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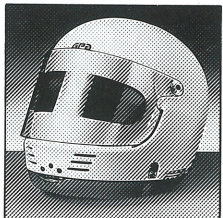
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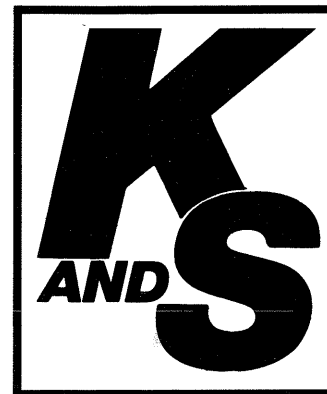
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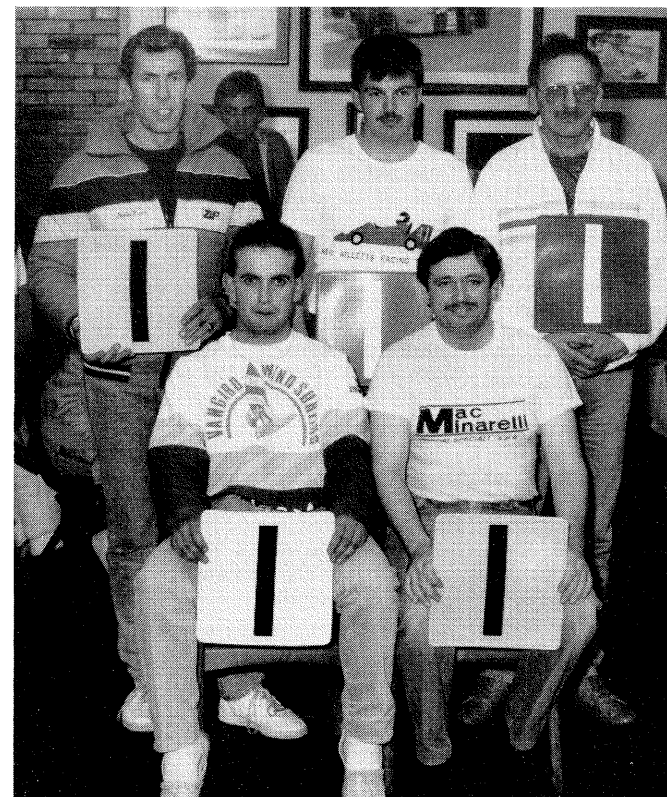
FRONT COVER:

Junior Britain 'A'
Champion Guy
Smith in action.

(Pic: Rodger Calvert)

MONTHLY

No. 104



The 1987 RAC British Long Circuit Champions — (left to right) — Standing:- Martin Hines (Formula E), Niel Willets (125 National), George Bett (210 National); Seated:- Mark Webster (250 National), Paul Molloy (125 Super National). (Pic: Doug Rees)

The Staff of Kart and Superkart Magazine would like to wish subscribers, advertisers and karters everywhere the compliments of the season.

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CLASSIFIED SECTION

NEXT MONTH'S FEATURES INCLUDE:- 1987 LONG CIRCUIT 'TOP TEN'; INSIDE THE COMER 60 CADET CLASS ENGINE; PLAYSCAPE'S CHARITY KARTING IN CLAPHAM, PLUS ALL THE LATEST RAC NEWS FOR 1988 AND OUR REGULAR LOOK AT THE WINTER CLUB RACING SCENE. (These items correct at time of going to press).

PUBLICATION DATE:- THURSDAY 7TH JANUARY 1988

Ed, Says!.....

On 1st May 1988 the RAC will introduce an economy class known as '100 UK'. It is not a replacement class but an additional one. The official release was not available as we went to press but it is understood the class will be based around the following:-

Engine: Of British manufacture only and the one the RAC has selected is the TKM BT 82 piston-port, complete with carburettor and exhaust. Price limit — £325 + VAT. Engines to be available on a three year contract.

Carburettor: Walboro — no tuning or modifications allowed. As no tuning is allowed on the carburettor, drivers will be at liberty to choose sprocket/gearing. Did not select Tillotson because the engine would have to be machined to accommodate.

Exhaust: Standard, as supplied. It is understood that TAL-KO are working on a special, quieter exhaust for the class; more news on that front when available.

Chassis: Any existing Britain class chassis of British manufacture, complying with Britain class price rules.

Tyres: At the moment Bridgestone YBN slicks and Bridgestone wets, same prices as Britain rules, List A. Ideally the RAC would like a British make tyre for the class and word is that Avon are interested in producing a suitable compound and the RAC is waiting to see what the company can come up with...

Weight: Same weight as Britain class.

Eligibility: Will be the same as for Britain (S.3.2.1.) and as far as entries for events are concerned, there will be no Works Entrants allowed, drivers only.

It is not anticipated that there will be an RAC Championship for the class — at least not for the first year. The reason for the delay until 1st May before introducing the class is due to the time needed to arrange contracts, draw up the class technical regulations, arrange seminars for Scrutineers to familiarise them with the regulations.

Other news concerns the Cadet Class. As from 1st march 1988 the weight limit goes up by 5kg, from 85 to 90kg. The Yearbook regulations have been amended. One other point, which will probably upset quite a few people, particularly Steve Tillett, is the news that Tillett seats, unless they were supplied fitted to the kart when the kart was homologated, then they are not standard equipment and therefore are illegal.

In the January issue it will be possible to publish in full the official releases from the Kart Committee meeting held on Wednesday 18th November.

On Tuesday 3rd November the David Coulthard-Paul Rees appeal was heard and the results were as follows:-

D. Coulthard — Appeal

The Court convened to hear the Appeal lodged by David Coulthard following his exclusion from the results of the Junior Britain race at Rye House on 27th September 1987. The Court heard evidence from David Coulthard and his witnesses and also from Paul Rees, the protestor and his witnesses.

The Court also studied the report of the Stewards Hearing held following the Protest. The Appeal was lodged on four points, one of which has now been withdrawn. The Court were satisfied that the Protest was heard by the Stewards in a proper manner. It is not the Stewards responsibility to call witnesses when dealing with a protest, this is the responsibility

of the competitors concerned.

The Court were not satisfied that the findings of the original Stewards Hearing were in compliance with the weight of evidence produced.

The Court had noted the additional evidence that has now come to light.

The Court felt that there was no clear, independent evidence as to what happened, and on this basis the benefit of the doubt must go to the Appellant.

The Appeal is upheld and Mr Coulthard re-instated in the results of the race.

The Appeal fee is refunded and no order was made as to costs.

All parties were reminded of their rights of Appeal.

This decision was set down at 13.05 hours.

And so yet another season has been put to bed, all the Championships decided, some remaining with last year's holders, others finding fresh homes. How successful a season has it then been? As far as Formula E and the International scene is concerned it was disappointing from the British viewpoint. Lennart Bohlin took the European plates back to Sweden and Eric Gassin whisked the 'GP' plates away to France, adding icing to his cake with the World No 1 at Le Mans in September. On the National front the Formula E title went to Martin Hines, the Zip boss notching up his fifth consecutive British No 1. The last time anyone else won it was back in 1982 and that was Dave Buttigieg.

The dividing of the 125cc class has not robbed it of any of the spectacular action one was accustomed to when the class was a single entity. Paul Molloy took the Super title, although Chris Stoney won out on the day after a tense battle with others — Boyd Barrington, Derek Price and Trevor Roberts. To Neil Willetts went the National honours, whilst on the 250 front Mark Webster retained his title following a fine scrap with Colin Fletcher, Pete Morgan and Richard Boston until the latter two retired. George Bett's long haul from Thornton in Fife was rewarded with yet another British crown.

The Short Circuit Championships were decided earlier in the year at Three Sisters, Mark Webster clinching 250 National, John Ilaiigh the Villiers, Graham Roscoe 125 National and Keith Bisp Formula E.

Nor was 100cc lacking in action or atmosphere. Shaun Nicholson took a fine 100 National win at Clay Pigeon whilst Gary Chapman retained his British No 1 at Rye House. In Junior Britain at Larkhall Guy Smith wrapped up the 'A' title and Jamie Spence the 'B'. At Shenington in August Jeremy Cotterill ran away with the 100 National Super title on a very impressive Rotax set up and in the Cadets young Clair Bogan became the first No 1 plate holder in the class.

All in all a pretty successful year, of course there were the usual hiccups — tribunals, etc, but put those behind and reach for 1988 with a clean slate. In a lot of cases grid numbers were up, even Formula E was showing an increase and Villiers, too, showed encouraging turnouts, mainly due to both the Long and Short Circuit Commercial series. With the introduction of water-cooling into 125 next year the effect that has on the class will be closely watched... Most impressive of all must be the Cadets, like a breath of spring to karting and the most successful idea to emerge from Belgrave Square in the past year or so and we have Neil Hann to thank for his efforts in that direction.

Lastly and on a personal note I would like to wish Nick Bowler, who sustained those terrible injuries at Donington in October, the very best for the future. To Nick, from Dawn and myself and to all of you out there, a very Happy Christmas and a Prosperous 1988.

See you next year.

Ed McCormick



We are advised by Messrs Tillotson, that with immediate effect, the *pump* diaphragm of *HL carburettors* is being manufactured from a Teflon glass fibre material which is fawn in colour. New part No. 237-214.

The previous *HL pump* diaphragm which was made of a black rubber material Part No. 237-137 will rapidly become unavailable.

Note: The 237-214 pump diaphragm is standard equipment on the HL166 Comer engine carburettor in the Cadet Class.

Carburettors for 1988 100 National/Super Classes

There would appear to be confusion over the types of carburettor permitted for the two classes for 1988.

To clarify the situation, the following will apply:-

100 Super

One carburettor, to be either British made slide carburettors, unmodified and to be used as sold, maximum price £58 + VAT or as 100 National, 3.3.2. i.e. Tillotson. HL.

100 National

(3.3.2) Maximum one carburettor which must be a Tillotson HL with original body and butterfly type throttle, or a British homologated slide carburettor, unmodified and available at a maximum price of £58 + VAT.

Therefore *BOTH* classes will be using the same type of carburettors.

Three Sisters — Date Change

The 250 National-International RAC Short Circuit Gearbox Championships at Three Sisters circuit will now be held during weekend 11th-12th June 1988 and not 18th-19th June, as that date clashes with Cadwell Park.

DIY?

John Burns who has raced karts for over twenty years has now retired from active competition, but not from sport completely. You will remember that John penned three interesting articles for Kart and Superkart during the past couple of years and, although they were of a gearbox nature, they were well received by readers, in particular the article entitled "Heavy Breathing" which was a detailed examination of carburettors and carburation in general.

Eager to continue his association with the sport John has plans to run a tutorial, possibly a weekend seminar or seminars, to advise on setting up, tuning and carburation for both 100cc and gearbox karts. Given his already proven knowledge of engines and carburation, what this man proposes can only be of great interest and benefit to all those eager to obviate the expense of preparation and tuning. For further details ring:- 061-633 2054.

★ After two successive seasons with Zip Kart and two British Long Circuit No 1's, Mark Webster leaves the famous marque to drive a 250 National Anderson kart in 1988. His seat will be taken by none other than Wrexham's Peter Morgan who has showed on many occasions he possesses what it takes to put his name on the Champions' register.

100 BRITAIN/NATIONAL EQUIPMENT:- TKM chassis, raced four times only, Firebird chassis (special tubing) immaculate. Two Parilla TT27's, one DAP T75TT and one DAP T70TT. All trophy winners in England and Holland. Engines fully tuned and rebuilt. Other outfits available. New spares for chassis and Yamaha and Parilla motors. 100cc engine tuning and race preparation. Frank Crankshaw (Preston) 0772 743368.

ZIP 125 Complete Chassis, including 1 set of wets and slicks — £350. Also 125 Rotax, stripped but complete with ignition and carb — £200. Tel:- 021-354 8970.

1986 PHEONIX ROTAX 125 with Stratos full bodywork, excellent condition, engine just rebuilt not run since, spare barrel, wets etc — £975 ono. Tel:- Sean (0925) 821 799.

ZIP GPX ROLLING CHASSIS, long, short circuit trim, never bent. Full body complete with engine mounts, fuel pump, sprockets, slicks etc — £650 ono. Tel:- Wigan 46789.

YAMAHA YZH, tuned barrel, boysens, Merlin tuned exhaust, carb, electric. Quick and very reliable engine, complete — £275 ono. Zip GP, 1984 chassis, rejigged — £60. Tel:- 01-472 1666.

PHOENIX MINARELLI, S/C Chassis used 4 times, Madcap Minarelli used 3 times following rebuild and tune. Dellorto, Vega RS slicks, Bridgestone YBF wets, 2 sets. Spare Mikuni, Penta battery sprockets — £1,150.00 ono. Flat bed trailer 2.0mtrs x 1.36mtrs — £125 ono. Tel:- 0524 52511, ext 223 (8.30 - 4.30) or 0524 62745 (after 5pm).

SPRINT 87SE, 5 meetings, fully sorted, QR 35mm axle and hubs, KP brake, vented disc, long stubs, Parilla TT31 Jubilee 49.1, Parker tuned, just rebuilt, very quick motor. PCR long stroke 48.3, Goff developed over 2 seasons, special carb, race winner — plus everything needed for racing, from wheels and tyres to nuts and bolts. Race ready with advice — £1,150 ono. Will split. Telephone:- Ware (0920) 821647. Please ring for more details. House purchase forces very reluctant sale.

BARLOTTI 250 National, new piston and rings, replated barrel and spare motor, slicks, wets, spares — £570. Telephone:- (09547) 626 (day or night).

FOR SALE — One Canon AE-1 body, vgc — £100 (£125 with standard lens); one Canon Autowind — £45; one Canon Speedlite 155A Flash — £ 25; one Miranda 930 TCD Flashgun, will fit Nikon, Olympus, Pentax, etc — £40. All gear used to take photos which somehow sneak in K& S. £200 the lot!! (or £225 with standard lens). T90 forces sale. 'Phone — Iain Blair on (0900) 67513 for a haggle.

WHERE AND WHEN

13th DECEMBER

Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Rowrah — (4 miles from Frizington, Cumbria)
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs)
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley)

20th DECEMBER

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) — Cheshire KC

27th DECEMBER

Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)

Note:- The Lincolnshire Kart Club will be hosting its "Winter Crystal Series", covering January, February and March 1988. For full details contact Noreen on (0977) 556893 or Pat on (0977) 515204.

