was a do-or-die manoeuvre which did not come off and as he got the kart straight, Martin Collard was through

into second place. So, a fine win for Martin Verity.

125

The first heat went to Graham Cowdry (Stratos-Rotax) from Russell Powell (Zip Rotax) and Steve Bell (Zip Rotax). In the second heat, Russell Powell won and then stitched up the third as well from Jamie Hodgson also in a Zip Rotax and from Steve Bird (Stratos Rotax). In the final, Russell Powell snatched the lead from the start line. He was being pushed by Jamie Hodgson, Les Saunders and Steve Bird. Mark Dell was next followed by Keith Wilson and Graham Miller. In the second lap, Powell squeezed past Hodgson and Mark Dell had slipped well back. Hodgson continued to pressurise Powell with Steve Bird now in third but unable to close the gap. Eventually Jamie Hodgsons' persistence paid off and he got through by a daring move round the outside at the end of the straight. Russell Powell could not counter this and Hogson held on to the line.

250/210

The first heat was won by Alan Pritchard (Zip-Rotax) although John Coaker (Lynx-Yamaha) who finished second, had kept the lead for the first two laps. Nigel Watts (Zip Yamaha) eventually took third place. In the second heat, Ricky Miller (Zip Rotax) looked a winner but he was passed on the last lap by Alan Pritchard, and John Coaker was third. Alan Pritchard led the third heat all the way from Ricky Miller and Peter Holder. The latter was having a poor day by his standards. The only 210 of Darren Vidler was having a lonely time and we did not see him after the first two heats. The final did not give us much close racing and Alan Pritchard's good heat performances were confirmed by a flag to flag win. Ricky Miller was in second place for the whole race and was followed by John Coaker. In the first half of the race, Nigel Watts was fourth but Peter Holder was looking for that place and eventually took it on lap five

NATIONAL RESTRICTED

There was a full grid of Restricteds and this led to some bunching in the heats and not much overtaking. Heat one went to Gary Young (Dart-Parilla) from Tony Edney (Allkart Parilla) and Mark Chandler (Dart Arrow). In the second heat, Phillip Mattimoe (Sprint Parilla) led initially but he was passed by James Ayling (Dart Arrow) who went on to win and then by Gary Young, the first heat winner. The third heat was led until half distance by John Taylor (Dart Arrow) but he was passed by Nicholas Tillotson who eventually won. John Taylor was a good second and Tony Edney was third. John Taylor was having his first drive in some seven years and I remember him as the man to beat in 100 National at the Worcester Park track of the Surbiton club. In the final Gary Young won from Tony Edney and those positions did not seem in doubt. However, Nicholas Tillotson third place was in question and it was eventually taken by John Taylor.

100 NATIONAL

Heat one was a win for Victor Threadgold (Allkart PCR) from Martin Moore (Allkart PCR) and Martin Collard (Dart Parilla). Bob Stansbury had been in second place but dropped out as did William Hewland after moving up to third place. In the second heat, Berni Scott (Lane EME) led for a couple of laps but Chris Hawes (Dart Parilla) got through to win. Bob Stansbury eventually took second after a mid field start and Mike Burke (Dart Komet) was third with Berni Scott making fourth. The third heat was won convincingly by William Hewland (Sprint Arrow) ►

CLUB SCENE

125 P&R

1st Gary Isherwood	Zip Honda
2nd P. Eyres	Barlotti/Honda
3rd Des White	Barlotti/Honda

210 NATIONAL

1st Geoff Preston	Barlotti/Villiers
2nd John Brewis	Areo/Villiers
3rd Keith Bell	Barlotti/Villiers

250 NATIONAL

1st Brian Crickett	Zip/Yamaha
2nd Ernie Whalley	Zip/Yamaha
3rd M. Jackson	—/—

FORMULA E

1st Barry Tolson	Zip/Rotax
2nd Barry Mellor	Phoenix/Yamaha
3rd Ian Brown	Zip/Rotax

Pembrey

CARDIFF KART CLUB: Membership Secretary: Mrs. V. Williams, Dog Hill Farm, St. Nicolas, Near Cardiff. Tel: 0222-593397.

Entries Secretary: Mrs. D. Kigour, 366 Coed-y-Gores, Llanyderyn, Cardiff. Tel: 0222-32439.

The weather remained dry throughout the August Club meeting, despite a north-westerly blowing the rain clouds overhead. A larger than usual entry too was most welcome being our biggest of the season thus far. One or two of the 'old regulars' returned (and promptly walked off with the trophies), and a few new faces from abroad (England) swelled the ranks of the Junior grids, to treat the small crowd to a reasonable spectacle.

The starting lights were again in operation, following improvements to the colour definition. Whilst their use is still in its infancy it appears that the grids are starting more cleanly, particularly when using the rolling start for all classes.

250 NATIONAL

In the first heat, both Derek Wheton and Eddie Kooiker non-started, leaving only Paul Griffiths, Colin Davies and Midrian Jones to battle it out. By lap 2, Griffiths had opened up a sizeable lead over Davies, whilst Jones was left to fend for himself in third. All 5 started the second race with Griffiths in front. This time however, Davies was going to make a race of it. Lap after lap these two circulated in close company with Kooiker in a distant third. A very off form Wheton, after being passed by Jones was content to finish. Meanwhile, the leaders were still tied together. On exiting the bottom bend on the 7th lap, Davies failed to correct a power slide and suffered the consequences, stalling his KTM in the resultant spin. Griffiths oiled the plug at the start of the third heat leaving Wheton to lead followed by Davies and the rest. He lost his position on lap 2 to Davies who proceeded to pull out a lead which he held to the line. In the final it was Griffiths all the way virtually uncontested and lapping back-markers by half distance. Davies was second overall and Wheton third until a ninth lap mishap sidelined him giving Kooiker the place.

JUNIOR A AND B

The 3 'A's were put behind the 'B's for each race allowing Lee Middleton to open up an immediate lead from Camberley's Martin Fox. Andrew Price and Stephen Warburton continued last months scrap by fighting over third spot, the latter also

being the leading 'A'. The tussle was settled in favour of Warburton on lap 4. The opening laps of the second heat were a mirror image of the first. This time however, Warburton took Price on the third lap and 2 laps later also passed Fox. A first lap collision in the third heat relegated Marlyn Dickson to the back of the field, which was led once again by Middleton. This time in 2nd place at the end of the first lap was the ever improving Warburton, then Fox, Price and Sadie Coppin. 'B' Richard Whiteley from Clay Pigeon passed Coppin on the second lap and Martin Summons, Alan Kinch and Dickson did likewise on the third. In the final, following much pit activity, a revitalised Fox came to the line with every intention of making Middleton earn his win, continuing the fight to the chequered flag. These two left the rest to run a separate race. The second half was led by Warburton, with Price fourth, Whiteley fifth and eventually Kinch in sixth.

125 NATIONAL AND P&R

Of the 9 Karts entered this combined class only 6 managed to race and but for a few laps, tended to be rather processional. Chris Robinson opened up an immediate lead from brother Ray and Keith Bisp who's Rotax wasn't sounding too well. There must have been something in the air, because by lap 3, Ray's engine developed problems and, performing even worse than Bisp's had lost a complete lap into the bargain. By lap 5 he was 2 laps adrift leaving Dave Harvey a lonely third and Eddie Kooiker, the sole P&R, fourth. In heat 2, Bisp made a good start extending his lead lap by lap 'til the end. Ray was running second until Chris took him on lap 3. Harvey was 4th and Kooiker 5th. Bisp led from flag to flag in the third with Ray Robinson next. It was Chris's turn to suffer this time and satisfied himself with a finish behind Harvey and Kooiker. The final was a disaster for Chris who dropped the clutch at the start and blew the spark plug clean out of the head. Bisp won by a comfortable margin from Ray, Harvey and Kooiker.

250 INTERNATIONAL

With Allan Jones, the current Welsh Champion and Keith Bisp sporting his number 1 plates the scene was set for quite a confrontation, but as the first heat got under way, Bisp's Rotax spluttered and popped to a second lap retirement. This outfit was not seen racing again until the final. Jones made use of this situation by winning all three heats without trouble. Paul Williams and Simon Joseph contested second place in the 3 heats, Joseph losing 2 to 1. During the interval before the finals, Bisp was seen sedately driving the full-bodied Dino through the pit area with the engine 'ticking-over'. That could only mean problems for Jones. He and Bisp set off in fine style for the main race, Jones leading. At quarter distance, it was still Jones with Bisp like a shadow in his wake. Whilst some way back Williams was third, D. Jones, who had completed only 6 laps during the heats, 4th, Joseph, relegated by D. Jones the lap before, 5th and Howard Jones last. On the 4th lap, Bisp out-braked Jones as the former dived for the inside line at the first chicane, and held his advantage as they exited. At the same time back down the field, Williams found himself in last place suddenly, from which he never recovered. Allan Jones remained in contact with the leader until the end, hoping to benefit from any mistake, which never came.

100 NATIONAL

Due to the size of the entry, the National's were separated from the Restricted drivers, who were given their own competition and trophy alloc-

ation. Heat 1 got under way with pole-man Peter Stephens dashing off and Robert Tout, Hue Williams and Mike Mitchell giving chase. Next up were Richard Phelps and Richard Dowrick. As Stevens stretched the field, Ray Dickson and Kedrick Davies had a coming together which dropped them right to the back, and where they had started 5 laps earlier. Relegated too was Mitchell allowing Phelps to finish third. In the second heat, R. Dowrick took up the lead from Chris Evans and Mervyn Dowrick, Evans taking over the No. 1 spot on lap 2. Davies inherited 3rd position when both T. Dowrick and then his stablemate, Tout dropped from the leader board. On lap 6, the quiet world of the lap score team was shattered when Evans and M. Dowrick came to grief at the second chicane, right in front of them and confusion reigned. There were karts everywhere. Following much discussion, the race was given to Davies, with Phelps second and Stephens third. Heat 3 was a much less complicated affair with Davies unopposed throughout the 8 laps. Stephens and Tout meanwhile, worked their way from lowly grid positions to second on lap 4 and third on lap 7 respectively. In the final, there was only one change of place in the whole race among the four leaders. That was when Tout passed Williams to take third place on lap 2. Meanwhile, Stephens and Davies in that order, established a cushion between themselves and the rest, which Tout found hard work trying to pull back. Further down the field, Tony Marner struggled for 4 laps before he found a way around Dickson then R. Dowrick, only to drop out of serious contention later. Dowrick too succumbed leaving Dickson 5th and Evans 6th at the flag.

100 NATIONAL RESTRICTED

D. Homer of Chasewater led the first heat for the opening 6 laps before L. Hackett, also from Chasewater and third on lap 1, took over. Tim Angus who was 2nd until Hackett came through held onto third place but finally relinquished this in favour of Chris Crayford, who had worked his way from the hack of the field. Heat 2 saw the first 4 places remian unaltered for the duration; Crayford leading E. Jones, John Bennett and lone Senior Britain, M. Jones. Much the same can be said of the third heat, with E. Jones leading from Bennett, Angus and S. Narberth. Narberth dropped two places on the final lap when Hackett, starting on the back row, passed both M. Baker and Narberth and Baker followed suit. The opening laps of the final were led by Crayford with Angus, Homer, Hackett, M. Jones and Baker. Homer passed Angus on lap 2 and a lap later Hackett started his bid for the lead by passing demoting Angus to fourth. It took him 2 laps to dispose of Homer and by lap 7, he had displaced Crayford to lead the second half of the race to the flag. M. Jones finally relieved Angus of 4th place, whilst E. Jones took over Baker's 6th.

250 NATIONAL

P Griffiths	Zip GP/KTM
C. Davies	Zip/KTM KMP

JUNIOR 'A'

S. Warburton	Wright/Parilla
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JUNIOR 'B'

L. Middleton	Dap/PCR/Dap T80
M. Fox	Wright/Arrow/TKM

125 NATIONAL

K. Bisp	Dino/Rotax
R. Robinson	Barlotti/Rotax

125 P&R

E. Kooiker	Zip/Yamaha
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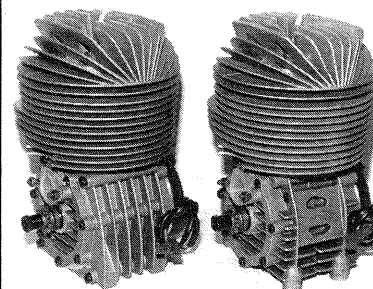
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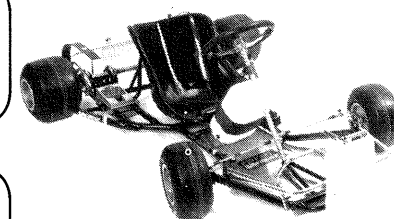
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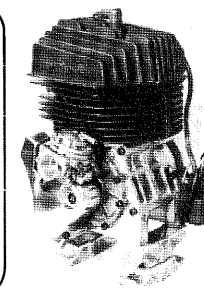
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RAC Short Circuit Championships

250 Formula E & 250 National

Three Sisters 1st/2nd August 1987

Keith Bisp took the honours in the 250 Formula Short Circuit Champs at 3 Sisters on Sunday August 2nd whilst Mark Webster retained the 250 National title.

The event was organised by the Lion Kart Club and had attracted some useful sponsorship from Mornflake Oats Ltd of Crewe, Concorde Trophies, Aintree School of Motoring and Carter Karting.

Unfortunately the event was sandwiched between a Long Circuit RAC round at Cadwell and the Grand Prix at Silverstone so inevitably the entry suffered and was well below that which you would expect at a National Championship meeting.

Just 28 250 Nationals were listed in the programme with a mere 17 250 Formula E contestants chasing the No 1 plates. A handful of 125 P&R, 125 National and 210 Villiers made up the entry.

250 NATIONAL

Defending Champion Mark Webster wasted no time in getting to grips with the job in hand and totally dominated the three heats to tie up pole position for the 20 lap final.

Stuart Innes Smith was alongside with Chris Tomkinson completing row 1. Stuart Ziemelis was out on the Lazer and he lined up on row 2 with Dudley Martin.

At the change of lights Webbie stormed away into the lead and was very quickly in control of proceedings. Innes Smith, Martin and Ziemelis followed him through after one lap but such was

the pace of the British No 1 that by the end of three tours he had pulled out more than a second a lap to lead by about four seconds.

Chris Stoney was providing some interest... running with a 125... and steadily climbing to fourth spot after three laps.

By the close of six laps the flying Webbie was in a class of his own and had the length of the straight advantage over the chasers.

Innes Smith still held second from Dud Martin... Ziemelis had gone and Stoney was closing on Martin.

