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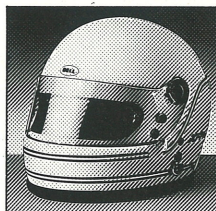
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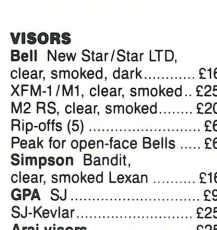
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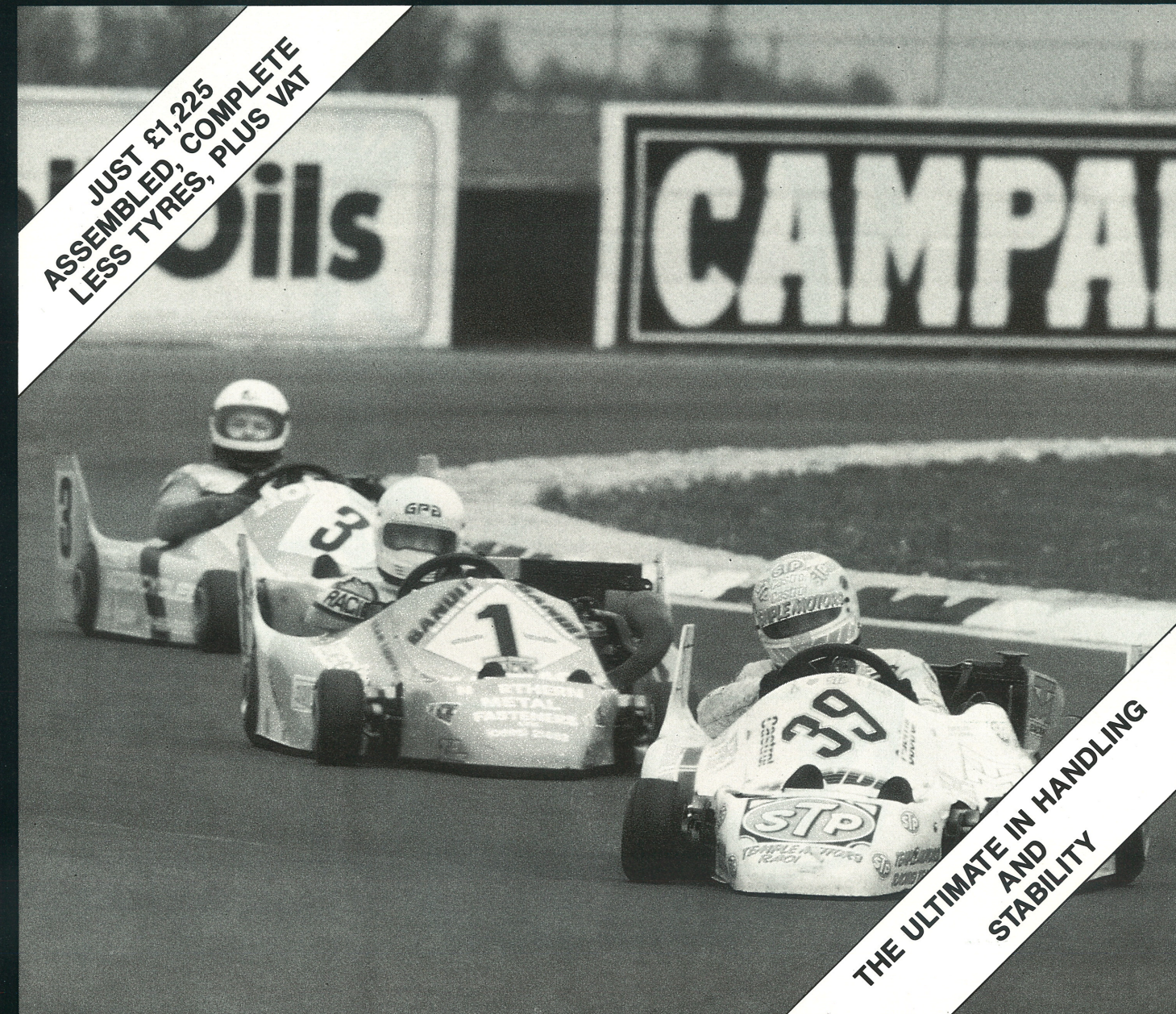
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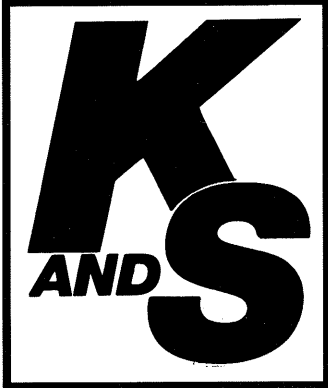
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FRONT COVER:

Giampiero Simoni
(87) PCR/PCR
leads Alessandro
Zanardi
(Kali/Komet)
European 135cc
Champion at
Jesolo.

(Pic: Beverley Heath)

MONTHLY

No. 103

Ed, Says!.....

Two Tribunals, apropos karting, were held by the RAC Motor Sports Association on Thursday 15th October, Davies versus Bogan in the Cadet RAC Championships and Hoddesdon Kart Club over the handling of the 100 Britain RAC Championship. In the case of Davies versus Bogan, Mr. Davies objected to the award of the British No. plates to Clair Bogan on the grounds that her kart did not conform to RAC Regulations prescribed for the class, in that she used 1-piece wheels instead of 2-piece as promulgated in the Cadet Rules. Her kart was scrutineered bearing 1-piece wheels and that should have been objected to; it wasn't, the kart was passed. However, what has been done cannot be undone and that part of the affair must rest. The Tribunal found in favour of Clair Bogan, so the results of the Cadet RAC Championship at Shenington on 30th August stand, much to the chagrin of Mr. Davies. This magazine feels it would have been cruel to rob a little girl of a title she, in all innocence, contested to the best of her ability, with skill and determination. Mr. Davies too, it is understood, now shares this view and, for that, must be lauded.

The transcript of the Tribunal states:-

Cadet Class Race at Shenington — Enquiry

Then Enquiry Tribunal into technical problems in respect of the Cadet Kart Class, and in particular in respect of the meeting at Shenington on 30 August heard evidence from a number of parents and officials and would like to thank all concerned for the constructive and helpful comments that were made.

The Tribunal were satisfied that the technical regulations in respect of whether wheels should be one or two piece were not clear, and accordingly rule that under the regulations as published either type of wheel was legal.

The results of the meeting at Shenington on 30 August 1987 are therefore confirmed.

The Tribunal instruct the Kart Technical Consultant and the MSA Secretariat to review the Class Regulations before they are published in the 1988 Motor Sports Year Book to obviate possible ambiguities.

The Tribunal were concerned that certain documents did not appear to have been properly circulated and reminded all concerned that the only official announcements are those either issued in "Motor Sport Club News" or "Competitor", or confirmed in these publications.

Where then, is there mention of 1-piece wheels being permissible? To the knowledge of Kart and Superkart no other documents relating to the Cadet Class Kart Regulations have been published.

The statement regarding wheels in the Tribunal's findings has thus created an anomalous situation, unless there is something else, somewhere, which is not readily apparent. . . .

The other Tribunal was of a much more serious nature and involved the Hoddesdon Kart Club's handling of the 100 Britain RAC Championship at Rye House during 15th-16th August. The findings of the RAC MSA are published here in full:-

CONTINUED PAGE 2

NEXT MONTH'S FEATURES INCLUDE:- DONINGTON PARK — RAC LONG CIRCUIT CHAMPIONSHIPS DECIDING ROUND; KIMBOLTON 125cc CASTROL TROPHY SERIES; TECHNICAL — THE VILLIERS DRY CLUTCH; WOHLER CELEBRITY RACE, PLUS OUR REGULAR ROUND UP OF ALL THE CLUB RACING NEWS.

(These items correct at time of going to press).

PUBLICATION DATE:- THURSDAY 3RD DECEMBER 1987

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SNETTERTON ZIP TROPHY MEETING

Noah's Ark was the order of the day when the Long Circuit legion trekked to the Norfolk venue.

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GASSIN'S GLORY

Sunny Le Mans, 21st birthdays, mosquitos and all were the ingredients for the deciding round of the CIK Formula E World Championship. Oh, yes, there were karts as well!

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CLUB SCENE

Our regular look at what's been happening around the country's Club racing circuits.

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CLASSIFIED SECTION

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Hoddesdon Kart Club

The Tribunal convened to enquire into the organisation of the British Championship Kart Race Meeting at Rye House Raceway by the Hoddesdon Kart Club on 15th-16th August 1987. The Tribunal listened with care to the explanations offered by the representatives of the Club.

The Tribunal were satisfied that the Hoddesdon Kart Club applied for a 2 day permit and clearly stated in their Regulations that the meeting was for two days — 15 and 16 August, but that they only hired the circuit for Sunday 16 August.

This resulted in competitors who wished to practice on the Saturday being charged commercial practice fees by the Circuit Owners.

The Club were therefore in contravention of their own Supplementary Regulations and also of the instructions issued for MSA Championships.

The Tribunal noted that the entry form for the event specified that the entry fee was £17 plus an RAC levy of £3. This again contravened the instructions for MSA Championships.

The Tribunal deplored the article purporting to be a race report and printed in the September issue of Karting Magazine under the heading Rye House and signed by A. G. Kilbey. This article could well be libellous.

The Tribunal order that the Hoddesdon Kart Club will not be permitted to organise an RAC MSA Championship event for three years, and may then only be considered providing the MSA are satisfied that a proper and detailed contract exists between the Club and the Circuit Owners.

The Hoddesdon Kart Club were fined £300, plus a contribution of £175 towards the MSA costs.

This decision was set down at 12.50pm.

All parties were reminded of their rights of Appeal.

Ed. McCormick

WHERE AND WHEN

15th NOVEMBER

Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware Road).
Crail — (9 miles southeast of St Andrews, Fife, Scotland).
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs).
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road).

22nd NOVEMBER

Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey).
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads).
Snetterton — (Kart Racway off A11, adjacent Car circuit, approx 15 miles from Norwich).

29th NOVEMBER

Dunkeswell — (5 miles from Honiton, Devon).

6th DECEMBER

Rye House — (Rye House Stadium, Rye Park, Hoddesdon, Herts).
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road).
Felton — (7 miles from Morpeth on A1).

Mainly Political

Do we see signs of movement in more ways than one at Belgrave Square? It looks as if, after having spent thousands of pounds on refurbishing, the Motor Sport Association will move to other premises. Somebody told yours truly that the move has been made necessary because room for unanswered letters has run out! Perhaps that's hitting below the belt, but I am afraid it is the impression one gained at the last Open Day when so many complaints were made on this subject.

The second move can be of very much more importance with this move in mind. May I welcome, on behalf of the Kart and Superkart magazine, 'the new man at the top', Mr P. M. Hammond as Chief Executive.

So it's goodbye to one Peter, and welcome to another Peter. I understand that Peter Hammond has been brought into the highest accolade of the Motor Sport from the outside business world of advertising. We most sincerely welcome him and wish him every success in his new job. Peter Cooper once told me that the job of Administrator of the karting section of Motor Sport was the most difficult job in the world and I hope that Peter Cooper is still going to be associated with the RAC. In the past we have had so many ups and downs with Peter, but we have always had the very greatest respect for him, both as a person and official, and it is not in the calibre of Administrator, with all his vast experience, that the sport can afford to lose, so the very best of luck to both Peters, and always remember the magazine, as always, offers you the right to reply.

Well, it's great to see that the Cadet Class got a good hearing at the recent inquiry held at Belgrave Square, let's hope the class can now settle down and become the greatest thing that has happened to karting for many a year. It looks as if 1988 could be a terrific year for this class, which can only assist karting as a whole.

Ed, the Editor of the mag, seems to be getting a bit of flack about race reports, in more ways than one. Please remember, he can only print reports that are submitted to him from clubs. He can only be in one place at a time himself and, when clubs send these reports, they are then printed as race reports, as seen by the reporter and it is appreciated that sometimes statements made may not go down well with other drivers, but it is as he, the reporter, sees it, and it either means not putting it into print or to publish race results only. I am sure that is not what most drivers want, so please send in your meeting reports, we *want* to publish them, but make them reports on the racing and not on personalities.

Well, that is about all for this month, I have got to get back to the grindstone of producing 50 karts complete, to satisfy the whim of some God almighty organisation called the C.I.K.!!

Yes, every manufacturer of karts, big or small, is being shanghaied into producing, at the end of the season, 50 karts fully assembled. For what reason!! Just to push small manufacturers out. This is the most disgusting trade restriction I have ever come across, and I am afraid our own Motor Sport Council should have fought this through the Government channels available to prevent unfair trading restrictions like this. Who knows, I may even myself contact the new B.B.C. programme called 'Watchdog' and get their reaction!!

M. W. Hines

Chairman's Corner

The weather has changed, the clocks have been put back for a reason which I have never really understood and we can look forward to a few months of Karting in the cold. Where did the summer go? The consolation a few of us have had from the 1987 season is plenty of practice in setting up the equipment for the wet.

The main highlight of 1987 was the introduction of the Cadet class. From introduction in April to a new, and youngest R.A.C. champion in September, not bad and may the class grow from strength to strength. However, for the class to succeed as an introductory way to the sport a means must be found to control the fathers and attendant supporters of the Cadets. A restricted class is difficult to police as it is, scrutineers have a hard enough job to do without having to be ultra vigilant. If you can't play it straight then find another sport. Eventually those who cheat will be found out but in the process new people without the know-how some have got will become disenchanted and will leave karting, and these are just the type we want to encourage.

Without the possibility of another restricted class being introduced scrutineers must acquaint themselves with the rules and enforce them. By the same token Belgrave Square must ensure that all relevant officials are provided with the necessary information to enable their officials to enforce the rules and regulations.

One of the aims of the Committee in introducing restricted classes is to attract newcomers into karting. That is, people who previously have had no experience in the sport. The person to whom they often turn to for advice and information is a dealer. This puts a lot of responsibility in making sure that they start their karting career on the right foot on the dealer's shoulders. A new karter is a new customer, logical you all say, but some are not playing the game.

Overseas results are improving, keep at it. I have every confidence that provided those who venture outside the U.K. keep at it to gain the necessary experience we will be a force to be reckoned with in the future.

A lot of the tracks have not significantly improved their facilities over the years. Not many are the minimum C.I.K. length and width, toilets are still basic, spectator facilities non-existent. Clubs must put at the top of their list a programme to improve the venues. We expect karters to invest a lot of money in their equipment, spend even more to visit tracks to compete and in many instances the facilities are completely basic. The Kart Committee will have tracks at the top of their agenda for a long while to come; our sport must be upgraded. I hope that some form of Green Paper will be introduced for consideration quite soon.

The latest edition of Club News from the Ivory Tower has a most professional look about it, and I must congratulate them on it. It contains a statement about contact driving and incidents in the other branches of motor sport. The same must apply in karting. Drivers must clean up their act and officials must enforce the rules and regulations, they will have the backing of the R.A.C. in doing so.

1987 must be the year of the awning. I have seen them arrive, all shapes and sizes, ranging from modest shelters and to those that rival anything Barnum & Bailey have used. Come to think of it a some of the antics that appear to go on inside these marquees are fit only for a circus tent...

The Super One series ended with a share out of the goodies at Rye House and I think that those who organised it, donated prizes to it and competed, should be thanked and congratulated for all they put in. Success means 99% hard work, and I know they put in plenty of that. The 1987 series will be a hard act to follow, but I think that there could be big things in store for 1988.

Christmas will soon be upon us, then the New Year when we can look forward to another season. I would like to wish everyone involved

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CLUB SCENE

FINAL

With only three finishing consistently the winner was obviously going to come from this group. Clapham and Brown were off the line as one with Paul pulling out a small lead by the end of lap two. Brian who was in his last race as a novice wasn't going to settle for second best and on lap four outbraked Paul at the end of the straight, never to be headed; at the end only Brown and Clapham were left running.

1st Brian Brown ZIP GP/Villiers
2nd Paul Clapham ZIP GP/APV Villiers

COMBINED 125 & 250

Heat 1: 1st Trevor Alexander (250), 2nd John Heward (125), 3rd A Sowerby (125).
Heat 2: 1st Paul Hobson (125), 2nd A Sowerby, 3rd D Robinson (125).
Heat 3: 1st Trevor Alexander, 2nd John Heward, 3rd Paul Hobson.

FINAL

Only three in with a chance in this final, the 250 of Alexander and the 125's of Hobson and Heward. Alexander got the jump at the start and led for the entire 12 laps of the final. Hobson and Heward had a short battle for second but Hobson gradually broke the tow to win the 125 class. A pretty processional final.

250
1st Trevor Alexander Zip Bandit/Rotax
125
1st Paul Hobson Zip Bandit/Rotax

100 NATIONAL
Heat 1: 1st Ian Williams, 2nd Paul Henderson,

3rd William Turner.
Heat 2: 1st Roy Dickson, 2nd Chris Armstrong, 3rd Ian Williams.
Heat 3: 1st Ian Williams, 2nd Roy Dickson, 3rd Chris Armstrong.

FINAL

After some real close battles in the heats this was a final to look forward to, Williams and Armstrong on the front row with Henderson and Dickson behind. Lap one and Williams led from Armstrong, Dickson and Stu Davison who had a real flyer of a start. Onto lap two and Armstrong was through to lead with Williams attached to his rear bumper. Down the straight on lap three and Chris was trying everything he knew to keep Ian back. Some of his tactics did not please the Clerk of the course and next time around out went the warning board but still Chris was diving around down the straight and almost had Ian in the tyres. As they came out of the hairpin on lap five with the black flag already waiting for Armstrong his motor bogged down, Williams slowed but Dickson had nowhere to go and hit Ian's kart pushing him onto Chris, causing him to flip over. Taking advantage of the chaos Paul Henderson took the lead (he actually went under Ian's while it was in the air) followed by Stu Davison and Andrew Stanton who had a brilliant drive from a low grid position. Dickson who almost came to a standstill after the incident was soon back into third place but try as he may Roy could not do anything about the Gillard twins. Paul and Andrew actually changed places no fewer than six times during the last four laps. As the last lap board went out Paul outbraked Andrew into pit bend and led down the back straight. Out

of the hairpin and still Paul led but Andrew got the better line through the chicane onto the straight and pipped Paul on the line for his first win in 100 National, which is a great achievement for anyone but especially for Andrew as he lost an arm in an accident several years ago. It's a long time since anyone got so much applause when they received their trophy.

1st Andrew Stanton Gillard/Gillard Parilla
2nd Paul Henderson Gillard/Gillard Parilla
3rd Roy Dickson Sprint/Dickson Parilla
4th Stu Davison TKM/TKM

M Armstrong
Northumbrian Kart Club

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

CHAIRMANS COLUMN — from page 2

in karting the compliments of the season and may 1988 be a successful and prosperous year for us all.
John Sutton
Chairman — RAC MSA Kart Committee.

APOLOGY

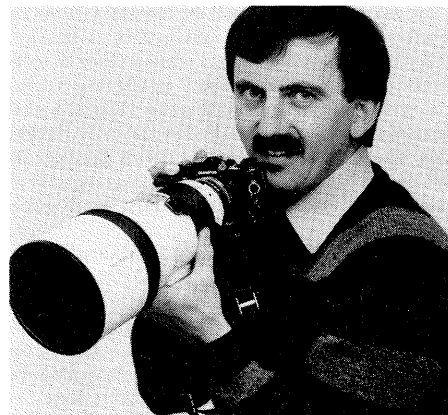
As parents of David Coulthard we would like to apologise to all the 'Junior Britain B' Drivers who took part in this year's Super-One Series. We realise how disappointed you all are at not receiving the Trophies you were entitled to, due to the events which took place after the meeting, David was very disappointed too.

Hopefully this matter will be resolved to everyone's satisfaction soon.

Yours sincerely
Duncan & Joyce Coulthard
'Dunmhor'
1 Main Street
Twynholm
Kirkcudbright

TRADE NEWS

Zip Kart is now marketing a fibreglass airbox, of the kind preferred by most continental European drivers, which acts as a combined noise box and wet box for Class 1 karts. Details from Zip Kart (0992) 463371.