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KURT LUBY has for sale

Lap record holding Phoenix Formula E Superkart with quick Rotax as used to win at Cadwell Park.
Also ALVIN HEATON's Zip Bandit (ex-Martin Hines) Formula E Superkart with quick Rotax and Long Circuit Bandit full body, as used to finish second in Short Circuit British Champs. Will split both karts, plus many secondhand spares for Rotax and many secondhand tyres and rims. Also one Alfred Bull awning, ideal for karting, like new — 16' x 8'.
All prices on application

Tel:- (Home) (0204) 78252
(Work) (0204) 399633
(ask for Kurt Luby)

ZIP GP 125 ROTAX, fully tuned, just been rebuilt with '87 crank and conrod, very fast, full body with spare R/handside of bodywork and bubble. Kelgate brakes 87 spec, short circuit bodywork, 2 sets of slicks, 1 set of wets, all Bridgestones, spare carb, clutch, sprockets and bearings, full tank, brakes and disc. Trophy Winner — £ 1,100. Also trailer 8' x 4' with tyre rack and cover — £300 ono. Tel: (0493) 602183.

ZIP GP 125 MINARELLI, both fully rebuilt, immaculate condition, engine fully tuned, quick, reliable outfit. Maintained by K. Luby. Some spares, including chassis (almost complete) — £850 ono. Also available Manx leathers, helmet, set of Bridgestone wets (used once). Details:- John Turner (eve) 061-626 4042 (day) 0204 399633.

IAIN BLAIR Has For Sale a quantity of top quality Photographic Equipment. For details and prices, ring (0900) 67513.

HEWLAND ARROW, 5 Port D Type, 50.7 bore, complete with tuned carb — £ 190.00. Tel:- 0332 832977 (Derby). 125 SUPER, ex Championship winning kart, immaculate condition, with spares etc. — 1,200. Also spare Zip 250cc Chassis — £300. Tel:- (work) 061-480 4026 or (home) 045-77 6407.

YAMAHA, 125 YZG, P&R fully tuned, re-chromed barrel, Motiv exhaust, Mikuni carb, Boysen reeds, re conditioned ignition, reliable and fast — £ 325 ono. Phone 0877 30831 (after 6pm).

NATIONAL 100cc COMET, never raced, very fast and clean. Bridgestone wets, Vega slicks, Goodyears, all new on Zip rims, spare tanks — £550 ono. Contact:- Spalding 0775 60564.

SPRINT 100 NATIONAL outfit '85 SE chassis, 2 quick Deavin Tuned Parilla TT27's, 1 Fullerton and 2 Deavin tuned carbs, 2 sets of slicks, 1 set wets all on rims. Kart trolley, tyre breaker plus many spares. All highly maintained and ready to race — £650.00. Call Mark after 7.30pm on 0707 46207.

FOR SALE. 1 Alan Cheetham prepared KTM complete with radiator, pipe and carb. 1 SRS prepared KTM complete with radiator, pipe and carb. 1 brand new and unused Zip Bandit Rolling Chassis. Plus many second-hand spares and tyres, etc. POA. Telephone (0480) 860823.

WRIGHT-YAMAHA, ex-works, complete, ready to race outfit — £495. Also Parilla TT27, wright tuned and rebuilt — £295. All maintained regardless of cost. Telephone:- 01-950 6117.

GARY TUPPER has for sale

1 '86 Sprint Orange, complete with side pods, nose cone, 8 litre tank. Quick release, axle ventilated disc. Good condition.

One 87 Sprint, blue, side pods, nose cone, ventilated disc, hardly used. New Anderson National and Britain Karts available.

1 S/S PCR Fullerton tuned. 1 Parilla T27 with new HF Rod, Paul Carr Tuned. 1 Parilla T31 Deavin Gold top, very quick. Childs 75cc Off Road Bike, ideal pit bike. Class one shunters in stock. Phone now for help or advice.

Tel:- Harlow (eve) 445413
Bishops Stortford (day)
726473

SIMON CULLEN'S 1987 ZIP BANDIT CSK ROTAX

Immaculate. Proven fast and reliable — £1,850.

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CLUB SCENE

Bogan and Leon Legero. In the final Natalie grabbed the lead followed by Davies, Daniel Wheldon and Clair. Davies powered into the lead up the straight and held it comfortably to the flag. Lap 4 and Wheldon's engine stalled costing him 14 places and his dismay was there for all to see.

For the others there was precious little movement. Scottish Champion Craig Murray made up three places to grab 7th spot and Wheldon made up five places to finish 11th. The leading bunch reached the flag pretty well spaced out with the order Davies, Natalie, Clair, Legero, Giles Yeates and Brent Pontin Warltier.

JUNIOR BRITAINS

Just recently a lot of the top lads seem to have joined the Senior ranks so most of the well known names and numbers have disappeared but nevertheless a full grid of 'A's and 'B's combined. The heats saw three different winners in the form of Chris Clark, Guy Linton and Daniel Liddle with Paul Ibbotson and Nicholas Lamb making up the other front spots. In the final Clark got the advantage from pole with Steven Hunter, Ibbotson and Jamie Hunter in hot pursuit. The mid grids collected an ungain pile-up giving the leading group a commanding lead. For the whole race 'A' driver Steven Hunter kept up relentless pressure on the Newcastle driver and despite drawing level down the straight was unable to force a mistake. Behind them Gavin Hogg had slipped past first Jamie Hunter and then Ibbotson to grab second spot in the 'B's and third overall whilst Ibbotson took third in the 'B's and Jamie Matthew's 5th overall gave him second place in the 'A's — not quite as confusing to the spectators who can see the different coloured plates!!

SENIOR BRITAINS

When I won the first ever Senior Britain race at Wombwell all those years ago, having got the better of the two other McCulloch mounted entries, and trailed in at the back of the National 'B' final who could have envisaged the Britain entry dominating the meeting? A forty strong entry and some very quick lads in attendance and it was always going to be a great day's racing and we were not disappointed. The heats went to Darron Gibbs (2) Michael Mills and Tim Pell but ominously quick were Paddy Walsh, Simon Redman, Steve Hazlett, Chris Roscoe and Steven Cook-Martin. In the final Hazlett beat Mills to the first hand followed by Pell, Ross Forber, Gibbs and Roscoe. First time round the wall and Pell spun out leaving Hazlett to fend off a very determined Mills. This battle allowed Gibbs to close and give a three way dice at the front. Walsh got past Roscoe and set about closing on the leading bunch. Lap four and Mills outraked Hazlett into the top bend and two laps later Gibbs squeezed up the Doncaster drivers inside on the pit bend to further relegate him to third. Meanwhile Walsh, fresh from his bath in front of the pits when his brake pipe failed, was gradually closing followed by Forbes and Cook Martin. At the start of the last lap the first three appeared to be sharing the same spot on the track and it was not surprising that something had to happen and into the last bend it did Mills and Gibbs slowed each other up and Hazlett taking the corner flat out shot through to take the flag by inches. Gibbs managed second and Mills third with Walsh, Forbes, Cook Martin and Roscoe following. But the drama wasn't over as the scrutineers stripped carburettors and engines it was announced that Mills had overtaken Hazlett on the Yellow Flag and was excluded promoting Walsh to third.

100 NATIONAL

Nice to see a full grid back here for a change and interesting to see some Britain drivers changing camps and a few Juniors moving up into this class rather than Senior Britain. Two heats to Kerry Thorpe and the other to John Wilcock with Dave Smith, Graham Kershaw, Roy Dickson and Martin Jubb also to the fore. Into the first bend in the final it was Dickson, Smith and Kershaw, but by the time they reappeared round the wall it was Thorpe, Kershaw, Smith and Dickson — goodness knows what happened in the top bend. Stephen Sykes, 8th on lap one was up to 4th by lap three only to disappear from the charts leaving the front bunch clear of the chasing West, Earnshaw and Peter Blake. The last 4 laps didn't see a single change of place all the way down the grid — quite a remarkable sight on a lap-sheet so at the flag it was Thorpe, Kershaw, Smith, West, Earnshaw and Blake.

100 NOVICES

Always good to see a full grid of Novices able to battle it out on their own albeit with Nationals and Britains mixed together. The heats went to Robert Birnie (2) and Ian Miller both on National outfits with other positions to Colin Dunstan and Philip Butterfield. In the final the two heat winners took the first bend together but as they appeared round the wall it was Miller who had the lead with Birnie crawling all over him, Nigel Gibson in third and Britain driver Stephen Wright in fourth. You could have been forgiven for thinking that these Novices looked rather good as they battled away but I did eavesdrop on RAC Steward Brain Peake asking why some had long since run out of spaces for signatures on their licences! Perhaps we make the Novice trophies too attractive! Meanwhile lap 6 saw Birnie power past Miller up the straight but neither had shaken off a very determined challenge by the very rapid Britain, Wright. Last lap and in a last ditch effort Miller spun out leaving Birnie the win from Wright, Gibson and a disappointed Miller.

210 & 250 NATIONALS

A sudden last minute rush of entries from our regular drivers caused the gearbox classes to exceed a single grid (HOW NICE). However with so many races to get through it meant just two heats and final for these classes. Heat one went to local stalwart Steve Martin and heat two to another old timer Barrie Sherriff on their 250s! The future rate of these outfits must have set the kart traders up for months to come! The other front runner was another 250 Nat John Smith. In the final Martin took the lead followed by Smith, Sherriff, and Villiers man Ian Jones. Lap 5 and Sherriff squeezed past Smith up the straight to close on Martin and so it stayed until the last lap where Sherriff, minus the back of his exhaust pipe, found that extra bit to pip Martin on the line literally by inches. Smith came home third followed by Novice John Hall and Villiers winner Ian Jones.

125 NATIONAL & P&R

Both heats were easily won by Wombwell regular Dave Gilson (Nat) with P&R men Andy Bratley and Malcolm Pike taking a second and third each. Wigan flyer Andy Fairless was having less than a happy day on the TM despite the presence of importer Bruno Ferrarie, perhaps not enjoying the left hand circuit. In the final Gilson was off to a flyer followed by the two P&R men. As they streamed round the wall Gilson lead Bratley, Pike, Graham Marris, Paul Turner and Martin Hemmens with the luckless Fairless back in eighth. Lap 2 and Fairless was up to 5th but with lots to do if he was to close on the leaders. Lap

five and Bratley slipped up into 2nd as he enjoyed a terrific dice with Pike. Fairless got past Marris but try as he might he couldn't catch the other P&R men. At the flag Gilson had a huge lead, Bratley held on for second with Pike third, Fairless 4th and Marris 5th.

The impressive array of trophies glinted in the evening sunlight as long time servant of the club and competition secretary Alice Wright started the mammoth task of handing them out. The cadets took to the rostrum in true championship style with a lone boy amongst the girls, what a change for the senior situation. I hope these girls stick at it and perhaps change the face of karting!

WOMBITS

- ★ Good to see Club member Kerry Thorpe win here in the middle today after his win in the North at Felton and South at Rye earlier this month — well done Kerry.
- ★ Dinner Dance at Ardsley House — Jan 8th — make it a date — all Karters are welcome — book your ticket now.
- ★ Advance notice for schools karters. The club will run the 50cc Gearbox class in its December Turkey Trot as well as all 3 rounds of the winter series. We are limited to one grid so enter early.

CADET

- | | | |
|-----|---------------------|---------------|
| 1st | Matthew Davies (2) | Gillard/Comer |
| 2nd | Natalie Whalley (3) | Allkart/Comer |
| 3rd | Clair Bogan (1) | Allkart/Comer |

100 JUNIOR BRITAIN "A"

- | | | |
|-----|---------------------|-------------------|
| 1st | Stephen Hunter (5) | Boxer/Parilla |
| 2nd | Jamie Matthews (2) | Boxer/Parilla |
| 3rd | Jon Greensmith (11) | Fullerton/Parilla |

100 JUNIOR BRITAIN "B"

- | | | |
|-----|--------------------|---------------|
| 1st | Chris Clark (53) | Wright/— |
| 2nd | Gavin Hogg (77) | Zip/Parilla |
| 3rd | Paul Ibbotson (20) | Boxer/Parilla |

100 SENIOR BRITAIN

- | | | |
|-----|--------------------|----------------|
| 1st | Steve Hazlett (17) | Knight/EME |
| 2nd | Darren Gibbs (9) | Sprint/Parilla |
| 3rd | Paddy Walsh (57) | Zip/Parilla |

BRIT NOVICES

- | | | |
|-----|---------------------|-------------|
| 1st | Stephen Wright (49) | Boxer/Arrow |
| 2nd | Tony Sawney (21) | Gillard/DAP |

NOVICES

- | | | |
|-----|--------------------|-----------------|
| 1st | Robert Birnie (68) | DAP/TKM |
| 2nd | Nigel Gibson (20) | Wright/Parilla |
| 3rd | Ian Miller (60) | Fullerton/Sirio |

100 NATIONAL

- | | | |
|-----|---------------------|-----------------|
| 1st | Kerry Thorpe (25) | TKM/TKM |
| 2nd | Graham Kershaw (50) | Sprint/Parilla |
| 3rd | Dave Smith (7) | Mondial/Parilla |

250 NATIONAL

- | | | |
|-----|---------------------|----------------|
| 1st | Barry Sherriff (33) | Phoenix/Yamaha |
| 2nd | Steve Martin (19) | Zip/Yamaha YZ |
| 3rd | John Smith (31) | Phoenix/Yamaha |

210 NATIONAL

- | | | |
|-----|--------------------|--------------|
| 1st | Ian Jones (57) | Zip/Villiers |
| 2nd | Steve Roberts (16) | Zip Villiers |

125 P&R

- | | | |
|-----|--------------------|----------------|
| 1st | Andy Bratley (90) | Laser/TM |
| 2nd | Malcolm Pike (35) | Cobra/Kawasaki |
| 3rd | Andy Fairless (49) | Allkart/TM |

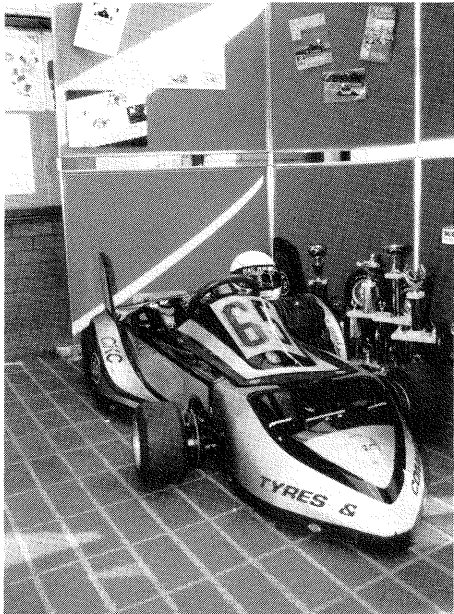
125 NATIONAL

- | | | |
|-----|---------------------|---------------|
| 1st | Dave Gilson (29) | Zip/Minarelli |
| 2nd | Kaye Dickinson (21) | Magnum/Rotax |
- Brian Lord**

CUMBRIA KART CLUB STAR AT MOTOR SHOW

For the first time, Cumbria Kart Racing Club were asked to display some karts at this year's Carlisle Motor show, held on October 18th/19th.