Before half distance Webbie was in amongst the backmarkers and had put three of the slower drivers between himself and Innes Smith. Stoney had caught and passed Martin and was now closing on second placed Innes Smith. After 13 laps Webbie was a good half lap ahead of Innes Smith and Stoney... the latter still closing the gap and like Webbie amongst the backmarkers.

For the remaining laps all Webbie had to do really was stay mobile... and that he did with little trouble... crossing the line with a mammoth advantage over second placed Innes Smith. Despite his best efforts... and he WAS on only half the engine size... Stoney had to settle for third with a long gap appearing before Dud Martin crossed the line in fourth.

FORMULA E

The 250 Formula E grid was down to just 14 as they lined up against the red light. At the change to green it was Barry Tolson, Trevor Cryer and John Ashe who made the best of it but not for long. At the first corner it all went wrong for Ashe and Cryer leaving Tolson to take up the front running spot. Both Ashe and Cryer rejoined the fray with a lot to do.

Keith Bisp had moved well during the first tour and settled into second place behind Tolson with Wheatley and Atkinson following. Tolson and Bisp soon began to ease away from the rest and after four laps Bisp went into the lead and immediately began to pull away. Cryer was beginning to move up the field again and by half distance was in fourth spot albeit well down on the leaders.

At that stage Bisp had about four seconds over Tolson with Alvin Heaton ahead of Cryer.

Into the second half of the race and all manner of things changed the picture a little... Cryer was black flagged on lap 13... his visor having been shed resulting in severe vision problems. Tolson was also having problems and he began to slip down the field... Heaton took over second place and Tolson was soon passed by Colin Quigley and John Wheatley.

Bisp however motored on with no problems and after twenty laps he took a convincing win to claim his first 'special' plate. Keith was so delighted he even found time to change his tee shirt for the prize giving!

With all the runners being well spaced at the end it was Heaton who took second from Quigley and Wheatley. Tolson... after that fine start had to settle for fifth.

125/210cc NATIONAL

The 125 Nats, P&R and 210's all ran together in heats and the final and it was Graham 'Rocket' Roscoe who dominated that little lot. From pole position he failed to get away at the change of lights but then proceeded to give a storming display to take the lead from Andy Fairless on lap six.

Roscoe then quickly pulled away and went on to a comfortable win. By half distance he had five seconds over Fairless increasing that margin to almost twenty seconds at the flag.

Dave Peers took the P&R honours with his third on the road finish whilst John Haigh followed him home to take the Villiers win.

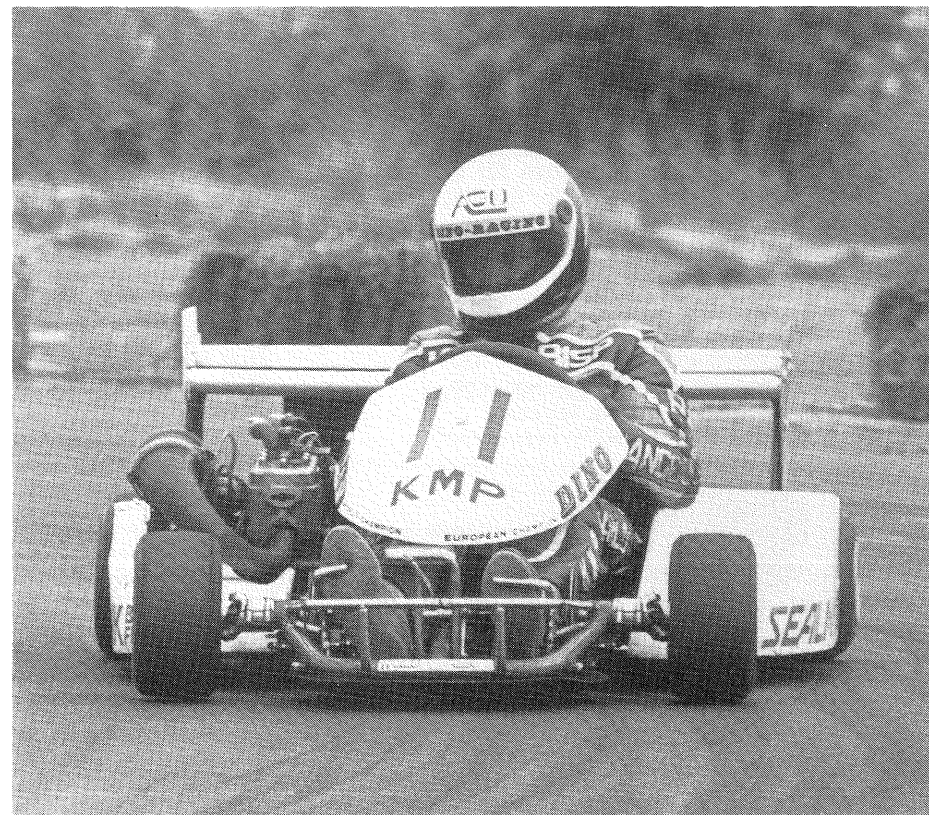
It has to be said that the very small entry did little to enhance the image of karting with the racing being all over well before 4 o'clock. I understand the 250 Short Circuit Champs take place at Three Sisters again next year... let's hope that date clashes can be avoided and that a full entry will attend.

The public, I fear, would not have been too impressed with what they saw on this occasion.

Mike Smith

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

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



To Keith Bisp the Formula E title.

(Pic: Doug Rees)

Rowrah

SUNDAY, JULY 12th

Despite the rescheduling of the 100 Nat Champs at Clay, we still had a very good entry of 76 gathered in the warm sunshine ready to do battle. Well over half the 100 Nats were novice drivers, a figure which bodes well for the future if the traders don't price them out with their engines.

The circuit was looking immaculate ready for the imminent visit of RAC track inspector, Robert Langford. Plans are already afoot to install hot water in the toilets/washrooms and revamp the decor in the same. The Ladies loo has already had new plumbing installed which will hopefully alleviate the problems caused by unthinking persons trying to flush away full loo rolls. By the time you read this, we will have received Mr. Langford's report and will be putting into motion any recommendations.

However, the action was taking place on the track, where we now join Murray Walker... sorry, the juniors.

JUNIOR BRITAIN

Pole in the "A" category was taken by Andrew Bell, known to his pit crew as Gladys for some reason, with a brace of wins and a DNF: he was accompanied on the front row by Robert Jenkinson with three 2nds, Gary Robersshaw was the other runner who was all on his own on the second rank.

Robert Jenkinson made the best start to lead the others round at the beginning of the second lap but was to lose out to Gladys later that same tour, as the rapid youngster tore away and dominated the race. That left Jenkinson and Robertshaw to slug it out for second with Gary just gaining the advantage on the 7th lap.

The "B" slot saw pole go to Jason Yeomans with two wins and a 6th, just ahead of Kevin Barton who had netted a brace of 2nds and a 4th. Row two was the property of Richard Wilson and Jason Raphael with Peter Drumbreck and Peter Woodward.

Yeomans made the best getaway in the final followed initially by Barton, Raphael, Drumbreck and Wilson. As Yeomans began to ease away from the rest, Barton and Raphael were racing very closely and ultimately, this proved to be their downfall as they clashed and promoted Drumbreck and Wilson up to 2nd and 3rd respectively whilst they were being restarted. Raphael suffered more than Barton as he, in fact, slipped down to 6th behind Mark Allison. So the order at the flag was a finely judged win for Jason Yeomans from Peter Drumbreck, Richard Wilson, Kevin Barton and Mark Allison with Jason Raphael and Peter Woodward bringing up the rear.

100 BRITAIN

Three different heat winners but not one on pole! That went to the vastly improved Colin Shanks with three seconds. First heat winner, Nick Stamper was next up sporting a new aerodynamic hairdo in place of the coiffured locks seen at the Dinner Dance. The second row contained both the other heat winners with Richard Connnett just getting the nod over reigning Club Champion, Lloyd Ross aiming to race in National from August onwards. Row three contained the figures of Adrian Fletcher and Victor Wright, both putting in some very consistent heat performances.

The tightly bunched group led away the final with Nick Stamper poking his nose in front first from Shanks, Ross and Connnett. On the second lap, Lloyd tried too hard too soon and spun out on cold tyres, restarting well to the rear and virtually handing the final to Stamper. He was able to pull out a small lead over the chasing two of Shanks and Connnett by the flag and Fletcher had moved up to 4th by that stage also 5th came David Kelly from Victor Wright and Lloyd Ross, 7th.

100 NATIONAL

Pole here to David Tooley, having his last meeting on his Wright before moving to the Sprint marque. He had two 2nds and a 3rd for his pains. Joining David on the front row was Stu Davison, winner of heat two and netting 3rd and 4th from the others. The second row contained Andrew Stanton, who never fails to impress and two time heat winner, Mark Windle, robbed of a front row spot by getting tangled up in someone else's accident in the second heat. Rowrah returnee Don Ashbridge lined up on novice plates on the third rank and had Dominic Buckley for company.

The front row combo tore off the line to start with Tooley getting the better of Davison at this point; Windle was next up from Stanton, Buckley Ashbridge and Kevin McBride.

On the fifth tour, Windle displaced Davison for 2nd and set about gaining the lead. He tried it on the next lap but ran into Tooley's rear wheel at the bottom hairpin and took himself off. What followed is one of the worst pieces of sportsmanship I have ever seen in Karting and I have no desire to see it repeated. All parties involved were seen after the final and hopefully the incident can now be forgotten. Whilst Tooley and Davison motored on in formation things were changing behind as Ashbridge took Buckley for 4th, Stanton being fairly safe in 3rd. The chequered flag was unfurled and the jubilant Tooley took his first senior win, the first perhaps of many? Davison was 2nd from Stanton, Ashbridge, Buckley and McBride.

125 NATIONAL

After the impressive display by Tony Rees last month, disaster struck at this meeting with the unfortunate Rees recording two DNF's in the heats, although he won the last one. Pole went to Alan Tolson, driving like a man inspired to two wins and a 2nd. Brian Winder and John Hebson completed the front row with Steve Spavin and Chris Bell occupying the second.

From the lights, Hebson was quickest away, followed by Winder and Tolson with Steve Brooks, Brian Bird and Chris Bell just ahead of Rees. Within three laps, the battle for the leader was effectively a two horse race between Hebson and Tolson, the latter having passed Winder on the 4th tour, Tony Rees was also making progress and was up to 6th at this state. Things were to change dramatically on the 7th lap when the leaders touched at the exit to the hairpin, Tolson's front wheel neatly removing Hebson's carb. With that, Alan was practically on his own and stroked the motor home to take a very good win. It was less than settled behind, though, as Rees began to string together some scintillating lappery to eventually take 2nd from Winder with two to go. Brian finished third from Nicky Robson, Bill Henderson and Steve Spavin.

210 AND 125 P&R

Although Geoff Preston didn't seem to show his usual dominance in the heats, he still wound up on pole thanks to a win and two 2nds. The other two heat winners, Terry "get off the scales" Percival and John Brewis both recorded heat

CLUB SCENE

successes, but John failed to finish the second heat, moving him to the outside of the front row. In the R&R category, Gary Isherwood took pole after a brace of wins from P. Eyres and the ever present, Des White.

Preston made no mistakes in the final, leading from start to finish. He was pursued initially by Brian Dunn and Terry Percival with John Brewis lurking in the background. John didn't lurk for long, moving up to 3rd on the 5th lap and making it 2nd one lap later as both Dunn and Percival called it a day. That left just three 210's running with Preston the runaway winner from Brewis and the lapped Keith Bell.

Of the P&Rists, Isherwood was able to tag onto the 210 drivers and make a bit of a break whilst his classmates were embroiled in the slower 210's and the resultant holdup saw them lapped after around 8 laps. Isherwood was thus a very worthy winner from Eyres and White.

250 NATIONAL & FORMULA E

Brian Crickett returned to form in the Nats, taking all but one heat from Paul Sadotti, who won the other. The front row was completed by novice, M. Jackson whose two thirds helped him greatly.

No-one even got near Cricket in the final as he ripped off the line in determined fashion to annul any challenge by the end of the first lap. Heat hot-shot, Sadotti ran a troubled final and pulled out after only four laps leaving Ernie Whalley as the sole effective challenge to Brian Cricket. It was not to be though and Brian ran out winner from Whalley and the lapped Jackson.

In the premier class, Tolson (Barry) was again supreme, winning all the heats. Ian Brown was a comfortable 2nd but Barry Mellor made an inauspicious return to the class when his outfit caught fire during the interval. The extinguishant power won't have helped.

The final was the usual disappearing act as Tolson shot off into the horizon leaving the chaps to fight over second. The chaps in question were Brown and Mellor, with Barry pooling all this resources to move into second by the third tour and remain there till the flag.

Iain Blair

JUNIOR "A"

1st Andrew Bell	Gilliard/Arrow
2nd Gary Robertshaw	Zip/TKM
3rd Robert Jenkinson	Zip/Parilla

JUNIOR "B"

1st Jason Yeomans	Fullerton/PCR
2nd Peter Drumbreck	—/—
3rd Richard Wilson	Premier/Parilla
4th Kevin Barton	BM/DAP

100 BRITAIN

1st Nick Stamper	Wright/Sirio
2nd Colin Shanks	Stratos/Parilla
3rd Richard Connnett	Zip/SO DAP
4th Adrian Fletcher	Stratos/Parilla

100 NATIONAL

1st David Tooley	Wright/Parilla
2nd Stuart Davison	TKM/TKM
3rd Andrew Stanton	Gillard/Parilla
4th Don Ashbridge	Sprint/Ken-L TKM
5th Dominic Buckley	Jeta/DAP
6th Kevin McBride	Sprint/TKM

125 NATIONAL

1st Alan Tolson	Zip/Goff Rotax
2nd Tony Rees	Stratos/CKC
	Minarelli
3rd Brian Winder	Nevada/Rotax
4th Nicky Robson	Barlotti/Rotax

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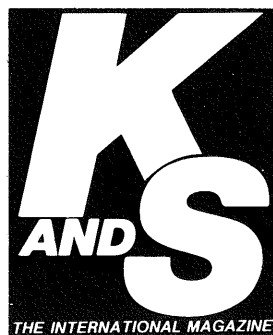
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FELTON'S BORDER CHAMPIONSHIPS



Over 90 drivers ventured over the Penines to the Northumbria Kart Club venue at Felton for Round Two of the Border Championship series.

Of all the classes, perhaps the 250 class entries were a little disappointing, only 4 Nats and 1 Formula E. P&R too showed only two entries, but Andrew Harvey passed up his P&R drive after one heat in order to sort the 250 properly. The meeting itself was run smoothly and capably by the new organising team at Felton, and congratulations are in order to all concerned. Weather conditions were generally OK if a little overcast. The track was dampened slightly by a brief shower during the interval before the finals, but only the National "B" and Junior finals were seriously affected although neither were officially declared "wet".