1988 KART RACING CALENDAR

Following his successful first kart calendar of 1987 Rodger Calvert has made available a re-styled, still in black and white, version for 1988.

Always close to the action Rodger has captured the best of karting — from the new Junior Cadet class through to the CIK 250cc Formula E category.

Twelve large monthly sheets depict the action and allow ample space for writing in those all essential weekend race meeting dates.

The 1988 Kart Racing Calendar is now available direct from Rodger Calvert, or through selected Trade outlets. The cost is the same as last year — £3.00 or £3.50 to include post and packing.

Rodger Calvert, Karting Photography,
27 Richard Road, Darton, Barnsley,
South Yorkshire S75 5NP

250 SUPER CHALLENGE POINTS

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John Bradburn	91.65
Alan Jones (78)	82.66
Paul Pedelty	75.66
Ian Woodcock	74.66
Neil Hems	65.97
Allan Mills	58.96

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your letters..

Dear Ed,
May I, through your magazine, welcome Mr. Peter Hammond as the MSA Chief Executive of the RAC. All the members of our modest 'Karting Club', Fulbeck in Lincolnshire hope that you will bring the weight of your services and experience to bear in *improving* the efficiency of your section of the organisation. We regret having to complain to someone newly appointed, but we are afraid that you, as most new governments do, have inherited a staff that is to say the least slow, careless and sometimes downright inefficient.

Finish the carping and state the facts. This club, as we say a modest one away from the centre of power, sent in our proposed fixture

100 National drivers Andrew and Kieran Hayden, after months of pestering, have managed to find a sponsor for their budget racing team, in the form of Eric Parker's School of Motoring. The team hope to give value for money in order to keep Eric's support for the 1988 season. The kart is a Premier outfit with Parilla power, but we can't see any 'L' plates!

November 1987

RICHARD DEAN'S SUPERKART FOR SALE

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Twelve year old Guy Smith of Lelley, near Hull, pictured with some of the trophies he has won in National Karting events this year. Pride of place goes to the RAC Junior British 'A' Championship trophy he won at Larkall Scotland.

Guy also won the Midlands and Scottish Open Junior Championship and the six event Protrain National Junior Series.

He lives in Lelley near Hull, and is sponsored by Swift Caravans, Britain's top quality touring caravan manufacturer.

dates *last year* for the 1987 season for inclusion in the Blue Book. The entries failed to be made and as a result our September meeting, the 27th, the MSA gave Rye House a permit to hold a *Championship* meeting on the same date, resulting in a lot of our Officials and competitors having to travel to Rye House. We decided to hold our meeting as normal and we had a healthy entry, good weather and good racing and the mums and dads rallied round to assist us with the marshalling, etc. Please look into this matter.

We complain about the long *delays* in replies to our letters and phone calls, etc., to the Karting Section and in many cases no reply at all.

We complain about a recent blunder by the Karting Section over entries for an event in Sweden, where approximately £600 each in expenses, hotel, hotel etc., was paid out. The Karting Section of the long established 'Royal Automobile Club' were too late in sending in the entries to Sweden, so they were turned down after expenses had been paid. Compensation?

You will appreciate that we are not at all happy with the situation, but as a National body ruling any sport is a cleft stick, we are asking you to beat the stick around a bit to waken up the faceless people whose hands we are in.'

We are sure that other less established motoring organisations and certain motoring publications would hardly be able to surpress a smile, a snigger, if they heard some of the complaints.

We are also sure that we are not the only *Club* who have cause to complain.

Yours sincerely
Bob Chester,
Fulbeck

Dear Mr Chester,
Thank you for your letter. In all fairness I thought it only common courtesy to offer the RAC MSA, the aim of your criticisms, the right of reply. In this case the reply comes from the top man himself — Mr Peter Hammond, MSA Chief Executive. Read on.....(Ed)

Dear Ed
Many thanks for your letter of 6 October. I apologise for the delay in my answer having been away in Paris for the FISA meetings.

I have carefully read Mr Chester's letter and am sorry to hear his long dissertation about the effectiveness of the Karting section of the MSA. I do appreciate the opportunity to answer some of the allefations before you consider publication.

In general, of course, the Motor Sports Association has been aware for some time of a need to improve its communications. As you will know Management Consultants were brought in eighteen months ago and significant organisation changes are underway. Indeed my own appointment from the outside world of advertising and business communication is relevant to our situation. Clearly it takes time to change an organisation but I do assure you that real changes are underway including enormous improvements in information technology.

Regarding the specifics of his complaints: unfortunately Mr Chester does not say when he submitted his proposed fixture dates last year for the 1987 season. It should be noted that the Blue Book has to go to press in early October. This could be the reason for lack of inclusion of fixtures. However, I will investigatge that particular complaint in detail. Regarding the complaint about entries for an event in Sweden, it is clear that individual entries to overseas events are ultimately the responsibility of the individual competitor. I know that in this case our Kart Manager did "Post Office" the entries through and in the event postal delays meant that

we exceeded the deadlines.

In summary, I am sure that in the past the RAC Motor Sports Association has not always communicated with its many licence holders with 100% speed and efficiency. Although we realise that 100% is perhaps impossible to achieve we are aiming to establish a very high level of service indeed for the future.

I hope that this answers Mr Chester's letter but please do not hesitate to call me if you require further amplification.

P. M. Hammond
Chief Executive

Sir,

May I through the courtesy of your magazine reply to the letter written by Mr Philip Smith regarding official(s) attitude to competitors at our August 23rd meeting at Pembrey.

We would like to state that we were dismayed to read his report of our officials' "unprovoked rudeness, incivility and swearing". The Club wish it to be noted that we do not condone such behaviour and perhaps if Mr Smith could supply us with further information regarding the official(s) concerned, either by letter or by telephone we will take appropriate action.

We are surprised to hear these comments as we are usually regarded by competitors and spectators alike, as a friendly club.

Cardiff Kart Club wishes to apologise to Mr S. Smith and his family about these "incidents" that spoiled the day, and hope that if he is ever in South Wales again he would still enjoy a day of good karting with us.

Yours faithfully
Mrs E. M. Maund
President
Cardiff Kart Club

Dear Sir,

I write on behalf of all the 210 drivers who attended the recent 'Tyneside Trophy' meeting organised by the Northumbrian Kart Club. The administration and the organisation of the event were first class with the track and facilities at their usual excellent standard. The new public address system and Formula Ford demonstrations made it an even more enjoyable couple of days for the spectators, many of who we hope will return for conventional club meetings.

To stage a national event of this type — and with more than £2,500 in sponsorship — is a major task. To achieve this in the professional way demonstrated by the organising committee of the Tyneside Trophy should not go unrecorded. The meeting was a considerable success and we very much look forward to next year's event as well as to the 1988 short circuit championships for 125cc and 210cc which Felton will also be hosting.

Yours faithfully
Mike Fry
24 Lily Crescent
Jesmond
Tyne and Wear

Dear Ed,

Rob Johnstone would like to thank Mark Allen for the loan of his spare bottom end for the Grand Prix final, as his big end failed during the last heat on Sunday. Unfortunately a tyre problem on the warm-up lap ended all hope.

Yours faithfully
Bob Johnstone

Dear Mr. Hines,

I am writing to inform you of the tragic death of a former kart racing driver, Reg Child, who was known to his friends as 'Wild Reg'. As you probably know Reg started many years ago and many times mentioned racing against the likes of yourself and Reg Gange Snr and many other top drivers.

Reg who was a great driver in the wet had a lot of respect for his fellow drivers and would do anything to help anybody who was stuck. He was really dedicated to the sport. He finished racing in the 125cc class, racing a Kawasaki on a Hesketh Star kart at local circuits like Heysham and Three Sisters, against the likes of Brian Hill, Ian Shaw, Adrian Wilcox, Derek Price, etc. He finally called it a day and bought himself a BMW bike and went touring the continent. He then took up bike racing about eighteen months ago, racing a 250 Yamaha, as he would have put it — "I'm going out for a play". However, about two weeks ago, on Bank Holiday Monday Reg was involved in a 100mph crash at Oulton Park and died in hospital on the 15th September. He never regained consciousness. He will be a sad loss to both sports; when he wasn't racing he would go along to watch karting.

Yours sincerely
Brian David Hickson
2 Old Heycroft
Penwortham
Preston
Lancs
PR1 9ET

Kart and Superkart Magazine would like to extend to Reg's family and friends its deepest sympathy — Ed.

Dear Sir,

I note with dismay the letter concerning the lack of a report of the NatSKA Championships earlier this year in this month's K&S.

As regular readers will be aware I send in reports for several RAC clubs as well as NatSKA and these reports take anywhere from 4 to 6 hours to write. I would never miss the opportunity to gain publicity for NatSKA and certainly not in the case of what Mr ?????? rightly says was the largest kart meeting of the year in this country. I can only assume that as the article has not been printed that it must have gone astray.

I would have liked to include photos but as I was both Chief Scrutineer *and* Clerk of the Course the opportunity to use my camera slipped me by!! Nevertheless it's nice to be missed and I hope that this month's report on on the North of England Champs at Rowrah goes some way to making up for the omission.

Yours faithfully
Brian Lord

Dear Sir,

After reading a letter published in October's issue of K&S concerning the long circuit kart meeting at Pembrey, I felt I had to put pen to paper. As a competitor at this meeting not once did I encounter rudeness, incivility or swearing by officials. I found the organisers most co-operative and friendly.

Through the magazine I would like to convey my thanks to the Cardiff Kart Club for a most enjoyable weekend.

Yours sincerely
Arthur Thompson
4 Shannon Close, Sandy, Beds SG19 1TJ

Dear Ed,

Through your magazine Manchester & Buxton Kart Club would like to thank Mark Webster, Chris Stoney, Richard Crump and Derek Gray, on being joint winners in the North West Championships at Three Sisters on the 4th October.

Also congratulations to Richard Smith 2nd in the 100 National and Simon Cullen 2nd in the 125 National.

Yours
Sylvia Cullen
Comp. Sec.

CLUB SCENE

some of the best drivers in the country for the first time for many years there were no single numbers on display but any visitor coming expecting an easy ride would be in for a big surprise. The heats went to Michael Mills (how strange on 94!) Stephen Cook-Martin and Simon Redman. Also up the front were Simon Court, Patrick Walsh (first time for four years on two numbers) and Chris Roscoe. In the final Cook-Martin failed to get going and Court grabbed the lead followed by Mills, Redman, Roscoe (looking more and more like his older brother these days) Richard Hind and Stephen Wild. Lap four saw Redman pass Mills and pressure Court whilst the order behind remained largely static. On the last lap Court disappeared letting Mills past Redman and these two were followed home by Roscoe, Steve Hazlett, Wild and Hind.

100 NATIONAL

Another oversubscribed grid so the Novices were taken out to run with the Britain Novices. In the heats ex-Britain man Jon Wilcock claimed a couple with Michael West taking the other. Also in the frame were Jon Earnshaw, Robert Wolstencraft, Carl Antrobus, Kerry Thorpe and Dave Redfern. Wilcocks after his disappointment in the Nationals was in no mood to fail and led from lights to flag. Behind him in the early stage was a terrific battle between West and Thorpe only for the latter to disappear on lap seven leaving Redfern to take up the challenge. Earnshaw had held a comfortable fourth throughout with Steve Fox, Sean Power and Simon Cope following him home.

100 NATIONAL & BRITAIN NOVICES

Its always good to see Novices get a chance to enjoy a good race without the quick lads scaring them to death and of course it's much nicer to take the flag first rather than pick up the Novice pot from the back of the grid. The National Schools Karting Association is not unnaturally known for providing lots of youngsters to the senior ranks but it is surprisingly common also to see teachers and helpers being dragged into the sport and it was a delighted Brigshaw School Team Manager Adrian Appleyard who took heat one with Gary Grey taking heat two and Carl Ayriiss heat three.

In the final Grey led from Appleyard, Britain Tony Sawney and Ayriiss. Lap 5 and Ayriiss was up to third, two laps later second and on lap 8 he was in front. The remaining order didn't change so at the flag it was Ayriiss (Nat) Grey (Nat) Appleyard (Nat) and Sawney (the first Britain). Michael Riley was the second Britain home.

Combined Gearbox

When I started racing at Wombwell in the mid sixties (as a very young man of course) the vast majority of entries were gearbox drivers and the pits were dominated by Villiers. Now we struggle to raise one grid from five gearbox classes. The problems of noise and the attraction of long circuits have taken their toll and it does seem that gearbox karting is struggling at many short circuits but where have all those outfits gone? I suspect many lie idle in garages throughout the area so if you are reading this and have such an outfit why not get it out and stake your claim for glory in these pages? In the heats regular winner Dave Gilson clinched two on his 125 Minerelli whilst 250 National man Philip Hemmens took the other, also to the fore were Paul Eaton (125 Nat) Tony Jeffrey (P&R) and Dave Peers (P&R). In the final Hemmens took the lead followed by Gilson, Peers, Mark Jessop, Kaye Dickenson and Colin Burr. After getting into third Jessop dissappeared on the last lap and Gilson nipped through to take the lead. Mean-

while Peers was holding off Eaton and Bratley whilst Jessop climbed back up to fifth. So by class it was Gilson 1st for 125 Nat, Hemmens 1st in 250 Nat, Peers 1st in 125 P&R and in that order on the road whilst Novice Martin Cleveland took the Villiers pot with an 11th place on the track.

WOMBITS

- ★ It was good to see Club members take 1st, 2nd, 3rd, 4th and 5th in the Junior Britain 'A' Championships — Well done lads.
- ★ Congratulations also to Simon Court (Senior Britain and John Wilcock (100 National) on winning their classes in the Midland Championships last weekend.
- ★ The dinner dance date is available at last — make a note — FRIDAY January 8th — at Ardsley House — as usual we expect it to be packed so order your ticket now (you will have the whole of Saturday to recover in time to race on the Sunday).
- ★ Whilst you are planning your winter holidays don't forget to keep the second Sundays in January, February and March free for the Winter Series — fabulous prizes to go with your frozen whatsits!! Don't miss it.

CADET

1st Brent Pontin-Warltier (27)	Wright/Comer
2nd James Meanwell (10)	Zip/Comer
3rd Nicholas Critchley (7)	Zip/Comer

100 BRITAIN "A"

1st Nicholas Dudfield (3)	Wright/Parilla
2nd James Matthews (2)	Boxer/Parilla
3rd Mark Blair (4)	Wright/Parilla

100 BRITAIN "B"

1st Stuart Capstick (4)	Boxes/Parilla
2nd Guy Linton (70)	Boxer/PCR
3rd Paul Ibbotson (20)	Boxer/Parilla

100 BRITAIN

1st Michael Mills (94)	Jeta/DAP
2nd Simon Redman (52)	Boxer/PCR
3rd Chris Roscoe (29)	Sprint/Parilla

100 NATIONAL

1st John Wilcock (37)	Mondial/Parilla
2nd Michael West (72)	Mondial/Parilla
3rd Dave Redfern (86)	Mondial/Parilla

NOVICES

NATIONAL

1st Carl Ayriiss (34)	Sprint/Parilla
2nd Gary Grcy (11)	Wright/Parilla
3rd Adrian Appleyard (33)	Boxer/Arrow

BRITAIN

1st Toney Sawney (21)	Gillard/DAP
2nd Nigel Gibson (16)	Wright/Parilla

GEARBOX

125 NATIONAL

1st David Gilson (29)	Stratos/Minerelli
2nd Paul Eaton (54)	Phoenix/Rotax

250 NATIONAL

1st Philip Hemmens (20)	Barlotti/KTM
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125 P&R

1st Dave Peers (61)	Phoenix/Honda
2nd Mark Jessop (73)	AllKart/TKM

210

1st Martin Cleveland (60)	Zip/Villiers
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Felton

SUNDAY, SEPTEMBER 6th

Our meeting on Sunday 6th September was round 5 of the club championship and with the points close in all classes the competition was both fast and furious.

JUNIORS

Heat 1: 1st Chris Clark, 2nd Glenn Chamberlin, 3rd Mark Allison.
Heat 2: 1st Chris Clark, 2nd Barry Armstrong, 3rd Mark Allison
Heat 3: 1st Chris Clark, 2nd Mark Allison, 3rd Glenn Chamberlin "A"

FINAL

A bit of a Chris Clark benefit, he took the lead from the start and opened up a large gap to the finish. No such luck for the "pole man" in the "A" group, Glenn Chamberlin oiled a plug at the start and was a lap down before he got back into the action. He quickly overtook the leader in his class, Gary Robertshaw, but had no chance of pulling back the lap he lost at the start. In the "B" group clark was 50 metres up inside four laps with Allison and Martin Hughes battling it out for 2nd place. After the half way stage the places were set and the final became a little processional.

"A"

1st Gary Robertshaw	Zip/TKM
2nd Glenn Chamberlin	Boxer/Parilla

"B"

1st Chris Clark	Wright/Parilla
2nd Mark Allison	Gillard/SO/DAP
3rd Martin Hughes	Jetta/GEP/DAP

100 BRITAIN + NATIONAL RESTRICTED

Heat 1: 1st Steve Ogden, 2nd Keith Simpson, 3rd Dave Kelly.
Heat 2: 1st Paul Ibbitson, 2nd Steve Ogden, 3rd Keith Simpson.
Heat 3: 1st Tony Sawney, 2nd Keith Simpson, 3rd John Burnhope.

FINAL

With the Britain and restricted classes out together it was good to see the Britains mixing it up front with the Nationals. In the Britain class Steve Ogden (out of retirement again) was the dominant force, not only did he win his class comfortably but he also beat all the Nationals. Paul Ibbitson starting from row four soon carved his way up to second spot but could make no impression on Ogden and won the national restricted class. The drive of the final came from Keith Simpson who had a terrible start but managed to climb to fourth place on the road only to run out of laps before he could challenge the leaders.

100 NATIONAL RESTRICTED

1st Paul Ibbitson	Sprint/TKM
2nd Keith Simpson	Superdart/TKM
3rd John Burnhope	Sprint/TKM

100 BRITAIN

1st Steve Ogden	Gillard/SO/DAP
2nd Tony Sawney	Gillard/SO/DAP

210 NATIONAL

Heat 1: 1st Paul Clapham, 2nd Brian Brown, 3rd Steve Connor.
Heat 2: 1st Brian Brown, 2nd Paul Clapham, 3rd Steve Connor.
Heat 3: 1st Paul Clapham, 2nd Brian Brown, 3rd Steve Connor.

CLUB SCENE

FINAL: With Peter Dumbreck on pole and Daniel Liddle beside him it looked all set to be an exciting final, which it was. All the way up to lap 11 Dumbreck led Liddle and then, disaster on the final lap with only about ¼ of a lap to go; Dumbreck had a rare spin on the S bend which left the way open for Liddle to take an easy win, the rest of the field were quite far back giving Peter enough time to get started again and come in 2nd with Michael Andrews 3rd. Further back in the 'A's Laurence Keenan and James Davidson were battling it out for 1st place. Davidson held the lead until lap 8 when Keenan decided to challenge and it worked for him. Keenan held his lead until the flag. His win seemed to delight him very much as he did a traditional Nigel Mansell victory salute waving both arms in the air as he passed the chequered flag.

SENIOR BRITAIN

There were groans from the pits from Senior Britain drivers as they discovered that 100 National Ace Jim Forsyth had entered in Senior Britain.

Heat 1: The first 6 laps were led well by Colin McCorquodale followed closely by Craig Porter and Jim Forsyth. Porter came off on lap 6 letting Forsyth up behind leader McCorquodale. After that there was nothing to stop him and he soon disposed of McCorquodale and went on to win easily. 2nd was Colin McCorquodale, 3rd was Desson McDonald who seems to be doing very well in Senior Britain after recently moving up from Junior Britain "B" and 4th was Lyle McMorland.