We were given two locations, one was just inside the main entrance and had room for one



Tony Rees' 125 Stratos.

1988 INTERNATIONAL KART SHOW

An International Kart Show is to be held in the King's Hall, Stoke-on-Trent during the weekend 6th-7th February 1988 organised by the Lion Kart Club and run in association with Kart and Superkart Magazine. The project has the backing of the world's leading exponents of karting equipment and the response from manufacturers and traders has been extremely good. The facility offers them the opportunity to exhibit their 1988 models and equipment in an ideal showplace. It will be the first show of its kind seen in this country.

The King's Hall was chosen because of the central location of Stoke-on-Trent in the country and easy access from the motorways, the Hall being only 15 minutes from the M6. Throughout the year the Hall hosts motor cycle shows and major concerts etc, so it is well adapted to holding shows, providing bar and catering facilities. A large budget has been set aside for advertising in all the motoring and karting press, along with a tie in with local radio, local television also have shown interest. Admission to the

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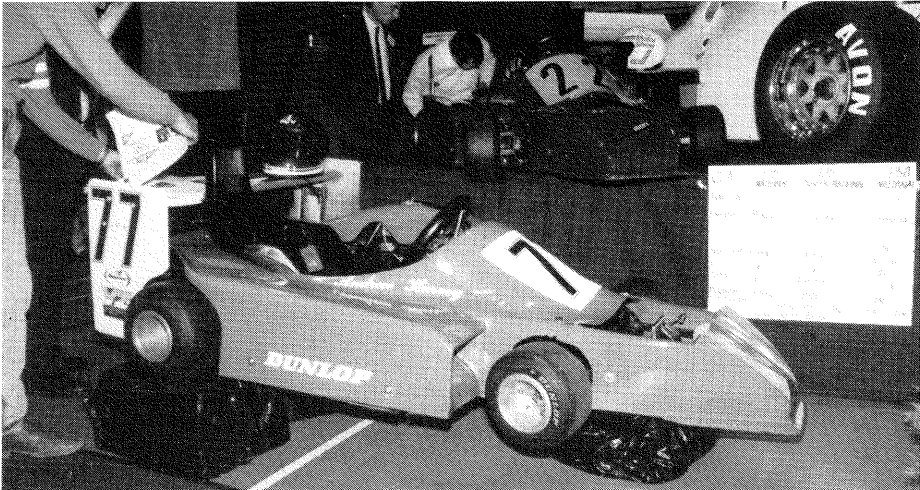
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Advertisements are only accepted subject to the above conditions.

kart only. This was manned by Tony Rees and Chris Bell, and showed Tony's championship winning Stratos to good effect. The other location was on the corner of the stage area and had room for two karts only, those of Mike Ballantyne and Andrew Harvey. This was an excellent location as there was a fashion show on stage three times daily which attracted hundreds of people each time. They in turn were attracted to the karts with the result that this area was constantly busy. The team manning this area were Mike and Andrew Harvey, Iain Blair and Mike Ballantyne. All were reported to be very pleased with the show but feel that improve-



Part of the Cumbria Kart Club stand. Note F1 Williams in the background.

general public will be a nominal 50p in the hope it will encourage gates over the two days. Further details can be obtained from Mrs Sue Morrish, Exhibition Secretary, 36 Park Road, Willaston, Nantwich, CW5 6PN, or telephone Mr Keith Schofield on (0270) 582146. More news next month on these pages.

EATON-WILLIAMS MERGER

Well, they finally did it, Steve Eaton, long time friend and mechanic of Martin Hines, tied the knot with Cheryll Williams who hails from a well known karting family. The wedding was held in a winery on the outskirts of Adelaide on Saturday 14th November and among the guests were many famous names from the world of Aussie karting. Holding up the British end of the proceedings were Jan and Phil Glencross and family who popped in whilst on one of their tours. But there was to be yet another well known face show up, quite unexpectedly at that...

After laying false trails around the country and a piece of undercover work that would have done the security services proud Martin Hines and Tina appeared on the scene in time for the ceremony — and you should have seen Steve's face!

The reception was also held in the winery in its superb champagne cellar, so with lots of popping of corks the festivities went on and on (hic!) and on...

* Dave Shelton would like to thank Pete Gibson for the excellent exhaust work he produced for Dave's 250 International for the NFR Gauntlet. The quality of the work was superb and the time he devoted was very much appreciated, the cost too was extremely realistic. Basic Pete concentrates his efforts on motorcycle exhaust systems but is also prepared to help the karting scene. He can be contacted on 04023-48752.

★ It seems pretty certain now that Kurt Luby will go back into FF1600. He has been offered a factory drive for next year which he feels he cannot afford to turn down. More details when available.

ments can be made for next year. The hope is that the Club can hire a larger space and put on a display of the complete karting spectrum, from Cadet to Superkart. With the co-operation of other Club members, the RAC and the trade, a first-rate PR job can be made of such an opportunity.

Iain Blair

PS. If anyone knows of any classic racing cars in the country that can be loaned or hired over a weekend, Cumbrian Newspapers, the event organisers will do us a special deal and also insure valuable exhibits. IB.

1988 CALENDAR

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your letters..

Dear Ed
The Committee of the "Lincolnshire Kart Racing Club", would like to thank all drivers, officials and series organisers for their support over the past year and to take this opportunity to wish you all a very happy Christmas and new year. The fixtures for 1988 are now available including the "Winter Chrystal Series" in January, February and March. For further details contact Noreen on 0977 556893 or Pat on 0977 515204.

Yours sincerely
Noreen Walsh
L.K.R.C. Secretary

Dear Mr Hines
Congratulations to Clair Bogan on winning the RAC British Cadet Championship at Shenington, she drove extremely well, like a true champion. It was not her fault that her kart was the subject of a dispute afterwards which led to the RAC holding the tribunal on the 15th October. That said, the outcome still baffles me but it's history now and I consider that matter closed.

We have competed in every round of the RAC Cadet Series Championship and the Shell Oils Championship, winning both, second in the RAC British Championship and to say we are delighted is putting it mildly.

At the final round of the Cadet Series at Wombell, Matthew won two heats and the final, scoring 44 points (the highest score at any one round of the Series) and took the Cadet Series Championship which he had been leading since Felton. At Wombwell the engines of the first six were impounded and four were found to have irregularities. Ours was legal, as was our kart, in every respect, we used the same engine throughout the day which was supplied by Zip Kart.

I trust the campaign orchestrated against us by one or two well known people will now cease. It has been proved countless times this season that we run legally. I also hope that this in turn encourages others that it is not necessary (or advisable) to break the rules to win.

Finally I would like to offer our sincere thanks to Zip Kart, Tim and Tony Gillard and Steve for all their help and support during the year.

Yours faithfully
Howard Davies,
(Father of Matthew),
Lingwood, Potash Road,
Billericay, Essex

* Word has it that the Shenington commentator, John Cooke (Cooke), has changed his name by deed poll — to Davy Crockett!!

Dear K&S
Please could you publish this letter in your next issue.

Just a few words of thanks to the following people, for whom I owe so much for my 1987 season.

British Aerospace (Hatfield), Express Autos (Hatfield), Mum & Dad, Stuart Mead, Jon, Rob (I've had a few) Ashley, Richard Wallis, Steve Newman, Lynn & Derek Mason & family, for putting up with us at Easter in Ireland and last but not least my fiancée Karen.

Thanks for everything.

Bruce Moore
(125 National)
Herts AL10 8SH

P.S. Don't get too wrecked at Christmas Syd Clark!!!

Dear Ed
I would just like to thank the following people who have helped me achieve my best ever season's racing.

Firstly my Dad who I could not do without (or so he keeps telling me). My sister for cleaning the kart and timing me and my mum for feeding everyone.

Finally a big thank you to Chris and Berni Stoney for all their help and advice over the last season. Thanks.

Simon Cullen

Dear K&S,
With reference to the small bore Tillotson carburettor fitted to the Comer 60 engine, I know we are not alone having this horrible little carb let us down at crucial moments, either by pump starvation, vaporisation or stretched top diaphragm, (neoprene now allowed). All these problems plus the ridiculous replacement cost, twice that of the Britain HL carb. I cannot accept this poor choice of carb by Comer should cost around £20 over the standard HL, even allowing for the choke shaft, export from Ireland and back from Italy. Cheap class?

This little engine could have been far more reliable fitted with the abundantly available HL, giving similar performance when used with the Comer restrictor and air cleaner.

I feel it is a great pity some leading Cadet drivers have been penalised after the last RAC round, trying to overcome the unreliability of the factory-fitted carb, provided no metal was removed, was this cheating or just plain good engine building?

Yours sincerely,
Guy Butler-Henderson

NFR 1988 250 Gauntlet

Any 250 drivers, National or International, wanting to take part in the 1988 NFR Gauntlet please ring Dave Shelton on 01-534 2608 or 0836 584702.

The 1988 Gauntlet will consist of 8 rounds at Kimbolton kart circuit from April to November.

250 National and International will race together and prizes will be given to the first five karts over the line at each of the eight rounds. This has proved to be fair, as 250 National karts came 2nd, 3rd, 4th and 5th (not bad considering that 9 of the 15 drivers in this year's series were driving International karts).

The trophies are well worth winning, as any of last year's drivers will tell you. Also 1st, 2nd, and 3rd prizes will be given to the first three International and the first three National drivers at the end of the series. Points scoring to be the same as the last series, as this seems to be working very well.

Each heat and final to score the same, best 75% to count at end of season in any combination.

If you want any more information, or to reserve a grid space, give us a ring — deadline 10th January 1988.

I would like to take this opportunity on behalf of myself and all the drivers in the 1987 NFR Gauntlet to thank all at Kimbolton, especially Stuart and Terry.

Dave Shelton

WOMBWELL

South Yorkshire Kart Club advises that Kate Clayton is now the competition Secretary. Kate's address for entries and enquiries is:-

5 Redwood Glen,
Chapelton,
Sheffield,
Yorks S30 4EA.
Tel: (0742) 461278.

★ Alternative Promotion is pleased to announce that reduced rate travel sponsorship arrangements have been extended to include air flights worldwide. To help clients even further, more ferry routes have been included in their cheap deals. These include — most Sealink routes; Sheerness-Vlissingen; Travemunde-Trelleborg (opens up Scandinavia) and most routes to Belgium. Please contact Brian Ashton for further information:-
16 Brendon Court,
Furzton,
Milton Keynes MK4 1DH.
Telephone: (0908) 502937
Mobile: (0860) 511726

★ Word has it that the Shenington commentator, John Cooke (Cooke), has changed his name by deed pole — to Davy Crockett!!

Holloway, although on lap 2 Holloway and Rampling both went off at the swamped end of the circuit. Salmon was pulling a colossal lead while Robert Wright and Graham Thorburn were fighting it out for themselves in the duel for second place. Here the positions stayed as overtaking manoeuvres were near to impossible in the conditions accepted.

100 NATIONAL RESTRICTED GROUP 2
Heat 1: 1st Richard Mack, 2nd Richard Bennett, 3rd Trevor Horncastle.

Heat 2: 1st Trevor Horncastle, 2nd Peter Leonard, 3rd R. Scott.

Trevor Horncastle started a terrific charge straight from the green light. We gradually saw him catching up with the leading group one's. Also on charges were Richard Mack and Richard Bennett who kept their position to the flag.

SENIOR BRITAIN RESTRICTED
Heat 1: 1st Neville Cruttendon, 2nd Jamie Dicker, 3rd Derek Cooper.

Heat 2: 1st Neville Cruttendon, 2nd Jamie Dicker, 3rd Kevin Keith.

FINAL: Neville Cruttendon led them away until the end of lap 2 when he spun at the end of the main straight in a big way. This gave the lead to Jamie Dicker followed by Kevin Keith. Derek Cooper who was third also spun out. Derek Veevers took this position and this is how it stayed although it looked close at times between Dicker and Keith.

SENIOR BRITAIN
Heat 1: 1st Paul Wells, 2nd Simon Chandler, 3rd Chas Royston.

Heat 2: 1st Chas Royston, 2nd Paul Wells, 3rd Simon Chandler.

FINAL: This season long two man race between Paul Wells and Chas Royston continues as usual in its experienced racing manner. Wells was first off from the lights closely followed by Royston, Russell Potter and Simon Chandler. The first two pulled out from the pack almost immediately. Things were hotting up, Royston was in an 'attack' position and by lap 5 he took Wells in a daring attempt (especially in the wet). The true perfectionist was the 'playscape' backed Russell Potter in a 'defending' position with Simon Chandler and M. Cole. In the closing laps Wells was now charging on Royston, maybe another lap and there may have been a change of lead. On the last half lap, Potters engine suffered over a puddle to give Chandler a good third for hanging on in there. At the flag it was Royston's from Wells, Chandler, Potter and Cole.

100 NATIONAL
Heat 1: 1st Chris Hawes, 2nd Gary Prior, 3rd No. 34.

Heat 2: 1st Craig Booth, 2nd Chris Hawes, 3rd No. 34

FINAL: Although Chris Hawes took the lead, it didn't last long as he spun at the first corner. Restarting at the back, Booth now has the lead, followed by Gary Prior (making a welcomed return to Tilbury) and No. 34. Booth showing great skill in the wet started to pull a big lead although Prior started to slip from him but, he was in a secure second. This is how it finished with Prior starting to close on Booth, but it wasn't enough. So it was Booth from Prior, No. 34 and Hawes. Many thanks go to Dads, spectators, all of those people with brooms, but special thanks go to the great officials, the drivers and especially the Tibury Fire Brigade. Many thanks. See you next month.

Quincey A. Wagstaff

JUNIOR BRITAIN RESTRICTED
1st Jan Herbert Gillard —Komet/Parilla

CLUB SCENE

JUNIOR BRITAIN
1st Darren Quinn Colt/Parilla
2nd Richard Yorke Sprint/P.C.R./TKM
3rd Nick Spilker Superdart/E.M.E.