We had come to see some racing, though, and that racing kicked off with the Juniors.

Junior Britain "A"

Pole was taken by a non-heat winner, although Gary Robertshaw was very consistent with two 2nds and a 3rd. Heat 1 winner, Darren Stapleton sat alongside whilst the second row was made up of heat 3 winner, Laurence Keenan, and Drew Gallagher, taking advantage of a late entry. The sole occupant of the 3rd row was heat 2 winner, Glenn Chamberlain.

The winner was never really in much doubt as Laurence Keenan streaked through into the lead from the 2nd row. Glenn Chamberlain, from the back was equally impressive, securing 2nd at the end of the first tour from his rear grid spot. The feature of the race was the scrap for 2nd between Chamberlain and Robertshaw and latterly Gallagher, eventually resolving itself in favour of Robertshaw from Chamberlain and Gallagher with the order completed by Stapleton.

Junior Britain "B"

No doubt over the pole winner here; Chris Clark won all three heats with apparent ease and headed Martin Hughes on the front row. His performance were marginally better than Mark Allinson's who lined up on the second rank with Manx visitor, David Higgins. Barry Armstrong and Alan Mackay occupied the third row and the fourth contained Jason Raphael and Marty Price, both further down the order than would be expected.

As the lights changed to green, Clark took the final by the scruff of the neck and shook it vigorously to make it his. Martin Hughes had slotted neatly into second place but Price had made a remarkable start and was in 3rd, showing all of his old form and really motoring. Things changed on the 5th lap as Hughes and Price clashed at the bottom of the hairpin, restarting

near the foot of the order. This now put Alan Mackay in 2nd but he was under increasing pressure from Jason Raphael, eventually succumbing with two to go. Mark Allison finished a distant 4th from Hughes and Price.

100 Britain

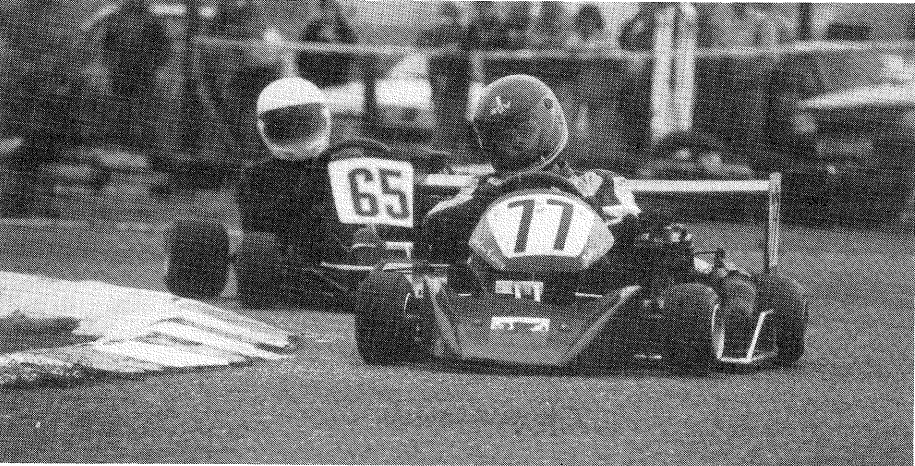
Pole went to Richard Connatt after three heat wins sharing the front row with Lloyd Ross, the second row consisting of Dave Kelly and Tony Sowerby. A. Leicester and James Boyd filled the third row from Mark Higgins and Caroline Byrne on the fourth.

Richard Connatt, quickly moved into the lead, shadowed by Lloyd Ross every inch of the way. For much of the race it looked like it was to be Connatt's race until James Boyd woke himself up and staged a grandstand finish. He deposed Ross on the 9th tour and attacked Connatt for the next three until he made it on the very last lap. Ross had gone out on wets and cooked them slightly, losing his third to Mark Higgins with three to go. The order was completed by Sowerby, Kelly and Leicester.

100 National

Pole went to the truly amazing Andrew Stanton, making a mockery of the way in which the RAC is treating rally driver Mike Jackson. Andrew won one heat and finished 2nd and 4th in his others. Paul Henderson joined him on the front row with a 2nd and two 3rds; row two contained Roy Dickson, winner of the last heat and C. Lee wit the third row made up of Richard Messenger and D. Gordon.

The four qualifiers from the B final were Mick Affleck, David Tooley, Eric Dews and Keith Bennett after winner, Dominic Buckley was docked a lap for missing a chicane.



Andrew Harvey (77) took the honours from Andy Martin.

(Pic: Iain Blair)

Into the lead from the off was Roy Dickson, the Throckley driver never in serious danger of losing it. Second on the opening lap was Stanton, but he seemed off the pace in the final and had slipped back to 5th by the flag. Henderson took over in 2nd from lap 2 but he was unable to mount a telling challenge on Dickson's lead, settling eventually for 2nd. Chris Armstrong and Stu Davison both had indifferent heats but a good final, moving up well into 3rd and 4th respectively by flagfall. Mark Windle and Ian Williams both put in good races in the final, having started from near the back of the grid, Mark's lowly placing due to a DNF and over-exuberance when lapping a backmarker, Ian's due to uncharacteristic motor lethargy, and an expensive sounding blow-up. Mark and Ian slotted into 6th and 7th places with the top ten being completed by Gordon Wilson, Lee and Messenger.

125 National and P&R

Lets deal with the P&R first. Andrew Harvey competed in one heat only before concentrating his efforts on the 250, thus leaving the way clear for Frank Hynds to win in comfort.

Pole in the Nats was taken by Gordon Brown after a 2nd and two wins from Tony Rees the other heat winner and John Heward. Brian Bird and Gilbert Keenan made up the second row with John Reid, Chris Bell and Bill Henderson nestling on the third.

Come the final and Heward led the pack away for the first four laps, although Brown and Rees swapped places with ferocity. Brown secured second on the fourth tour and his experience told over Heward as he took the lead and, ultimately, the race. Heward actually dropped to 5th which he held to the flag. That little flurry of activity left Rees in second from "novice" John Hebson, having a game battle with Willie Grieve. Gilbert Keenan, John Reid and Bill Henderson.

210 and 250 Combined

There was only the one Formula E and he was Trevor Alexander, who successfully kept out of trouble to lift the points.

There was rather better racing in the National category as Andy Martin took pole after two wins and a DNF. Andrew Harvey was next up with a first, 2nd and also a DNF to relocate the water pump drive which had come adrift. Brian Crickett and Geoff Stephenson were the only other 250N drivers to compete, but managed only one heat each.

The final was fought tooth and nail every inch of the way by Andrew Harvey and Andy Martin,

failed to make the start, his kart making rattling and ominous clunking noises pulled into the pit lane. On the green light it was Hines from the centre of the front row who got the jump on the rest, followed by Shaw, Bohlin and Gassin as they swept down to the Castrol 'S'. Through the Shell Kurve and up the hill Gassin stole the march on Hines, whilst further back Kleppe had stormed through ahead of Bohlin into third and Irving from row three was all but glued to the Swede's rear bumper. Shaw had dropped several places and was tucked in behind the South African, then came Parrott, Westman, Gange and Petersen as they commenced the second tour. Wade Nelson, hand in the air, coasted into the pits, his race terminated with an oiled plug.

Gassin, entrenched at the front, had Hines chasing hard in second, whilst Kleppe's third place was short-lived when Bohlin quickly relegated him and began closing the gap on Hines. Irving still held fifth from Shaw and Parrott whilst Westman was tied up in a duel with Petersen. Gange had fallen back, to be



Poul Petersen drove well to take third.

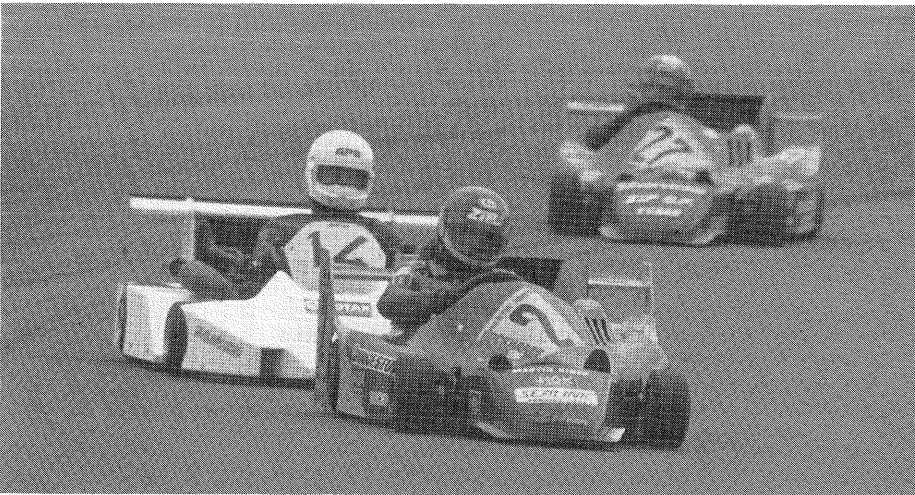
replaced by Dutchman Piet Hartog who was trying to match the Dane for pace.

Another tour under their belts with Gassin dominating the proceedings, just like at Silverstone a few weeks ago. Hines was striving to remove Bohlin from his slipstream and Kleppe was struggling to close the gap on the pair. Shaw appeared next up in fifth, Irving was into the pits with a terminal malady. Parrott was running well in sixth, leading Westman and Petersen before the gap back to Hartog. Goff, from the back of the grid, was driving like all the hounds in hell were after him and to have climbed up to tenth by that stage was no mean feat. Young Monica Strath, from row five, was running in midfield.

Gassin, out on his own, left the fight to Hines and Bohlin, a furious dice lap long around the 4.5Km track. Shaw was now in fourth, having demoted Kleppe, but the Norwegian was still there hounding him, looking for a chance, then it was Parrott, Petersen having relegated Westman and Roger Goff in ninth. Hartog led Wimmer, Allen, Gange, North, Lozza, Buus and Bernic, then Monica.

The halfway stage and it was still Gassin, Hines and Bohlin, but Ian Shaw had gone missing out in the country with what later transpired a seized engine. Petersen had fought his way past Parrott into fourth, Westman was next up then Kleppe who had dropped a couple of places. Goff was now eighth but some way adrift of Kleppe and fighting to close the gap; the following order remained the same.

With the field spread out somewhat the only real action was between Hines and Bohlin, the two protagonists giving it their all but that delightful battle was to be prematurely termina-



Both Hines (2) and Shaw (27) were destined not to finish; for Hines gearbox problems; for Shaw a seized motor.

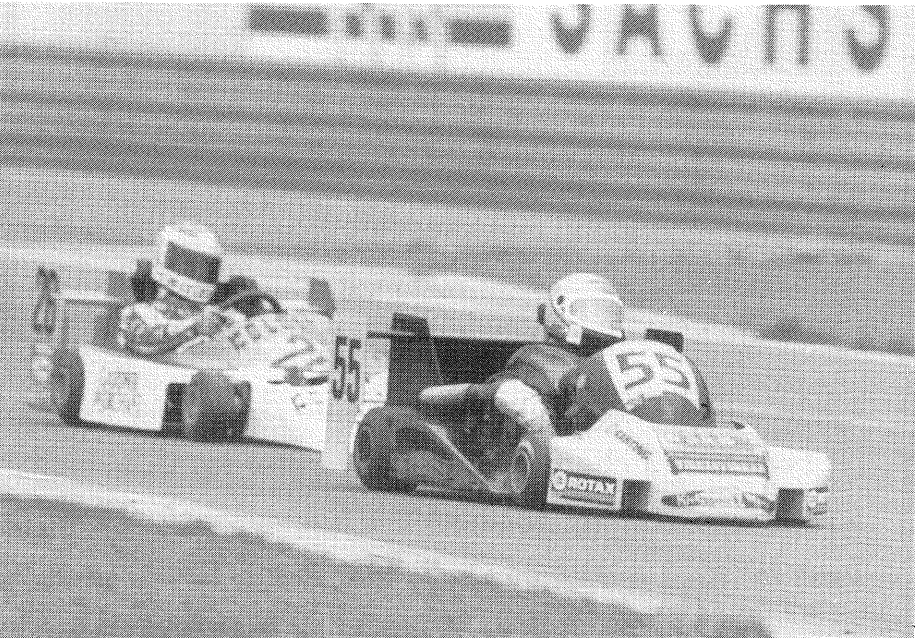
Hartog and Mark Allen, whilst the two South Africans — Bernic and North were a shade ahead of Reg Gange.

The eighth lap and there was a sudden and dramatic turn of events at the front. Bohlin appeared in the lead! About fifty metres adrift, in second, Gassin tore along the pits straight, indicating to his crew that he had spun. Petersen remained in third and Parrott was now in fourth, having demoted Westman. Kleppe ran in sixth, with Goff, Hartog, Allen and North next along. Pierre Poudoux and Philippe Lozza completed the order to twelfth.

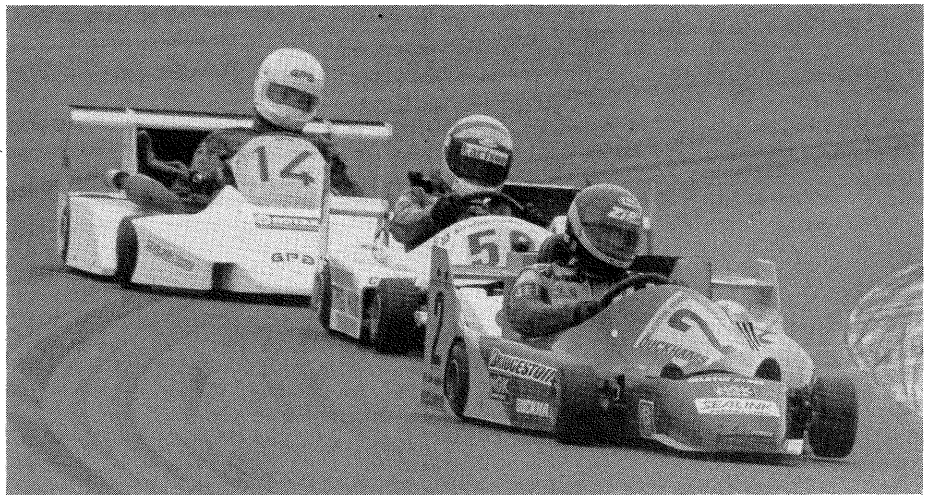
Bohlin raced on unhindered to the flag, there was nothing Eric Gassin could do to haul him in, time and distance were too short.