Heat 2: Straight into the lead went "Forsyth the Invincible" who of course stayed there for the entire race about ¼ of a lap ahead of the rest of the field, behind him were Ron Low and Robert Bouse followed closely by Lyle McMorland or affectionately known as "reed valve Lyle" he soon disposed of them but got nowhere near "The Invincible" who by this time was ahead of most of the Nationals as well. Winner of the race was of course Forsyth, 2nd McMorland, 3rd Desson McDonald and 4th Colin McCorquodale.

Heat 3: The leader for the 1st 6 laps was Desson McDonald followed by Colin McCorquodale, Rob Anderson, Niels Kristofferson and "The Invincible", by lap 2 Forsyth had left Anderson and Kristofferson well behind him and by lap 5 had got past McCorquodale also. An unfortunate spin for Desson let Forsyth through into the lead on lap 7. By this time 'reed valve Lyle' had decided to try and see if the new zips could fly upwards as well as forwards, unfortunately for him it didn't come off and he ended up with a ringside seat of the race. No need to tell you who won the race. 2nd was Colin McCorquodale and 3rd Craig Porter.

FINAL: No need to say who was on pole but beside Forsyth on the grid was Desson McDonald. Forsyth of course dominated the entire race followed by McDonald, Law and McMorland. Positions stayed the same until lap 7 when "reed valve" decided to take the zip for another test flight (you'd think he'd have learned by this time). By lap 14 Forsyth had lapped every Senior Britain apart from McDonald. Making it 1st Forsyth, 2nd McDonald and 3rd Byres.

100 NATIONAL

Heat 1: Poleman Gordon Murray held 1st place for the entire race from Robert Gardiner and Price. Price got the better of Gardiner in lap 8. Final positions being 1st Gordon Murray, 2nd G Price, 3rd Robert Gardiner and 4th B McMillan. **Heat 2:** This time the race was dominated by Price followed by Gordon Murray and Robert

Gardiner. Robert Gardiner got the better of Murray in lap 8 though and they held their positions to the flag with B McMillan 4th.

Heat 3: Lights to flag win for G Price followed by Robert Gardiner and B McMillan who held 2nd and 3rd places for the whole race with Gordon Murray having a non-start.

FINAL: Price held lead for the first 3 laps until he was overtaken by Robert Gardiner who stayed in the lead for the rest of the race with Price finishing 2nd and McMillan 3rd. Gordon Murray having come off on lap 3.

125 NATIONAL/P&R

Heat 1: Gilbert Keenan led for 2 laps before Gerry Harvie got the better of him. Harvie held his lead for the rest of the race. Mike Gilfillan held 2nd for only 1 lap until Billy Stoddart challenged and overtook him on lap 5. By lap 6 the final positions were decided with 1st Gerry Harvie, 2nd Billy Stoddart and 3rd Mike Gilfillan. 1st in P&R being A Girdwood. As all P&R's were novices then they were just having a separate race at the back of the field.

Heat 2: A lights to flag win for Gerry Harvie with John Brollie having a brief shot at 2nd until Gilfillan got the better of him then Billy Stoddart overtook on lap 5 to take 3rd place. The top three held their positions to the flag with Gilbert Keenan in 4th. 1st in P&R was J Methuen.

Heat 3: Mike Gilfillan looked set to win heat 3 leading for the 1st 6 laps but Gerry Harvie took the lead on lap 7. His lead was short lived though as Billy Stoddart raced up to take the chequered flag on the last lap. Winner in P&R was A Girdwood.

FINAL: Gilbert Keenan led for the 1st lap before Billy Stoddart came through to take the lead. Gerry Harvie holding 2nd well from Gilbert Keenan. The rest of the field all came off by lap 5 making it an uneventful final. 1st in P&R was A Girdwood.

Carrie McMorland

RESULTS

CADETS

1st	Leon Lerego	S Hutless/Comer
2nd	Natalie Whaley	AllKart/Comer
3rd	Matthew Davies	Gillard/Comer

JUNIOR "A"

1st	Laurence Keenan	Zip/Parilla
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JUNIOR "B"

1st	Daniel Liddle	Zip/PCR
2nd	Peter Dumbreck	Wright/TKM
3rd	Michael Andrews	Wright/TKM

SENIOR BRITAIN

1st	Jim Forsyth	---
2nd	Desson McDonald	Wright/TKM
3rd	Robert Byres	DINO/PCR

100 NATIONAL

1st	Robert Gardiner	---
2nd	G Price	Wright/TKM
3rd	B McMillan	Wright/Parilla

125 NATIONAL

1st	Billy Stoddart	Zip/Minarellie
2nd	Gerry Harvie	Wright/Rotax
3rd	Gilbert Keenan	Zip/Rotax

125 P&R

1st	A Girdwood	Barlotti/Honda
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Wombwell

SUNDAY, SEPTEMBER 13th

A brilliant summers day, 114 entries and the last round of the Protrain Championships, what a way to return after the summer break. With some very desirable prizes for the Junior Championsip and a round of the 125 P&R championships we were in for a good days racing.

CADET

How nice to see us able to run a grid of cadet karts and with 9 entries and tremendous enthusiasm from drivers and parents alike I'm sure that things can only get better. Two of the heats went to Brent Pontin-Warltier — who I've no doubt is destined to become a nightmare for commentators in the years to come — and the other to Nicholas Critchley with James Meanwell and James Mills occupying the other front positions. In the final Critchley grabbed the lead but a spin on lap 2 let in Meanwell who after holding off Pontin-Warltier from the next six laps succumbed on the last lap to give the Blackpool youngster the win. Critchley had climbed back to third ahead of Mills and Jamie Wall.

JUNIOR BRITAIN "A"

This class does seem to have suffered from a lack of support this year and will of course be swallowed up by the other juniors next year but no lack of competition here today as we hosted the final round of the "Protrain Series". All the top lads present including National Champion Guy Smith plus six other single number owners so not unnaturally some very close and competitive racing. I suspect that the races will be covered in more detail elsewhere but nevertheless a brief summary. Three different heat winners in Nicholas Dudfield, James Matthews and Darren Manning with only Dudfield and Mark Blair managing a top three spot twice. The final turned out to be a ding dong affair with Matthews grabbing the lead followed by Dudfield and Blair thus giving us numbers 2, 3 and 4 in succession with Jonathon Greensmith and Manning keeping up the pressure on the leading bunch. Lap six saw Matthews relegated to third and Dudfield in front, by lap 8 he was back to second but unable to displace Dudfield from the premier position so at the flag we had Dudfield, Matthews, Blair, Manning Greensmith and Simon Spencer. The luckless champion could only trundle in in 8th place.

JUNIOR BRITAIN "B"

With 17 Junior Britain "B's" it gave us nearly 40 Juniors overall, perhaps not as good as the days when we sported two grids of Junior Nationals and a Junior Britain grid but nevertheless a decided improvement on recent times. Two heat wins to Stuart Capstick and one for Guy Linton with Nicholas Lamb the nearest contender and Charles Walker and Chris Clark filling the other top spots. In the final Capstick took the lead from the lights and lead all the way to the flag gamely chased by Linton. Walker held third in the early stages only to spin out and be replaced by Paul Ibbotson who held on to finish third ahead of Jamie Hunter and novice Darren Mitchell.

100 SENIOR BRITAIN

With 30 entries being too many for one grid the novices were taken out to run separately leaving exactly a full house. Despite the club having

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SCOTTISH CHAMPIONSHIPS — 1987

Boyndie Race Circuit — Banff, Grampian

A total entry of 114 drivers descended on Boyndie race circuit all hopeful of taking home a coveted award plus the 'S' plates signifying champion in their class. The "Scottish", run over two days was greeted with heavy rain and high winds on the Saturday. The weather eventually cleared as the racing progressed, producing some terrific heats throughout the classes.

Sunday dawned with clear sunny weather. The flow of spectators through the gate proved to be the largest turnout seen for years at Boyndie, also adding to the atmosphere at such an event. The scene was now set for what was to prove a tremendous afternoon. Making their debut at Boyndie were the Junior Cadets and they were first out.

JUNIOR CADETS

Heat Winners: Craig Murray taking both heats with relative ease.

FINAL: These young drivers gave a competent display of driving giving note that karting is in safe hands for the future as they work their way through the various classes. Craig Murray was the worthy winner followed home by Marino Franchitti, Hans Christofferson and Peter McLaren in hot pursuit.

1st	Craig Murray	Zip/Comer
2nd	Marino Franchitti	Sprint/Comer
3rd	Hans Christofferson	Wright/Comer
4th	Peter McLaren	Zip/Comer

JUNIOR BRITAIN "A"

10 drivers going for that special trophy, producing good close racing in the heats, with one lad, John Nelson emerging as a clear favourite for the final.

Heat Winners: John Nelson (3 heats) and local driver Stuart Mutch (1 heat).

FINAL: John Nelson, who from pole position dominated the race pulling out an unassailable lead. Finishing in second place was David O'Brien with Lawrence Keenan in third.

1st	John Nelson	Wright/Rutherford EME
2nd	David O'Brien	Dart/DAP
3rd	Lawrence Keenan	Zip/PCR

JUNIOR BRITAIN "B"

A good grid of sixteen drivers with some high quality, such as defending champion David Coulthard, Alex Jack, Graeme Melville and Dario Franchitti. Much was expected from this class, and we were not disappointed. Dark horse emerging in the heats was Peter Dumbreck who won three heats, coming from twelve in heat three to win, which was quite something amongst such illustrious company.

Heat Winners: Peter Dumbreck (heats 1, 3 & 4) Graeme Melville (heat 2).

FINAL: Any betting men amongst us would have put their money on pole man Peter Dumbreck. But, that man, Alex Jack, who had mixed fortunes in the heats, shot out into a lead that never was to be challenged. The following group of Dumbreck, Franchitti and Coulthard were soon to be joined by Melville who had come off eleven on the grid. Melville was soon to move into second place but ran out of time to catch Mr Jack. Last year's champion made third place his with two laps to go.

1st	Alex Jack	Wright/BTR/DAP/TKM
2nd	Graeme Melville	Wright/TKM Parilla
3rd	David Coulthard	Zip/TKM

SENIOR BRITAIN

This class had the biggest entry with twenty five drivers. Split grids were required, with four on Saturday and two on Sunday. Saturday's racing was of the highest order, with the honours being shared by four different winners.

Heat 1: David Scott, **Heat 2:** Andrew Graham, **Heat 3:** Erik Christofferson, **Heat 4:** David Greig.

SUNDAY'S HEATS:

Heat 1: Mark Bruce, **Heat 2:** David Scott.

FINAL: Although the heats were run off split grids all twenty five drivers were together for the final. David Scott was pole followed by Erik Christofferson. First round the hairpin was Christofferson followed by Bruce, Graham and Scott. These four stayed in front of the rest of the field, but continued to change places. Andrew Graham eventually pulled through to first place and romped home the winner followed by Erik Christofferson, Mark Bruce and David Scott.

1st	Andrew Graham	Wright/Rutherford/EME
2nd	Erik Christofferson	Zip/Parilla
3rd	Mark Bruce	Wright/BTR DAP

100 NATIONAL

Twenty-three drivers competing, racing was sure to be close and exciting. Again we had top names such as Jim Forsyth, Johnny McDonald defending champion Gordon Murray and Louis Di Resta. The heats were all closely fought, with Johnny McDonald taking two heats, Jim Forsyth one and Gordon Murray one.

FINAL: McDonald had pole with Forsyth alongside. McDonald held the number one spot with Forsyth close on his tail. On the second time round Forsyth spun in the hairpin, allowing Murray and McLeish through to take up the challenge. That was the order for the next few laps until McLeish made a move to take him to number one. So now we had McLeish, McDonald, Murray with the leader pulling away from his pursuers! Murray eventually pulled past McDonald and the race finished in that order.

1st	Ian McLeish	Zip/Boyce PCR
2nd	Gordon Murray	PCR/Sirio
3rd	Johnny McDonald	Wright/BTR/TKM

125 NATIONAL

A very high quality field with twenty-one drivers. Split grids were required for the heats. Defending champion Alex Pettigrew was sure to have a hard time with hot competition from Kevin Park, Roy McQueen and Bill Stoddart.

Heat Winners: Alex Pettigrew (2 heats), Roy McQueen (2 heats), Kevin Park (1 heat) and Bill Stoddart (1 heat).

FINAL: The man defending the "S" plates was first into the hairpin going on to pull out a commanding lead. Chasing hard was Kevin Park followed by Bill Stoddart. Back down the field drivers were swapping places frequently, so the field became quite mixed up. A measure of Alex Pettigrew's driving, is that he lapped everyone up to third place.

1st	Alex Pettigrew	Zip/RotaxCSK
2nd	Kevin Park	Wright/Boyce/Rotax
3rd	Bill Stoddart	Zip/Rotax

125 P & R

A small grid in this class with only seven drivers, but they treated everyone to some excellent racing.

Heat Winners: Frank Hynds (heats 1&2), David King, (heats 3&4).

FINAL: The lights turn green and off they go. First into the hairpin was David King followed by Hynds. These two pulled away from the rest staying nose to tail Hynds trying everything to outwit King, but King doing a great job in closing the door on all his attacker's efforts. Hynds finally made his move gaining the inside on the straight, and outraking King at the end going into the hairpin, with about six laps to go. The order remained — Hynds and King to the finish. This proved to be one of the best tussles seen throughout the two days racing.

1st	Frank Hynds	Zip/Honda
2nd	David King	Zip/Yamaha

210 NATIONAL

Again, seven drivers completed this class, but none-the-less gave the spectators their money's worth.

Heat Winners: Peter Baxter (2 heats), Mike Gilmarton (1 heat) and Robert Stewart (1 heat)

FINAL: Gilmarton had pole with James Bell on two. Gilmarton held the number one spot followed by Baxter. End of lap one and Baxter outrakes Gilmarton going into the hairpin. The order now Baxter, Gilmarton followed by Norman Laing, and so it stays until Baxter disappears from the proceedings handing the lead back to Gilmarton who holds on until the end, followed by Laing.

1st	Mike Gilmarton	Zip/Bott Villiers
2nd	Normal Laing	Zip/Villiers

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trophy for the 250 National class. Richard Waters claimed the Club's trophy for the 250 International class.

100cc NATIONAL

A very depleted grid of 100 Nationals made the line-up and due to a nasty accident in the first heat which involved Club Champion Gordon Chenery and Bob Kett, the field was reduced even further. Unfortunately Gordon, whose throttle jammed open at the end of the main straight was taken to the Norfolk & Norwich Hospital for an overnight stay suffering concussion and a badly broken wrist. Bob Kett escaped unhurt, but sportingly drove Gordon's van home for him along with his equipment to forego the rest of the days racing. In view of the confusion which arose as a result of the first heat accident, some drivers stopped racing, others came into the pits, some obviously oblivious to the flags being waved at them carried on racing. It was decided in view of the chaos in the lap scorer's caravan that the race should be re-run. The decision met with a 'huddle' round the Blue Book — eventually the race was deleted as an official result.

Heat 2: 1st Lee Gage, 2nd Simon Whiting, 3rd Les Gomeche.

Heat 3: 1st Lee Gage, 2nd David Adams, 3rd Les Gomeche.

FINAL: Amazingly after the heats had finished ten drivers were in shape enough to make the final grid. From the drop of the flag it was Lee Gage who took an immediate lead from Les Gomeche and David Adams. These two swapped places throughout the race enjoying higher places than is usual. Behind them Alfonso Piccoli was enjoying what must be his best result to date, heading home circuit regular Howard Duff. At the flag the order was Lee Gage, David Adams, Les Gomeche, Alfonso Piccoli, Howard Duff and Simon Barrett — well done Simon!

Our thanks go to Reg Clark who knows Nuthamstead and Tilbury so well, for stepping at the last minute into the shoes of Clerk of the Course for us. A long drive from Rickmansworth, and we hope you enjoyed the day, Reg.

The club would also like to thank John Turner who so admirably took over the flag controls when Norman Chenery went off with Gordon. Thanks, John.

SUMMARY OF RESULTS

JUNIOR BRITAIN "A"
1st Lee Skelton Gillard/Arrow

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

SENIOR BRITAIN
1st Simon Reeks Gillard/Arrow
2nd Johnny Cleave Wright/Dap
3rd Jon Pichel Zip/TKM

125cc NATIONAL
1st Steve Puddiphatt

210cc NATIONAL
1st Nigel Puddiphatt

250cc NATIONAL
1st David Durance

250cc INTERNATIONAL
1st Richard Water Aero/Yamaha

GAUNTLETT CHALLENGE

1st John Coaker
2nd David Durance
3rd John Mooney

100cc NATIONAL

1st Lee Gage Wright/Parilla
2nd David Adams Dart/Parilla
3rd Les Gomeche Gillard/Parilla

Plymouth

SUNDAY, SEPTEMBER 20th

The PKC's September 20th race meeting started by being shrouded in mist but, luckily, this lifted by race time and even Cornwall could be seen on the opposite side of the river! Sadly, this mist and the fact that comedian Leslie Crowther was hosting an 'It's a Knockout' event on the Hoe, kept the crowd down on normal levels.

JUNIORS

Some spirited racing in this class was dominated by Stuart Freegard (Miere/DAP) who was the only driver on this day to score a maximum of four wins. He had to work for a couple of them, though, as 'A' driver Jamie Patten (DAP/DAP) drove his heart out to easily win his own section of the class and beat all the 'B's except Freegard.

Much improved performances came from Nick Baker, Carl Mehrer and Alex Mustard. Will Collinson had a disappointing day in general, but got it all running well to take a 3rd in the Final.

Two Cadets put in a sound performance, with the fully licenced Paul Freeman taking the honours from first-timer Peter Clarke. The crowd loved 'em!

100 BRITAIN

This class was its usual hectic self, with much passing and re-passing, minor offs and bumps! Adrian Coles (Tabor DAP) was on fine form, and needed to be if he was to take the club's class Champion title. He needed to score four wins, with his arch rival Ian Mulliner of IBM Racing scoring poorly to ensure the class win.

Coles eventual tally was three 1st and a 2nd. But Mulliner on his 'Gold Top' TKM took a 1st and two 2nds, which was more than enough to claim the title for IBM

To give some of the idea of the effort that Coles put into his racing, in the first heat he shot from grid 18 to first in just two laps! He drove like this in all his heats, but Mulliner leisurely drove through the pack to his 2nd spots and so claim the title.

Ian Jordan, Mark Hennesey, John Lewandowski, Steve Pricket and Ken Boardman got involved with each other in every heat, making the midfield scrap the one to watch, with all sorts of heroic antics going on.

Farmer, Ed Baker and 'flying doctor' Tony Finnigan had particularly good runs and showed much improved form. Entertaining to watch.

100 NATIONAL

A smaller than usual entry looked as if it might help Tabor man Ron Shone to the class title, and he certainly worked for it by scoring three 1st and a 2nd. His main rivals on the day were Chris Lord (DAP) and Mike Bradley (Zip) and Micky Friend (TKM).

The man to beat in the title chase, however, was IBM powered Matthew Percy, who was content on this day not to be a front runner but just trundle around picking up just enough points as required. By the last race he had only

CLUB SCENE

to finish fourth to secure the title — so that's just what he did! A race-crafty head on young shoulders!

Mickey Friend was quicker than usual, but entertained in more ways than one. He had the dubious pleasure of electrocuting himself in front of the spectators as he tried to replace a wayward plug lead! Shocking thing to happen!

GEARBOX

Five entries; how sad. Roger Jessep entertained on his newly acquired Yamaha twin, which proved a real handful around Riverside, while John Ellicott on HIS newly acquired KTM had minor problems that luckily got solved by Final time. Most reliable of the 210's was Peter Elliot. "SPECTATOR"

RESULTS

JUNIORS

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

100 BRITAIN

1st	A Coles	DAP/Tabor DAP
2nd	I Mulliner	TKM/IBM TKM
3rd	I Jordan	DAP/DAP
4th	M Hennesey	DAP/Tabor DAP

100 NATIONAL

1st	R Shone	DAP/Tabor DAP
2nd	C Lord	DAP/DAP
3rd	M Bradley	Zip/DAP

GEARBOX

1st	J Ellicott	Phoenix/KTM
2nd	R Jessep	Dino/Yamaha
3rd	P Elliot	Zip/1st 210

CADET

1st	P Freeman	DAP
2nd	P Clarke	DAP

Larkhall

SUNDAY, SEPTEMBER 6th

An unimpressive entry of only 50 due to the fact that the Scottish Championships were being held the following week and nobody was willing to risk their carefully preserved equipment but we did have round 5 of the Cadet championship series (see Cadet Column) and although the air was a bit nippy the rain did hold off for most of the day and the racing went smoothly.