CADETS
1st David Scott Superdart/Comer
2nd Tony Parfett Superdart/Comer

SENIOR BRITAIN RESTRICTED
1st Jamie Dicker Jeta/Arrow/E.M.E.
2nd Kevin Keith Zip-E.M.E./ Parilla
3rd Derek Veevers Wright/DAP

100 NATIONAL RES G1
1st Ernest Salmon Sprint/Arrow
2nd Robert Wright Dart/TKM
3rd Graham Thorburn All-Kart/ Parilla

100 NATIONAL RES G2
1st Trevor Horncastle Superdart/Arrow
2nd Richard Mack Gillard Parilla
3rd Richard Bennett Superdart/Parilla

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

100 NATIONAL
1st Craig Booth Superdart/Parilla
2nd Gary Prior Zip/TKM

UP TO SEPTEMBER CHAMPIONSHIP POINTS

JUNIOR BRITAIN
Nick Spilker — 164, Darren Quinn — 102, Richard Yorke — 90, David Robinson — 82.

SENIOR BRITAIN
Paul Wells — 196, Chas Royston — 195, Mike Barrett — 159, Craig Booth — 100, Graham Waters —/—, Trevor Howe — 98

100 NATIONAL
Ian Palmer — 160, Ashley Sinclair — 117, Ray Osbourn — 113, Graham Cannon — 82.

Golspie

SUNDAY, OCTOBER 25th

N.S.K.C., held its last meeting of the season on Sunday 25th. This was preceeded the night before by the annual Dinner/Dance and Trophy presentation held as usual at Grannies Heilan' Hame, Embo. The only results to hand are for 100 National and these were

100 NATIONAL
Open Champion Andy Graham Kinneswood
Runner up Darren Parks Tore

100 NATIONAL
Club Champion Darren Parks Tore
Runner up Jeff Stewart Beauly

I believe a good night was had by all, it certainly seemed that way as the next morning there were a few sore heads.

The meeting itself was more of a fun meeting for all class I drivers, with class IV competing for the Meg Polson Memorial Trophy, given by Peter Polson in memory of his late wife in recognition of all the hard work she put into the club.

The weather turned wet which put a damper on any likely hard driving, all juniors were Britain 'B's with young Lee Livingston taking 1st in all heats followed home by Paul Douglas, Alan

Mutch took 2 third places and novice John Rattery the other. The final however didn't go Lee's way he and Paul came off and David O'Brien seized the chance and held onto the lead to take the flag with Lee having to console himself with a second and John third.

100 National with 3 Senior Britains tagged on the back saw its usual seesaw for position Darren Parks took the first heat followed home by Derek Hay and Roy McQueen (opting to change classes with Harry Henderson for this final meeting). The second heat saw Martin Foyle 1st, with Darren 2nd and Jeff Stewart 3rd. Heat 3 saw Darren leading firmly only to brake too hard going into Bevans Corner and lose it letting John Duncan take and hold the lead with Roy 2nd and Derek 3rd. In the final Martin Foyle managed to jump the lead from start and that's where he stayed taking the flag with Darren Parks 2nd and Roy McQueen 3rd. Senior Britain saw the Scottish Champ Andy Graham regrettably without any competition take all heats and the final.

125 National, P&R, and 250 International with 125 dominating the field, Bill Urquhart without Roy to contend with saw off the rest of the field to take all heats with Graham Gammie a second and third, Harry Henderson 2 seconds and Robert Brady a third. The final saw Bill keep his performance up and take the flag followed home by Robert with Alec (Tanders) Mackay third, (P&R). 250 had just two on the grid this was Bevan Fraser and Chris Topham, Bevan soon put distance between him and Chris to take all heats. His downfall came in the final however when he decided to switch back to dry tyres which proved incorrect as the track had not dried out enough so with Bevan retired Chris took the flag.

On behalf of the club we wish everybody a Merry Christmas and Happy New Year. See you in 1988.

G.K. Parks

Wombwell

OCTOBER 1987

At the end of a week which saw gales and floods the sun shone down on a massive 150 strong entry for Wombwell's October meeting. Such is the enthusiasm for our meetings that our 6½ hour day and limited pit space is crammed to capacity but there were no complaints from drivers or officials as the superslick South Yorkshire organisation powered through practice, 20 heats and 8 finals finishing with an hour and a half to spare. Today we were the host for the last round of the Cadet Championships and how great to see twenty of these unbelievable youngsters battling it out in front of an excited crowd. It was also the last round of the P&R 125 Championships and with so many of these outfits about in the North it's a pity we couldn't field a full grid of them.

CADETS
After the unfortunate controversy surrounding recent meetings a very sharp eye was kept on the entrants by the Wombwell scrutineers and glad to say no faults were found or grumbles heard.

Dominant in the heats was Billericay's Matthew Davies winning two and coming second to Natalie Whalley in the other, probably a reward for a whole day's practice here the week before. Also to the fore were Champion Clair▷

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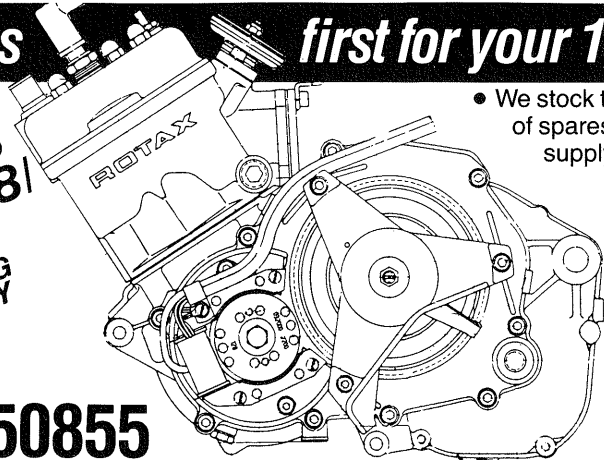
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CLUB SCENE

JUNIOR A

1st S. Warburton	Wright/Parilla
JUNIOR B	
1st M. Fox	Wright/TKM

100 NATIONAL

1st K. Davies	Hutless/RKD
2nd R. Tout	Hutless/RKD
3rd H. Williams	Gillard/Arrow/ Parilla
4th M. Marner	Wright/Parilla/ Yamaha
5th S. Narbeth	Premier/Parilla/ TKM

125 NATIONAL

1st M. Morris	Zip/Rotax
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125 P & R

1st R. Thomas	Aero/Honda
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250 NATIONAL

1st D. Griffiths	Zip Bandit/KTM
2nd D. Wheten	Zip GP/Honda CR250

250 INTERNATIONAL

1st P. Williams	Dino/Yamaha
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Heat 2: 1st N. Whitehead, 2nd G. Stephens, 3rd S. Puddiphatt.

Heat 3: 1st G. Stevens, 2nd N. Whitehead, 3 I. Maitland.

FINAL: Whitehead from pole started slowly and Stevens blasted into an early lead which he held all the way to the flag. After his slow start Whitehead carved his way through the field and took second place with Puddiphatt pulling into the pits on lap 3 after holding second. Maitland drove a steady race and took third place when Umney pulled up with terminal problems.

100 BRITAIN RESTRICTED

Heat 1: 1st P. Wilde, 2nd D. Lathrope, 3rd J. Kelly.
Heat 2: 1st P. Wilde, 2nd S. Petts, 3rd D. Lathrope.

Heat 3: 1st P. Wilde, 2nd No 77, 3rd J. Hawkins.
FINAL: Wilde dominated the final as he had done the heats and won at a canter. The race quickly settled into a rhythm with no changing of position and only Rob Smith provided excitement when he exited the track over the tyres. Petts and Hawkins took the remaining trophies behind Wilde with Kelly and Lathrope chasing hard but unable to make any impression on the front runners.

100 BRITAIN

Heat 1: 1st R. Walton, 2nd P. Hart, 3rd D. Barclay.

Heat 2: 1st R. Walton, 2nd D. Gibbs, 3rd P. Hart.

Heat 3: 1st D. Gibbs, 2nd R. Walton, 3rd P. Hart.

FINAL: oiled up on the rolling lap and put paid to his hopes, Walton had shown a lively turn of speed in the heats and was immediately into the lead at the first corner. Gibbs, the only man to beat Walton in the heats made an early effort to get among the leaders but pulled up on lap 5 to end a disappointing day. Gavin had the best performance of the day carving his way through the field in the early stages and then picking off Nabarro and Watts in the latter stages to finish in fourth place behind Walton, Hart and Barclay.

100 NATIONAL

Heat 1: 1st V. Threadgold, 2nd D. Banbury, 3rd G. Powell.

Heat 2: 1st C. Wheldon, 2nd G. Blick, 3rd G. Powell.

Heat 3: 1st C. Wheldon, 2nd R. Flynn, 3rd P. Ollson.

FINAL: Wheldon was on pole but spun on the first lap and the early leader was Flynn who came through from row 3. Flynn was soon clear of the chasing group of Powell, Blick, Banbury and Threadgold but on lap 5 Blick slipped past at Stow into second while Ollson, George and Bowes joined the battle for the places. With three laps left Banbury was nudged off at Stow, promoting Threadgold. At the flag Flynn won comfortably from Blick, Powell and Threadgold with George up to fifth but out of the silverware.

Duncan Taylor

JUNIOR BRITAIN "A"

1st Ellie Bogan	Sprint/Parilla
2nd Chris Styles	Zip/Parilla

JUNIOR BRITAIN "B"

1st Gareth Hession	Wright/Parilla
2nd Daniel Stilp	Sprint/PCR
3rd Oliver Gavin	Sprint/TKM
4th Moss Thorpe	Wright/Parilla
5th John Proctor	Gillard/Parilla

210 NATIONAL

1st Nigel Puddiphatt	Barlotti/Villiers
2nd Alan Poole	Zip/Villiers

250 NATIONAL

1st John Coaker	Lynx/Yamaha
-----------------	-------------

125 NATIONAL

1st Graham Stevens	Zip/Rotax
2nd Nick Whitehead	Zip/Goff Rotax
3rd Ian Maitland	Zip/Goff Rotax

100 BRITAIN (RESTRICTED)

1st Paul Wilde	TKM/PCR
2nd Stuart Petts	Zip/Goff TKM
3rd John Hawkins	S. Dart/TKM

100 BRITAIN

1st Richard Walton	DAP/DAP
2nd Phil Hart	Wright/TKM
3rd Dennis Barclay	Gillard/TKM
4th Marcus Gavin	Sprint/Parilla

100 NATIONAL (RESTRICTED)

1st Nick Brown	Gillard/DAP
2nd Richard Gant	Sprint/Parilla
3rd Martin Powell	---/---

100 NATIONAL

1st Ricky Flynn	Zip/Parker TKM
2nd Gary Blick	Sprint/TKM
3rd Gary Powell	---/---
4th Victor Threadgold	AllKart/PCR

Tilbury

SUNDAY, OCTOBER 11th

It was high tide at Tilbury on 11th October where the track was a total wash out. Those concerned thought there wouldn't be racing as there was no visual evidence of tarmac, still the quick thinking officials eventually called for help in the form of the Tilbury Fire Brigade. Without their help there wouldn't be any racing, our sincere thanks go to them. 108 drivers entered and with a slight delay, the first practice commenced at 1.00pm. The track was greasy and slippery but the racing was as entertaining as ever.

JUNIOR BRITAIN RESTRICTED

Heat 1: 1st Jan Herbert, 2nd Paul Jewis, 3rd T. Fields.

Heat 2: 1st Jan Herbert, 2nd Paul Jewis, 3rd J. Rampling.

JUNIOR BRITAIN

Heat 1: 1st Nick Spilker, 2nd Darren Quinn, 3rd Richard Yorke.

Heat 2: 1st Alec Liell, 2nd David Robinson, 3rd Richard Yorke.

FINAL: The Restricteds latched on to the back of the blue plates for one big finale. Quinn flew straight into the lead followed by Yorke, Aldridge and Liell. Although the track was not to racing standards in some parts, Spilker managed to pull two places to give him third. Incidentally Spilker had to finish to clinch the junior 'Tilbury' championship. Throughout the race Yorke was up there with Quinn but could not get past, Quinn took the flag in his sturdy colt followed by Yorke, Spilker and Liell. Jan Herbert proved his superiority in the heats to take a deserved restricted victory.

100 NATIONAL RESTRICTED GROUP 1

Heat 1: 1st P. Holloway, 2nd Charlie Reilly, 3rd A. Garland

Heat 2: 1st Ernest Salmon, 2nd Robert Wright, 3rd A. Garland

FINAL: Ernest Salmon took the lead and immediately started to pull away. Second up was P. Holloway followed by Charlie Reilly and A. Ramplin. The end of lap 1 saw Ramplin take Reilly for second and rapidly caught up with

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Arnoux of course!

A fine weekend over 10th and 11th October set the scene for a greatly successful kart expo, promoted by Keller & Reiss of Zurich. The Celebrity race has become so popular in the last three years that these household names had to be split into two groups. There were also two supporting chassis for 100cc Intercontinental and the new Swiss 85cc gearbox class. The Journalists, some twenty strong, were also allowed their usual thrash on the circuit's resident fun karts!

My Swiss weekend began at a rain soaked Heathrow and in my dash from the car I forgot the good camera!

As we flew into Zurich's Kloten Airport the late afternoon sun was hot and the sky looked set, fair, for the time being at least. Saturday at Wohlen circuit was taken up by preparation and free practice. The most serious celebrities were seen circulating during the afternoon, Rolf Biland, Rene Arnoux, Andrea De Cesaris plus some of the event sponsors, most of whom were glad of any help being offered.

Kart Shop's, Rolf Carigiet had organised the major share of karts and mechanics. Walking through the pits I was soon at home seeing every mechanic and driver who has been with Rolf, Endurance racing in the last few years.

The sponsors for this event included, Budget Car Rental, Timberland Shoes, Morotex Oils, Maxim's Champagne, Ferrari Formula Fashion, Dunlop Kart Tyres, The Hotel Central Zurich, Marlboro, Blick the Swiss newspaper and several local Swiss companies.

On Saturday evening a reception at the hotel Central was followed by an excellent dinner at Roxy's Nightclub. My biggest faux pas of the weekend was to accuse Christian Danner, Zak-speed Formula 1 driver, of being a motorcyclist! He took the compliment (?) in good heart and spent the next couple of hours extolling the

virtues of good Swiss wine, unheard of here in England.