1st	Lennart Bohlin	(S)	Zip Bandit/And Rotax
2nd	Eric Gassin	(F)	Nissag/Rotax
3rd	Poul Petersen	(DK)	PVP/Rotax
4th	Tim Parrott	(GB)	Kelgate Zip/Rotax
5th	Bobo Westman	(S)	PVP/Rotax
6th	Torgjer Kleppe	(N)	HT Dino/And Rotax
7th	Roger Goff	(GB)	Zip Bandit/Zip Rotax
8th	Piet Hartog	(NL)	Zip Bandit/And Rotax
9th	Mark Allen	(GB)	Dino/KMP Rotax
10th	Hector North	(SA)	Dino 250S/And Rotax
11th	Pierre Poudoux	(F)	Nissag/Rotax
12th	Philippe Lozza	(F)	PVP/And Rotax

Fastest Lap: Gassin – 1min 40.50 – 162.698Km/h
Race Time: Bohlin – (10 laps) – 17min 01.14sec. – 160.126Km/h Average.



Tim Parrott (26) eventually got the better of Bobo Westman to take fourth place, although the Swede lay third in the championship scramble as they went to Le Mans.....



The battle for dominance in the Pre-Finale was fast and furious — Hines (2), Bohlin (50) and Gassin (14). (Pic: Doug Rees)

running on one pot and a broken ignition lead. A couple of casualties came in on the trailer — Hector North and Poul Petersen, though their problems were not of the terminal variety.

At 17.45 the second 45 minute period commenced, again in remarkably dry conditions. Some were to improve on the first session. Bohlin's second time was slower, Gassin shaved off two-tenths, Parrott was 2sec slower, Hines 3/10th slower, Shaw had picked up 1.3secs, whilst Nelson was 0.40sec worse off.

The table of times upon which the pre-finale grid would be based looked thus:-

Pos	Driver	Total Laps	1st Qualifying Session	2nd Qualifying Session	Best Time	In Session	KM/H Speed	Time Difference
1st	Bohlin	21	1.41.02	1.41.73	1.41.02	1	161.861	—
2nd	Gassin	15	1.41.71	1.41.50	1.41.50	2	161.095	0.48
3rd	Parrott	28	1.42.09	1.44.41	1.42.09	1	160.164	1.07
4th	Hines	33	1.42.12	1.42.43	1.42.12	1	160.086	1.12
5th	Shaw	21	1.43.48	1.42.29	1.42.29	2	159.851	1.27
6th	Nelson	18	1.42.95	1.43.35	1.42.95	1	158.826	1.93
7th	Petersen	29	1.43.18	1.43.13	1.43.13	2	158.549	2.11
8th	Irving	39	1.43.16	1.43.45	1.43.16	1	158.503	2.14
9th	Bernic	16	1.44.49	1.43.65	1.43.65	2	157.753	2.63
10th	Grondstra	21	1.45.00	1.43.76	1.43.76	2	157.586	2.74
11th	Allen	31	1.43.78	1.44.78	1.43.78	1	157.556	2.76
12th	Kleppe	22	1.43.89	1.44.45	1.43.89	1	157.389	2.87
13th	Wimmer	34	1.44.25	1.43.99	1.43.99	2	157.238	2.97
14th	Goff	16	1.44.16	1.44.47	1.44.16	1	156.981	3.14
15th	Westman	28	1.44.41	1.44.42	1.44.41	1	156.605	3.39
16th	Gange	23	1.44.50	1.45.49	1.44.50	1	156.470	3.48

PRE-FINALE

After an early Saturday morning practice session the karts were assembled shortly before 11.45 for the eight lap pre-finale. The grid formation was in ranks of three, with Bohlin, Gassin and Parrott on the front row, Hines, Shaw and Nelson on the second.

On the green it was Bohlin from pole who had the edge, but Gassin broke through to quickly take up the lead with Bohlin tucked in behind, followed by Shaw, Parrott and Hines. By the time they hit the Dunlop Kehre Hines had the lead and Parrott was up to second. Gassin held third from Shaw, with Bohlin, Westman and Petersen all trying to get on terms. Roger Goff headed the rest of the field, pursued hard by Perry Grondstra and Torgjer Kleppe.

Out front Hines began to establish a comfortable lead, Parrott had slipped back to sixth and Gassin was now in second, fighting off Bohlin, Shaw and Westman. Goff had bettered Petersen for seventh, leaving the Dane to contend with Kleppe and Grondstra.

first through Dunlop, clearing Hines to take up a marginal lead. Gassin and Shaw remained *in situ*, then Westman, Parrott, Kleppe and Petersen. Roger Goff was into the pits with motor problems leaving Reg Gange, from the sixth row and South African Derick Irving to lead the rest of the field.

Bohlin and Hines continued to fight it out over the remaining laps, frequently swapping places, with Gassin and Shaw in their wake, now nearly 10 seconds ahead of the next group. Kleppe was into fifth at the expense of Parrott and Westman. Parrott, coming under pressure from the Swede, was forced to cede and in the closing stages also had to yield to Petersen.

At the line it was a win for Lennart Bohlin with Martin Hines running home in second, 0.71sec adrift. Eric Gassin and Ian Shaw maintained their positions in third and fourth, with Torgjer Kleppe and Bobo Westman taking the next two spots. Poul Petersen, Tim Parrott, Derick Irving, and Reg Gange were next home, whilst Mark Allen and South African Hector North completed the order to twelfth.

Roger Goff had suffered a seize, the reason seemed inexplicable, the piston was wet enough. On the second lap Wade Nelson and Mark Allen were the innocent parties in a shunt in the Castrol 'S' bend, in consequence Allen lost valuable ground and Nelson was off into retirement.

Lennart Bohlin recorded the fastest lap, in lap five whilst scrapping with Hines — 1min 40.98sec — 161.925Km/h.

30 drivers completed the full race distance, 3 ran seven laps and the rest were retirements.

With a little over 3 hours before the Finale there were a lot of people with a lot of work to do and the Paddock was a hive of activity and certainly not the place for reporters to go poking their noses in! An hour or so after the Pre-Finale the grid for the main event was posted, the first six rows thus:-

Gassin	Hines	Bohlin (Pole)
Westman	Kleppe	Shaw
Irving	Parrott	Petersen
North	Allen	Gange
Strath	Kiefer	Wollerich
Willie	Lozza	Buus

Goff and Grondstra shared row thirteen with Nelson one row further back and a lot of hard driving to do...

The FINALE (10 laps)

At around 15.20 the karts were in the assembly area and a few minutes later on the track behind the pace car. Hans-Peter Kiefer from row five

the Cumbrian based driver in front for the entire final. Words are insufficient to describe the awesome display of formation driving these two put on and credit is due for a hard, clean scrap. The only other driver to complete the 250N race was Brian Crickett, lapped in the last third of the race.

Geoff Preston looked in a league of his own as he dropped only one place during the heats to net pole. Paul Clapham and Gordon Addie completed the front row with Terry Earl and Mike Fry occupying the second.

Preston made the best start but was being pressed by John Brewis until the intervention of the gremlins put John out. Paul Clapham thus took up the cudgels of runner up and the last unlapped runner in the race. Terry Earl was third from Brian Brown, David Glynn and Terry Lisle.

Iain Blair

JUNIOR BRITAIN 'A'

1st	Laurence Keenan	Zip/Arrow
2nd	Gary Robetshaw	Zip/TKM
3rd	Glenn Chamberlain	Boxer/Parilla

JUNIOR BRITAIN 'B'

1st	Chris Clark	Wright/PCR
2nd	Jason Raphael	Fullerton/Arrow
3rd	Alan Mackay	Gillard/DAP
4th	Mark Allison	Dart/Arrow

100 BRITAIN

1st	James Boyd	TKM/TKM
2nd	Richard Connett	Zip/SO DAP
3rd	Mark Higgins	Zip/Arrow
4th	Lloyd Ross	Zip/Ferrarri Parilla

100 NATIONAL

1st	Roy Dickson	Sprint/TKM
2nd	Paul Henderson	Gillard/Parilla
3rd	Chris Armstrong	DAP/GEP DAP
4th	Stu Davison	TKM/TKM
5th	Andrew Stanton	Gillard/Parilla
6th	Mark Windle	Sprint/Ricard Sirio

125 P&R

1st	Frank Hyndes	Barlotti/Honda
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125 NATIONAL

1st	Gordon Brown	Zip/CKC Rotax
2nd	Tony Rees	Stratos/CKC Minarelli
3rd	John Hebson	Zip/Goff Rotax
4th	Willie Grieve	Zip/Rotax

210 NATIONAL

1st	Geoff Preston	Barlotti/CKC Villiers
2nd	Paul Clapham	Zip GP/APV
3rd	Terry Earl	Barlotti/Villiers

250 NATIONAL

1st	Andrew Harvey	Zip/Cheetham Yamaha
2nd	Andy Martin	Stratos/CKC Maico
3rd	Brian Crickett	Zip/Yamaha

FORMULA E

1st	Trevor Alexander	Zip Bandit/Goff Rotax
-----	------------------	-----------------------



Paul Henderson, second in 100 National. (Pic: Iain Blair)

Larkhall 23rd August

A pleasing entry with a good spread across most classes journeyed over the Border into Gods Own Country for the final round of what is essentially a family series. Yes, the 1987 Border Championship trial was into its last chapter. Most of the fancied runners were present with one notable absentee being Ian Williams, no doubt conserving his efforts for Super One. Jim Forsyth opted to forgo his local venue and I don't recall seeing him at the meeting. In the 125's series leader, Gordon Brown was also missing, leaving Tony Rees with a 875 point margin over his nearest challenger. Other classes were not so clear cut, though and provided nail-biting waits for the final series results.

JUNIOR BRITAIN 'A'

Pole was undoubtedly the property of Laurence Keenan, whose clean sweep of the heats was unchallenged. He was joined on the front row by J. Davidson, following some steady heats with the series leader, Drew Gallagher on the second rank accompanied by S. Laird. The other two drivers in the class were Glenn Chamberlin and A. Bortherton and they made up the last file.

From the lights, Keenan was away on his own, only Davidson able to keep in touch. Laird was lying third and some places down (due to slower "B" drivers) ahead of Chamberlin and Gallagher, the latter just having to keep going to win the championship. This intent nearly came to grief later in the race as a clash with David Coulthard resulted in both drivers spinning off. Drew restarted though and gained his championship in his first ever season. The race was won by Keenan from Davidson, Laird, Chamberlin and Gallagher.

JUNIOR BRITAIN 'B'

Pole went to Graeme Melville, winner of heat two and also recording a brace of 3rds. Martyn Price was next up and hoping for better luck than of late; the second row contained Alan Mackay and Peter Drumbreck, both netting some excellent finishes during their heats. We have to look to the third row before we find the first heat winner, Alex Jack and two rows further back to find the other heat winner, David Coulthard, his heat two DNF putting him this far back.

In the final, Melville made a dream start, slotting immediately into the lead but Coulthard was flying too and was into third behind Alan Mackay within three laps. On the sixth tour, David was through to 2nd and set about reducing the deficit to Melville. This he was doing successfully until the clash with Gallagher in the 'A' category which flipped the chain off David's kart. End of race. That restored Mackay in 2nd but only until two laps from home when Alex Jack, having taken some laps to get through, took up the runner up spot. Mackay was thus 3rd and indeed he took the championship by six points, as clear series leader and pre-event favourite, Chris Clark had had a very poor day, losing the championship in the final.

Peter Drumbreck wound up 4th from Martyn Price and Jason Raphael.

100 BRITAIN

This class was very difficult to assess as the large grid contained a variety of driving styles from the very good to the criminally insane. Those in the latter category, thankfully few, used their bumpers as weapons of offence and their brakes not at all. I suggest these hooligans take up banger racing where their style of driving will be better appreciated.

Pole went to the steady efficient drive of Craig Porter from Campbell Scott, Craig winning the last two heats.

Mark Bruce and Jim Boyd lined up on the next row with series leader, Lloyd Ross, several rows further back after losing a chain following an assault by one of the nutters (something which was to be repeated in the final).

Bruce made the best of the start in the final although with the sheer numbers involved, it took some time for the final to settle down. By the time it did, Bruce was in a clear lead although being slowly eaten away by Campbell Scott. At around half distance, it became obvious that Bruce was in trouble and, indeed, he disappeared some two laps later, handing an unassailable lead to Scott. Jim Boyd took up the cudgels as runner up but was overtaken in the closing stages by both R. Bouse and R. Low. Sanquhar-based D. Logan wound up in 5th ahead of championship winner, Ross, touring round after being forcibly taken out. The margin between Ross and Boyd? A mere FIVE points, emphasising the stupidity of certain driver's actions.

100 NATIONAL

Two wins and a 2nd gave pole to a very rapid Mark Windle, running with his spare motors in order to save his best for the British at Shenington. Sharing the front row with him was Ian McLeish, improving all day with 3rd, 2nd and 1st from the heats. John Robertson put in some excellent performances to line up on row two with championship leader, Paul Henderson. Andrew Adams and novice Philip Paterson completed the third row with Don Ashbridge and B. McMillan making up the fourth.

From the lights, Windle and McLeish shot away together and engaged in a 25 lap long dice for the lead. Paul Henderson slotted into an untroubled third from Stu Davison and John Robertson, these two locked in battle for many laps. Behind them, Gordon Wilson was making good progress from his 6th row start and was steadily working his way up to the 4th place battle.

His change came on the 12th tour, as Stu's chain flipped and he signalled his distress and pulled off to the outside. Unfortunately, this was the side that Robertson had elected to pass Stu and he went off too, sadly not restarting. At the front, McLeish briefly poked his nose in front, but within the confines of the infield loop, Windle regained the lead. Thereafter, Windle pulled away as Ian's motor got too hot and lost some of its efficiency. Paul Henderson had enough of a cushion over Wilson to keep him in third whilst Andrew Adams came in fifth ahead of Kevin McBridge in 6th.

125 P&R

As well as being the final round of the Border Championships, it was also a round of the Scottish P&R Champs thus boosting the entry somewhat.

Frank Hynds took pole with two wins and a 2nd. He was joined on the front row by N. Girthwood and D. King (all the way from Dr Findley country). Row two contained J. Methven and R. Watson with only J. Morton on the rare ART chassis completing any races of the other runners.

King took up the running in the final from J. Lewis who hadn't shown in the heats and Hynds. In the first handful of laps, Lewis led for a solitary lap before Hynds got his act together and ran the next few laps in 2nd before taking over at the front. King tried all he knew to keep in touch, but Hynds was the winner all the way. King finished 2nd from Lewis, S. Robertson and Methven.

Continued overleaf.....

210 NATIONAL

The feared for mechanical mayhem which occasionally dogs this class reared its head again and stripped the racing of any spectacle. Not one driver managed to finish three heats, with the result that pole went to Mike Fry from Paul Clapham and Brian Brown. Steve Quirk and Neil McQuade were the drivers to occupy the second row.