JUNIORS

Heat 1: An excellent race for Peter Dumbreck with a lights to flag win with Michael Andrews in 2nd and an excellent 3rd place for novice G Williamson. 1st place in Junior Britain "A" was Laurence Keenan with James Davidson in 2nd place.

Heat 2: Peter Dumbreck was on form again with another lights to flag win. 2nd place this time was Daniel Liddle up from Prestaton. Third place again was G Williamson who seemed to be doing very well. Winner in the "A" again was Laurence Keenan who took the lead from Andrew Gallacher in lap 4 when Andrew had a spin. Second place again was James Davidson.

Heat 3: Peter Dumbreck looked all set to win yet again but Daniel Liddle didn't think so as he challenged on the last lap and got the better of Dumbreck. First in Junior "A" was James Davidson who managed to hold Laurence Keenan off for the entire race. ►

CLUB SCENE

Tilbury

SUNDAY, SEPTEMBER 13th

Southern Area Championships

The weather was the early problem for the Southern Area Champs here on the 13th September at Tilbury. The track was very damp and slippery throughout practice, but by the second heat the racing line was dry and the slicks were out.

JUNIOR BRITAIN RESTRICTED

Heat 1: 1st Paul Lewis, 2nd T Field, 3rd M Cornwell.

Heat 2: 1st Paul Lewis, 2nd M Cornwell, 3rd Josh Cobb.

Heat 3: 1st Paul Lewis, 2nd Jonathan Rampling, 3rd Josh Cobb.

With 10 novices racing it was decided that they should have their separate race. With 3 heat wins to his name Paul Lewis took pole and led them round on the first tour, closely followed by Josh Cobb, Cornwell and Rampling. On lap 2 Cobb took Lewis for the number 1 spot and started to pull away from the pack. Cornwell had started to hassle Lewis now, when a fatal mistake hit Cobb who spun out on to the grass to lose first place. With Rampling taking Cornwell the results ended with Lewis, Rampling, Cornwell and Herbert.

JUNIOR BRITAIN

Heat 1: 1st Nick Spilker, 2nd Russell Penn, 3rd David Robinson.

Heat 2: 1st Russell Penn, 2nd Darren Quinn, 3rd Glen Embling.

Heat 3: Richard Yorke, 2nd David Robinson, 3rd Glen Embling.

Nick Spilker took pole with good heat results. Glen Embling took the lead on lap 1 followed by Penn, Spilker, Robinson and Aldridge. Embling started to pull out a massive lead, lap by lap while Penn and Robinson commenced with their duel. Lintern had started to close on Aldridge and on lap 5 Spilker went out. By lap 8 Robinson closed right up on Penn, but disaster struck Embling on the back straight when he seized solid in a big way, giving the lead to Penn. On the last lap Robinson was all over Penn, but after some valiant attempts David couldn't take Penn's cool steady drive. It finished, Penn, Robinson, Aldridge and Lintern, in that order.

100 NATIONAL RESTRICTED

Heat 1: 1st G Tupper, 2nd P Hudson, 3rd P Williams.

Heat 2: 1st Richard Scott, 2nd Trevor Horncastle, 3rd P Leonard.

Heat 3: 1st Trevor Horncastle, 2nd P Leonard, 3rd Richard Scott.

Trevor Horncastle looked good in the heats and exploited his pole well. He flew into the lead and by lap 1 he started to pull away from Richard Scott, P Williams and Philip Ellis. By the end of lap 2 Williams was out promoting every driver apart from the first two up a place. By lap 6 Scott and Ellis were dicing for second place, it looked exciting at some times, but Scott seemed to hold well. By this time Horncastle had a colossal lead and looked by far the easy winner, he coasted home at the flag followed by Scott and Ellis still dicing until the line, then Barrett, Anthonisz and Sackett.

SENIOR BRITAIN RESTRICTED

Heat 1: 1st Kevin Keith, 2nd Sean Pitts, 3rd Neville Cruttendon.

Heat 2: 1st Neville Cruttendon, 2nd Derek Cooper, 3rd Grahame Heard.

Heat 3: 1st Derek Cooper, 2nd Derek Veevers, 3rd Keven Keith.

Super novice Neville Cruttendon flew into the lead followed closely by Kevin Keith, Derek Veevers, Derek Cooper and M Grace. Cruttendon started to pull out a minor lead against the rest of the pack, but Keith was trying hard to keep in touch (his superiority was witnessed in the heats). The racing was hotting up midfield, seeing as Sean Pitts took a swim in the water logged infield, after a do or die attempt on Grace. The spins were seen more in this final than any other, one nearly taking Ashley Holding and his camera with him. By lap 8 Cruttendon looked as if he was easing off, as Keith seemed to be catching him rapidly. Also on this lap the two Dereks encountered each other as Cooper to Veevers for 3rd place. A good race ended up at the flag with Cruttendon taking the honours, followed by Keith, Cooper, Veevers and Williamson.

100 NATIONAL GROUP A & B

Heat 1: 1st Ashley Sinclair, 2nd Ian Palmer, 3rd Craig Booth.

Heat 2: 1st Ashley Sinclair, 2nd G Gannon, 3rd Rowland Kinch.

Heat 3: 1st Ian Palmer, 2nd Craig Booth, 3rd Ashley Sinclair.

Adrain Moon took all of the Nat 'B' Heats.

With some excellent heat results, Ashley Sinclair took the lead on lap 1 from Craig Booth, Ian Palmer and Rowland Kinch. Adrain Moon was mixing in well with the rest of the green plates as still only a novice. Sinclair and Booth were on the rails as they pulled a tremendous lead from the remaining drivers. The Dartford duo were setting a perfect example of true skill. By lap 6 Sinclair held off Booth until he timed his manoeuvre to perfection at the end of the straight. Booth now led Sinclair round until on lap 8 Booth was given the black flag for his rear bumper was half off, but he continued to race until the end when he was disqualified giving the flag to Sinclair from Palmer, Kinch and Moon.

SENIOR BRITAIN

Heat 1: 1st Paul Wells, 2nd Tony McCarthy, 3rd M Cole.

Heat 2: 1st Tony McCarthy, 2nd Simon Davidson, 3rd Paul Wells.

Heat 3: 1st Chas Royston, 2nd Nick Tuke, 3rd Tony McCarthy.

Although McCarthy had pole he was beaten to the first corner by Wells and Royston who were engaged in a great battle similar to the Sinclair/Booth battle before. McCarthy held a steady 3rd, followed by Davidson (recently promoted from Juniors) and Nike Tuke who were also having a good battle. On lap 4 Wells and Royston were miles from anyone else, although encountering some well behaved back markers. By lap 6 Royston made a great manoeuvre to get passed Wells on the main hairpin and did it. After this, Royston started to pull away to a comfortable win from an unlucky Wells, McCarthy, Davidson and Tuke.

It has been a bumper day, literally, with drivers having duff bumpers during racing, including Alec Liell (Juniors), Dave Gowers (Seniors) and of course, Craig Booth (Nat). Many thanks to Pearl and the girls, officials, marshalls, St John's, dads and spectators. See you next month for round 1 of the EME Challenge.

Rufus T Firefly.

JUNIOR BRITAIN RESTRICTED

1st Paul Lewis *Superdart/Arrow*
2nd Jonathan Rampling *Sprint/TKM*

JUNIOR BRITAIN

1st Russell Penn *Jeta/PCR*
2nd David Robinson *Superdart/TKM*
3rd Russell Aldridge *TKM/TKM*

100 NATIONAL RESTRICTED

1st Trevor Horncastle *Superdart/Arrow*
2nd Richard Scott *Superdart/Parilla*
3rd Philip Ellis *Superdart/Parilla*
4th Mick Barrett *Sprint/Parilla*

SENIOR BRITAIN RESTRICTED

1st Neville Cruttendon *Superdart/Parilla*
2nd Kevin Keith *Zip/EME*
3rd Derek Cooper *Zip/PCR*
4th Derek Veevers *Wright/DAP*

100 NATIONAL

1st Ashley Sinclair *Superdart/Parilla*
2nd Ian Palmer *Lane/Parilla*
3rd Roland Kinch *Superdart/Parilla*

SENIOR BRITAIN

1st Chas Royston *Superdart/Parilla*
2nd Paul Wells *Superdart/TKM*
3rd Tony McCarthy *Jeta/Parilla*
4th Simon Davidson *Gillard/DAP*

Snetterton

SUNDAY, SEPTEMBER 27th

Holidays and the numerous clashing of other events robbed the Norfolk & Suffolk Kart Club of a number of regular entries thus making this meeting the lowest turnout of the year so far. However, the weather was as the racing — good!

JUNIOR BRITAIN A/B

Lee Skelton was the lone representative of the 'A' class and drove like a veteran — well done, Lee!

Eleven Juniors made the grid despite some notable absences. The racing was as always of the highest quality.

Heat 1: 1st Mark Thomas, 2nd Adam Baker, 3rd Gavan Kershaw.

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

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

FINAL: From the flag a common sight, and that was Simon Reeks out front followed by Johnny Cleave, Dean Caswell, Harvey Small, Chris Pollard and Paul Wilson. By half distance the two leaders were the same but Caswell appeared to be slowing and Jon Pichel had displaced Dean for third spot. Small and Pollard completed the top six. As the remaining laps unfolded Chris Pollard caught the slowing Caswell (broken carb) and took fourth spot. Meanwhile Jon Pichel had consolidated a safe third spot. As the chequered flag went out the order was Reeks, Cleave, Pichel, Pollard, Caswell and Small.

125cc NATIONAL/210cc NATIONAL

A combined grid drove hard all day with Steve Puddiphatt taking first place trophy from Trevor Packard in the 125 class and Nigel Puddiphatt took the 210 trophy.

250cc NATIONAL/250cc INTERNATIONAL

This was a combined grid with the 250 Gauntlett Challenge drivers racing for their trophies amongst our own Club members. John Coaker took the first place Gauntlett trophy with David Durance claiming second as well as the Club's

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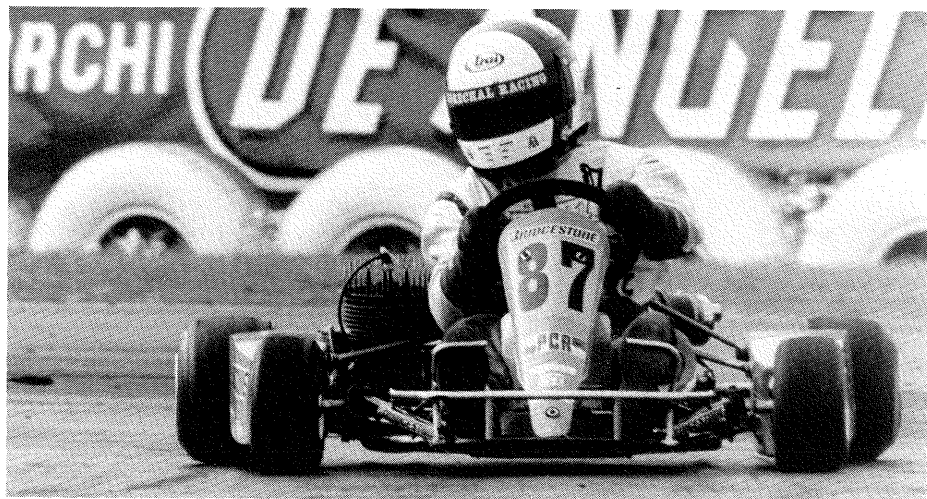
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JESOLO—THE PCR COUP

DAP CONTROVERSY MARS FINALE

Story and Pics:

HODDESDON P. CHAINLUBE



The new World Champion — Giampiero Simoni.

With a concerted wish to exorcise the spectre of last year's disastrous World Championship at Jacksonville, the Formula K circus returned to Italy to demonstrate that rumours of the demise of the class were greatly exaggerated. In fact judging the enormous entry 135cc karting is healthier than ever before in its rather chequered seven year history and looks set to continue for the foreseeable future, alongside the new CIK 'Super Cento' class. Interest in this event was heightened by many non-Super Licence holders anxious to qualify for next year and this included many top 100cc drivers previously unable or unwilling to contest Formula K races.

The Pista Azzurra is arguably one of the best venues in the world for a major kart championship meeting situated within walking distance of one of Italy's largest seaside resorts, Lido di Jesolo, and just 40 minutes drive from Venice. There is almost 10 miles of beach, over 250 hotels and innumerable bars, restaurants and discos where the British contingent, in particular, could be found strutting their funky stuff until the early hours. This proximity to sun, sea and sand lends the kart meeting a certain holiday atmosphere but does not disguise the essential seriousness with which the Italians view their racing. . . .

The circuit itself, although opened in the early 1960's, underwent extensive remodelling two years ago, adding a large covered pit area-parc ferme, extending and resurfacing the track to bring it up to the highest International status. There are two enclosed but separate paddocks, complete with free toilets and showers and a large fenced camping area for competitors. The older part of the complex includes a grandstand and a control box which would not look out of place at Brands Hatch and, more importantly, a

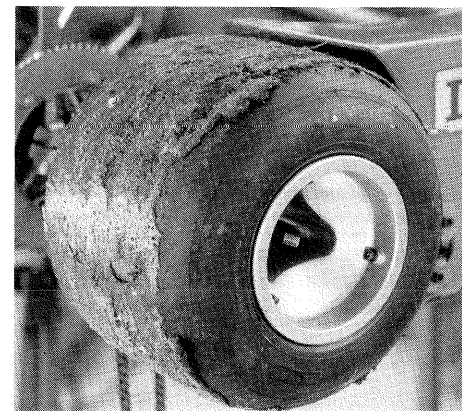
marble floored bar-restaurant where charming ladies served excellent three course meals under a specially erected awning. There were a number of stalls selling 'race-wear' Campiano Mondiale T-Shirts, etc., but the true "poseur sporting" aspired to the exclusive DAP/Bridgestone/Birel/Kali/tony/PCR/Vega or Dunlop versions, only available of course by high price or low cunning.

The tyre war raged on although Vega's Mr. Ducati must have approached the meeting with some confidence, having completely dominated the European Championship rounds this year. Bridgestone and Dunlop however spared no effort and were both numerically stronger than the Italian concern whose hopes rested heavily upon their compound tester-in-chief, European Champion Zanardi.

In fact the pressure on Zanardi was considerable as odds-on favourite to win, exacerbated by the official posters and publicity material with a stylized speeding karter bearing his name on the helmet. . . . Joining him in the works Kali Team was twice Junior Champion Andrea Gilardi (who looked fast standing still) and Dane Tom

Kristensen. Birel were a major presence, populating an entire row of marquees, one of which contained the familiar figure of 4 times World Champion Mike Wilson and another fully staffed Ferrari style field kitchen! Swiss Hutless were represented by veteran Peter de Bruyn and Giuseppe Bugatti, while Tony Kart were led as usual by John Haase who was unfortunately not at all well.

The PCR brothers (who make the frames, engines and carbs) were out in force, their efforts concentrated on consistent front runner Rene Bollingtoft and the diminutive Giampiero Simoni. Rather surprisingly 100cc specialists DAP were strongly represented despite their previous disdain of the 135cc category with works entries for Orsini and 125cc Champion Sospiri, also using their own motors rather than the ubiquitous Komet.



Sheer quantity of rubber on the track was bogging engines and causing tyres to grow.

There were in fact only three British (Moynihan and Plato although entered did not show up); Richard Weatherley who won the previous 135cc held at Jesolo, with usual Fullerton equipment, assisted by Steve Tillett, Gary Prior and brother John; Steve Brogan on the works Sprint, assisted by his dad, Paul Deavin and John. . . . and gentleman privateer Bernard Dewhurst (AllKart) aided and abetted by the quite



Kali's twice Junior Champion, Andrea Gilardi, looked fast standing still!

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125 Super

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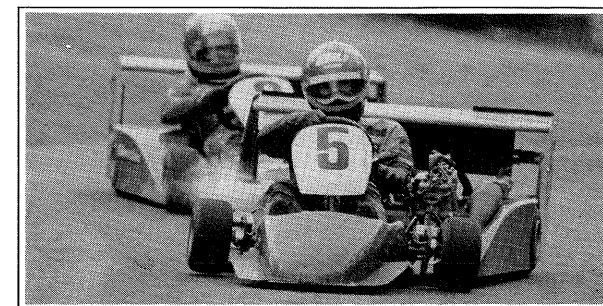
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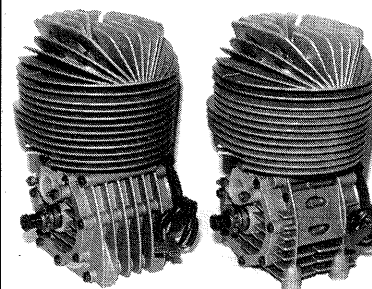
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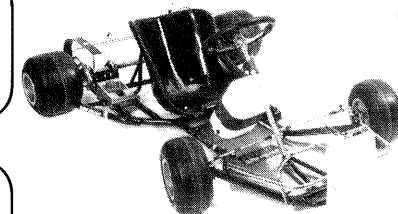
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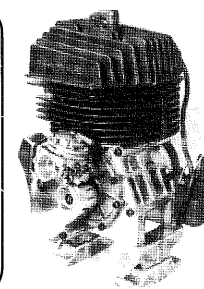
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RESULTS

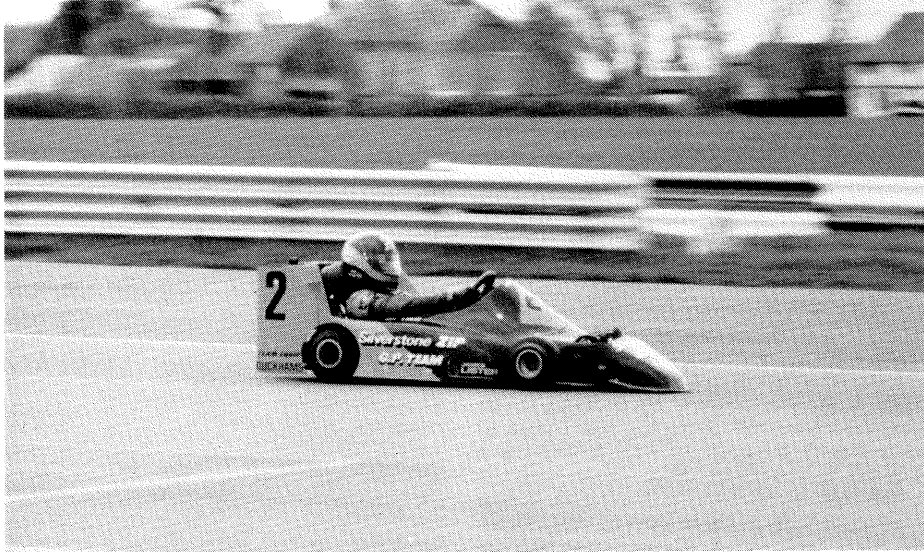
1st	Eric Gassin	Nissag/Rotax
2nd	Lennart Bohlin	Zip Bandit/And Rotax
3rd	Martin Hines	Zip Bandit/Zip Rotax
4th	Wade Nelson	Dino/Rotax And
5th	Jean-Claude Kallen	PVP/Rotax
6th	Tim Parrott	Kelgate Zip/Rotax
7th	Torgjer Kleppe	Dino/And Rotax
8th	Bob Westman	PVP/Rotax
9th	Thierry Serfatty	PVP/Rotax
10th	Roger Goff	Zip Bandit/Zip Rotax
11th	Reg Gange	EPM Zip/Rotax
12th	Alan Pritchard	Zip/Rotax

Fastest Lap: Eric Gassin - 1min 41.39 secs - 151.506Km/h

Race Time: 18min 53.57 secs - 149.07Km/h



Tim Parrott — fourth and 24 points.