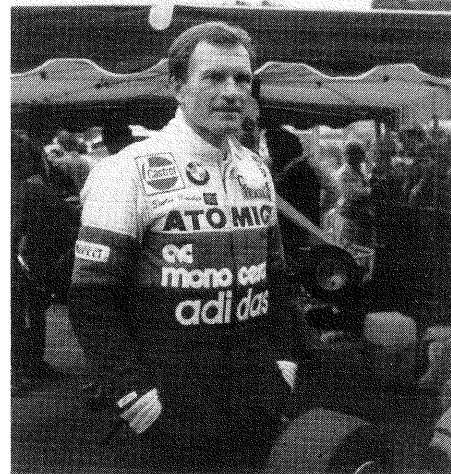
Also at the same table were The Budget Car Rental representatives who both spoke good English. Kurt and Mme Keller, TKM importers for Switzerland were kind enough to ferry me around when it was difficult for Rolf Carigiet. With my new contacts in Budget, next year I aim to be independent. All the social side of this event takes in Zurich, but the Wohlen circuit is about 40 Kilometres distant. One has to spend some time ensuring that you don't get marooned! Taxis are hideously expensive.

After dinner all the guests went to Roxy's Disco where the noise was deafening — far worse than any kart race meeting! Back to the hotel at 2am and far from ready to be a journalist at 8.45am when the Kellers collected me to drive to Wohlen!

On arrival the pits were already a hive of activity, the skies were overcast but at least there was no rain — yet. Giorgio Keller from Keller and Reiss said the heavens could open as soon as the spectators had all paid to get in!

The celebrity pits were separated from the main paddock area and special passes were issued to all press and organisation officials.

From 2pm onwards the public could buy a

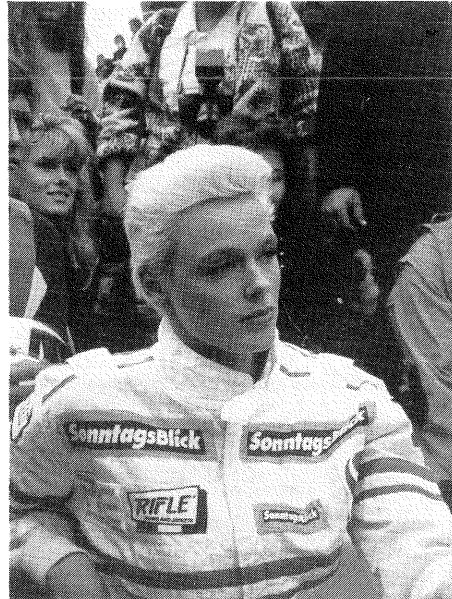


Dieter Quester, perennial sports car pilot.

pass for 100 Swiss Francs, about £40! Hordes of them did so! Within half an hour the Maxim's Bar and pit area was a mass of heaving humanity, particularly anywhere near the gorgeous Brigitte Nielson, Sylvester Stallone's ex flame and film star. Miss Nielsen certainly stole the show and, to some extent, other celebrities were ignored.

Andrea De Cesaris who last raced karts ten years ago was busy in his pit with two mechanics, he tested two Sirio engines on his well sorted Birel kart.

By comparison last year's winner, Rene Arnoux, was too busy larking and chatting to all the tall blonde girls to worry about the kart. He was driving PCR Kart/Kartshop PCR Engine. Also quick was Rolf Biland, World Champion Side Car Racer. He has his own kart, a development Swiss Hutless with Swiss Refo engines. Biland had been at the track since Tuesday testing.



The International crowd puller, actress Brigitte Nielsen.

At 2.15 the first heat for Group A got underway. Early leader Clay Regazzoni was overhauled by Arnoux, De Cesaris and Biland. By a good late braking manoeuvre Biland passed De Cesaris and Arnoux but De Cesaris was too quick to drive back at Biland and both were sidelined. Arnoux thus had a good lead and won without any further attack.

The second group included both girls, Swiss skier Daniel Mahrer and World Shot Put Champion Werner Günthör, a huge man of some 6' 7" and quite unsuited to fitting into a kart! The winner of this event was Bruno Kneubühler, a Swiss driver more at home on a racing motorcycle. Second, Clay Regazzoni after a good drive; third Urs Freuler, Swiss cycle rider; fourth Stephanie Tücking. Daniel Mahrer had a bad race, ending abruptly when his rear wheel came off!

Next onto the grid was a supporting race for the



Rolf Biland warming up his sidecar circuit racer before his shattering demonstration laps.

100 NATIONAL (RESTRICTED)

1st Glen Cantello
2nd Martin Chandler
3rd David Dicker
4th John Dicks

100 NATIONAL

1st Martin Collard
2nd Chris Hawes
3rd Austin Metcalf
4th Chris Stansbury
5th Spud Murphy

Pembrey

The weather threatened drizzle all day for the October meeting of Cardiff Kart Club, but fortunately only that. It is nice to note that the Junior ranks continue to be healthy and on the marshalling front too, some new 'volunteers' have returned for more punishment. Ray Dickson, a 100 National regular, took on the role of Starter this month and used his driving experience to good effect, thus ensuring 'no-nonsense' starts.

250 NATIONAL

Dave Griffiths led the first time round in heat 1, followed by Eddie Kooiker and brother Baz Kooiker, the others failing to complete the lap. Next lap and the field was down to two with Eddie having retired to the pits. In the second heat, 5 Karts came to the line. Paul Griffiths led from Dave Griffiths, a little way back came the Kooiker's and then another gap to Derek Wheten. The tussle at the front was intense, with the irresistible force in the shape of D. Griffiths, trying to push aside the immovable object, P. Griffiths. Something had to give and as they entered the first bend on lap 6, Dave went for the inside lane. As the 'door' closed, they collided, eliminating Paul from further competition; Dave managing to continue and win the heat. E. Kooiker again retired whilst Wheten drove sedately, nursing his engine. It was D. Griffiths all the way in the last heat with the Kooiker's swopping 2nd and 3rd places. But B. Kooiker appeared to be having trouble, locking his nearside front under heavy braking. All was revealed on lap 5 when the air would stay in his tyre no longer and retired with a slow puncture. Heat 1: 1st D. Griffiths, 2nd B. Kooiker. Heat 2: 1st D. Griffiths, 2nd B. Kooiker, 3rd D. Wheten. Heat 3: 1st D. Griffiths, 2nd E. Kooiker, 3rd D. Wheten.

At the start of the final, Wheten took up the challenge snatching an outside line into the first bend, but exiting first was D. Griffiths who proceeded to open a comfortable gap. E. Kooiker got off to a slow start but he soon got to grips with his task, outbraking his brother on lap 5 and closed on Wheten. Kooiker practised his passing manoeuvre for two laps before executing it on lap 10. Wheten appeared to slow prior to this but the loss of his second place inspired him, regaining his place, exiting the chicane on lap 12. And Griffiths? He cruised to his fourth win of the afternoon.

JUNIOR A & B

As the season has progressed, the standard of our Junior racing has vastly improved. The natural order of things has been somewhat upset too, with Lee Middleton having to work harder to stay on top. The reason for this is summed up in four words; Stephen Warburton and Martin Fox.

Middleton led the first from the 'Greens-on' with Fox, Warburton, and Andrew Price following. Two laps later, Fox was by Middleton to a lead he wasn't to lose. At about the same time, Price parted company with his petrol cap and as a result, the fuel soaked him to the state that he lost control of the Kart a lap later, causing the outfit to somersault several times into an adjacent field. Fortunately, Andrew was shaken and sore only, but nevertheless, it was the end of his day's racing as the errant cap couldn't be located. Back to the heat. Warburton meanwhile was closing on Middleton and relegated him to third place on lap 6. In the second heat, Karts were strewn in several places beset with various maladies. As a consequence, when the race finally started, Middleton was sidelined and non-started. This left the field open for Fox to score his second win. In second spot came Marlyn Dickson, who was eventually passed by Warburton on lap 7. Fox made it three in a row in the third heat, with Warburton second and Middleton third, in a rather processional event.

Overall

Heat 1: 1st M. Fox, 2nd S. Warburton, 3rd L. Middleton.

Heat 2: 1st M. Fox, 2nd S. Warburton, 3rd M. Dickson.

Heat 3: As Heat 1.

With the gauntlet thrown down by Fox and Warburton, things looked set for a fierce final. As they took off, it was Fox from Middleton with Warburton, Kinch and Dickson a little way back. Entering the first chicane for the second time, Middleton lost it, spinning into the tyres. Unfortunately it took him another two laps to finally get under way again, ending his chances for honours. Marlyn Dickson held on to Kinch, lap after lap, waiting for an error by the latter. But it was Dickson who made the mistake later in the race, having to content herself with a distant fourth place overall; second in the 'A's. Leading 'A' Warburton, after his slowish start gradually pulled Fox in, and a desperate bid, flung his Kart at the finish line, Fox having the edge by ¾ of Kart length.

125 NATIONAL AND P & R

With only 2 Nationals and 3 P & R's these classes ran combined. Heat 1 saw the Rotax's of Mike Morris and Dave Harvey pull away from stablemates W. Morgan, Yamaha, and Richard Thomas, Honda, the latter seemingly more slow in comparison with his normal pace. And that's how they finished! In the second heat, Morris again led but only until the exit of the first bend, when he spun relegating himself to the back. It was a much livelier Thomas then leading from Harvey, Morgan and third P & R man S. Bovey. After despatching these last two, Morris set about catching the leaders, who were locked together contesting the lead. Harvey dived inside Thomas entering the top bend and held the advantage, but only until the next bend, the first chicane, when Thomas was back in front once again. Eventually, on lap 6 Morris caught and passed Harvey and then out-dragged Thomas, to take the lead on lap 7. The last heat produced the same overall result as the second, but without the drama.

Overall

Heat 1: 1st M. Morris, 2nd D. Harvey, 3rd W. Morgan.

Heat 2: 1st M. Morris, 2nd R. Thomas, 3rd D. Harvey.

Heat 3: As Heat 2.

In the final, Morris broke away immediately to a lead he never looked like relinquishing at any time, and didn't. Harvey meanwhile, was busy keeping Thomas at bay, whilst Morgan and Bovey just dropped further and further behind.

CLUB SCENE

By lap 4, Thomas was in second place after passing Harvey who promptly retired to his pit. The race then became a procession to the flag.

100 NATIONAL

Eighteen drivers set off in heat 1 with Robert Tout and Huw Williams setting the early pace and Richard Phelps third. By the end of the first lap, Phelps had been caught and passed by Kedrick Davies who had started 17th. Davies' ninth row partner, Tony Marner, had also made considerable ground up in one lap, finding himself behind his brother Mike, and sixth place. Going into the first chicane for the fourth time, Davies pounced, demoting Williams to third. When Phelps and T. Marner retired, Mike Mitchell and Clay Pigeon's Darren Morgan found themselves on the leader board. With the former's demise a lap later, it was Mervyn Dowrick's turn for a mention. Chris Evans, sixteenth on lap 1, was making steady progress through the field benefitting from the many dropouts during this race, including a sixth lap multiple incident at the second chicane, and inherited 5th place on lap 6, when Mitchell fell by the wayside.

Only two thirds of the field started the second heat which was led all the way by Davies. Tout, Williams and Mitchell provided the main opposition; Williams getting the better of Tout by half distance. Minor honours went to Dowrick and the Marners.

It was Davies again in the third heat, followed closely by Williams and then Phelps, T. Marner, Tout and Wells. Tout despatched Marner and Phelps on consecutive laps, joining the duo at the front. Tout eventually found a way past Williams leaving M. & T. Marner to pick up 4th and 5th and S. Narbeth, 6th.

Heat 1: 1st R. Tout, 2nd H. Williams, 3rd K. Davies.

Heat 2: 1st K. Davies, 2nd H. Williams, 3rd R. Tout.

Heat 3: 1st K. Davies, 2nd R. Tout, 3rd H. Williams.

Although closely contested throughout, it was Davies from start to finish, with Tout, Williams and M. Marner remaining in that order. This high speed performance demonstrated how difficult it can be to get the better of an opponent at this level of competition. These four left a gap between themselves and fifth and sixth place men Dowrick and Narbeth, who likewise did the same to Phelps and the rest.

250 INTERNATIONAL

Three entries in this class meant that the racing would either be fast and closely contested or a case of follow my leader. Sadly the latter was the true. David Jones led the Yamaha powered threesome in each lap of the three heats, leaving Paul Williams with three seconds and Simon Joseph, three thirds. The only real excitement being when Williams spun on lap 6 of heat two and took 2 further laps to regain his place from Joseph.

Heats 1, 2 & 3: 1st D. Jones, 2nd P. Williams, 3rd S. Joseph.

In the final, Williams set off in the lead and things began to look interesting until he hit the tyres at Kidwelly Bend, and found himself 200 yards down on Joseph, who was now second. And that was that until lap 11, when Davies' engine expired exiting the chicane and seconds later at the same bend, Joseph appeared to lose control and left the circuit, never to return. This presented Williams with an easy and very fortunate win, which he celebrated with a last lap spin, before continuing to the finishing line.

Keith Rann

CLUB SCENE

Shenington

SUNDAY, OCTOBER 18th

Over 180 entries again turned out to compete at this meeting which included the final round of the 1987 210cc Challenge, with a fantastic 47 Villiers drivers taking part. Although there was a foggy start to the proceedings this cleared rapidly to give good clear weather and the meeting was able to finish on schedule. Excellent and clean racing from all classes was enjoyed by the good spectator turnout.

John Browning

CADET

1st Darren Wells Wright/Comer
2nd Giles Yeates Wright/Comer

JUNIOR BRITAIN "A"

1st Simon Spencer Wright/Arrow
2nd Henry Stanton Wright/TKM
3rd Paul Higginbottom Sprint/Parilla

JUNIOR BRITAIN "B"

1st Nicholas Dudfield Wright/Parilla
2nd Andy Cox Wright/Parilla
3rd Nicki Moss Sprint/DAP
4th Johnathon Cullen Wright/Parilla

SENIOR BRITAIN CLUBMAN

1st Gary Frost Wright/Parilla
2nd Kevin Keith Zip/EME
3rd Michael Dubois Zip/TKM
4th David Clarke Boxer/Parilla

SENIOR BRITAIN SUPER

1st Gary Chapman Wright/Carr Parilla
2nd Martin Collard SuperDart/Parilla
3rd Gary Matthews Kali/TKM

100 NATIONAL

1st Martin Collard SuperDart/Sirio
2nd Neil Robinson Wright/TKM
3rd Robert Schirle Sprint/Rotax
4th Paul Rees Zip/Parilla

JUNIOR RESTRICTED

Alan Kirch — Junior Britain "B"



Simon Spencer (above) and Gary Chapman (below) (Pics: Doug Rees).