Clapham led away the final from Fry and Brown, but poor Brian went missing on the 6th tour leaving Clapham in complete control from Fry, these two running in that order to the flag.

125 NATIONAL AND FORMULA E

Complete dominance from Tony Rees, realistically only having to finish to wind up as Champion, but taking all three heats to firmly secure pole for himself. Gerry Harvey on the short Wright lined up next with Bill Stoddart completing the row with his Bandit. Brian Bird and Jim Brolly were the second row occupants from Kevin Park, Bill Henderson and John Reid on the third.

Rees, Harvey and Stoddart were the leading group moving off the line as one, Stoddart was able to power his way past. So his attentions were transferred to the rear of Rees' kart. For lap after lap, Rees held off the challenge of the Scotsman, who was unaware that Rees was running in some considerable pain after cracking a couple of ribs when his seatstay broke through the seat in the last heat. Eventually, Bill got past and immediately pulled away into a commanding lead as Rees cut his pace drastically in deference to his injured side. Gerry Harvey was a distant third but the really impressive aspect of the race was the fact that the two leaders lapped Trevor Alexander with three laps to go, a measure of their blistering pace.

Trevor was the sole representative of the premier class and as such had only to finish in order to clinch the title. This he did but he enjoyed some wonderful battles with the 125's in doing so.

So the '87 Border Champs drew to a close with worthy champions in all categories. Look out for news of the 1988 series, bigger and better!!

Ian Blair

RESULTS

JUNIOR 'A'

- | | |
|---------------------|----------------|
| 1st Laurence Keenan | Zip/PCR |
| 2nd J. Davidson | Wright/DAP |
| 3rd S. Laird | Wright/BTR DAP |

JUNIOR 'B'

- | | |
|---------------------|-----------------|
| 1st Graeme Melville | Wright/Parilla |
| 2nd Alex Jack | Wright/Parilla |
| 3rd Alan Mackay | Gillard/SO DAP |
| 4th Peter Drumbrek | Wright/TKM |
| 5th Martyn Price | Zip/PCR |
| 6th Jason Raphael | Fullerton/Arrow |

100 BRITAIN

- | | |
|--------------------|----------------|
| 1st Campbell Scott | Wright/Arrow |
| 2nd R. Bouse | Wright/Parilla |
| 3rd R. Low | Superdart/TKM |
| 4th Jim Boyd | TKM/TKM |
| 5th D. Logan | Kestral/PCR |
| 6th Lloyd Ross | Zip/Parilla |

100 NATIONAL

- | | |
|--------------------|-----------------|
| 1st Mark Windle | Sprint/Parilla |
| 2nd Ian McLeish | Zip/PCR |
| 3rd Paul Henderson | Gillard/Parilla |
| 4th Gordon Wilson | Zip/PCR |
| 5th Andrew Adams | Sprint/Parilla |
| 6th Kevin McBride | Sprint/KenL TKM |

125 P&R

- | | |
|-----------------|----------------|
| 1st Frank Hynds | Zip/Honda |
| 2nd D. King | Zip/Yamaha |
| 3rd J. Lewis | Barlotti/Honda |

210 NATIONAL

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

125 NATIONAL

- | | |
|-------------------|-----------------------|
| 1st Bill Stoddart | Zip Bandit/Minarelli |
| 2nd Tony Rees | Stratos/CKC Minarelli |
| 3rd Gerry Harvey | Wright/Rotax |
| 4th Jim Brolly | Barlotti/Rotax |

FORMULA E

- | | |
|----------------------|-----------------------|
| 1st Trevor Alexander | Zip Bandit/Goff Rotax |
|----------------------|-----------------------|

BORDER CHAMPIONSHIPS 1987

- | | |
|--------------------|------------------|
| Junior Britain 'A' | Andrew Gallagher |
| Junior Britain 'B' | Alan Mackay |
| 100 Senior Britain | Lloyd Ross |
| 100 National | Paul Henderson |
| 125 P&R | Frank Hynds |
| 125 National | Tony Rees |
| 210 National | Paul Clapham |
| Formula E | Trevor Alexander |



Laurence Kennan (27) Junior Britain 'A' Winner.

(Pic: Iain Blair)

Mainly Political

Recently I paid a visit to Sherington circuit, after some twenty years absence. The last time I was there, Bruno Ferrari won 3 RAC Championships, all on the same day. If ever a place has stood still, then I am sure the place is Sherington. As far as one can remember, nothing has changed, everything appears to be exactly the same. Some of the same people were there, including Bruno Ferrari (just a little plumper) and Martin Hines (not racing a J.L.O. like last time) but there, never the less. I even convinced myself that some of the 'cow pats' were definitely the same ones I had trod in before!

Certainly the racing could not be faulted, and was of a very high standard. The commentator appeared to spend most of his time warning drivers about putting their wheels off the circuit, as far as I know this is not an offence. A pleasure to see the two charming young ladies putting it over the boys in the Cadet final, which incidentally was a brilliant race from start to finish. Well done to Clair Bogan and Natalie Whaley, you certainly gave the sport a boost it so urgently needed.

It seems a great pity that the whole atmosphere of the meeting was lost after the Cadet final, not I am glad to say, by the drivers, but by the sheer stupidity of officials of the RAC. The officials have a lot to answer for, and until such time as they get their act together and in order, then the uneasiness that is prevailing in the class will continue.

In the case of the one and two piece wheels. Of course they should not have been used, absolutely no protest was necessary in this case, it was a *matter of fact*. The Scrutineer could see, so why require a protest, after all, the RAC by charging the absurd price of £100 for a protest, only do this to make it difficult for the drivers to protest. If they do this, then surely drivers must have the right to expect the official of the meeting to act as a fair and honest upholder of the regulations they see fit to publish. One does not have to protest if a driver is underweight, if he or she is too noisy, of course not, they are facts and can be seen.

All the official needed to have done was to call the parties together and explain that no way was the race result going to be decided by the wheels, the regulation was solely in the interest of cost. I am sure that all parties would have accepted this, the official then needed only to inform the driver with the one-piece wheels that his/her entry would not be accepted again with one piece wheels. Much too easy I suppose, so we get a protest! How can this be turned down when the facts stare you in the fact, I shall never know! Of course the complainant is going to appeal! So would I. But then to turn his appeal down as being too late, because he had not got £100 with him, is surely adding insult to injury?

As I said before, no way should the incident of the wheels take any glory away from the winner, she raced like a true champion, and thoroughly deserved her win. Let's hope she goes on to much bigger things and the incident is rapidly forgotten, and at least some good comes out of it.

Mark Hines



Kart & Superkart

FORMULA E WORLD CHAMPIONSHIP ROUND 2 NURBURGRING 27th-28th AUGUST

Most of the contestants for the second round of the Formula E World Championship began arriving at the 'Ring on Thursday morning 26th August, all hoping for once to have a rain-free meeting.

That's the way it seemed at 8am when we pulled into the old paddock, so hopes were high, higher still when the paddock office advised that the karts would join the Group C, Formula 3 and Opel Junior Cup competitors in the main paddock.

No more pushing karts and struggling with ancillary equipment through the tunnel and up that flaming hill!

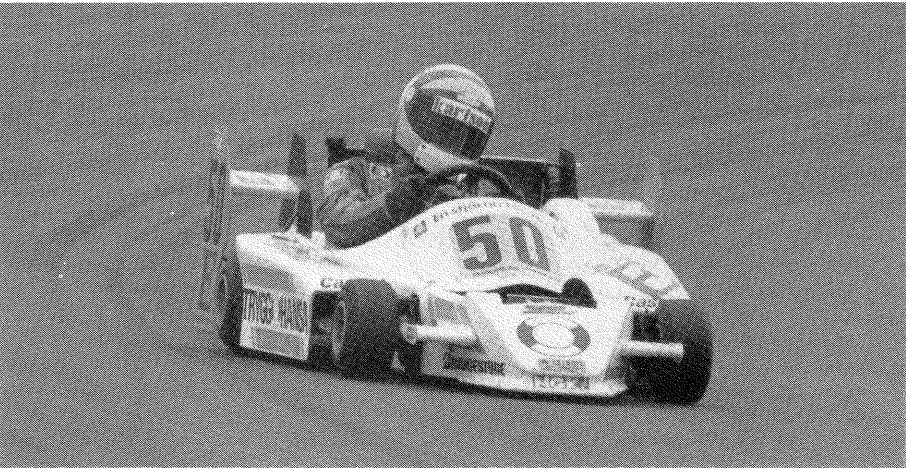
The early arrivals managed to grab the choice spots at the top of the paddock, near the end of the pits straight. One hang up though was the prevention of setting up camp until afternoon because the rear main paddock area had been reserved for Audi 80 tests and took on the form of a dry (well mostly!) tarmac special stage, appropriately coned off.

A few teams were surprised at the change of plan to use the main paddock. Having expected to be located in the old area where garages were available, work awnings had been left at home. Some of the Swedes, arriving earlier than others, had paid to hire garages in the old paddock, only to be moved on. It looked as though somebody might be trying to make money on the side, but it is understood that any monies paid over were refunded. Fearful of having to work in the open several 'sorties' were made by the 'uncovered' to collect polythene sheeting and such to construct work awnings — they were successful, having run the gauntlet of the ever present patrolling officials.

Around 2.30pm on Thursday the kart paddock began to fill up, and the rain started...

All the regular faces from the Silverstone round were present, with the notable exception of Phil Glencross whose entry was too late to be accepted by the ADAC. Phil had not returned directly from Hockenheim but had spent two weeks in Europe before going straight to Assen. A lapse of communication would seem to be the reason for his late entry and although the RAC MSA acted on his behalf the ADAC were adamant. Exit stage left one glum Leaside boss.

Phil was not alone in his disappointment — Steve Papworth, Alan Pritchard and Ross Hyett also shared in it. A lesson, albeit a hard one, has thus been learnt. Mark Allen was a lucky one, taking the last vacant spot on the entry sheet,



Victory for Lennart Bohlin brought him that much closer to the title he won back in 1984. (Pic: Doug Rees)

by virtue of good Silverstone and Hockenheim results. Thierry Serfatty, who drove so well at Hockenheim, had his entry refused and therefore did not race, although he took part in the first timed session. Malcolm Turner put in an appearance as a spannerman in the South African camp. Alan Eastwood, though entered in the programme, did not arrive, reason unknown. In fact there were a number listed in the programme who failed to compete, maybe the £62 entry fee had something to do with it — Frenchmen Campo and Coullancourt; Austrian Perschl; surprisingly Swiss pilot Paul Gudel and Germans Manfred Muller and Berthold Seibold. Keith Bisp entered, did not race but helped out colleague Mark Allen.

So, Thursday ended wet under heavy grey skies with the prospect for the morrow looking decidedly gloomy.

PRACTICE AND QUALIFYING

As if to order competitors awoke to mist and drizzle interspersed with periods of heavy fine Eifel rain. Signing-on was early and likewise scrutineering commenced early because no competitor was allowed to take part in practice unless scrutineered.

Free practice of one hour commenced promptly at 10.45 on a wet track with accompanying drizzle and mist. Most drivers were using the period to run-in equipment and, in some cases for first timers to the 'Ring, to learn the circuit.

Lennart Bohlin, sporting the new European Champion's 'E' plates, put in a couple of unofficial times around the 2 minute mark, but that was early on when conditions were quite miserable. In the latter part of the session the rain had stopped and the track dried considerably, thus his times came down to the high 1min 50's. Ian Shaw was clocked unofficially, starting with a 2min 04.06 and later having down to 2min 01.73. Others in the 2min-odd bracket were — Derrick Irving on 2min 05.06 which was a little surprising for the Dino's reputation; Reg Gange on 2min 03.19, William Batmalle on 2min 05.70 and Monica Strath — 2min 07.83. Poul Petersen got down to 1min 58.29 whilst Martin Hines was clocked at 1min 59.58, 1min 59.36 and 1min 58.83, the latter as conditions improved. World Champion Wade Nelson put in a 1min 59.80 just before the session ended. Favourite to continue with his

winning streak was Eric Gassin, he put in a 1min 59.28 unofficially. Tim Parrott, with Roger Goff tuned motors, was running in rings earlier, but unfortunately no clock was on him. The Kelgate team, under Chris Barnett, seemed reasonably happy by the end of the session. Piet Hartog was driving well and putting in some consistent times, likewise that amiable Swede Bobo Westman. It was reported that in the closing stages when he managed to find a 'dry line' Roger Goff got down to 1min 56...

Ian Shaw commented he was impressed with the track but he'd have been more impressed had it been dry...

Mark Allen was reported to be short of wet rubber and looking around to see who he could do a deal with. Lennart? Well, Lennart was too busy to talk to...

At 11.25 the conditions were — clouds lifting, track drying out after the Opel Cadet practice, though it did look as though it could rain during the first qualifying session. However when the karts rolled out at 13.30, in random order for the 45 minutes session it was dry and stayed that way. Some unofficial sample times were taken during the initial laps — Gassin 1min 43.28, Parrott 1min 43.29, Goff 1min 45.08, Petersen 1min 45.64, Monica 1min 51.20.

A very useful item of equipment at the 'Ring is the lap position tower on the pits straight which lists the positions down to tenth place and continuously updates the changes in order. For example Parrott held fastest time for a couple of laps from Gassin and Bohlin, then Gassin moved up to first with Bohlin in second, whilst Parrott dropped back to sixth behind Nelson, Irving and Petersen. Hines sat in seventh, followed by Allen, Kleppe and Goff. That was at 13.57. The order at 14.03 was — Gassin, Bohlin, Hines, Nelson, Irving, Petersen, Parrott, Shaw, Allen and Kleppe.

By 14.08 Gassin, Bohlin and Hines still had the edge; Parrott had improved to fourth, then Nelson, Irving, Petersen, Shaw, Allen and Kleppe.

Into the closing stages of the session Bohlin had the edge over Gassin, Parrott was up to third ahead of Hines. Nelson was still fifth with the positions behind unchanged. Roger Goff, still trying to get in the top ten went out with about two minutes to go before the flag signalled the end of the session, but returned quickly after

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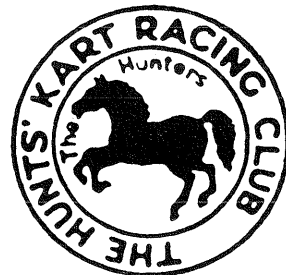
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Craig Murray.