For Shaw, clutch failure wrapped up the weekend (Pic: Iain Blair).

1987 FORMULA E WORLD CHAMPIONSHIP

1st	Eric Gassin	(F)	42	Points
2nd	Lennart Bohlin	(S)	36	
3rd	Bobo Westman	(S)	25	
4th	Tim Parrott	(GB)	24	
5th	Roger Goff	(GB)	19	
6th	Torgjer Kleppe	(N)	16	
= 7th	Martin Hines	(GB)	10	
= 7th	Poul Petersen	(DK)	10	
= 9th	Mark Allen	(GB)	9	
= 9th	Wade Nelson	(SA)	9	
11th	J. Claude Kallen	(F)	8	
12th	Leo Wollerich	(NL)	7	
13th	Peter Gray	(GB)	6	
14th	Piet Hartog	(NL)	5	
= 15th	Mikael Janson	(S)	4	
= 15th	Thierry Serfatty	(F)	4	
17th	Hector North	(SA)	3	
= 18th	Reg Gange	(GB)	2	
= 18th	H. Peter Kiefer	(D)	2	
= 18th	P. Poudroux	(F)	2	
= 21st	Alan Pritchard	(GB)	1	
= 21st	Hakan Widdes	(S)	1	
= 21st	Philippe Lozza	(F)	1	



Monica — possibly F3 test next year, but staying in Formula E.

inimitable Steve Miller and fortified by frequent capucinos in the bar.

Friday

The day began for timed practice for those who were not pre-qualified for Saturday, i.e., all non-Super Licence holders. This included some very quick boys and gave an early indication of the pace that could be expected from PCR.

1.	Simoni	PCR/PCR	(I)	42.35	secs
2.	Heckley	GBH/Komet	(F)	42.90	
3.	Papis	PCR/PCR	(I)	42.94	
4.	Bollingtoft	PCR/PCR	(DK)	42.95	
5.	Glauser	Birel/Komet	(I)	42.98	
6.	Koene	Tony/PCR	(NL)	43.10	
7.	Sano	Birel/Komet	(I)	43.11	
8.	Peruch	Birel/Komet	(I)	43.11	
9.	Sospiri	DAP/DAP	(I)	43.25	
10.	Cisolla	PCR/PCR	(I)	43.25	
17.	Brogan	Sprint/Komet	(GB)	43.51	
57.	Dewhurst	AllKart/Komet	(GB)	48.73	

(Bernard agreed he was a bit off the pace but claimed he'd been distracted by the timekeeper reading a magazine during his quick lap. . . .)

10 heats were then needed to decide who would be racing on Saturday. . . .

Saturday

All drivers started the day on equal terms since timed trials were again to decide the starting order of the ten heats. Tyre choice was becoming a big issue since a good deal of rubber had now been laid on the circuit and times were slower than Friday.

1.	Gilardi	Kali/Komet	(I)	42.52	secs
2.	Bollingtoft	PCR/PCR	(DK)	42.54	
3.	Zanardi	Kali/Komet	(I)	42.57	
4.	Simoni	PCR/PCR	(I)	42.71	
5.	Bugetti	S. Hut/Komet	(I)	42.77	
6.	Muller	Tecno/Komet	(F)	42.82	
7.	Glauser	Birel/Komet	(I)	42.88	
8.	Heckly	GBH/Komet	(F)	42.93	
9.	Fittipaldi	Birel/Komet	(BR)	42.97	
10.	Haase	Tony/Komet	(I)	42.98	
11.	Brogan	Sprint/Komet	(GB)	42.98	
14.	Wilson	Birel/Komet	(I)	43.06	
20.	Weatherley	PCR/Komet	(GB)	43.16	

Gilardi proved to be as fast as he looked and with Zanardi qualifying third the works Kali Team were well placed, but the pressure of two PCR/PCR's in the top four made things unusually interesting. Steve Brogan's 11th fastest was also noteworthy, giving him some useful third row starts in his four heats.



The Kali-Komet of Gilardi (95), here leading Bollingtoft (PCR-PCR).



Jörn Haase, past World Champion, was to manage fifth overall, regardless of illness.

The Heats

The heats provided no further surprises but underlined the speed of the PCR's, Simoni emerging to take pole position for the morrow's Pre-Finale. Brogan was in a very useful ninth position despite one unsatisfactory heat, but poor Weatherley was obliged to contest the Repechage.

The Gride (Pre-Finale)

Gilardi	Simoni (Pole)
Bollingtoft	Bugatti
Glauser	Zanardi
Haase	Kristensen
Adams	Brogan
Yamanaka	Van Es
Johansson	Muller
Papis	Wilson
Bott	Orsini
Mediani	Okunuki
Cisolla	Heckly
Sano	De Bruyn
Dona	Peruch
Neubert	Vacirca
Masaru	Fittipaldi
Machiels	Lundberg
Grigetto	Sonoda

Repechage

Fittipaldi, who was unlucky to be in the race after his performance in timed practice, just flew away but behind him the next five critical places were contested with rare venom. Machiels, Lundberg and Sonoda fought it out with Weatherley holding ninth, but two karts tangled and he moved up to seventh where he finished, sadly just one place off the Finale.

Sunday

There was a great deal of pageantry, such as presentation of the drivers and parades of guests of honour and girls on trucks, but due to the cancellation of the Federation Cup rather less racing than anticipated. When it did come however, it was with a vengeance. . . .

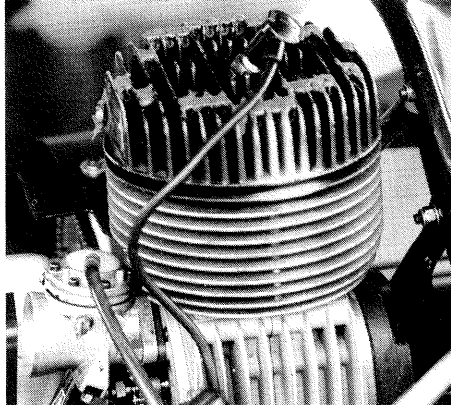
PRE-FINALE

By the time the karts hit the track there was an atmosphere of barely contained impatience and the warm-up laps were brutal. Several karts were jostled off the track, including Johansson, Papis (who pushed in further round) and Muller who also restarted, but Steve Brogan started well down the field from his rightful place. When the lights came on Gilardi led away from Simoni, Bugatti and Zanardi, poor Brogan being shoved out on the second corner and rejoining at the back. Simoni and Zanardi displaced Gilardi to third, followed by Glauser, Bugatti, Bollingtoft and Kristensen.

Mike Wilson was involved in a truly nasty looking accident in which he was pushed into a 180 degree spin and while sitting stationary in the kart he was struck hard by two following karts. Clearly in great pain it took an agonizingly long time to extricate him from the badly mangled wreckage and get him into the ambulance at the side of the circuit.

Orsini and Cisolla made heavy contact, dislodging the latter's exhaust and Zanardi disappeared from the leading bunch. Brogan was cruising with some problems while De Bruyn seized on the straight.

The order now was Simoni, Gilardi, Glauser and Kristensen, while down the field Muller was making up places by dint of some rather over aggressive driving, increased no doubt by bumping and boring on the rolling lap. The race finished in grid order for the final. . . .



The PCR motor and carb, note attempts to stop fin ringing for noise test.

ATTENTION ALL PARENTS
JUNIOR A AND JUNIOR B CLASSES

The R.A.C. have decided to amalgamate these two classes for next season. All drivers and parents of A's and B's we have contacted are totally against it.

This change will wipe out the motivation of the younger drivers. It will have a serious effect on the personal safety of all drivers, mixing such a wide range of abilities, both physical and mental.

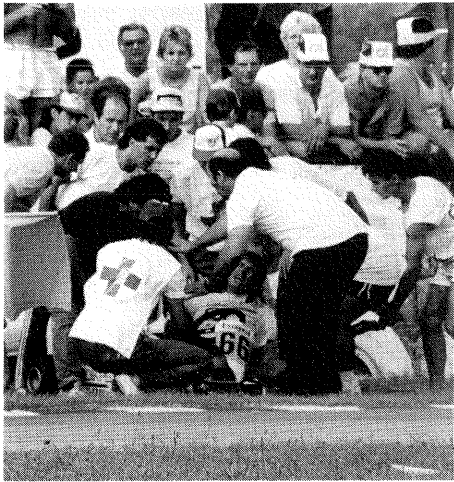
WE NEED YOUR SUPPORT

if we are to make the R.A.C. realise the dire implications of this decision

There are strong implications of a large drop-out of 11/12 and 13-year olds, and a number of potential 11 and 12 year olds not starting at all. We must avoid this.

WE NEED ALL THE BACKING WE CAN GET

Please write to: Val Fleming, Alval Engineering Co. Ltd.,
Banbeath Industrial Estate, Leven, Fife KY8 5HD.



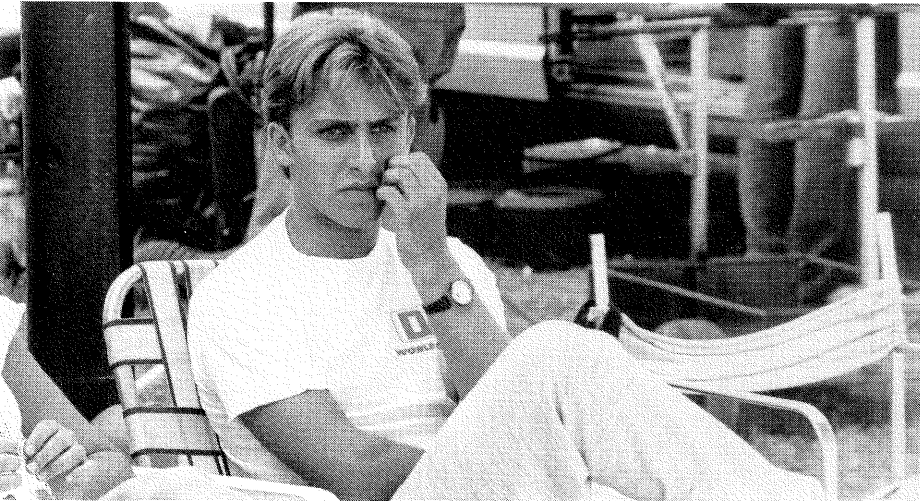
Mike Wilson was less seriously injured than feared — thank heavens.

The Grid (Finale)

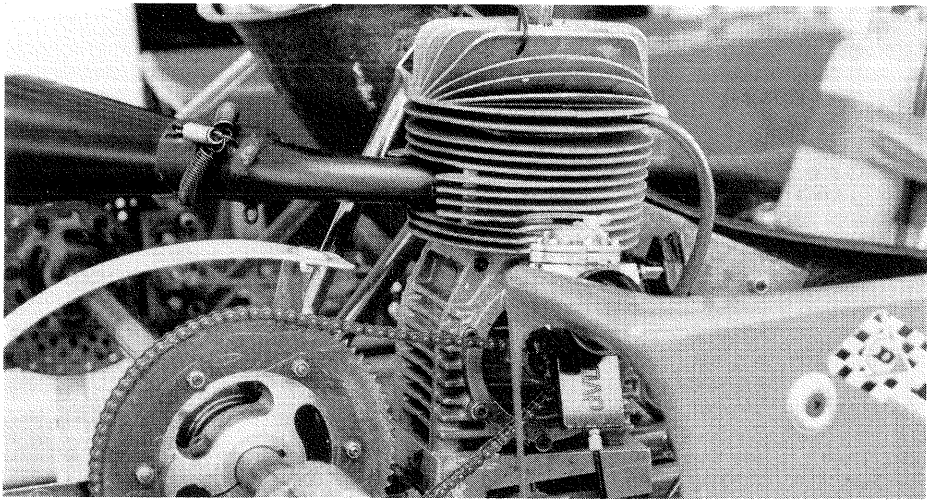
Gilardi	Simoni
Kristensen	Glauser
Adams	Bollingtoft
Okunuki	Haase
Muller	Mediani
Orsini	Heckly
Peruch	Sano
Bott	Yamanaka
Fittipaldi	Neubert
Lundberg	Dona
Sonoda	Vacirca
Bugatti	Papis
Zanardi	Brogan
Johansson	De Bruyn
Machiels	Vanes
Wilson	Masaru
Grigoletto	Cisolla

FINALE

Three warm up laps of bumping and boring were terminated by the red flag and a second attempt to start the race failed when starter Riva threw down his flag in disgust. Linus Lundberg was an early victim, his kart too badly damaged to make the start but Martin Bott managed to get going to the cheers of the crowd. At the third attempt Riva got them away and Andrea Gilardi hit the front pursued by Simoni, Glauser, Bollingtoft and Haase. Down the field both Zanardi and Brogan were fighting through from their lowly starts benefitting from the queue at the front, for Gilardi now looked to be holding the leaders up a little. Rolf Glauser's very quick 'speedy motor' tuned Komet cried enough when up to third and the order now was Gilardi, Simoni, Bollingtoft, Haase and from mid grid Orsini's hitherto unfancied DAP/DAP. . . .



That man! Orsini.



That kart!

There then began a bizarre sequence when the DAP pulled out and overtook 3rd place man Bollingtoft on the straight, closed immediately on the leaders and passed Simoni in suitable fashion for 2nd position. A lap later leader Gilardi disappeared, the DAP had pulled out an unbelievably big lead over Simoni. As Orsini passed his pit he slowed dramatically but was signalled to continue, he then put in a lap (39.73) over three seconds faster than anybody had gone in timed practice or the race, whilst apparently choking heavily, indeed the DAP was smoking like a chimney.

With 8 laps to go, the demonstration over, Orsini raised his arm and pulled off the racing line to drive to the pit entrance accompanied by the roar of the crowd . . . and two mechanics vaulted the fence to try and take the kart away!

Meanwhile Brogan whose motor had been slowing for some laps went out when it completely destroyed itself on the straight and the race settled into a rather processional affair, Simoni leading comfortably from Tom Kristensen who had worked his way through the field, Bollingtoft, Mediani, Haase and the charging Philippe Adams.

The last seven laps were completed in this order except Mediani muscled past a slowing Bollingtoft for 3rd but Adams despite some pretty desperate stuff failed to pass Jorn Haase for 5th.

The result was triumph for the PCR brothers, the first time they have won a major 135cc race and their joy was unconfined, to do it at the World Championship and in Italy must have been particularly satisfying. Bridgestone too managed 1st, 3rd and 4th; Vega honours were upheld by Kris-

tensen after the early demise of Zanardi. For Birel the event was a disaster failing to get a kart in the top ten at all although Mike Wilson's unfortunate accident robbed of their best shot and Swiss Hutless, despite Bugatti's speed, ultimately met the same fate.

The controversy surrounding the Orsini/DAP performance dominated immediate post race analysis as many were inclined to think some form of cheating was involved; although the kart was taken off by the officials to Parc-Fermé, nothing emerged of their findings. This regrettable possibility was fuelled by the inconsistency of the earlier official DAP explanations, variously that the carb had expired, that he had seized or later on that they didn't want to win since that would mean a Super licence for Orsini.

How was this extraordinary speed achieved then? In the race Orsini was officially timed at 39.73 against his qualifying time of 43.10, an improvement of over three seconds in a sport where 2/10 seconds is regarded as a long time! According to DAP it was the tyres, which suggests that Dunlop were unable to make more than one good set and that they too did not want to win the race.

It has been suggested that some form of dope was introduced into the fuel and this is certainly consistent with the heavy choking and huge puffs of smoke which characterised the DAP meteoric progress. What then was the motive? Well it was certainly spectacular, no doubt convincing uninformed TV viewers and indeed the majority of those at the track that DAP nearly did it, and they have placed advertisements claiming that they pulled Orsini in to avoid gaining a Super licence with "two laps to go on a point of principle".

In fact it was with 8 laps to go of course and of the time Orsini, when interviewed on Italian TV, said he had seized.

Finally, it is credible that a major manufacturer would forego the opportunity of trouncing both its main rivals of the most important meeting for 2 years 'on a point of principle'?

RESULTS

1st	Giampiero Simoni (I)	PCR/PCR/Bridgestone
2nd	Tom Kristensen (DK)	Kali/KOMET/VEGA
3rd	Maurizio Mediani (I)	Tecno/Komet/Bridgestone
4th	Rene Bollingtoft (DK)	PCR/PCR/Bridgestone
5th	Jorn Haase (I)	Tony/Komet/Dunlop
6th	Philippe Adams (B)	Tecno/Komet/Dunlop



European Champion, Lennart Bohlin, second home and second to Gassin in the Championship with 36 points. Group A Touring Cars next year?

At the halfway point Gassin was out on his own, but Hines had pushed Bohlin down to third though the Swede hung in the Zip Boss's slipstream. These three had established quite an advantage over the rest of the field, now led by Parrott; Roger Goff had slipped down the order and, similarly, Ian Shaw had lost several places. Wade Nelson, from the sixth row, had driven through to fifth and was beginning to put pressure on the Kelgate driver; Serfatty, too, had worked his way through and was tucked in behind the South African and had Norwegian Torgjer Kleppe struggling to benefit from his tow.

Gassin, Hines and Bohlin maintained stationed next time around. Parrott was hanging on to fourth, but a battle royal ensued behind as Nelson fought to retain fifth. He succeeded for another half lap before Serfatty and Kleppe both deposed him. Ian Shaw, gradually recovering, had closed right up on Nelson and was posing an imminent threat, one that was realised a short time later.

Into the closing stages and Gassin was set for victory. Bohlin had pushed Hines back into third, Parrott still had fourth, whilst Nelson retook fifth from Shaw. Kleppe, Westman, Kallen and Serfatty followed. Derek Irving and Mark Allen occupied the next couple of places as the order remained unchanged to the flag.

Time was at a premium, barely two hours remained, Reg Gange had seized, Poul Petersen was still investigating the suspected ignition problems. Alan Eastwood and Steve Papworth were working away as time rolled on. . . .

FINALE (11 Laps)

The Grid

Hines	Bohlin	Gassin (pole)
Nelson	Parrott	Shaw
Westman	Kleppe	Kallen
Serfatty	Allen	Irving
Champion	North	Goff
Azemar	Pritchard	Poudroux
Willie	Batmalle	
Campo	Widdes	Strath
Cravec	Ib. Petersen	
Servol	Paulhial	Ljunglof
Dumontel	Dieudonne	
Lozza	P. Petersen	Mighens
Papworth	Eastwood	
Gange		

At about 11.20am the grid formed up for the Finale — Gassin, Bohlin and Hines on the front row, as earlier. The second row was filled by Parrott and Nelson; the next by Shaw, Kleppe and Westman. Roger Goff was on row six after his fourteenth place finish. Alan Pritchard,

experiencing his first taste of International competition on foreign soil, was on the next with Monica Strath two rows further back, all with a lot of work to do, particularly Petersen and Gange. . . .

The lights switched to green and they were away. It was Gassin who got the drop on Bohlin and Hines as the trio led the horde up the hill to the chicane. Tim Parrott, off the second row, got a bad start and was caught in the midfield, whilst New Zealander Jeff Champion was forced to make a quick pits stop for what looked like a plug but was back out again.

The first lap drew to a close with Gassin running strongly at the front chased by Bohlin and Hines. Wade Nelson was next along, heading fellow South African, Derek Irving, from row five, then Westman and current French champion Jean-Claude Kallen. Ian Shaw was gone from the action out in the country with clutch failure, while Poul Petersen's so called ignition problems turned out to be trouble with a rotary valve which left him sidelined. The next tour complete and Gassin had noticeably extended his lead and was some twenty yards up on the Bohlin-Hines duo. Nelson, Irving and Westman still held station but Kallen had slipped a place, now occupied by Kleppe. Goff, Allen and Gange, who had made up excellent ground, led the rest of the field.