CLASS 1 RESTRICTED

Kevin Keith — Senior Britain

125 NATIONAL

1st Graham Stephens Zip/Goff Rotax
2nd Jamie Hodgson Zip/Rotax
3rd Dennis Gale Stratos/Minarelli
4th Maggie Dell Zip/Rotax
5th Malcolm Weaver Dino/Rotax

210 NATIONAL "B" FINAL

1st Paul Robinson EDR/Villiers
2nd Edward Mellor Zip/EJV

210 NATIONAL "A" FINAL

1st Steve Hurst Zip/KMP
2nd Charles Morris Zip/CKC
3rd Steve Thornell Dino/Villiers
4th John Haig Phoenix/Quantum
5th David Rowbotham EDR/KMP
6th Rob Peters Barlotti/Villiers
7th Edward Mellor Zip/EJV
8th Paul Robinson EDR/Villiers
9th Ian Jones Zip/Villiers
10th Paul Savage Barlotti/KMP

250 NATIONAL

1st Chris Tomkinson Dino/KTM
2nd Pat Tomkinson Dino/KTM
3rd Jeff Williams Barlotti/KTM
4th Phil Grocott EDR/Yamaha

250 INTERNATIONAL

1st Tony Wilkinson Dino/Cagiva

GEARBOX RESTRICTED

Ian Jones — 210 National

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

Blackbushe

SUNDAY, SEPTEMBER 27th

This marks the 14th Annual Roy Mortava Meeting here at Blackbushe today. It's sunny and dry and racing is going to be the best so far this year.

JUNIOR "B"

Heat 1: Glen Embling.

Heat 2: Paul Evans.

Heat 3: Eddie Collman.

The final saw Paul Evans lead all the way to the flag. Damon Cousins second, Jason Wetherill third, and David Robinson fourth.

JUNIOR "A"

FINAL: Sven Gibson first with Nathan Cousins second and Simon Short third.

SENIOR BRITAIN

Heat 1: Martin Collard.

Heat 2: Tim Murphy.

Heat 3: Martin Collard.

Heat 4: Anthony Geraty.

Heat 5: Tim Murphy.

The Senior Britain had 2 finals. The "B" final was won by Derek Straun, second Matthew Noon, third John Tucker. The "A" final saw Martin Collard lead from start to finish, Tim Murphy second, Malcolm Green third, Paul Taylor fourth, David Gauens fifth.

250/210

250 Heats 1, 2, 3: All to John Coaker.

210 Heat 1: Dave Moffat.

Heat 2: Peter Farr.

Heat 3: Dave Moffat.

The 250 final went to John Coaker first, Laurence Nutley second, Bill Marks third. The 210 final went to Gordon Ellinor first, David Moffat second.

125

Heat 1: Jamie Hodgson.

Heat 2: Dennis Gale.

Heat 3: Steve Bell.

The final went to Dennis Gales first, Graham Cowdry second, Rodger Moth third, Russell Caldwell fourth.

100 NATIONAL (RESTRICTED)

Heat 1: John Dicks.

Heat 2: Glen Cantello.

Heat 3: Stephen Chenery.

In the final Glen Cantello went from start to finish to win. Second, Martin Chandler; third, David Dicker; fourth, John Dicks.

100 NATIONAL

Heat 1: Martin Collard.

Heat 2: Vincent Bond.

Heat 3: Steve Bicknell.

Heat 4: Chris Hawes.

In the final Martin Collard went from start to finish to win with Chris Howes second, Austin Metcalf third, Chris Stansbury fourth, Spud Murphy fifth.

This meeting today was one of the best I've attended and without doubt all the winners drove their best. The Senior Britain and 100 National winner Martin Collard drove a total of 8 races. Well done Martin.

Michael Pallett

JUNIOR BRITAIN "B"

1st Paul Evans
2nd Damon Cousins
3rd Jason Wetherill
4th David Robinson

JUNIOR BRITAIN "A"

1st Sven Gibson
2nd Nathan Cousins
3rd Simon Short

SENIOR BRITAIN "B"

1st Derek Straun
2nd Matthew Noon
3rd John Tucker

SENIOR BRITAIN "A"

1st Martin Collard
2nd Tim Murphy
3rd Malcolm Green
4th Paul Tayler
5th David Gowers

250/210

250

1st John Coaker
2nd Laurence Nutley
3rd Bill Marks

210

1st Gordon Ellinor
2nd David Moffat

125

1st Dennis Gales
2nd Graham Cowdry
3rd Rodger Moth
4th Russell Caldwell

new 85cc gearbox class. These machines run 85cc KTM liquid-cooled engines and full bodywork is obligatory. They certainly looked impressive but lacked the speed of the 100cc non-gearbox karts. The chassis were either AllKart or Zip.

The 100cc Intercontinental class was very well supported with thirty on the grid, after an exciting but cleanly fought race. Max Busslinger emerged the winner from Paul Güdel, Superkart refugee.

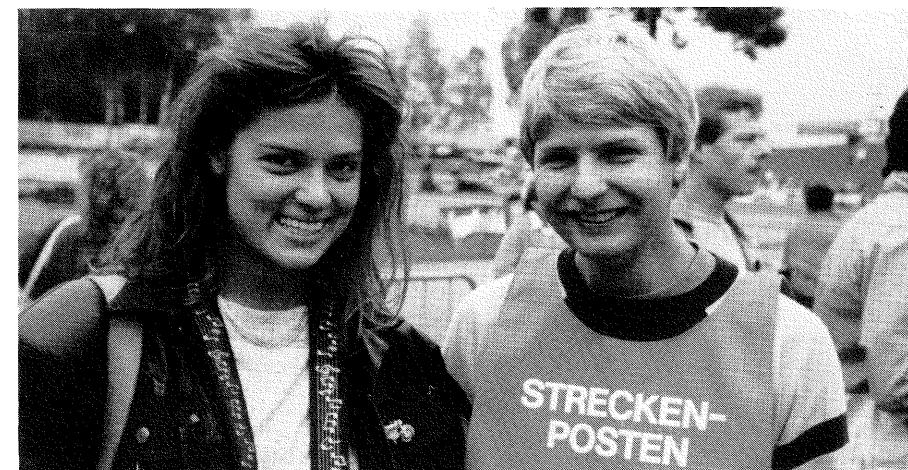
PCR karts and Rotax engines are the best supported in this class with Hutless and TKM karts well represented. The expensive Refo engine also has some supporters but did not seem to have the legs on the Rotax.

The final event of the day was reserved for the celebrity group A. Rene Arnoux occupied pole,

Rolf Biland and De Cesaris were placed further down due to their accident in the earlier qualifier. The top grid positions were filled by Martin Hangl Swiss skier, Dieter Quester and another skier Max Julien. The top three from group B, graded through to the main race, were — Kneubühler, Regazzoni and Freuler. Christian Danner was circulating safely if a little slower than the leaders. Unlike many of his F1 counterparts, Danner has no previous karting experience.

The race began with Arnoux grabbing an instant lead and Biland rocketing through to hold onto third, perhaps deserving better.

The meeting was a great success and the rain held off until after the main final when the heavens opened — so much so that the 85cc race had to be halted due to flooded conditions. The circuit shut down quickly in the bad weather that followed. At last Keller and Reiss could be



Tom Graedel with the lovely Stephanie Tucking.

satisfied that the meeting was an economic and promotional success.

Report & Pics: George Robinson

100 INTERCONTINENTAL 'A'

1st Max Bussinger
2nd Paul Güdel
3rd Manrico Masetta
4th Thoni Blum
5th Andre Gerber
6th Daniel Ebinger
7th Beat Kolb
8th Charly Güdel
9th Erich Sidler
10th Reto Krahenmann

GROUP 'A'

1st Andrea de Cesaris Timberland-Birel
2nd Rene Arnoux Stadel-Hardmeyer-PCR
3rd Rolf Biland Budget-Hutless
4th Martin Hangl Dunlop-Birel
5th Max Julien
6th Dieter Quester
7th Franco Forini Maxim's-TKM
8th Clay Regazzoni Ferrari-Formula-AllKart
9th Bruno Kneubühler Maxim's-PCR
10th Hansi Bachtold Motorex-PCR
11th Urs Freuler Hotel-Central-TKM
12th Christian Danner Pre Ski-Tecno
13th Kurt Waltisberg Hotel-Central-PCR

GROUP 'B'

1st Bruno Kneubühler Maxim's-PCR
2nd Clay Regazzoni Ferrari-Formula-AllKart
3rd Urs Freuler Hotel-Central-TKM
4th Stefanie Tucking Augros-Birel
5th Werner Günthör Adler-Mode-PCR
6th Sepp Trutsch Mobil-Pfister-Tecno
7th Brigitte Nielsen Sonntags-Blick-PCR
8th Karl Frehsner
9th Daniel Mahrer Timberlan-TKM

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1969 Jim Russell opens first Canadian school. Emerson Fittipaldi attends the UK school

1970 Jim Russell opens at Riverside, California, USA. Jim Russell opens at Mallory Park, UK
1972 Danny Sullivan attends the UK school
1973 Jim Russell opens at Silverstone, UK
1975 Jim Russell opens the world's first skid control circuit
1976 Andy Wallace attends the UK school
1978 Roberto Guerrero attends the UK school
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THE CASTROL 125cc CHALLENGE

Story: Ed McCormick

Pics: Beverley Heath



Graham Stephens (5) took a fine victory at the end of the day, seen here with Roger Goff during the preliminaries.

The Hunts Kart Club were fortunate enough to acquire sponsorship from Castrol to run a two round Castrol 125cc Challenge during the months of November and December, drivers' points, based on aggregate scores, to decide the overall Series Champion. The first round took place at Kimbolton on Sunday 1st November . . .

It was the weather that lead to a rather depleted grid of 11 drivers (Stephen Webb attended but did not compete, reason unknown) and, therefore, the club was a little disappointed as it had been expecting twice the attendance and it can only be hoped the final round on Sunday 13th December will see that hope fulfilled . . .

Two ten lap qualifying heats and a twelve lap final was the order of the day. Fortunately the early morning rain had ceased and the track begun to dry out, although the skies were still laden, when the first grid rolled up to the lights after the warm-up lap.

Mick Nairn's thumb on the button and the lights switched to green, Puddiphatt, Stephens, Goff and Restricted driver Nigel Bargh heading the queue into Stow for the first time. By the end of the first lap Stephens had the edge, Puddiphatt following closely with Whitehead, Goff and Maitland in tow as this group broke fractionally away from the rest. Hole was leading the subsidiary group from Moth, Bargh and Geoff Hodge.

Another tour complete Stephens still had the lead and was pulling away slightly, with no change in the order down to fifth. Roger Moth had eased ahead of Mick Hole and Hodge had moved into eighth at the expense of Bargh whilst Bargh, Adams and Thexton held the rearguard.

Lap three dispensed with and it was still the same five *in situ*, Goff doing his best to get past Whitehead for third. Halfway through the next tour Maitland was gone from the action, thus promoting Roger Moth to fourth place, a mite adrift of Puddiphatt who had slipped from second to fifth. Next up came Hole leading, Bargh, Hodge, Thexton and Adams.

No change in the order on the next tour but into the second half Goff was up to second following the demise of Whitehead, Puddiphatt clinging to his rear bumper like the proverbial limpet. Moth ran a lonely fourth from Hole, Bargh and Hodge with Thexton and Adams about to be lapped by the flying Stephens.

Into the closing stages both Goff and Puddiphatt had narrowed the gap to Stephens,

Goff looking to mount an assault on the leadership. Time and distance, however, did not permit and Stephens ran out a deserved winner, Goff following in second from Puddiphatt, Moth, Hole and Hodge after a last minute dash to beat Bargh to the line.

Reversed grids in the second session saw Maitland in a spirited charge off the line to lead into Stow Corner for the first time, with Whitehead, Goff and Moth tucked in close. Nigel Bargh spun in the corner but managed to restart, albeit at the back of the field. At the end of the first lap Whitehead had secured control from Maitland, Goff and Moth, although Moth spun on the approach to Stow and stalled the motor. He tried for a restart, without success, as Puddiphatt, Stephens and Hodge rocketed past.

Another circuit under their belts and Whitehead looked safe at the front. Goff had found the inside line on Maitland and was through to take up the running in second. Stephens, likewise, had deposed Puddiphatt, who, unfortunately, fell back into the clutches of Hodge, the two colliding but continuing, with Puddiphatt displaced to sixth; Bargh was the last man through on that lap as the grid depleted. Whitehead held on at the head of the pack, Goff hounding the life out of him as they passed the halfway stage. About ten yards separated the pair from the scapping duo of Maitland and Stephens, Stephens looking for a gap but unable to find



Stephen Puddiphatt, second home after a superb try for the leadership.

one. Geoff Hodge had some twenty yards advantage on Stephen Puddiphatt and Nigel Bargh was about to become a backmarker. Whitehead and Goff continued to slug it out, frequently side by side into Stow Corner, neither letting off, as the laps to the flag unrolled. Stephens at last found that gap and was through into third. Maitland seemed to have other ideas but nothing came of them, though it was a tooth and nail battle to the line.

Whitehead took the flag ahead of Goff, with Stephens, Maitland, Hodge, Puddiphatt and Bargh completing the order of those running . . .

The Final (12 Lap)

Stephens had pole with a win and a third, Goff alongside with two seconds as the Starter blasted them on their way for the decider. It was Puddiphatt who broke through the pack to take up the immediate running, hounded by Goff, Whitehead, Stephens, Maitland, Hole and Moth. Nigel Bargh experienced starting problems, eventually got going but was running at the back.

The end of lap one and Puddiphatt still led, now from Stephens who had flown through the order, Maitland, Hole, Hodge who had moved up and Moth. Roger Goff had slipped back to seventh and was striving to make up lost ground in front of Adams, Thexton, Bargh and poor Whitehead who had spun out in the country.

Another two laps and Stephens was jockeying with Puddiphatt over the leadership stakes, the pair virtually climbing all over each other had eased away from Maitland and the rest. Goff was now in fifth behind Hodge, Moth had dropped several places to seventh and was tucked almost up Mick Hole's exhaust. By the end of the third tour Stephens had wrenched the lead from Puddiphatt and was struggling to break the tow, Maitland was running alone in third and Goff had moved into fourth — Hodge, now Moth then Hole, hanging on in his wake. Reg Adams then appeared leading Thexton, Bargh and Whitehead.