(Pic: Doug Rees)

as if that wasn't enough, Leon wasn't going to be satisfied with second place, he took Natalie's up to now well held lead with only half a lap to go. Making the final positions:

1st Leon Lerego	Swiss Hutless/Comer
2nd Natalie Whaley	Allkart/Comer
3rd Mathew Davies	Gillard/Comer

JUNIOR CADET CHALLENGE TROPHY

The Club decided that since most of the Cadets had come such a long way that an extra race of 10 laps should be held with the prize being the Junior Cadet Challenge Trophy. Grid positions were picked out of the hat and were:-

Pontin-Waltier	Davies
Franchitti	Whaley
Rawle	Wheldon
Lerego	Murray
Meanwell	

Mathew Davies held the lead for the first 5 laps with Daniel Wheldon and Natalie Whaley in 2nd and 3rd. Unfortunately Davies spun out on lap 6 letting Wheldon into the lead. By lap 9 Davies had moved up a position from Rawle and by the last lap had gained another position from Pontin-Waltier. The winner of the Cadet Challenge Trophy being Daniel Wheldon with Natalie Whaley 2nd, Leon Lerego 3rd and Marino Franchitti an excellent 4th.

1st Daniel Wheldon	Ferrari/Comer
2nd Natalie Whaley	Allkart/Comer
3rd Leon Lerego	S. Hutless/Comer

Carrie McMorland

RYE HOUSE

Sunday 6th September

Due to Round 5 of the RAC Cadet Series being hosted at Larkhall the same weekend the entry at Rye House was understandably low.

Only 6 Cadets were entered, four of those on restricted plates, the other two were the newly crowned British Champion, Clair Bogan, proudly displaying her No 1 plates, and Charles Butler-Henderson, really having a 'sorting out' day after a miserable British Championship at Sherington.

Clair Bogan was totally dominant during the heats, with Charles struggling to make the pace and admitted to being down on power. Young Matthew O'Hara showed impressive form for one with so few meetings and little experience under his belt.

The final was a seven lap affair in very wet conditions. From pole position Clair Bogan quickly picked up the lead with Charles Butler-Henderson and Matthew O'Hara both smartly off the line in her wake. For four laps that was the order of the first three, until O'Hara slipped through into second as Butler-Henderson's lack of power was causing him to lose ground. The end of the fifth tour and leader Bogan spun coming out of the top bend, she managed to recover but not before O'Hara was through into the lead and drove steadily for the remaining laps to take the chequered flag, Bogan, unable to make up the distance settled for second ahead of Butler-Henderson, whilst restricted drivers — Paul Legassick, Philipa Stevens and Ben Bradley completed the order. So a nice first overall and a first in his category to Matthew O'Hara and second overall and first in her class to Clair Bogan.

1st Matthew O'Hara (R)	Sprint/Comer
2nd Clair Bogan	Allkart/Comer
3rd Charles Butler-Henderson	Sprint/Comer
4th Paul Legassick (R)	Allkart/Comer
5th Philipa Stevens (R)	Wright/Comer
6th Ben Bradley (R)	Zip/Comer

RAC CADET CHAMPIONSHIP

Series — Final Round

WOMBWELL

Sunday 11th October

1987

NO PRACTICE ON
SATURDAY 10th OCTOBER

PRACTICE AVAILABLE ON
SUNDAY 4th OCTOBER



James Taylor.

(Pic: Doug Rees)

SHELL OILS SERIES Kimbolton — Final Round —

1st Matthew Davies	74 points
2nd Daniel Wheldon	72
3rd Leon Lerego	71
4th Charles Butler-Henderson	63
5th Mark Taylor	55

TILBURY SOUTHERN AREA CHAMPIONSHIP

1st David Scott
2nd Dean Panrucker



Darren Wells.

(Pic: Doug Rees)

October 1987

problems but restarted a lot later, well down.

By the end of the third tour Bogan had consolidated her lead, Lerego was into second ahead of Davies and Whaley. Wheldon had overcooked it and fallen down the order. Critchley was now in fifth, driving well and protecting his rear from Wells and Murray. Another lap gone with Bogan still commanding the race, Lerego found himself under attack from Davies and Whaley. Critchley was *in situ*, Murray had demoted Wells and Wheldon was back in the thick of it, first clearing Wells, then latching onto Murray's rear bumper, waiting to pounce. Behind Wells came Meanwell, Rawle and Yeates.

Out front Lerego and Davies were hard at it, their private battle slowing them and allowing Bogan to extend her lead. Finally Davies was through to second but not for long, Lerego hit back deposing the Essex driver. Whaley was running in fourth about five yards adrift with a long gap back to Critchley, still holding fifth from Murray, Meanwell, Rawle and Yeates.

The sixth tour complete with the first four places unchanged, Critchley suddenly found himself pushed down to sixth by Murray and left in the clutches of an awaiting Wells. Then it looked as though Wheldon would emulate Wells' action but the Emberton driver just could not get on terms.

Into the penultimate lap and Bogan was secure at the front, but a battle royal was raging over second between Lerego, Davies and Whaley. By the closing stages of the lap Davies saw a gap and was through into second, Lerego left to fend off Whaley. The flag was out for a jubilant Clair Bogan, fist punching the air. Matthew Davies with a desparate struggle on his hands, managed to fend off Natalie Whaley who had shot through into third in the last bend, leaving a very dispirited Leon Lerego to take fourth. Darren Wells, Craig Murray, fifth and sixth men home, were followed by Nicholas Critchley, Daniel Wheldon and Brendon Rawle.

1st	Clair Bogan	Allkart/Comer
2nd	Matthew Davies	Gillard/Comer
3rd	Natalie Whaley	Ferrari/Comer
4th	Leon Lerego	Swiss Hutless/Comer
5th	Darren Wells	Wright/Comer
6th	Craig Murray	Zip/Comer
7th	Nicholas Critchley	Zip/Comer
8th	Daniel Wheldon	Allkart/Comer
9th	Brendon Rawle	Zip BJ/Comer

E.M.

BLACKBUSHE

23rd August — RAC Cadet Series — Round 4

The first heat went to series leader Matthew Davies (Gillard) but Richard Jackson (Superdart) led for the first three laps and eventually finished third. Second place went to Charles Butler-Henderson (Sprint). The second heat was won by Charles Butler-Henderson from Matthew Davies and Leon Lerego (Hutless). The third heat was led all the way by Mark Taylor (Zip) chased by Butler-Henderson. Clair Bogan (Allkart) moved up to take third after being seventh on the first lap.

The increase in speed and in race craft among the Cadets has been quite noticeable in the few months that they have been in existence. They made an impressive sight as the flag went up at the start of the final and Charles Butler-Henderson shot straight into the lead. Into second place went Matthew Davies followed by Leon Lerego. Next through were Richard Jackson, Clair Bogan and Brent Pontin-Waltier, (Wright). The leading trio opened up a small gap to Richard Jackson who was being pressured by a stream of Karts. There was little to choose between the first three and Butler-Henderson was driving defensively by taking the inside line



A Blackbushe victory for Charles Butler-Henderson.

(Pic: Courtesy of Cambridge Evening News)

to prevent Davies from getting inside. At one stage, Davies thought there was a gap inside at the Paddock exit bend but Butler-Henderson took the line and Davies was squeezed out. As Davies recovered his momentum, Butler-Henderson pulled away and was able to maintain a safe cushion for the balance of the race. Leon Lerego held third throughout but Clair Bogan eventually found a way past Richard Jackson to take fourth.

1st	Charles Butler-Henderson	Sprint
2nd	Matthew Davies	Gillard
3rd	Leon Lerego	Hutless
4th	Clair Bogan	Allkart
5th	Richard Jackson	Superdart
6th	Darren Wells	Wright

R. Abbey-Taylor

LARKHALL

6th September — RAC Cadet Series — Round 5

September 6th saw the 5th Round of the Cadet Championships held at Larkhall. Only 9 Cadets were entered, most of them dropping the Larkhall round as it was such a distance for most of them to travel but we saw some excellent racing anyway.

HEAT 1

Mathew Davies on Pole took the lead in lap 1 but after the first lap he slipped back to 6th place letting Leon Lerego into the lead with Craig

Murray and Natalie Whaley in hot pursuit. Leon held his lead well to the flag but Natalie got the better of Craig on the final lap with Brendan Rawle 4th from Mathew Davies, Daniel Wheldon, Brent Pontin-Waltier, James Meanwell and Marino Franchitti.

HEAT 2

Natalie Whaley shot into the lead from the green light leaving Daniel Wheldon and Mathew Davies to battle for 2nd place which eventually went to Mathew Davies with Daniel 3rd, Leon Lerego 4th and Craig Murray 5th.

HEAT 3

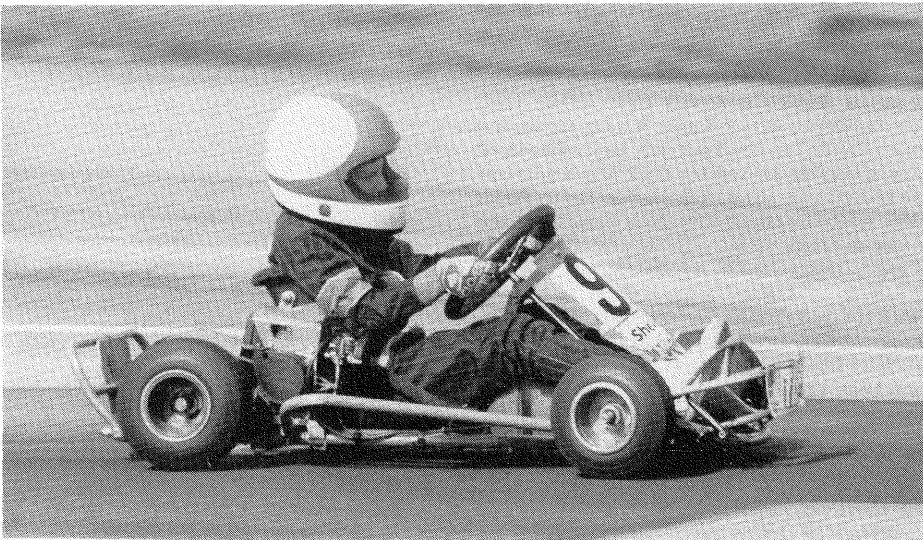
Brent Pontin-Waltier took the lead on lap 1 but lost it to Daniel Wheldon by lap 2. Daniel lost his lead just as quickly to Mathew Davies who held the lead to the flag with Daniel Wheldon 2nd, Natalie Whaley 3rd and Leon Lerego 4th.

FINAL

The grid for the Final was as follows:-

Whaley (pole)	Davies
Lerego	Wheldon
Murray	Pontin-Waltier
Rawle	Franchitti
Meanwell	

Natalie shot into a good lead from Davies, Murray, Lerego and Wheldon. The first 2 places stayed the same until the final lap when Lerego challenged Davies and got the better of him but



A third for Leon Lerego.

(Pic: Doug Rees)

Kart & Superkart

Rowrah's Bank Holiday Bonanza

SUNDAY

Over 100 souls signed on for the first part of the Rowrah annual binge, including a large contingent from the Cheshire KC, up for their annual hols. Among this merry bank we had one James T. Kirk racing in P&R and the cavalier figure of Roger Bodene in the 250 Nats. When the two came to sign on, we discovered to our disappointment that it was only Mike Fowler and Paul Goodison! Still, there was the usual party atmosphere at the barbecue on Sunday including an impromptu 18th birthday party for Paul's daughter, including a kissogram gorilla. (Well with Fowler in the group, you've got to have a kissogram.) Everyone had a great time and there weren't too many sore heads in the morning. Anyway, before all this merriment, we had a race meeting which kicked off with the Juniors.

JUNIOR BRITAIN A&B

With three straight wins, pole for the A's was taken by Darren Manning, joined on the front row by Andrew Bell who put together some useful performances. Nick Fleming was next up, a last heat DNF spoiling his aspirations of a front row slot. He was accompanied by Robert Jenkinson and James Kitching for the rest of the grid.

From the lights, Manning led the grid away, pursued by Bell, Fleming and Jenkinson until a spin on the second tour dropped him behind Jenkinson from where he had to stage a recovery. Inside three laps, Manning was behind Fleming and poised to mount a challenge on his place. All this persistence finally paid off, as on the very last lap Manning took the runner-up trophy. The win had gone to an ecstatic "Gladys" Bell, from Manning, Fleming and Jenkinson.

Pole in the B's was equally emphatic as Super One leader, David Coulthard blasted round for three heat wins. At a slightly slower pace, Richard Wilson followed up his Carnaby win with three seconds to Coulthard to join him on the front row. Mark Allison and Manxman David Higgins were next along with Jason Raphael and Nick Mason making up the third row.

The final was as close to a foregone conclusion as you are ever likely to get as David steamed into the distance to take a fairly easy win. Behind him, Wilson was easing out his own gap over the rest but was coming under fire from a closing Allison in the latter stages of the race. The expected challenge from Raphael didn't happen as his sick-sounding motor dropped him back where he eventually finished 6th. Higgins wound up in 4th from Mason in 5th and the first of Coulthards lapped victims.

100 BRITAIN

Making yet another comeback, the Frank Sinatra of karting, Steve Ogden, took pole with two wins and a 5th. And this using a Parilla!!!! The faithful DAP had gone bang in pre-event testing so he had to use something. The front row was shared by Nick Stamper, winning the other heat. Lining up on the second row were Andy Murdoch, one of the infamous 2(Spec), who donated a number of stopwatches to our trophy presentation, and to whom the Club will do its best Alistair Burnett. Joining him was another three legged person, Mark Higgins with Denise Ford and Richard Connnett, making up the third rank.

The final was barely 50 yards old when controversy struck. In the scramble for the first corner, which I didn't see as I was removing the lane divider from the startline, contact took place between the two leaders resulting in Stamper going off. Had I seen the incident, the responsible party would now be receiving a damning indictment of his behaviour. However, for the restarted driver to tour round and attempt to take out the other is bloody stupid and it will stop now! Apportioning blame for the original incident is irrelevant, the retaliation always being viewed more seriously than the original offence.

In the race, Ogden was being pressured by Denise Ford, the lady actually getting past for a number of laps, these two being well clear of any threat from behind. That battle was conducted with great dignity and spirit by Higgins, Connnett and Murdoch with Adrian Fletcher putting in a brilliant final to snatch 4th behind Higgins at the flag. Murdoch was next up from Colin Shanks, Connnett having dropped a few places on the penultimate lap.

100 NATIONAL

There were three different heat winners, the last of whom was Stu Davison, who took pole by dint of his other two heat 2nd places. Making his first appearance on the front row of a final for too long was Kevin McBride, clear winner of the second heat. Row two contained Carl Antrobus, steady throughout and Phillip Paterson, the highest placed novice. Duncan Bullock was joined on third row by the winner of the first heat, William Turner.