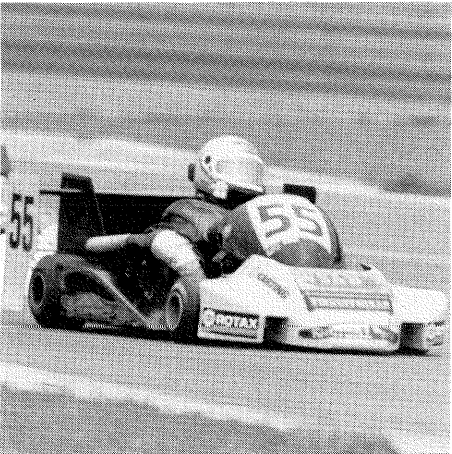
By the end of the fourth tour Hines had demoted Bohlin to third and was striving to haul in the flying Nissag, whilst Nelson still had control of fourth place over Westman and Irving. Kallen had struck and deposed Kleppe. Goff still lay in ninth, Parrott, Allen, Serfatty and Gange hounding him.



For Petersen a DNF with rotary valve problems. Next year? Well.....

Half distance with Gassin out on his own, Bohlin had retaken second from Hines who closed right up to hang on his tow. Westman had moved into fourth place, leaving Nelson and Irving to scrap it out behind him. Kallen and Kleppe were next up chased hard by Parrott and Goff, whilst Serfatty still dominated Mark Allen who, it was discovered later, was suffering clutch slip — and then Reggie Gange. Hector North was leading the rest of the field — Alan Pritchard, Philippe Lozza, Pierre Poudroux and William Batmalle, with Monica Strath.

With only two laps to go Gassin slotted a back-marker between himself and Bohlin to slow up Bohlin's fractional closing of the gap. The move also allowed Hines to reduce the gap between him and Bohlin. Bobo Westman was now into fourth place ahead of Wade Nelson. Derek Irving was gone from the fray, into the pits backfiring like a Chinese cracker. Jean-Claude Kallen led the next group — Parrott, Kleppe, Serfatty, Goff, Allen and Gange.



An eighth place finish was enough to reward Westman with third overall.

The closing stages of the race and Gassin took the flag and the World Championship for France. Lennart Bohlin and Martin Hines scrapped all the way, Bohlin taking second place. Wade Nelson had regained ground to finish fourth with Jean-Claude Kallen and Tim Parrott, who had driven a good race, next along. Torgjer Kleppe, Bobo Westman having lost a few places, Thierry Serfatty and Roger Goff completed the places to tenth. Reg Gange and Alan Pritchard, both acquitting themselves well, were the last two to finish in the points. South African pilot Hector North managed thirteenth, with William Batmalle and Monica Strath sixteenth and seventeenth, and so the 1987 Formula E World Championship ended. ►

GASSIN'S GLORY

Le Mans Formula E World Championship

25th - 27th September 1987

Report: Ed McCormick

Pics: Doug Rees



The new Formula E World Champion — Eric Gassin, pictured at the 'ring.

The Formula E legion descended upon Le Mans Bugatti circuit during the last weekend in September for the final, deciding round in the 1987 World Championship, sharing the main paddock with the F3000 Intercontinental clan, French F3, FF1600 and Formula Renault. Things were a mite cramped, so too was the programme, with free practice and qualifying for the karts taking place on Friday 25th and racing, Pre-Finale and Finale on Sunday 27th. Of the 63-strong entry listed in the programme only 34 drivers turned up to compete.

Qualifying

There were two separate qualifying sessions allocated for Friday 25th and during the early one a speed trap was set up by the new chicane near the Dunlop Bridge and produced some interesting results. . . .

Martin Hines	(GB)	Zip Bandit/Zip Rotax	195 Km/h
Roger Goff	(GB)	Zip Bandit/Zip Rotax	188
Ian Shaw	(GB)	Zip Bandit/Zip Rotax	188
Bobo Westman	(S)	PVP/Rotax	188
Leo Woolerich	(NL)	Zip Bandit/Rotax	188
Lennart Bohlin	(S)	Zip Bandit/And Rotax	184
Monica Strath	(S)	Zip Bandit/And Rotax	184
Jeff Champion	(NZ)	Wright/Rotax	184
Alan Pritchard	(GB)	Zip/Rotax	183
Eric Gassin	(F)	Nissag/Rotax	183

In the first session current Championship leader, local man Eric Gassin, showed quickest with a 1min 41.89sec, followed by Martin Hines (1min 42.16), Lennart Bohlin (1min 43.18), Poul Petersen (1min 43.98), Roger Goff (1min 44.50) and Tim Parrott (1min 44.70). Ian Shaw put in a time 2/10ths slower with 1min 44.74 ahead of Mark Allen (1min 45.66), French Champion Jean-Claude Kallen (1min 46.36) and Reg Gange (1min 46.38). Also in the 1min 46's were Bobo

Westman, New Zealander Jeff Champion, South Africans Derek Irving and Wade Nelson.

Gassin was to improve his previous time in the final session with a 1min 41.02 to clinch pole for the Pre-Finale and Bohlin clung onto second spot with a 1min 41.95, followed by Hines on 1min 42.16, his first time bettering the second by some 3/10ths.

Pos	Driver	1st Qualifying Session	2nd Qualifying Session	Best Time	Km/h Speed
1st	Gassin	1.41.89	1.41.02	1.41.02	152.060
2nd	Bohlin	1.43.18	1.41.95	1.41.95	150.673
3rd	Hines	1.42.16	1.42.45	1.42.16	150.364
4th	Shaw	1.44.74	1.43.36	1.43.36	148.618
5th	Serfatty	1.47.07	1.43.57	1.43.57	148.317
6th	Petersen	1.43.98	—	1.43.98	147.732
7th	Goff	1.44.50	1.44.01	1.44.01	147.689
8th	Allen	1.45.66	1.44.54	1.44.54	146.940
9th	Parrott	1.44.70	1.45.03	1.44.70	146.716
10th	Irving	1.46.62	1.45.21	1.45.21	146.005
11th	Kleppe	1.49.06	1.45.86	1.45.86	145.108
12th	Gange	1.46.38	1.45.94	1.45.94	144.999

Bobo Westman, Jean-Claude Kallen and Wade Nelson put in the times of 1min 46.17, 1min 46.19 and 1min 46.34 respectively, with Jeff Champion notching up 1min 46.56 and Alan Pritchard 1min 48.02.

For six days the karters toiled and on the seventh day they rested, in this case Saturday, and let the other classes get on with it. Ex-135cc pilot and erstwhile Zip exponent, John Alcorn, had cast aside his FF2000 cloak in favour of an offered F3000 drive from Colin Bennett Racing. An unfortunate engine management snag prevented him from qualifying for the 26 car line-up and the disappointed young man was forced to spectate. Also seen around the paddock, in a non-racing guise, was ex-Formula E driver Peter Tschanz from Switzerland weighing up the opposition prior to his return to the class next

year. Peter has been instrumental in launching the new C85 Gearbox class in Switzerland where the maximum cc permitted is 100, running only on Short Circuit. The need for a gearbox Formula was realised around the end of last year and since then it has been progressing steadily.

Also heard around the paddock was Lennart Bohlin's intention to drive Group A saloon cars next year. With a new management team looking after both him and Monica Strath it would seem the necessary budget has been found to run Lennart in Group A and Monica in Formula E during the 1988 season. Monica also mentioned she may have the opportunity to test F3 next year. . . .

Saturday was also the day when certain people recovered from Dawn Linger's 21st birthday celebrations on Friday. Sunday morning, too, it is reported was a time of recuperation! The infamous Le Mans mosquitos were out in force again, squadrons of them taking the opportunity to experiment on the wealth of fresh meat around! Yours truly can bear painful testimony to that, having been left with a hand like a football. Poor Linda, Reg's wife also suffered, bitten on the eye and left feeling like she'd gone several rounds with Frank Bruno!

On to the racing. . . .

PRE-FINALE (6 Laps)

Six laps of the 3-2-3 grid were needed to sort out the starting order for the main event later in the day, Gassin, Bohlin and Hines forming the front row at 9.10am. When the lights changed to green it was Bohlin leading Hines and Gassin off the line up to the chicane with the rest of the horde following. One lap complete and Nissag pilot Gassin had the lead with Bohlin tucked in behind, Hines on his tail. Goff was next, heading Kleppe, Parrott and Shaw. Dane Poul Petersen toured into the pits with suspected ignition problems but was quickly back out, however he only completed half a lap before disappearing from the running.

Meanwhile the flying Gassin was totally in command, Bohlin clinging on in second place just ahead of Hines; Goff, Kleppe, Parrott and Shaw filled the next few places.



Birel had a Ferrari style restaurant!



Zandardi enjoys considerable support.

SEEN AND HEARD

Much was made in the official programme of the now great names who once raced karts at Jesolo — Prost, Patrese, Senna, De Cesaris, Capelli, Johansson, De Angelis and Modena but also that the true 'dominatore' was Terry Fullerton. . . .

Guests of honour at the meeting included Ricardo Patrese and the late great Gilles Villeneuve's father.

The DAP episode no doubt made spectacular RAI Television but there was a worrying unwillingness amongst the officials to discuss the matter at all, citing the TV interview 'He said he seized didn't he?'

The warm up session on the race day saw Kali drivers Gilardi and Zanardi switching between two karts each, Saturday's and a new frame for Sunday. . . .

DAP went one better by actually having two karts and two separate Orsini's, one out on the track while the other seated fortively in the van until his ringer came in!

Sadly the main event of the weekend the 'Paul Carr Fun Kart Demolition Challenge' was cancelled due to lack of bottle, a great pity since inspired by DAP and captained by Dave Button our team were cautiously optimistic of pulling off the big one.



Mr. Ducati had less cause than some to smile.



Ernst and Steve and K&S.



Steve Brogan sizes up the Japanese threat.

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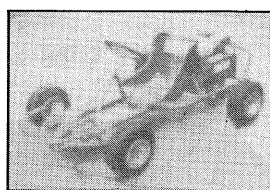
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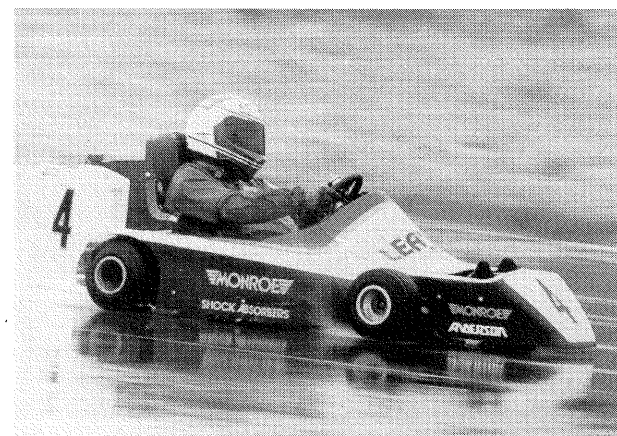
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STONEY AGAIN

Displaying the GP plates Chris Stoney dominated the 125 Super class taking both heats and the final in his usual style.

Boyd Barrington, Richard Crump, Adrian Wilcox, Simon Cullen, Ryan Baptiste, Nick Bowler and Paul Malloy all had top six finishes in the two heats but it looked as if it would require a special effort if Chris Stoney was to be beaten.

At the start of the final Westbrook Shop Fitters Boyd Barrington was the first to show but after just one tour of the Club circuit that man Stoney had taken over at the front and quickly began to pull out a reasonable lead.

After three laps Barrington still had second spot from Crump, Bowler and Wilcox with Baptiste lurking just behind.

Derek Price had pulled out of the race on the straight after three laps whilst Stoney had increased his lead quite considerably.

At the start of lap eight Stoney was entering the hairpin as new second place man Crump was exiting the Mansfield chicane.

Simon Cullen had moved up to fifth spot ahead of Bowler and Baptiste with Wilcox and Molloy next up.

Stoney had no trouble over the remaining distance and ran out a comfortable winner almost 13 seconds ahead of Crump.

Barrington, Cullen, Bowler and Baptiste completed the top six.

LUBY . . . LUBY . . . LUBY

That was the name at the top of the timed session, both six lap heat results and the final result sheet. With all the regular top 250 E runners in France chasing World points Kurt Luby, aboard the Phoenix totally dominated the twin class.

Richard Dean, Raymond Lyons and Steve

Edwards followed him home in each of the heats. John Wheatley and Mick Finie made up the top half dozen in the first heat with Ricky Miller and John Jackson doing so second time round.

In the session against the clock Luby had set fastest time with a lap of 1m 2.8 s. Richard Dean was next with 1m 3.2 and Raymond Lyons recorded a 1m 3.6.

As the final got under way the front row of Luby, Dean and Lyons got away almost as one but Luby soon stamped his authority on proceedings to lead them into lap two.

After three laps the Phoenix driver had a comfortable margin over Dean, Lyons had got into a spin at the chicane and dropped three places putting Steve Edwards into third spot.

Long gaps soon began to appear with Luby striding out at the front in style. Richard Dean

was in second spot. . . Lyons had regained third as the second half of the race began.

By the close of eight laps Luby was encountering backmarkers. . . Dean had a huge lead over third placed Lyons who was coming under some pressure from Bryan Harvey.

At the close of ten laps it was all resolved. . . Luby had scored a resounding victory. . . Dean had a comfortable second. . . Lyons took third with Bryan Harvey, Alvin Heaton and Alwyn Chambers making up the top six.

Luby covered the distance in 10m 30 s at an average speed of 84.59 mph with a fastest lap of 1m 1.8 seconds. . . 86.23 mph. Dean was seven seconds in arrears at the close but 41 seconds quicker over ten laps than Lyons.

STORY: MIKE SMITH
PICS: DOUG REES



Luby strode out in style to take Formula E honours.

MIDLAND CHAMPIONSHIPS

Shortly after moving to its Little Rissington circuit in the early sixties, members of the Bromsgrove Kart Club organised the first Midland Kart Racing Championships. The event proved so popular that on Sat/Sun 5/6th September this year, some 24 years on, approx 200 competitors arrived at the same venue to take part in the same Championships proving the event to be one of the oldest and most popular in the karting calendar.

The event attracted 4 current British Champions, many 'numbered' drivers as well as a round of the 210 Challenge. Sponsorship was once again received from Sunblest Bakeries to whom the Club extends its grateful thanks and trust that their employees enjoyed their day out in the Cotswolds.

Two busy days lay ahead as everyone arrived at Rissi Saturday morning. A disco/barbecue had been organised for Saturday evening to enable the drivers to relax and forget the hard work that lay before them.

Good weather had been booked for the event. Saturday we were blessed, however as the weekend progressed so the weather worsened and proved that we do not have the same contacts up above as Alan Kilbey has (how about lending us your address book Alan!).

On Saturday, after an extended morning practice session, the first heat from a programme of 46 races, rolled out onto the track at 1.30 pm to start the ball rolling for the weekend.

CADET

It is normal policy that unless there is a minimum of 3 entries we do not run a class. However due to an RAC Cadet round in Scotland only 2 entered. In view of the circumstances surrounding this class this year, both were welcomed to race. In the heats both Giles Yeates and Paul Freeman drove close and well throughout coping with the slippery conditions admirably, obviously both still learning as they spun on occasions! Giles just managed to keep the upper hand in the heats. Unfortunately for the final poor Paul Freeman encountered terminal problems which resulted in his non start. So Giles Yeates goes down in the records as the first Midland Champion in this Cadet class, bad luck Paul — try again next year!

JUNIOR BRITAIN 'A'

This class attracted no less than five of the top ten finishers in the British Championships including No. 1 Guy Smith. Local lad Simon Spencer was out to impress his sponsors Sunblest Bakeries. Heats went to Guy Smith and Simon Spencer (x2) but the class was wide open all weekend with anyone taking the honours. During the interval before the finals the officials decided that due to worsening weather conditions finals would have to be shortened to 12 laps. The Jnr Brit 'A's final was taking the form of a 'Protrain' final with Smith & Spencer on pole from James Matthews & Nick Dudfield just behind. At the off Spencer used his track knowledge to lead away from Smith. Matthews headed Dudfield. These four had their own battles until lap 4 when Dudfield dropped to sixth. Stephen Hunter was storming through from a middle grid start to fourth. Up front "Mighty White" Spencer was using his "loaf" to hold off Smith. His Sunblest fan club were egging him on to win, it looked possible until lap 10 when Simon had brain fade and an excursion onto the grass gave

No. 1 Smith the break needed to take the lead. Smith did not look back to win the Midland Championships from Spencer in second and Matthews in third.

JUNIOR BRITAIN 'B'

Heat wins for Bobby Game (x2) and Andy Cox. After Andy's radio interview in midweek he had a lot to do to live up to his prediction of the result! (You will have to ask him what he told the interviewer!) On pole for the final was Bobby Game from Andy Cox, behind sat Paul Evans and Lee Rennison. As the competitors were pushed out the already heavy "Rissi rain" increased in severity and snorkels & flippers should have been the order of the day. As they approached the starter off they went and Cox moved over to lead from Game, Evans, Rennison and Nicki Moss. During lap two Rennison had a spin re-starting at the rear, his chances blown. After being eleventh on lap 2 Stuart Capstick was storming through the pack as they slid around the early laps. The battle for the lead was heating up as Game was trying hard to get past Cox. The leader was driving a sensible wet race taking a wide berth whilst lapping backmarkers. Once or twice it looked as if Game would take Cox but after 12 tight laps Andy Cox took a well deserved Midland Championship win from Game, Capstick had driven bravely through to third from Paul Evans in fourth.

100 BRITAIN

Double British Champion Gary Chapman along with runner-up Adrian Coles and 45 other Brits were out to give a good performance throughout. Heat wins for Chapman, Coles (x3) and Simon Court. A recharge was required and from this Andrew Haste, Russell Spencer, Steve Summers and Paul Davies qualified. The final saw Coles on pole, from Court, Chapman and Graham Wallace. From the start Court took an early advantage from Coles with Chapman, Wallace and Dominic Magee challenging. On lap 2 Coles found a way through to snatch the lead off Court. Chapman was sitting in third. Coles held the lead for 2 further laps, then disaster struck, he spun off losing many places and although restarted was a long way off the lead. Court was now back in the lead from Chapman. Soon Wallace was challenging Chapman and eventually passing him. Further back we were seeing a great drive by Coles who was storming through the pack until on lap 11 the order was Court, Wallace, Chapman and Coles. With more laps who knows, last year's Junior Midland Champ Coles may well have got the senior title. Unfortunately the laps ran out for him and Court took the Championships from Wallace, Chapman and Coles. Well done everyone and bad luck Adrian.

100 NATIONAL

The No. 1 plate was on show on Shaun Nicholson's kart. Unfortunately the Champ had some disastrous heats, losing a chain on the 1st lap of his 1st heat, for him the meeting could only get better. Some top class visitors were present as well as the best of the locals to ensure good national racing throughout. In the heats there were wins for Russell Maple (x2), Graham Pettit, Patrick Smith and Mark Falconer so you see the racing was open. The final saw Graham Pettit on pole from Russell Maple with Patrick Smith and Peter Stephens. Off they went and after the early swapping and changing it was John Witcock, starting from grid twelve, who

had stormed through to lead from Pettit, Maple, Stephens and Smith. During lap 2 Maple found a way past Pettit for second. This was the order for 4 laps, when Maple disappeared promoting Pettit again. By now Nicholson was wound up, ripping through the field showing why he was British Champion. By lap 9 he was in third place, not bad from a start grid of 26! On lap 10 Nicholson found a way past Pettit for second and was closing on Witcock the leader, unfortunately it was too late the laps ran out and as the flag went down it was John Witcock who took the Midland Championships from Nicholson, Pettit and Martin Collard. Excellent racing!