There was no change in the order next time around, but as the halfway point approached Roger Moth was gone with a seized motor. Maitland, Goff and Hodge were battling it out over third as Stephens and Puddiphatt motored away at the front. Mick Hole was up to sixth and Whitehead had made ground to crowd him for his position, then a short gap back to Bargh and Adams. A couple of laps later, as the leading duo's placed remained unchanged, Goff had won out on the three-way scrap for third place and Maitland had lost out to Hodge, whilst Whitehead had bettered Hole.

With only a couple of tours remaining Puddiphatt was trying all he knew to dislodge Stephens, looking up the inside and the outside but finding that the door, as always, was firmly shut. Goff remained in third, to hold that position to the line. Hodge successfully fended off Maitland who was finding himself threatened at every turn by Whitehead — and that was the way the places stayed to the flag. Adams, Hole, Bargh and Thexton completed the order to tenth.

1st	Graham Stephens	Zip/Rotax
2nd	Stephen Puddiphatt	Zip/Goff Rotax
3rd	Roger Goff	Zip/Goff Rotax
4th	Geoff Hodge	Zip/Rotax
5th	Ian Maitland	Zip/Goff Rotax
6th	Nick Whitehead	Zip/Goff Rotax



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All participating Kart Clubs
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thank you

(Plus prize money from the Super One Series)

For 1988 we intend that the prize fund will be even better. Already we have a major sponsor for the 100 Super Class — "Fletcher's Bakery" who will subsidise race tyres. This means that the 100 Super competitors will be paying a minimal price for tyres, and may not even be charged at all. (Dependent on number of entries and tyre negotiations) the tyres used will be as per Intercontinental A 1988 Regulations.

The 1988 Series consisting of 7 rounds (6 to count) will be preceded by A 3 round qualifying series (2 to count). Automatic qualification will be based on 1987.

Final Finishing Positions ie

100 Junior — 1st to 16th
100 Britain — 1st to 16th
100 National — 1st to 20th
100 Super — 1st to 12th

The remainder of the main Super One Series will be made up of the following qualifiers:

100 Junior — Top 16
100 Britain — Top 16
100 National — Top 20
100 Super — Top 12

If Registration for the 100 Supers does not exceed 24, then all drivers will qualify automatically.

Registration fee £15.00 — Qualification events
£40.00 — Super One Championship Events

REGISTRATION FORM — 1988 SUPER ONE

Name Race No

Address

Class Signed

Qualifier YES/NO Fee Enclosed £15/£40

Return to N. Edwards, 4 Grosvenor Close, Retford, Notts DN22 7HP

250 SUPER CHALLENGE—Round 7

We arrived at the circuit to find a heavy mist hanging over the track so bad you could not see the track from the pits and this was going to cause an obvious delay to the start of round 7 of the Super Challenge. The club announced that if the weather did not improve by 1.30pm racing would be abandoned. This announcement caused concern to all the drivers in search of points. However, quick as a flash the mist lifted and racing got under way at 12.45pm. Thank you Rissington for not making a hasty decision.

HEAT 1

Keith Bisp was first of the line followed by A. Jones, Quigley, Bradburn and Mills. The places were static until champion Bob Kennings appeared on the scene in 6th place, coming from the back. Bisp pulled out a considerable lead which left Kennings no chance of catching him although he had driven superbly, from the rear to take 2nd place. Following a good battle for 3rd place Jones was next with Quigley. Bradburn, Jones and Mitchell hot on his heels next over the line. Yamaha powered Hemes and Mills had a close dice throughout with Hemes taking the flag first after Mills had led the first laps. But unfortunately suffering a broken ring.

HEAT 2

Bisp was first away but his lead was short lived as Kennings got past on turn 1. Followed into the twists and turns by Bisp, Bradburn, No. 24 Quigley, Darrow, Mills and Jones. On lap 3 Bob Kennings made a tactical move to ensure maximum points in the challenge and called Bisp by. Bradburn going well again in 3rd was unfortunate to spin out in the hairpin allowing Jones and Quigley through. This is how it finished with Darrow, Bradburn, Hemes and Mills making up the first 8. The latter 2 drivers having another close race on their Yamaha powered machines.

FINAL

Series leader Bob Kennings had a flier from the line and was followed into bend 1 by Bisp, Bradburn, Jones and Darrow. End of lap 1 and the positions were the same. Darrow appeared to be going much better in the final and was unfortunate to have a chain break putting him out of contention early on. On the same lap Bradburn suffering tyre gremlins again suffered a massive spin whilst entering the main straight unable to keep his engine running this promoted Alan Jones and Colin Quigley to 3rd and 4th. The lead was to change at mid distance when Bisp driving superbly managed to squeeze down the inside and outbrake Bob Kennings at the end of pit

straight. Keith then pulled away and left Bob Kennings to take a comfortable 2nd place and become firm favourite to win the 1988 Super Challenge. These 2 were followed home by Alan Jones and Colin Quigley. Whilst all this went on at the front of the pack a terrific race had been contested in midfield between two leading Yamaha drivers Alan Mills and Neil Hemes. On lap 2 Mills had caught Hemes and set about the task of passing him. Using all of his skill and experience first trying one side then another but Hemes appeared to have a slight power advantage and stayed calm under pressure, throughout the race they were bumper to bumper and crossed the line side by side with Hemes just taking the honours. Both drivers demonstrated their ability and I am sure if they make the change to Rotax Power in 1988 they will be front runners in the series.

Unfortunately, Trevor Cryer the man who is at the helm of running this superb challenge, was unable to make this round of the challenge due to his commitment to a land speed record attempt elsewhere in the country. Trevor was lying a very close 2nd in the series and obviously lost valuable points by not attending. Trevor will obviously be trying very hard for victory at the final round at Fulbeck. Good luck

Paul Pedelty

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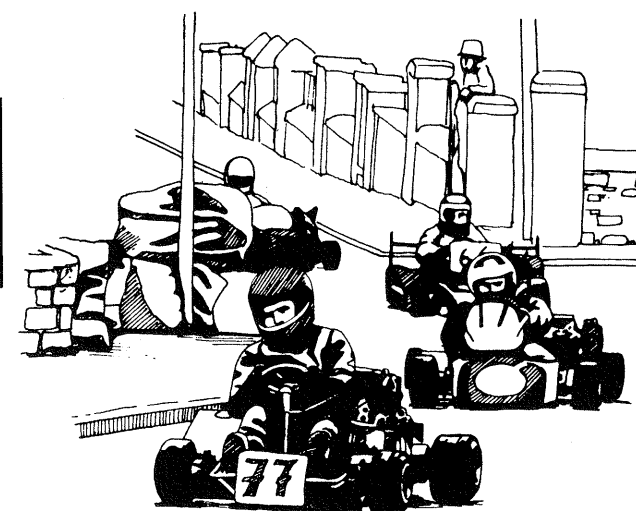
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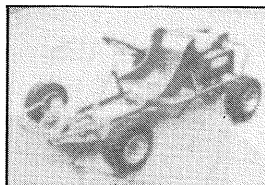
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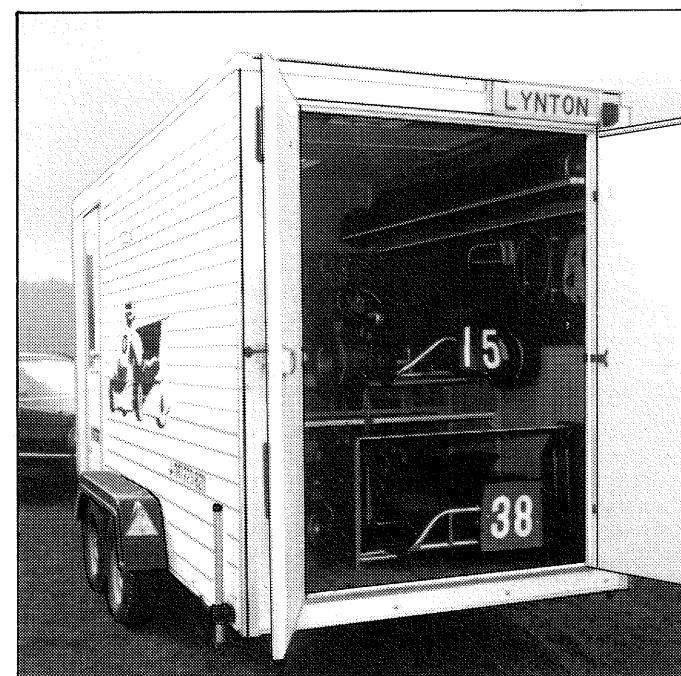
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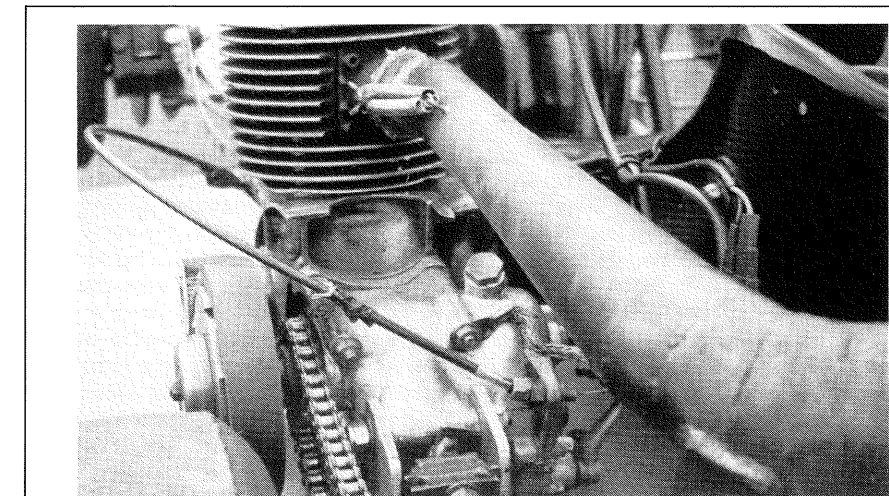
VILLIERS DRY CLUTCH (BELT DRIVE)

By Stephen Plain

I have been involved in racing Villiers for a good many years now, and have seen many alterations to the engine. The two assemblies which haven't changed very much in any way since original manufacture are the clutch and gearbox units. There is not a lot you can do with the gearbox, as you are governed by the Kart Class technical regulations, but the clutch does leave itself open for better improvements, which this article is all about.

As every driver knows, who races Villiers, he does have to keep a close eye on the clutch assembly, which needs regular maintenance. The Villiers clutch is a well known sufferer of oil leaks (which contributes to 210's oily image). The other main problem is with the primary chain, which has to be checked and changed regularly. I have to change mine every 3 to 4 meetings to remain trouble free without the risk of breaking and damaging cases. The Villiers clutch needs oil for two reasons, the first is to lubricate and cool the primary chain, the other reason is to lubricate the thrust bearing rollers that the clutch body runs on. The clutch plates are actually at a disadvantage because the oil causes them to slip, so more spring pressure is required, causing more strain on the push rods. I have in fact run a standard Villiers clutch dry by converting the tooth pitch from $\frac{3}{8}$ " to $\frac{1}{2}$ " pitch, so it runs on the same chain size as the rear drive. It works OK but there is more drag than the conventional primary chain.

When I first decided to do a belt drive conversion for Villiers, I needed a starting point from which to work. I wrote to Continental, who manufacture synchronous drive belts, asking for their advice on what type and size of belt I would require for my conversion. I enclosed R.P.M. and B.H.P. figures etc. for their attention. Their reply to me was short and to the point. Quote — "Sorry we are unable to assist with your particular problem" unquote. "What now"? An enquiry at my local distributors for Synchronous belts brought



some hope. The manager, after looking at my figures, e.g., length of belt required, loading, speed etc., came up with a size he calculated would be sufficient for my needs, (20mm wide belt). Next was the type of belt to use, Trapezoidal or H.T.D. (High Torque Drive). The H.T.D. has better stress distribution than the Trapezoidal, so it was opted for this type. Next, what pitch to use? They are available in four different sizes — 3mm, 5mm, 8mm and 14mm. To cut a long explanation short, the 8mm belt proved to be the only suitable size which I could obtain the ratios and length of belt I needed, the others were no good for one reason or another.

The first pair of pulleys made were of steel, using a 20mm wide belt of 8mm tooth pitch and the conventional drive side engine seal set-up. It was soon clear that this set-up was no good. After approx. 10 to 12 laps the belt broke into shreds. (Perhaps a faulty belt I thought so on went another, but with the same results after the same time).

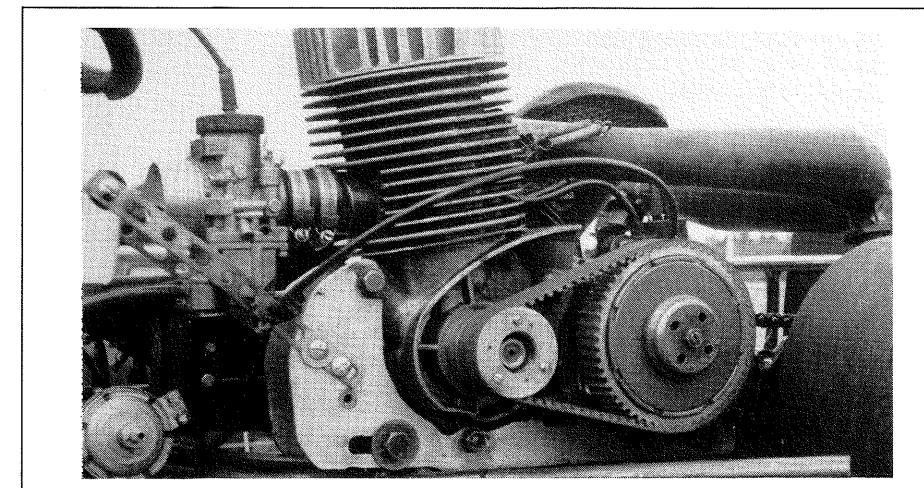
The MKII steel pulleys again, but with a 30mm wide belt. This set-up worked well,

and the belt did not break after a lot of testing, but the clutch body which was mild steel, showed severe signs of wear around the clutch ears area, and bad wear on the plates. So a clutch body of case hardened steel was definitely needed. The other thing I was concerned with was the weight of the pulleys, (nearly twice as heavy), which was causing a lot more strain on the mainshaft and gearbox final drive bearing.

Finally the MKIII aluminium pulleys with same size belt. This set-up proved to be the one and the one which I am now using. Manufacturing the alloy pulleys with case hardened clutch baskets had a couple of problems. No comment on details. Because an alloy drive pulley is now used, the conventional drive side seal is useless. A special seal set-up has to be used; no comment on details, but the new seal set-up, enables the drive side seal to last over twice and nearly three times as long as the conventional seal.