From the lights, Stu tore off into the distance and soon opened up a decent gap over the pursuers, headed for the entire race by Kevin McBride. Paterson hung on in 3rd for well over half the race before Turner made the breakthrough and secured his finishing place. The charge of the final came from David Tooley, relegated to 6th row after his new Sprint suffered a tyre deflation in the first heat. After taking a number of laps to dispose of the Bullock/Antrobus/Shawn Power battle, he quickly moved ahead of Paterson but ran out of laps before any more places could be gained. Paterson finished 5th ahead of Antrobus and a fast closing Robert Crossley.

125 P&R

Pole here to David Peers, winner of two heats and third in the other. Les Snowdon was the other heat winner and he lined up next on the grid with Tony Slade completing the front row. Dave Culley and Paul Morris were the second rowers whilst Capt. Kirk was having a poor day. After non-finishing the second heat, he got the outfit back to the pits and told the pit crew "I think the big ends gone." They surveyed the engine internals ruefully and said "It's worse than that, its dead Jim!" A sad end to the mans Enterprise.

The final tended to be rather processional as Peers made a break and the others were all pretty well matched. Culley held 2nd but Slade was deposed for 3rd after three laps by Paul Morris who kept it until his retirement on the last lap. This gave third back to Slade with Snowdon 4th from Phillip Swift and our own Des White and his Honda lawnmower.

125 NATIONAL

Nineteen 125's on the entry list which is a truly magnificent number for such a short, tight circuit. (Private Joke) Returning to the Rowrah fold after some seasons Long Circuiting was Craig Dixon, hoping to do some more biggies soon. He was mounted on a Stoney Rotax power Bandit and despite his layoff took three 2nds to net pole, quite an achievement. Next along was Tony rees, winner of two heats but his 7th put him in the middle of the front row which was completed by reigning club champ, Brian Winder. Sean Mellor and the other heat winner, Bill Henderson, having his first meeting off novice plates. Row three was the property of Chris Bell, Steve Brooks and Brian Bird, all three hoping to repeat some of their heat form.

The final was halted after Craig Dixon and Chris Bell touched and Craig rearranged the tyres a bit. The major problem was the drivers who encountered the red flag. Some didn't see the flag and in the ensuing melee, Brian Bird was inverted and gave his KM seat a good testing. The item stood up to the test very well indeed and was only scratched. Brian wrote off his helmet but otherwise suffered only bruising. He didn't take the restart. Neither did Bill Henderson, his gear linkage awry following the second incident.

On the restart, Rees shot off into the distance tailed by Winder and dixon (who suffered no ill effects from his shunt) who also had a gap over the chasing bunch who were Brooks, Mellor and Bell. As the restart had been shortened to ten laps, it was at the new halfway stage the Dixon outfumbled Winder for 2nd. Brooks withstood the pressure from behind to come in 4th from Bell and Mellor.

210 NATIONAL

Pole to Terry Percival, one of the few who elected to commute over the two days and had the misfortune to be pulled by my brother-in-law for speeding. Somehow he managed to talk his way out of a ticket!! Equally quick in the kart, he had a win and two 2nds. John Brewis was next up with Brian Brown completing the front row. Row two was made up of Bill Mee, having a final fling before retiring, and Neil Marsay with the final rank consisting of Tom Earl, Mike Fry and David Glynn.

Brian Brown led the final for the first couple of laps before Brewis found his way though for a lead he was not to lose. Percival showed briefly in third before problems intervened and he retired at half distance. This put Mee safely in third with Earl and Marsay following on behind.

250 NATIONAL

Pole went to the very quick Rob Dickinson with a brace of wins and a third. He was accompanied on the front row by Christopher Clarke and current no. 2 and reigning club champ, Stuart Innes-Smith. Row two contained Paul Goodison (will someone please tell me where Roger Bodene came from?) and Ian Challinor with the third made up of Graham Stephenson, Paul Morris and Tony Brown.

The final looked to be a Dickinson benefit but Innes-Smith had other ideas and his incessant pursuit paid off on the 8th tour when he took over in the premier spot. From then he began to ease away slightly from Dickinson who was safe in second. Chris Clarke and Paul Goodison

disputed third for most of the race, Paul slipping ahead with three to go. The final order was made up of Stephenson, Brown and Challinor. The speed with which the racing in this class took place really was incredible, and credit is due to the drivers for their skill and courage.

FORMULA E

The August Ashe pilgrimage to challenge our best usually produces some excellent racing and this year was no exception. We had two Ashe's to contend with, Sylvia accompanying John and acquitting herself very well indeed.

Pole was taken by Barry Tolson, winning two heats and finishing second to John in the other. Steve Mattinson was next up, the gremlins seemingly off on their summer hols. the front row was completed by Barry Mellor, his Yam powered Phoenix decked out in bright yellow bodywork and brightening up the grid somewhat. The second row was the property of the family Ashe, John having DNF'd his first two heats whilst Sylvia kept the Rotax horses well in control although running a bit rich.

Tolson and Ashe (J) shot off the line together and they were to circulate that way until Ashe was forced into retirement on lap seven. By this time they had built a massive lead over Mattinson who in turn was well ahead of Mellor and Sylvia, Barry's track knowledge counting for more than BHP. That was indeed the way they finish, Tolson winning from Mattinson, Mellor and Mrs Ashe.

MONDAY

JUNIORS A&B

Nick Fleming took pole for this one after Sunday hotshoe, Darren Manning was ruled out following a heat shunt. He was accompanied on the front row by John Barlow who later turned out to be a B driver!! Please state your class clearly when phoning in entries, as this is how confusion arises. James Kitching and Robert Jeninson were on the next row whilst Manning was prevented from taking up his rear of grid position by his shunt, and the C of C's order.

The final was very processional with not one positional change throughout its course. That gave the A win to a delighted Nick Fleming form Robert Jenkinson and James Kitching.

Things were different in the "B" category, though. Mark Allison and Jason Raphael tied on pints but Allison got pole on a tie break. Kevin Barton took a well deserved and long-awaited heat win to line up on row two with Martyn Orice. Martyn was missing on the first day due to business keeping his Dad busy. Its a blessed nuisance when earning a living gets in the way of your karting isn't it?

Fate wasn't smiling on Richard Wilson today, though, and he could manage only the third row with David Higgins for company.

Allison and Raphael pulled out an immediate and unassailable lead in the final but tragedy had struck at the chicane first time round. Richard Wilson got caught in an accident and sat out the rest of the race, all chances of victory gone. Meanwhile, Kevin Barton was again exhibiting his heat form by keeping Price at bay, these two clear of Philippe Guijarro and the leading 'A's. That then turned out to be the result, another race with no change in the order.

100 BRITAIN

Pole looked to be heading Nick Stampers way until his removal from heat two for contact driving. This put Steve Ogden on pole again accompanied by the improving Colin Shanks. Stamper and Andy Murdoch were on row two followed by Tony Sowerby and Vic Wright on the third and the rest behind.

No problems for Ogden as he took his (now) DAP powered outfit off the front row and into the lead. Shanks was in second but under great pressure from Stamper, really angling for a way

past. This he didn't find until the race was half over and he set off after Ogden. Behind all this excitement, Murdoch was motoring serenely on with his all Dino outfit. That was basically it as far as racing was concerned as Stamper couldn't get near enough to challenge Ogden's lead. So Steve won from Nick Stamper, Colin Shanks, Andy Murdoch and Tony Sowerby.

100 NATIONAL

Duncan Bullock made pole his with 6th, 2nd and a win to stave off Andrew Stanton who also took a win. William Turnover again took a heat win but failed to get on the front row for the second day running. David Tooley was next up, steadily getting the measure of his new Sprint chassis. Super Stu Davison lined up on the third row with Kevin McBride, their order sorted on a tie break.

From an entertainment point of view, the race was rather exasperating as obviously quick people were being held up by the pace of the leader. Tactically, it was a superb victory for Duncan Bullock but the race was a full second per lap slower than any of the heats. Still, all was not lost as there was plenty of action going on behind the leader. Stanton originally held second until it was snatched away from him by Willie Turner fourth time round. Behind them in the kart train were Tooley, Davison, McBride and Ray Davison, no-one having the pace to overtake several karts in one go and not wishing to get out of line for fear of being unable to get back in.

Lap after lap, they trailed round until Stu Davison got up the inside of Tooley at St Johns. Neither driver was willing to concede and the inevitable tangle occurred, Davison restarting well down but Tooley out with a punctured front Vega. That promoted McBride to a safe 4th behind Stanton with Davison and Carl Antrobus completing the top six. Not the best race in the world but an object lesson in controlling a race from the front. Can we now call Mr Bullock the Alain Prost of karting, as the McLaren team leader would surely have appreciated such a win. (Lets face it, Prost would appreciate ANY sort of win right now).

125 P&R

Paul Morris put in some excellent heats to take pole from David Peers and Mike Morris, these three drivers taking the first three places in the heats. Tony Slade and Rob Dickinson occupied the second row with Des White, Dave Culley and Phillip Swift completing the grid.

For half the race it was Peers in the lead and Paul Morris right with him. These two broke away slightly from the chasing group with Mike Morris fending off the attentions of Tony Slade, the two together till the end. The race was one of attrition as much as anything else with several of the entry falling by the wayside. Notables to go included Paul Morris after six laps and Dave Culley within another couple of laps. So the win double went for the second year running to David Peers, from Mike Morris, Tony Slade, Rob Dickinson and Des White.

125 NATIONAL

Two wins and a 5th were sufficient to give Tony Rees pole position again from a very well placed Chris Bell and Sean Mellor. Brian Bird (recovered from his Sunday shunt and with a borrowed lid) and Brian Winder made up the second row with the other heat winner, Bill Henderson, heading row three from Gordon Brown and Craig Dixon, a first heat off spoiling his front row aspirations. Another five rows of 125's followed these drivers in the greatest display of gearbox karting seen at Rowrah in ages.

From the lights, Rees shot into a commanding lead, heading the powerful duo of Mellor and Dixon whilst front rowee, Chris Bell, made a right pigs ear of the start and languished in 9th spot. Whilst Mellor and Dixon scrapped

mightily, Brown pulled up to 4th on the second lap but made no impression on the battle for 2nd. Chris Bell was setting about improving his lot and steadily picked his way through to annexe 6th by lap eight, one place behind compatriot, Brian Bird, he having attained that place on the 5th tour.

So another seemingly easy win for Rees with second going to Mellor by a hair over Dixon. Fourth was Gordon Brown, who had transport troubles on Sunday, from Bird and Bell with reigning Club champ, Brian Winder just out of the points in 7th.

210 NATIONAL

Anxious to prove his worth, Terry Percival took pole with two wins and a 2nd and pushing arch-rival John Brewis to the outside of the front row in the process. John took the other heat win but also collected a DNF in heat two. Sandwiched between the two was a happy Bill Mee, content to wind up the other two unmercifully. Brian Brown and Mike Fry would make up the second rank from the gremlin-ridden trio of Tom Earl, David Glynn and Neil Marsay.

The Gods were smiling on Terry as he led the first few laps comfortably from Brewis and Mee, the rest already having fallen back slightly. Then they had a change of mind. Pulling out of the hairpin for the 5th time, Terry's motor began to misfire badly and he pulled into the pits, where he discovered a broken coil wire. A sickening end to the day. This handed the race to John with Bill content to sit behind in 2nd. Well he didn't have a lot of choice, really! Brian Brown secured third from Mike Fry and Tom Earl.

250 NATIONAL

Stuart Innes-Smith took pole with a couple of good wins and a 2nd from his heats. Brian Crickett sporting a huge "FOR SALE" log on his kart lined up next with Paul Goodison completing the line-up on the front row. Ian Challinor and Les Snowdon provided the second row with Tony Brown, Mike Morris and Howard Wilson on the third.

The final provided a twelve lap shut-out for Paul Goodison over Stuart Innes-Smith as the pair swooped over the challenging Rowrah layout. Brian Crickett took his centuries old outfit to a very good third over the rest as Tony Brown pulled off after three laps leaving the lapped Challinor and Wilson in 4th and 5th places respectively.

FORMULA E

Pole to Steve Mattinson with a win and two 2nds the latter one awarded after the race was stopped due to Steve heavily modifying his kart but not himself in the latter stages. As the mechanical damage was very extensive, he didn't take the final. John Ashe won the other two heats but DNF'd the first relegating him to the middle of the front row, which was completed by the yellow peril of Barry Mellor. Sylvia Ashe was the other driver to sign on and she would ultimately start from the outside of the front row (due to Steve's non-start).

What of Barry Tolson, I hear you ask. Well Barry promised to marshal for us if he won on Sunday, which he duly did. Thus Barry was to be seen on the flags all Monday. Cheers Baz, I wish we had more like you.

The final was a foregone conclusion, Ashe certain of a win if he kept going as Mellor didn't have the horses to pose the threat and Mattinson being hors de combat. Sylvia Ashe I suppose wouldn't dare, John taking the toys away if she did. That's the way it happened, as it happened, John winning comfortably from Barry Mellor and the missus.

So ended another terrific Two-Day meeting. If you liked what you saw or liked what you read, give us a try next year. Bank Holiday weekend and Rowrah are the ideal combination. See you there.

Iain Blair

CADET COLUMN
EDITED BY DAWN LINGER

BOGAN'S BRILLIANCE

CADET RAC BRITISH CHAMPIONSHIP — SHENINGTON — SUNDAY 30th AUGUST

On Sunday August 29th, 23 Cadet drivers assembled in brilliant sunshine at Shenington for the most important race yet that the new class had to face — the RAC Championship and the award of the prestigious No 1 plate.

Three 6 lap heats and a 10 lap final were on the cards, the grids for the heats having been predetermined so as to give drivers a chance to start from the front of the grid, the middle and the rear.

HEAT 1

Matthew Davies was on pole for the first session with Darren Wells alongside. James Meanwell and Brent Pontin-Waltier shared the second row, whilst Brendon Rawle and James Mills occupied the third.

As the starter sent them on their way Davies took advantage of his pole slot to quickly set up a defensive lead and as they came into Cafe bend to complete one lap the order was — Davies, Wells, Natalie Whaley off row six, Meanwell, Pontin-Waltier, Lerego and Butler-Henderson. Through the top hairpin the leading pack got safely clear as a shunt in the corner took out several of the mid-field drivers, notably Charles Butler-Henderson whose chassis was so badly twisted that he had to limp round at the rear of the field. He was to attempt the second heat, also with a similar result and, with disappointment, he was forced to retire from the competition.

Two laps complete, Davies still had the front, Whaley was up to second ahead of Wells. Meanwell held fourth with Critchley, Wheldon and Murray breathing down his neck. The halfway mark with no change in the order back to seventh spot, a short gap appeared before Clair Bogan led the rest of the field — Brendon Rawle, Matthew O'Hara, James Mills, Brent Pontin-Waltier and Mark Taylor.