125 NATIONAL

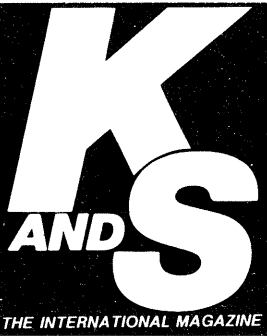
Three of the top ten drivers were in attendance. It is a shame that the other "short circuit" plate holders did not come to accept the challenge, but there were no complaints for those present. The racing was as usual very exciting and very open. Heat wins for Michael Morris (x2), Colin Poole, Mark Allen and Clive Elmore but there were others waiting in the wings such as Graham Roscoe, Alan, Maggie & Mark Dell, Graham Stephens and many more of the best 125 short circuit competitors in the country. On pole for the final sat Mr 100% at Rissi this year, Michael Morris. Alongside him was Colin Poole and Clive Elmore, Maggie Dell and Graham Stephens. After a couple of rolling laps the final got underway. Colin Poole edged in front at the stampeade for the first bend, the others fighting for position. As they came around to finish lap 1 Poole led from Morris, Elmore, Stephens, Allen and the remaining pack. Just after they crossed the line for the start of the third lap the race for Welshman Morris was over as he encountered a problem and left the circuit into the tyres, Mark Allen went out with him. Poole was now well clear as his pursues slowed for the incident. Stephens and Elmore were now having a good fight for second. It soon became hard to follow for the lapscorers as the leaders lapped backmarkers. At the flag, Poole won the Midland Championships easily from Stephens in second, with Elmore in third from Russell Powell and Dennis Gale. It is unusual to see Michael Morris drop out of a race at Rissi — don't make it a habit and bad luck on not retaining the Midland Championship trophy.

210 NATIONAL

31 drivers turned up to race, not only for the Midland Championships but also round 7 of the 210 Challenge. One again the best of the locals were there to take on the best of the short circuit 210 drivers in the country. Heat wins for Charles Morris, Steve Hurst (x2) and Clive Bisp. On pole for the final sat the Welshman Morris with Hurst and Paul Woodward alongside, Mark Powell and David Rowbottom were behind. At the off, the usual over-excitement by some made the tussle at the first bend more interesting. Most got round ok. As they finished lap 1 it was Woodward from Morris, Hurst and Powell. For 4 laps the order remained the same, but then Hurst came through to take Morris and then challenge and take the lead. Woodward had troubles and began to drop back. On lap 7 it was the turn of Morris to drop back, now Powell was second behind Hurst both to keep these positions throughout. Rowbottom finished third with Morris and Woodward making up lost ground but alas not enough laps left. Well done to Steve Hurst for taking the Midland Championship in210.

250 NATIONAL

A competitive entry including the Tomkinson brothers who have provided some hair-raising racing already this season. The heats fell to Chris Tomkinson (x2) and Richard Blackburn but Mr Consistent Pat Tomkinson with three seconds was to join them on the front row of the final startline. From the off Chris Tomkinson leapt to ▶



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lead them into the first corner. As the field stormed over the line at the end of the first lap Chris led from brother Pat with Blackburn in third. Throughout the battle was to be for the minor placings as Chris took the flag for the Midland Championship win from Pat in second. Behind Kevin Mason and Richard Blackburn had a good scrap with Blackburn just getting the verdict.

250E
A larger entry than at the RAC Short Circuit Championships a month earlier, which included the new Champion — some youngster named Keith Bisp for whom a good future is foreseen!! Also amongst the starters, last year's Midland Champion Malcolm Turner, also making a welcome return to racing Bob Kennings. The heats all fell to No. 1 Bisp but the racing gave you the impression that it would be anyone's final. From the start of the final, Kennings led from John Gosling. As they splashed their way over the line at the end of lap one these two led from John Bradburn with Bisp in fourth. Kennings led until lap six when a steadily improving Bisp found a way through to snatch the lead. Gosling was dropping back, eventually to retire. The order remained until the end with Bisp adding the Midland Championship title to his list of wins. Spare a thought for the second man home, Bob Kennings, no mean achievement after a long layoff through injury. Well done to both.

So, after a long and trying weekend with upsets for some and success for others, Mr Hawes from Sunblest Bakeries presented the excellent trophies. Leading drivers in each class also took away other assorted "goodies" amongst them umbrellas! Comments were these would have been useful during the meeting. It was ironical that as the officials cleared up and relected on the busy weekend the rain stopped. Ah well such is life for karting nuts!!

Report: A. P. Ogden

CADET
1st Giles Yeates Hutless
2nd Paul Freeman Dap

JUNIOR BRITAIN 'A'
1st Guy Smith
2nd Simon Spencer Wright/Arrow
3rd James Matthews Boxer/Par

JUNIOR BRITAIN 'B'
1st Andy Cox Wright/Par
2nd Bobby Game Lane/EME
3rd Stuart Capstick Boxer/Par

100 BRITAIN
1st Simon Court Boxer/Par
2nd Graham Wallace Lane/Par
3rd Gary Chapman Wright/Par

100 NATIONAL
1st John Witcock Boxer/Par
2nd Shaun Nicholson Wright/Par
3rd Graham Pettit Sprint/Par

125 NATIONAL
1st Colin Poole Zip/Min
2nd Graham Stephens Zip/Rotax
3rd Clive Elmore Zip/Rotax

210 NATIONAL
1st Steve Hurst Zip/KMP
2nd Mark Powell Bar/Vill
3rd David Rowbottom EDR/KMP

250 NATIONAL
1st Chris Tomkinson Dino/KTM
2nd Pat Tomkinson Dino/KTM
3rd Richard Blackburn Phoenix/KTM

250 E
1st Keith Bisp Dino/Rotax
2nd Bob Kennings Dino/Rotax
3rd John Bradburn EDR/Rotax

PROTRAIN

JUNIOR SERIES — ROUND 6

The final round of the series was held at Wombwell. With Guy Smith assured of the overall honours, there was still plenty of room for manoeuvre in the lower placements.

Heat one: — and at the lights Dudfield, from second pole, stormed into the pits bend ahead of Stanton. By the second lap Dudfield had a ten length lead over Stanton, with Smith, Warburton, Matthews, Hunter and Manning in hot pursuit. Smith took Stanton on lap three, powering past down the straight, and set about diminishing Dudfield's fifteen length lead. Further down the field, from grid nine, Blair was making rapid progress, reaching sixth by lap four, and an eventual fourth, thanks to his brave moves at pits bend. Up front, Dudfield had Smith on his rear bumper for two laps, but drove confidently to take the flag, from Smith, Stanton and Blair.

Heat two: — Spencer from second pole dived into pits corner first. But back at the start, Smith had collected the starting podium, causing his retirement and a spin for Warburton. From the beginning a three-way battle developed between Spencer, Matthews and Blair for the lead. As in the first heat, Stanton led a long train of karts, comprising Higginbottom, Hunter, Greensmith, Manning and Dudfield. On lap seven, a dive at the scrutineering bend by Matthews, saw all three drivers over the start line simultaneously. Matthews taking the line for pits bend from Blair and Spencer, this being the finishing order. Fifteen lengths back Stanton held off a charging Dudfield.

Heat three:— Manning took a short-lived lead, Smith overhauling him up the main straight, only to temporarily retire with a broken king-pin bolt. Manning's inherited lead was to remain unchallenged throughout the race with a comfortable five length gap. Blair and Dudfield moved through the field together, taking third from Greensmith on lap four, and second from Hunter one lap later. Dudfield finally got the better of Blair on the last lap. At the flag it was Manning, Dudfield, Blair and Matthews.

Final Grid:—

Dudfield (3)	Matthews (2)
Blair (4)	Manning (9)
Stanton (17)	Greensmith (11)
Warburton (8)	Spencer (12)
Chamberlin (20)	Smith (1)
Hunter (5)	Higginbottom (30)

Overall Results in the Protrain Junior "A" Series 1987

Num	Driver	Ful	Shen	Ris	Kim	Dunk	Wom	Best 5	Total
1	Smith	85	82	87	97	98	53	449	502
9	Manning	94	71	79	83	91	76	423	494
3	Dudfield	59	88	82	74	82	95	421	480
2	Matthews	81	62	42	91	61	89	384	426
12	Spencer	70	65	96	00	83	63	377	377
4	Blair	62	91	70	66	00	86	375	375
11	Greensmith	68	51	57	72	00	67	315	315
17	Stanton	00	64	58	59	65	57	303	303
8	Warburton	00	40	65	74	52	57	288	288
6	Miller	73	61	43	00	72	00	249	249
5	Hunter	56	60	00	46	00	47	209	209
30	Higginbottom	44	35	00	47	00	51	177	177
99	Firman	49	64	00	00	00	00	113	113
20	Chamberlin	35	00	00	00	00	49	84	84
93	Hardwick	48	00	00	00	00	00	48	48

The Final: As we have come to expect at Wombwell, second pole took the lead into the first corner. At the end of the first lap Matthews, Dudfield and Blair were bumper to bumper, with a small gap forming back to a fast starting Greensmith, Manning, Stanton and Spencer. The order remained the same for the next four laps, excepting the loss of Stanton at pits bend on lap three. The battle for fourth place between Greensmith and Manning was decided when Manning dived past Greensmith at pits bend, thus assuring himself of second place overall in the Protrain Series. At the front Dudfield was constantly harrying Matthews at every opportunity, Blair waiting for any mistake. DRAMA !!! On lap seven, as they passed the wall, Dudfield squeezed inside Matthews forcing the latter onto the grass, however Matthew's skill enabled him to return to the track directly behind Blair. Dissatisfied with third, two laps later Matthews passed Blair on the straight for second. This tense final finished with the leading threesome still nose to tail. They were followed home by Manning, Greensmith and Spencer. Further back Higginbottom survived a race-long battle with the British Champion, Smith, closely followed by Warburton, Hunter and Chamberlin.

RESULTS

1st	Nicholas Dudfield (3)	Wright/Parilla
2nd	James Matthews (2)	Boxer/Parilla
3rd	Mark Blair (4)	Wright/Parilla
4th	Darren Manning (9)	Gillard/DAP
5th	Jonathan Greensmith (11)	Fullerton/Parilla

A splendid Series closed with the distribution of the prizes. Every driver was able to take home some karting goodies thanks to the generosity of the following drivers and organisations, to whom the Series organisers, Paul Dudfield and Steve Chapman offer grateful thanks.

ADR Accident Repairs, Bromsgrove Kart Club, Paul Carr Racing, Robin Chuter, Deavinsons, Dudfield's Nurseries, Gillard Racing Karts, Hunter Haulage, Karting Magazine, Kartsport, Steve Ogden Racing, Chris Owen, Paxtons/Kirkby Central, Protrain Karting Courses, Wright Karts, Zip Karts.



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AUTUMN CHAMPIONSHIPS

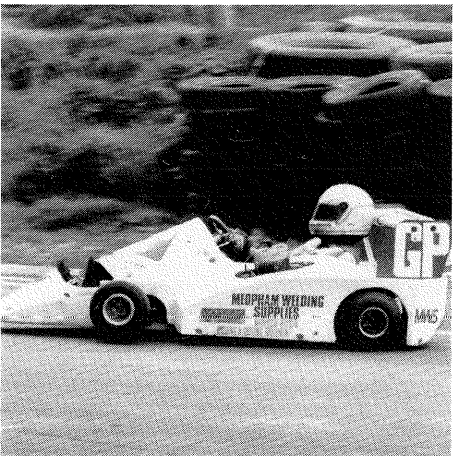
Cadwell Park Saturday September 26th 1987

Kurt Luby (250 E); Mark Webster (250 Nats); Chris Stoney (125 Super); Simon Quance (210 Nats) and Graham Barker (125 Nats and 125 P & R) each came out tops in their respective finals at Cadwell on Saturday September 26th.

The Cadwell Club had a reasonable entry considering most of the 250 E runners were chasing World points at Le Mans.

The 250 and 125 Nationals both had good entries; a smaller number of 125 Supers were present and just a handful of 210 Villiers. About a dozen 125 P & R drivers competed in the last round of their Cadwell Championship.

The weather was to say the least rather mixed . . . sunshine and showers . . . and chilly with it.



Phil Featherstone — 210 National.

QUANCE QUICKEST

After two six lap heats just ten Villiers lined up for the final and it was Simon Quance who made the best of it to lead after one lap. Phil Featherstone and his new GP plates were next up with Gary Parker also in there. On lap two Parker took over second spot with Ashwell in fourth. Lap four and Parker appeared out of the chicane in the lead but Quance quickly hit back to regain first spot by the end of the next lap.

The retirement rate was high and numbers decreased lap by lap until at the close just five drivers were left running with Brian Borwell, the sixth but a lap down.

Quance held on to first spot during the second half of the race with Parker pulling out after eight laps and Featherstone calling it a day on the last tour.

Igor Ashwell moved up to second as all around him fell by the wayside with Dave Thacker, Mark Johnson and Terry Percival following.

Gary Parker recorded the fastest lap before his retirement in a time of 1m 11.6 s a speed of 74.43 mph.

Simon Quance covered the ten laps in a time of 12m 12.8s an average of 72.72 mph and he had a 14 second buffer over Ashwell.

BARKER'S BONUS

A healthy field of 125 Nationals required two split heats and a qualifier to sort out final grid positions and those heats produced four different winners; Graham Barker, Steve Griffin, Steve Pridmore. on novice plates and former 125 Super driver Simon Bolton.

Roy McLean headed the half dozen from the qualifier to join the back of the grid.

At the flag the large field all got away safely

WEBBIE WINS

A good entry of 250 Nationals was dominated by British Champion Mark Webster and York based Colin Fletcher. Each took a heat win with Fletcher having a second place to Webbie's fourth.

Pete Morgan, Mike Doble, Derek Rodgers, Andrew Harvey, Richard Boston and Rob Johnston filled the other top six places as they qualified for the ten lap final.

At the off it was Webbie and Fletcher getting away well with Fletcher just having the edge during the opening 1.5 miles.

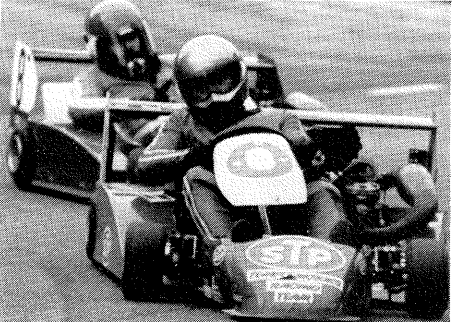
Webbie managed to snatch the lead going into the hairpin on each of the opening two laps. Pete Morgan, Rob Johnstone and Richard Boston were all in there looking for a way forward.

After three laps Webbie crossed the line in the lead . . . Morgan was now second . . . Fletcher third . . . Johnstone fourth and then Boston.

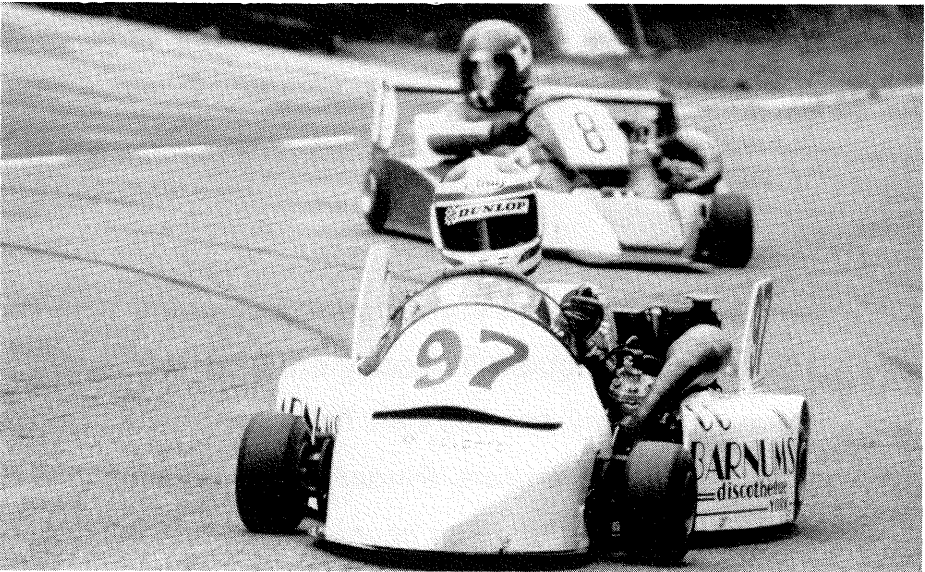
There was a long gap before John Taylor appeared.

As the race entered its second half Webbie . . in typical style . . . began to ease away and build a comfortable lead. Rob Johnstone was soon to call it a day whilst Fletcher held on to second place having demoted Morgan.

Webbie was in amongst the backmarkers from about lap seven and he had no trouble in completing the distance and taking another victory. Colin Fletcher, Richard Boston, Pete Morgan, John Taylor and Bill Garner completed the top six. Webbie's race time was three seconds quicker than that of Colin Fletcher and he put in the fastest lap at 1m 5.2 a speed of 81.73 mph. ▶



Boston (0) chased by Morgan.



To Colin Fletcher (97) the quickest lap in 250 National.

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SNETTERTON ZIP TROPHY MEETING

Saturday 19th September



A very wet but enjoyable victory for Phil Glencross.

A victory for Phil Glencros in Formual E, from Ian Shaw and Roger Goff; Chris Stoney wrapped up 125 Super with Ryan Baptiste and Simon Cullen following him home; GP Colin Mason claimed 125 National honours ahead of James Smith and returnee Les Cooper; in 250 National it was Mike Doble by a mile from Andrew Harvey and Arthur Thompson, whilst Phil Featherstone led home Villiers pilots John Brennan and Garry Parker.

Report: Ed McCormick
Pics: Doug Rees

A reasonable entry, around the 100 mark, responded to the Central Kart Club's efforts at securing an additional long circuit event at Snetterton on Saturday 19th September, the day shared with 30 pupils of the Jim Russell Racing School. The weather began dry but, predictably, it rained heavily for the finals. The meeting was sponsored by Zip Kart, with the first four Zip mounted drivers home, excluding Zip works assisted drivers, in each class earning cash awards. The event also incorporated round 4 of the club championship.

The Heats

Two qualifying heats were the order of the day for all classes, the Nationals reversing grids for the second session and the Formula E grids for both heats depending on qualifying times. It was Martin Hines who slotted in the quickest with a time of 1min 04.9secs to snatch pole position. Ian Shaw was just over one second behind with 1min 05.7, followed by Phil Glencross (1min 06.6), Roger Goff (1min 07.1), Richard Dean (1min 07.8) and Reg Grange (1min 08.9).

In the first session, off pole, it was a flag to flag victory for Hines from the scrapping trio of Glencross, Shaw and Goff. Shaw succeeded in gaining the edge over Glencross after a couple of laps to follow Hines in second place. Glencross held on to third ahead of Goff, Dean and Gange.

Hines shattered the previous lap record of 1min 05.2sec which was set in the second heat at the last meeting on May 16th, reducing it with a blistering lap to 1.04.7sec. The second heat was an emulation of the first down to fifth place. That time Reggie didn't fare so well, he was beaten back to eighth by Ross Hyett and Steve Edwards, Hyett improving on his earlier seventh. The prospects for an interesting final, Hines, Shaw, Glencross and Goff on the front row, were looking extremely good.

125 National fielded the largest grid of the day, with ten more drivers than the Villiers, on 31 and produced the customary close racing we have all come to expect. Geoff Tuckey was the winner in the first outing, ahead of Sid Clark and Ian Mason. Steve James, Roy McLean and Willie Grieve completed the order to sixth. Ian Mason scored the victory in the next with Tuckey 'tucked' in behind. 'GP' winner Colin Mason, Steve James, returnee Les Cooper and Roy McLean were next home.