Matthew Davies, his lead consolidated, had eased out a respectable buffer between himself and the scrapping duo of Whaley and Wells, observed with interest by James Meanwell. Next along Critchley and Wheldon were fighting a running battle whilst Bogan was trying to get in on the act: Craig Murray and Brendon Rawle led the rest of the field.

As they headed for the line for the last time Matthew Davies was well clear in the lead, Darren Wells bettered Natalie Whaley for second place on the last bend but one. James Meanwell was next along followed by Clair Bogan who had picked up two places on the last lap to finish fifth whilst Nicholas Critchley completed the order to sixth.

HEAT 2

With the grid changed around, James Wall now had pole, Clair Bogan alongside. Giles Yeates and Michael Blair had row two, whilst David Scott and Leon Lerego had the third rank. Previous heat winner, Matthew Davies sat in the middle order and number two man home, Darren Wells, was at the back.

Off the line it was Bogan, Blair and Yeates who got the jump on pole man Wall, slow away and caught up in the traffic.

One lap complete Bogan still had the lead,

Lerego from the third row had moved into second demoting Blair and Yeates as he sought to wrest the lead from Bogan. Davies had smartly driven through the pack and was now up to fifth, shadowed by Rawle, Whaley and Mark Taylor; James Wall was running at the back.

Lap two complete, Bogan and Lerego has eased away from the rest Lerego climbing all over Bogan's rear bumper, seeking a way past. Davies had moved into third at the expense of Blair and Yeates, with Yeates coming under attack from Whaley. Brendon Rawle headed the rest of the field. Whilst Bogan and Lerego motored on at the front, Davies trying to get on terms with their pace, Whaley had young hotshoe Daniel Wheldon snapping at her heels, Wheldon having climbed steadily from a mid-field start. Murray, Yeates and Rawle looked after the rest of the grid.

The fourth tour concluded, the race order down to fifth the same as the previous lap. Michael Blair still had sixth spot but an incursion by Critchley from the seventh row saw him tucked in behind Blair with Rawle and Yeates struggling to match his pace.

The penultimate tour — Bogan, Lerego and Davies ran on alone. Whaley finally succumbed to pressure from Wheldon and relinquished fourth place, whilst Nicholas Critchley took advantage of an error on the part of Michael Blair to slot himself into sixth place and that was the way they stayed to the end. Rawle, Blair, Yeates and Craig Murray were the next group over the line.

HEAT 3

The last heat to decide grid positions had Marino Franchitti on pole and Daniel Wheldon sharing the front row. Nicholas Critchley and James Taylor sat on row two with Natalie Whaley on row three.

At the off Wheldon was quick to dive down the inside and grab the lead, Critchley, Whaley and Murray bunched up behind. Franchitti had lost out and was left to mix it with the crowd. One lap under their belts and it was Natalie Whaley who had the running, from Wheldon, Critchley, James Taylor and Clair Bogan.

They ended the second tour in that order as, behind Clair, Leon Lerego from the eighth row was making his presence felt, carrying with him Matthew Davies on his charge for the front. A lap later he was past Bogan but Davies' motor

was running out of steam and he was seen coasting around for the remaining laps.

By the end of the fourth tour Lerego was up to third spot, having vanquished Critchley, Murray and James Taylor during the course of half a lap and set about removing both Whaley and Wheldon from their perches. Meanwhile, down the field Bogan, leading Pontin-Waltier, Wells, Blair and Wall fought her way past Murray and James Taylor to take up the running in fifth spot, Taylor dropping back a couple of places into the bargain.

The last lap board was out and Lerego found a gap as Wheldon went wide and was through into second, charging hard on Whaley. He was not destined for victory, Whaley held on to take the flag. Wheldon finished third, ahead of Critchley, Bogan and Murray.

CADET CHAMPIONSHIP

Three heats and three different winners demonstrate just how competitive these Cadets are and after the points were tallied the grid sheet for the final was posted...

Whaley (pole)	Bogan
Wheldon	Lerego
Critchley	Wells
Davies	Murray
Rawle	Meanwell
Blair	Yeates
Taylor J.	Mills
Pontin-Waltier	Taylor M.
Wall	Scott
Creber	O'Hara
Jackson	

Ten laps then of Cadet action on the cards as they completed the rolling lap in correct grid order, Natalie Whaley on pole dictating the pace, (take not you 100 Supers!!!)

As the starter sent them on their way it was Bogan from Whaley, Wheldon and Lerego first through Cafe corner with the rest of the pack hurtling along in their wake. Young Matthew O'Hara, from the last but one row, collected a bale and scattered straw across the track and tried to continue carrying the straw bale. Somebody else did likewise out in the country and yellow flags were being furiously waved. The Cadets drove on, some oblivious to the yellow flags and the red came out to stop proceedings until the track could be tidied up and a little bit of instruction given as to what the yellow flags meant.

On the restart it was Bogan again from Whaley first into the corner, Lerego leading Davies and Wheldon and trying for the inside line to better the two girls. Critchley was next up, Wells, Murray, Meanwell and Rawle snaking along in his wake. Mark Taylor pitted with engine



Clair Bogan — A worthy champion.

(Pic: Doug Rees)

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Axle sprocket with carrier one piece 1/2" x 5/8".....£13.00
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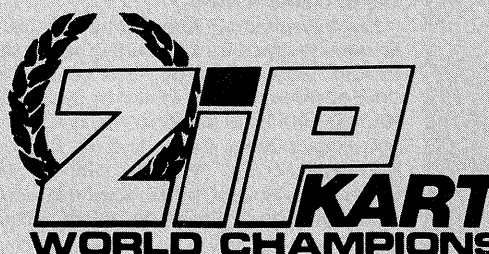
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250 SUPER CHALLENGE — Round 4

Sensational Shenington!!

*Series leader crashes out, Cryer has a flyer
Bisp the record breaker*

On the Saturday night before the meeting 250 challenge members organised a first class BAR-B-QUE (pork chops, lamb chops, corn on the cob, raspberry meringe etc etc) in the nearby Dun Cow Inn's beer garden, some 70 people enjoying a pleasant civilised Saturday night/Sunday morning? Thanks to all those who worked for the successful do.

Sunday dawned too early for some and what a fantastic entry, the largest 250 international entry ever at Shenington, the organisers did a sterling job to get through over 30 races with consideration and efficiency. Thanks for having us.

Heat 1

Because of the large entry there had to be more than 1 grid of 250 internationals — everybody's friend Alan Mills suffered misfortune on the warming up lap and fortunately for Cryer this left a gap on the grid which Cryer took advantage of when the light flicked to green. Bisp was second away with Mark Alan's Cadwell record holding Dino Rotax. Martin Hobbs on his neat new Rotax Dino was getting things bedded down and held third spot until half distance, then Heaton and Jones (78) got by. John Wheatley and Colin Quigley had a tough scrap and changed places with regularity. Cryer was first home lowering Kennings track record by 3/10 of a second, Bisp was a safe second, Jones got the better of Heaton, Hobbs made fifth, Wheatley sixth. Bird finished a commendable ninth bettering many Rotax powered karts and being first Yamaha home.

Heat 2

Popular local clubman Bisp was first away and

was never seriously troubled, followed by Heaton, Jones, and George Bird. Next lap Kennings displaced Bird and his Yamaha and had a race long struggle to get past Jones (78), Jones hanging on to the flag.

Final order Bisp by 75 yards, Heaton going much better with his Luby Rotax, a pleased Jones (78), Kennings, Jones (89) who held off John Wheatley. Douglas was first Yam home.

Heat 3

Light on green and the order in to the bend was Jones, Cryer, Douglas, Jones (89), Quigley, but the race had to be stopped and it was done all over again, and the first group believe it or not was the same. Kennings making rapid progress from midfield rattled the tyre barrier at the first hairpin and dislodged a number of tyres. Jones (78) was fighting Cryer off, Douglas headed the next group and the other Mr. Jones had gone missing. Kennings was really moving when he made contact with a tyre at the pit hairpin and unfortunately he flipped over collecting injuries which left him hospitalised for a few days.

Cryer desperately looking for a way past Jones (78) who was giving few opportunities at the bottom hairpin Cryer pushed down the inside and made it through in a tight manoeuvre. John Lloyd was having a royal battle with Douglas, getting in front for four laps, only to have Douglas scrape by on the last lap. These two were joined by Wheatley to make it a very tight threesome.

The finish order was Cryer, Jones (78), Quigley, Douglas, Lloyd, Wheatley, Bird who had another excellent drive to head a bunch of five Yamahas.

Heat 4

There had to be four heats because of the large



An aerial view of the circuit from a glider, taken by Ian Woodcock.

entry. Lights to green Bisp into the lead, Cryer on his bumper, Douglas, Heaton, Hobbs, Mills in the next group.

Cryer tried the inside but Bisp would have none of it. Then at the pits hairpin Cryer tried the outside, clipped Bisp's back offside and off they both gyrated, Cryer doing a bit of two-wheeled karting, Bisp scrambled back just behind Douglas. Cryer rejoined the battle some way behind. John Tomkinson pulled out and Mills was touring round with an engine malfunction. Heaton with his Jim Luby prepared engine won. Bisp and Cryer were with him for second and third, Douglas fourth, Hobbs now getting his new outfit sorted fifth.

Final

Bisp suffered a collapsed clutch centre, could not declutch and stated from the back of the grid going round and round in the collecting area. Into the first bend Cryer made use of his pole position and lead, Wheatley from the second row was number two and a mass of karts followed. Jones with the beard, broke his chain and of course retired.

Lap 2 surprisingly Bisp was up to third, then he spun, dropped back to tenth spot, just behind Heaton. Meanwhile Lloyd was going great in third position and was joined by Bisp on lap 6, Bisp then got by as did Heaton, Cryer was some 300 yards in front and backed off, Cryer won, Bisp made second, Wheatley (after a splendid drive) third, Heaton fourth. Bisp in his effort to make up ground broke the newly made lap record.

Lloyd, Bradburn, Quigley, and Jones without the beard, were still locked in combat and finished in that order. Lloyd had every reason

to be pleased with his efforts.

What a great meeting. Record entry over 30 Superkarts, outright track record lowered twice, once by Cryer then by Bisp, both on Dunlops of course!

The black spot, Bob's unfortunate accident. In karting these are fortunately few. Bob would like his thanks passed on for the help he and his good lady received and the many messages of concern

they have had.

He of course knows we wish him a speedy recovery and a quick return to our ranks.

A funny or not so funny happening, depending on how you look at it. Woodcock was sat on the ground in the pits drinking coke and a Jag ran over his foot. I could not believe it could happen but I saw it with my own eyes. The concerned



Jones (78) leads Kennings (7) round the Pit Bend.

250 SUPER CHALLENGE — Round 5

Fantastic Fulbeck!!

Bradburn triumphs in the wet

Yet another fine entry for superkarts. Even though the meeting clashed with the Cadwell meet, where some 250 drivers were attending in an effort to get their licences upgraded in time for Silverstone. Paul Pedelty a registered competitor and front runner in the challenge was such a driver who on this Cadwell long circuit had a brake disc disintegrate and in this ensuing incident broke his right ankle and leg. We will all miss Paul for some time and wish him a speedy recovery.

Heat 1

Cryer made good use of his pole position, made no mistakes and was first to finish. The battle for the other positions was fierce perhaps a bit too so. Jones (89) was second into the first bend followed by Quigley, Bradburn, Jones (78), Darrow, Lloyd, Hobbs and Hewardine. These for many laps circulated in close company. Hobbs going superbly and driving through the finish to eventually clinch second spot, followed by Jones (89) with Quigley on his bumper then Bradburn and Lloyd. Marshall and Hemmings with Harry Knight's old outfit had a great tussle. Marshall just getting the verdict.

Heat 2

Alan Mills the Yamaha exponent was a non starter having broken a cylinder head bolt in Heat 1. Cryer led into the first bend only to have his front exhaust taken off and then squashed by a fellow competitor who lost his front wheel in the incident. Exit two karts. Lap one Gordon Darrow led, chased by Hobbs who had a meeting with Quigley who was rendered inoperative. Next up was Lloyd then Bradburn. Jones (89), Hemmings, Jones (78) motoring

speedily from the back caught Hemms about mid distance and they enjoyed a stern tussle. Jones eventually coming off best.

Meanwhile Darrow was holding Hobbs until his brakes seized and out went Darrow. The racing was close, perhaps too close contact being made many times. Jones (89) held off Bradburn for a number of laps. Bradburn eventually battled by to finish second to Hobbs, Jones (78) was fourth, Hemmings fifth.

Heat 3

It was Quigley into the first bend taking Jones (78) with him next up was Cryer then Bradburn. These four circulated in close company. Jones (78) and Cryer finally got by Quigley who then became involved in a race long tussle with Bradburn. Bradburn just failing to get by. Further back Lloyd was doing battle with York driver Hemmings and Darrow, just in front of this threesome was Neil Hemms going well on his Yamaha.

Meanwhile up front Cryer tried Jones and spun at the bottom hairpin, climbed back on the track to do the same again three laps later.

Final order Jones (78), Cryer, Quigley with Bradburn finishing hard.

Final (and it rained)

Alan Jones (89) made a great start and led Hobbs and Bradburn. The threesome circulated rapidly and were always close. Many passing manoeuvres were tried but the positions remained unchanged for six laps. Jones (78), Cryer, Neil Hemms on his Yamaha and Quigley were involved in a stern tussle never being far apart.

driver offering him a trip up in his glider, fortunately the foot was only sprained, and Woody accepted with good grace and provided us with the aerial shot of the pit, come karting it all happens!

At the presentation Andy Stratford the challenge competition secretary received a magnificent trophy donated by Harry Knight on behalf of ERF Plastics Ltd, this will be awarded annually to the leading Yamaha powered driver. Our sincere thanks to ERF Ltd for the superb trophy.

SERIES TOP TEN-ROUND 4

B. Kennings	114.0
T. Cryer	113.0
P. Pedelty	75.6
C. Quigley	74.6
A. Jones (89)	62.6
A. Jones (78)	60.6
M. Douglas	53.0
I. Woodcock	48.6
A. Heaton	47.0
J. Lloyd	40.0

Trevor Cryer



The Bar-B-Que was a huge success.

250 SUPER CHALLENGE TOP TEN

T Cryer	138.00
B Kennings	114.00
C Quigley	97.66
A Jones (89)	91.66
A Jones (78)	82.66
P Pedelty	75.66
J Bradburn	60.33
M Douglas	53.00
I Woodcock	48.66
M Hobbs	48.00

J P Oldthwaite