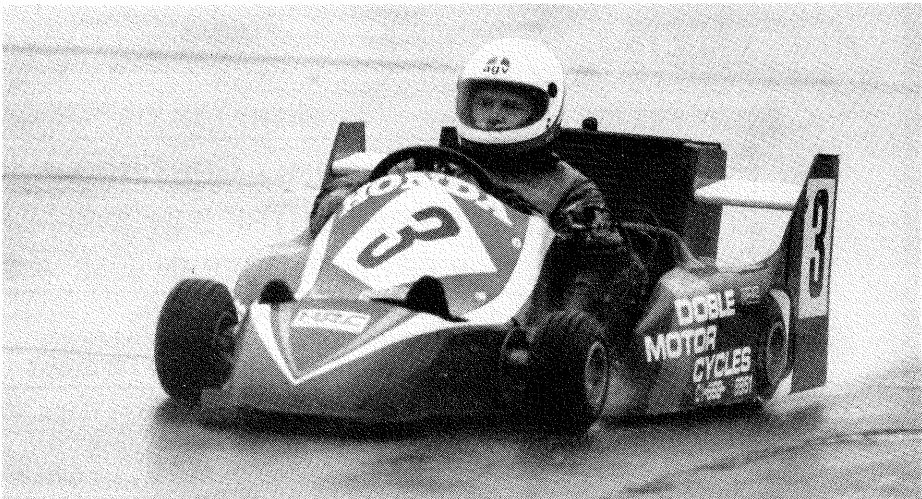
Although 125 Super only managed a grid totalling 17 the entry contained enough faces of note to produce some interesting racing. It was the new class 'GP' man though, Chris Stoney, who scored victories in both sessions and plant the Zip Bandit on pole for the main event. Nigel Wigg, Ryan Baptiste, Adrian Wilcox, Colin Poole and Stephen Webb followed Stoney home in the places during the first sesion, whilst it was Boyd Barrington, Mike Ballantyne, Richard Crump, Webb and Wilcox in that order behind in the second.

250-210 NATIONAL

Conditions were very wet for this the first ten lap final of the afternoon, 250 National running off the front of the Villiers grid, Doble on pole for 250 and Featherstone for the 210.

Doble swept off the line with Tomlinson and Garner struggling to stay alongside as Quance and Sykes got the drop on Featherstone in Villiers. After one lap Doble was firmly entrenched at the front, from Tomlinson, Harvey, Thompson, Breeze and Frank Rowntree. Meanwhile in the 210 it was Sykes ahead of Quance with Featherstone closing. By the end of the next tour, with Doble still at the front and the Honda running like a dream, Harvey now held second from Thompson and Breeze. Tomlinson had dropped back and was tangling with Rod Widdowson; Rowntree had gone missing from the charts. In 210 Sykes now headed Featherstone with a relegated Quance hanging on grimly in their wake and trailed by Brennan, Parker and Young.

By the halfway stage, with the rain tipping it down, Doble was out on his own with almost the length of the pits straight as advantage. Harvey led the rest through Russell in second place — Widdowson, Thompson, Breeze and Tomlinson. The Villiers front was still controlled by a narrow margin, by Graham Sykes from



Honda powered Mike Doble ran away with the 250 National Final.....

CADET COLUMN

EDITED BY DAWN LINGER

KIMBOLTON SUNDAY, SEPTEMBER 13th SHELL OILS SERIES — FINAL ROUND

Heat 1: 1st Mathew Davies, 2nd Daniel Wheldon, 3rd Clair Bogan.

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

Heat 3: 1st Leon Lerego, 2nd Natalie Whaley, 3rd Daniel Wheldon.

The Final

Wheldon and Natalie led out a field of eleven Cadets and these two were followed on row 2 by Lerego and Davies. British champion Clair Bogan had a spill at the start of heat 3, the race was stopped and although the kart was ok Clair was a little shaken but managed to continue and held grid 5 for the final. Wheldon who had dominated the heats led into the first corner and set a scorching pace, he was followed by Natalie, Davies, Lerego and Taylor. On the second lap Taylor dropped down the order letting in Clair and Butler-Henderson. The three leaders were very close but Lerego was short of straight line speed but recovered through the bends. Wheldon extended his lead and Lerego closed in on the second and third places; on lap 6 Natalie made an error letting in Davies and Lerego. Wheldon was now undisputed leader but second place was held precariously by Davies followed closely by Lerego and Natalie with Clair and Butler-Henderson a little further back well clear of the rest. Wheldon took the chequered flag and Davies fought hard to hold onto second from Lerego and Natalie Whaley.

SHELL OILS SERIES FINAL RESULTS

Name	Points
Mathew Davies	74
Daniel Wheldon	72
Leon Lerego	71
Charles Butler-Henderson	63
Mark Taylor	55
Natalie Whaley	-
Duncan Taylor	-

Kimbolton

Sunday 11th October

Due to the final round of the RAC Cadet Championship series taking place at Wombwell the same weekend a depleted grid assembled at Kimbolton to contest two heats and a final. There were, namely — Darren Wells, John Goss (restricted), Anthony Davidson (restricted), Matthew O'Hara (restricted), Timothy Huffer (restricted), Keven Hall (restricted) and Oliver Wood (restricted) the son of Dudley Wood of Group C2 WSPC fame.

The heats were of eight laps duration, the first session going to Darren Wells, Matthew O'Hara and John Goss, whilst the second outing saw Wells and O'Hara give a repeat performance with, this time, Kevin Hall taking third.

Following an unfortunate incident at Stow corner involving young Oliver Wood in the second heat, he took no further part in this meeting, although suffered no more than a shake up.

The final was run over ten laps of the 770 yard circuit and as the lights switched to green the order through Stow for the first time was Wells, O'Hara, Goss, Hall and Davidson. Young Timothy Huffer spun in the corner which caused

some confusion but he managed to continue. By the end of the second tour Wells still had the lead from O'Hara and Goss, these three easing away from Hall and Davidson and next time around Wells and O'Hara were noticeably easing away from the rest of the field; Goss still held station in third.

By half distance the lead pair had lapped young Davidson, O'Hara trying for a way past Wells. It was then that Wells spun and O'Hara motored into the lead as Wells strove to get back on terms, still maintaining second. O'Hara was driving well, Hall was the next to be lapped and with Hall between him and Wells the young Cheshunt driver began to consolodate his lead. Two laps from the end O'Hara motor began to give out on him along the pits straight and he ground to a halt at the entry of Stow. Not one to give up easily, O'Hara jumped out, restarted the Comer and was soon back in action again, but not before he had lost alot of distance and valuable places.

Darren Wells ran unhindered to take the flag, followed home by John Goss and Anthony Davidson.

1st	Darren Wells	Wright/Comer
2nd	John Goss	Zip/Comer
3rd	Anthony Davidson	Zip/Comer

TILBURY — SOUTHERN AREA CHAMPIONSHIP

Heat 1: 1st David Scott, 2nd Dean Panrucker.

Heat 2: 1st David Scott, 2nd Dean Panrucker.

Heat 3: 1st David Scott, 2nd Dean Panrucker. Although the entry was disappointing, the racing wasn't as Panrucker led steadily until lap 6 when Scott decided to do something about it and timed his move to the end of the straight and take first place to be the first Cadet Southern Area Champion. Credit is indeed put to the two boys. Well done.

JUNIOR CADETS

1st	David Scott	Superdart/Comer
2nd	Dean Panrucker	Superdart/Comer

THREE SISTERS 20th OCTOBER

There were six cadets at the meeting at Three Sisters organised by Merseyside KC. The day started overcast, but as the track dried the racing became closer and faster.

The results of the three seven lap heats were as follows.

Heat 1: 1st Brent Pontin-Warltier, 2nd Nicholas Critchley, 3rd Jamie Wall.

Heat 2: 1st Brent Pontin-Warltier, 2nd Nicholas Critchley, 3rd James Meanwell.

Heat 3: 1st Nicholas Critchley, 2nd Brent Pontin-Warltier, 3rd James Meanwell.

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It seemed as if everyone in the pits was lining the pit wall as the lads formed up for the 7 lap final. With Brent on pole and Nicholas alongside the tension was electric.

Brent led until lap two when Nicholas dived through to take the lead, Brent unfortunately spinning out and rejoining the race in fourth place. Nicholas led until the final lap when James Meanwell overtook and held on to first place until the flag. Jamie Wall was third with Brent Pontin-Warltier fourth.

James Meanwell and Nicholas Critchley took home the two trophies, and James Hanson the leading novice received the surprise of the day! Kurt Luby winner of the 250 International presented his trophy to him as the best novice.

Everyone went home looking forward to the next two meetings at Three Sisters, October 4th (Bolton KC) and October 18th (Cheshire KC)

Report by Geoff Critchley

WARWICK'S WAY TO FAME

Formula One driver Derek Warwick's daughter Marie, who drives a Zip-Comer in Cadets, has only raced two meetings so far in her short career. Competing to three heats and a final on 20th September and 4th October at her home club in Jersey Channel Islands, she thoroughly trounced the opposition. Well done Marie — we will be monitoring your progress with interest...

RAC CADET SERIES — 1988

3rd April — Little Rissington

17th April — Pembrey

30 April — 1 May — Chasewater

2nd May — Rye House (Bank Holiday Monday)

15th May — Felton

30th May — Three Sisters

12th June — Clay Pigeon

26th June — Larkhall

10th July — Kimbolton

24th July — Wombwell

6th-7th August — Silverstone (along with Kart GP)

RAC CADET CHAMPIONSHIP

The 1988 RAC Cadet British Championship will take place next year at the South Yorkshire circuit of Wombwell on 11th-12th September, along with the 100 Super National Championship.

* The number of Cadet drivers on the Cadet Register has now topped the 50 mark — and is still climbing.

Shenington Kart Club recongratulates Clair Bogan. They were never in any doubt she was the Champion.

Following the final round of the RAC Cadet Championship Series at Wombwell, the engines of the first six drivers home were impounded and upon examination it was discovered that Natalie Whaley's engine did not conform to regulations. Natalie therefore forfeits her points for that round and the finishing positions overall will subsequently be amended.

It is also understood that the RAC has discovered anomalies in carburettors used by three other competitors and they have been excluded from the Wombwell results. Full details and revised points next month.

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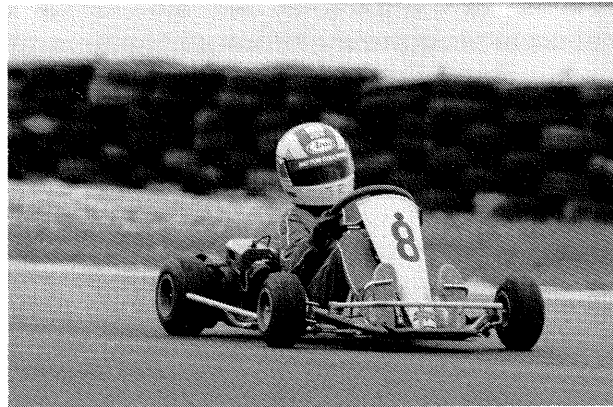
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.....followed home by Andrew Harvey.

Featherstone, Brennan, Quance having lost places, Steve Young and John Newton.

No change in the 250 order on completion of the next tour, but in Villiers Graham Sykes was gone from the act and Featherstone had taken over the leadership, with Brennan, Quance, Young, Newton and now Garry Parker following.

Into the closing stages Mike Doble had it stitched up as he headed for a well deserved victory. Andrew Harvey held steady for second, ahead of Arthur Thompson and Barry Tomlinson in a depleted 250 field. Phil Featherstone notched up the Villiers win, leading home John Brennan, Garry Parker having clawed his way into third, Steve Young, Simon Quance who had dropped back and Igor Ashwell in what, for yours truly, had been slightly confusing race, given the mixing of classes, the severity of the weather and poor visibility.

Momentum which allowed Smith and the rest to close up, so that by the time the lap was complete it was James Smith in second behind a distant Colin Mason. The relegated Cooper led Heward and Hurley as the retirement rate increased; Terry Benstead lay in sixth spot. Colin Mason increased his lead even further and, by the time the ninth lap drew to a close, had almost a third of a lap lead. There were to be no further changes to the order before the flag signified the end.

1st Colin Mason	Stratos/Madcap
2nd James Smith	Minarelli
3rd Les Cooper	Zip/Rotax
4th John Heward	Lancer/Rotax
5th Calvin Hurley	Zip/Rotax
6th Terence Benstead	Zip/Hurley Rotax
	Zip/Goff Rotax

Race time: 16min 00sec-71.88mph.
Fastest Lap: Sid Clark 1min 33.9-73.49mph.

Webb on the Spyda at the front, Wilcox and Baptiste in situ, then Simon Cullen appeared chased hard by Molloy. Ballantyne had been relegated to sixth, heading Richard Crump, Dave Clark, Nick Bowler and then Chris Stoney. By the end of the next lap Wilcox had fought his way through to the front, Webb breathing down his neck, whilst Baptiste, Cullen and Molloy held station. Ballantyne had slipped down the order and now lay tenth behind Crump, Clark, Stoney and Bowler. The next tour and Webb was back in command with Wilcox in tow. Then Baptiste and Cullen, Molloy gradually succumbed to pressure from Crump to concede fifth and Clark was fighting off the attentions of Stoney, whilst Bowler and Ballantyne headed the rest of the field.

By half distance Webb still controlled, Wilcox has spun back down to ninth ahead of Crump, also falling foul of the treacherous conditions. Three laps to go and Webb was gone, leaving Baptiste the leader. Stoney had put in a tremendous charge and appeared in second, ahead of Cullen, Molloy, Clark and Bowler. Ballantyne fought off Wilcox for half a lap before the Aldridge driver got the better of him, tossing him back into the clutches of Richard Crump where the pair fought it out for the next lap.

Stoney hit the front on the eighth lap and quickly began to break away towing Baptiste with him. Cullen held steady in third and as they entered the final tour Dave Clark squeezed past Paul Molloy, soon to be followed by Nick Bowler. Wilcox was next along followed by Ballantyne after his ordeal with Crump. So, a fine victory for Chris Stoney following his first lap 'off'.

1st Chris Stoney
2nd Ryan Baptiste
3rd Simon Cullen
4th Dave Clark
5th Nick Bowler
6th Paul Molloy

Race time: 15min 20.8-74.94mph
Fastest Lap: Chris Stoney 1min 26.3-79.96mph.

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250 NATIONAL

1st Mike Doble	Zip/Honda
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4th Barry Tomlinson	Aer Kobra/LC Yamaha

Race Time: 14min 58.3-78.82mph
Fastest Lap: Mike Doble 1min 27.8-78.60mph

210 NATIONAL

1st Phil Featherstone	Kobra/FPU
2nd John Brennan	Zip/Villiers
3rd Garry Parker	Aero/CKV
4th Steve Young	Stratos/Villiers
5th Simon Quance	Zip/Longtune
6th Igor Ashwell	Aero/Villiers

Race Time: 15min 28.7-78.82mph
Fastest Lap: Phil Featherstone 1min 31.2-75.67mph

125 NATIONAL

With conditions worsening the 125 National squad took to the circuit and after a false start they were on their way second time around, Roy McLean, Steve James, Sid Clark and 'GP' Colin Mason leading off up to Riches. By the time they appeared at Cram the weather had taken its toll, Colin Mason had the lead, from Steve Pridmore, Les Cooper and Sid Clarke. Halfway through the lap Clarke demoted Pridmore to third. Next time round the immediate order was the same, Les Cooper leading the rest of the field headed by Steve James; Richard Fray toured past the pits, hand in the air, his race cooked. A tour later Steve Pridmore did likewise and ended his race. The order as they reached the halfway stage was — still Colin Mason from Sid Clark, Les Cooper, then a long gap back to Scots pilot James Smith, John Heward, Graham Scown and Calvin Hurley. A tour later and Sid Clark had gone from the score sheets, promoting Cooper to second. Out in the country Cooper was losing a bit of

125 SUPER NATIONAL

That man Chris Stoney had pole for the final after two decisive heat victories, but, on the green it was Adrian Wilcox who had a slight edge, followed by Stoney, Stephen Webb, Ryan Baptiste and the rest as they charged off into the spray up to Riches for the first time. At the end of the first lap it was Webb, from Wilcox, Ballantyne and Cullen. Where was Chris Stoney? Lying about tenth as it happened after what was suspected a spin. Boyd Barrington was gone, likewise Paul Molloy after a short excursion elsewhere, but soon back...

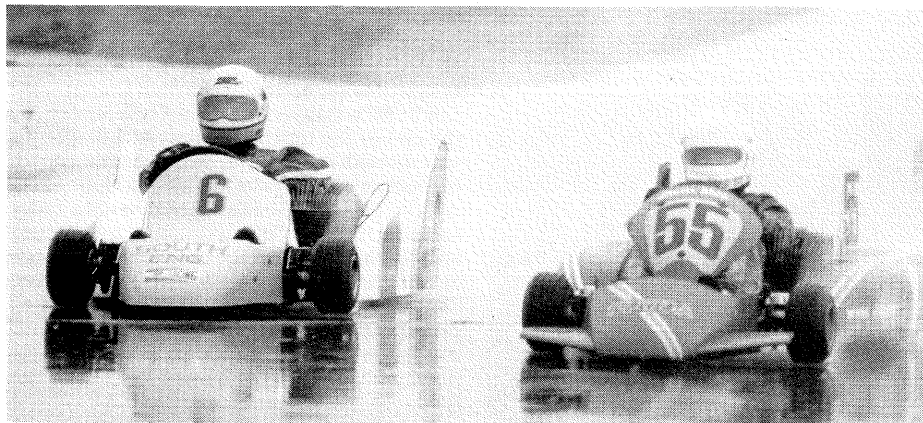
The end of the second tour and it was still

FORMULA E

The last final of the afternoon and conditions could hardly have been worse. As they toured round to the lights the front row had — Hines on pole, Shaw, Glencross and Goff alongside and, as the starter flicked the green Shaw made the best of the break, Glencross, Goff and Hines off the line almost as one on the way to Riches, then Hines was gone at the corner into the mud after what appeared to be contact in the spray, his race chances over. One lap complete Glencross had the front, Goff was next up heading Shaw, Gange, Hyette and Dean, with



After his first lap 'Off' Chris Stoney clawed his way back to take the 125 Super victory.



Webb (55) with Wilcox in the Super final, though Webb was to go missing before the flag.

Harvey, Chambers, Jackson, Miller and Papworth following.

The end of the second tour Glencross, Goff and Shaw had pulled out a gap on the rest, still led by Reg Gange in the order as before. Papworth, in tenth, was leading Wall, Conway and Martin Lyon.

Another one under their belts and Glencross had rased away from what had beome a Goff-Shaw battle of the Bandits, with Shaw trying all he knew to put one over on 'Goffie'. Dean had deposed Gange a place, with Hyett forcing the Worcester Park driver to look to his laurels. Harvey led the rest of the field.

By half distance Glencross had consolidated his lead, Shaw had bettered Goff, no mean feat in the conditions, though Goff was hanging on close behind taking all Shaw's spray. Dean ran in fourth with Hyett a shade adrift in fifth, whilst Harvey and Chambers held station over the rest. Gange was into the pits, calling it a day.

As the pace progressed Glencross was out on

his own, Shaw clung tenuously to second ahead of Goff with Dean and Hyett chasing hard, Chambers had bettered Harvey, though the two were struggling continuously. Behind them was a fair sized gap back to the remainder of the field, led by Papworth. By lap eight there had been several retirements, understandable in the conditions and the field had become somewhat spread out — the order still Glencross, Shaw, Goff, Dean and Hyett, but as Ross crossed the start-finish line the Rotax seized, spinning the outfit heavily into the farside armco. The medics were swiftly on the scene and fortunately Ross sustained no more than bruising.

Into the last lap and it was to be victory for Phil Glencross, Roger Goff finally managed to regain second place from Ian Shaw. Richard Dean held steady for fourth from Andy Chambers and Bryan Harvey. Next along were Steve Papworth, Alan Pritchard who acquitted himself well after a long struggle, John Jackson and Steve Edwards.

- 1st Phil Glencross
- 2nd Roger Goff
- 3rd Ian Shaw
- 4th Richard Dean
- 5th Andy Chambers
- 6th Bryan Harvey

Race Time: 13min 09.8—87.37mph
Fastest Lap: Ian Shaw 1min 18sec—99.47mph.

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 - 2nd Andrew Harvey
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 - 4th Barry Tomlinson

- 125 NATIONAL**
- 1st James Smith
 - 2nd John Heward
 - 3rd Calvin Hurley
 - 4th Terence Benstead

- 125 SUPER**
- 1st Simon Cullen
 - 2nd Dave Clark
 - 3rd Adrian Wilcox
 - 4th Mike Ballantyne

- FORMULA E**
- 1st Richard Dean
 - 2nd Andy Chambers
 - 3rd Steve Papworth
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