The H.T.D. belt is available in three grades, standard, heavy duty and Kevlar, each of a different price. I have used the standard and heavy duty types, (they are almost impossible to tell apart visually, only through different numbers). There is not a lot of difference in the price or performance, both are okay to use, but as a choice the heavy duty must be the better belt.

Kevlar belts are available and more expensive. I personally don't think it is necessary for this application. I have carried out a great deal of testing and racing and so far I have not been able to wear out a belt, so I am unable to give belt life duration, but would recommend changing it once a season (every 12 to 15 meetings) to maintain reliability. The belt cost is approx. £15.00 A primary chain is £6.50 but requires changing at least three times as often



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(&19.50). The belt, if you are handy with a screwdriver, can be changed in under one minute, a lot quicker than a primary chain.

During testing I tried four different primary drive ratios — 2.54 to 1; 2.33 to 1; 2.15 to 1 and 2.00 to 1. The standard and conventional ratio is 2.15 to 1. The ratio which I found to be most suited to me on short circuits was 2.33 to 1. This one, slightly lower than standard, is the one I recommend and do use myself. But I can supply any of the four ratios listed above, each requiring a different spacer size (see further on) or belt length. The belt drive, dry clutch has several advantages over the conventional clutch: it has less drag than a primary chain, running in oil. No oil leaks, easier maintenance, you do not have to drain oil and remove sealed cases to carry out repairs. Quicker R.P.M. response, quieter running. Visual inspection of the clutch plates is very easy, as well as checking belt tension, nuts etc. There is no chance of the cases vibrating loose and losing oil — ruining the primary chain. If you have a spare clutch body conversion already assembled on a second gearbox assembly, it will enable you to change the gearbox very quickly, (4 nuts) because the clutch assembly can remain built up in place on the mainshaft.

By running the clutch dry the plates require less spring pressure. I leave out the assister springs (which fit inside the nine main springs), just running on the nine springs. You could probably even use the old siba

two springs and centre, although I have not tried this yet. Because less spring pressure is needed this reduces the strain on the push rods, which gives lighter pedal or lever action.

The clutch conversion uses exactly the same clutch components, plates, centres, springs, nuts etc., as the conventional system, so you can obtain these quite easily, as per normal, from your local trader. The conversion kit comprises of seven components: 1 x alloy engine pulley; 1 x clutch body with alloy pulley; 1 x HTD drive belt; 1 x crankcase/gearbox spacer plate; 3 x extra-long gearbox/crankcase studs; 1 x special seal and 1 x special spacer. The spacer plate between the gearbox and crankcase is available in different thicknesses, depending on what primary drive ratio you require. The spacer plate achieves the correct tension on the belt. If I receive enough orders, there is a good chance that I will be able to obtain the correct length belts to suit, made specially, thus doing away with the spacer plate.

The cost of the conversion kit is £175.00, with exchange clutch basket. Full details on the conversion work is available with each kit, along with recommended lubricant for maintenance procedures and belt tension etc.

I have used the terms “no comment on detail”, on a couple of points. This is purely because this information is confidential at the present time and, if disclosed, would

allow persons to copy the design and produce their own conversion. These details will be released upon receipt of 15 orders or more, when it will become freely available. Because the clutch runs in the open, some sort of protection is required. The enclosure case which I am using at present is from a Godden 500 grass track bike, available in red or black. This cover is adequate as a protection cover, however, there is scope for having a purpose made cover but, as yet, nothing has been arranged.

The final thing I am just completing is the new type of clutch tool needed for this conversion. This should be available by the time the article has been published. My thanks to Paul Hunter who was also involved in manufacturing and testing the belt drive.

If you wish to discuss or require any further information, please don't hesitate to contact me on Topsham 039287-4868 or Exeter 0392-214067.

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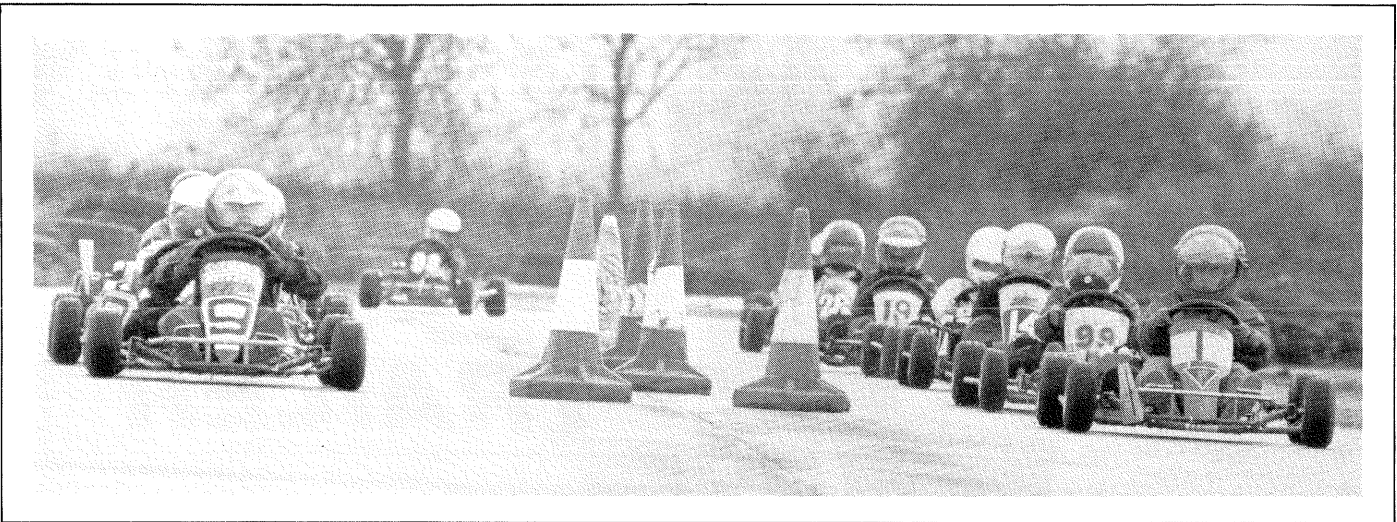
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The grid for the final, Clair Bogan (1) and Brendon Rawle (9) on the front row (Pic: Doug Rees).

The Final (6 Laps)

With the likes of Rawle, Bogan, Lerego and O'Hara occupying choice grid positions when they rolled round to the start, an interesting Final was in prospect.

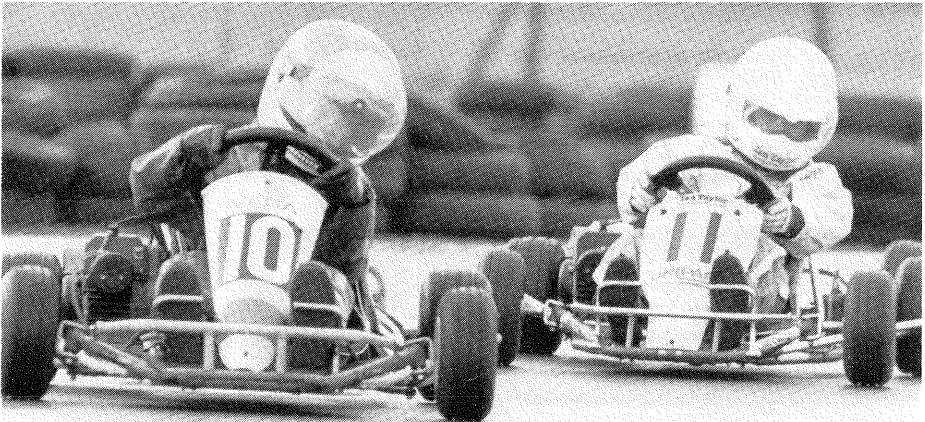
Off the line it was Clair Bogan to quickly take up the running, closely followed by Brendon Rawle, Matthew O'Hara, Leon Lerego and Andrew Davidson. By the end of the second tour Bogan had consolidated her lead, driving like a true Champion with Rawle a shade adrift in second. O'Hara had left his braking far too late at the bottom hairpin and spun out to rejoin the race well down the field. This left Lerego and Davidson in third and fourth respectively. Butler-Henderson was running in fifth, ascending the order well from a rear grid start, followed by John Goss, James Taylor, Matthew Edwards, Darren Wells not enjoying the best of meetings, then Doug Bell, Matthew O'Hara, Gavin Bennett, Olive Taylor and Alex Ames.

With Bogan stretching her lead the action centred around Rawle and the battle for second with Lerego and Davidson. Lerego found a gap and swooped through, leaving Rawle to fight it out with Davidson, very impressive with so few meetings under his belt. Butler-Henderson still ran in fifth, chased by Goss and James Taylor. Wells had moved up to eighth with O'Hara just a shade behind and making up ground. Bell was next through followed by a demoted Edwards and the remainder of the field. By two-thirds distance Bogan was out on her own, Lerego unable to do anything to reduce her lead. Davidson had beaten Rawle back to fourth, Butler-Henderson sat in fifth behind a back marker with the rest of the race order remaining unchanged.

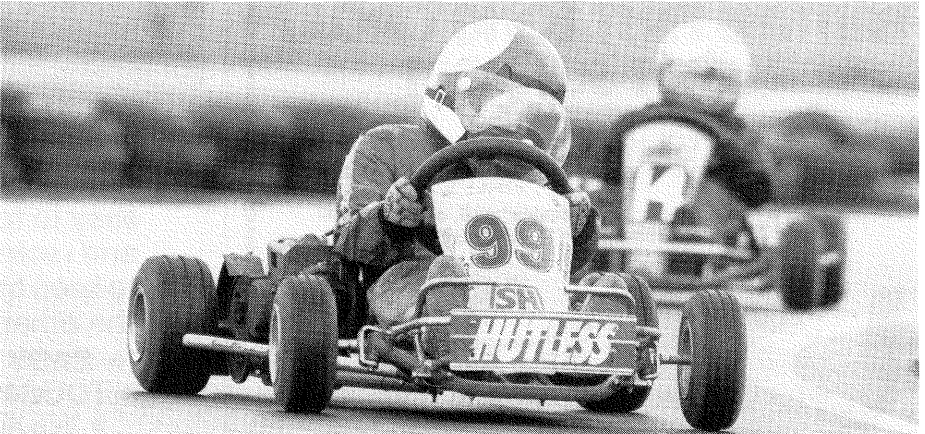
The closing stages and Clair Bogan was driving extremely well, fingertip touch on the steering into the corners and round to take the flag, Dave Spence leaping up and down waving his hat! Leon Lerego finished second, Andrew Davidson a fine third, ahead of Brendon Rawle, Charles Butler-Henderson and Matthew O'Hara.

1st	Clair Bogan	AllKart/Comer
2nd	Leon Lerego	Swiss Hutless/Comer
3rd	Andrew Davidson	Zip/Comer
4th	Brendon Rawle	Zip BJ/Comer
5th	Charles Butler-Henderson	Sprint/Comer
6th	Matthew O'Hara	Sprint/Comer
Ed. McCormick		

* There is an amendment to the dates published for the 1988 RAC Cadet Series. Rye House on 2nd May should be deleted and the Chasewater Round will be held on Sunday 1st May.



John Goss (10) and James Taylor (Pic: Doug Rees).



Leon Lerego (99) was chased home by Andrew Davidson who took a fine third (Pic: Doug Rees).



Doug Bell (Pic: Doug Rees).



Early in the final Butler-Henderson leads from Scott and Davidson (Pic: Beverley Heath).

The Final (7 Laps)

As the grid rolled round on the warm-up lap the first three rows had — Butler-Henderson on pole with Scott alongside; on row two sat Davidson and Hall whilst Wood and Sale were on the next.

Butler-Henderson got the drop on the green for a clean run down to the first corner. Scott in second led a long string of karts — Davidson, Sale, Hall, Goss, Wells and Wood. By the time they had completed one lap Butler-Henderson was firmly entrenched in the lead. Scott and Davidson were battling furiously over second spot ahead of Sale and a charging Wells, whilst Hall led Goss and Wood.

Again Butler-Henderson was out on his own, Davidson had ousted Scott from second but the Dart driver was hanging on in his wake. Wells had moved into fourth at the expense of Sale, though Sale gave him no respite, trying the inside line through the Willows. The rest of the field remained *in situ*.

By the end of the third tour, with Butler-Henderson and Davidson hoofing it into the distance, the action was centred around the dispute over third place. Wells had shaken off Sale and begun an assault on Scott half a lap earlier, eventually taking him down by Kimbolton corner, then came Hall, Goss and Wood.

The halfway mark just past and Davidson was gradually hauling in Butler-Henderson. Wells was now running somewhat alone in third, likewise Scott and Sale, with no change to the order behind them. With only two laps to go Butler-Henderson and Davidson were engaged in a hearty duel over the leadership, Wells observing from some ten yards away. Fourth place again became a matter of contention in the closing stages when Sale mounted a concerted attack on Scott and eventually relegated him.

Half a lap to go and Davidson braved a look up the inside of Butler-Henderson's kart and, perhaps wisely so, thought better of overtaking at that point. So, to Butler-Henderson the victory and the Club Championship, Davidson homed in second with Wells holding on in third. Sale, Scott and Hall brought the order up to sixth while Goss and Wood completed the field.

Report: E.M.

1st	Charles Butler-Henderson	Sprint/Comer
2nd	Andrew Davidson	Zip/Comer
3rd	Darren Wells	Wright/Comer
4th	Kevin Sale	—:—
5th	David Scott	Dart/Comer
6th	Kevin Hall	AllKart/Comer
7th	John Goss	Zip/Comer
8th	Oliver Wood	Zip/Comer

* Guy Butler-Henderson was seen to be pressing a 10p piece into this author's greasy palm. Some said it was bribery to get his son's name a mention, others said it might have been a down-payment on a haircut!

TILBURY

SUNDAY 8th NOVEMBER

Largely due to the efforts of Clive Wheldon, 10 Cadets assembled on a cold grey but dry day organised by the London KC. With champion Clair Bogan spectating, the 2 heats of 6 laps plus an 8 lapper for the final for 2 trophies for the overall honours and 2 for the 5 restricted drivers.

Heat 1

Saw Daniel Wheldon streak away to a comfortable win ahead of Matthew O'Hara (Sprint), followed by Darren Wells (Wright), shadowed by novice Andrew Davidson (Zip) and locals Dean Panruker and David Scott and Tony Parfett (all in Darts), next up the two Kevins, Sale (Zip) & Hall (All Kart), with Kinnleys Zip bringing up the rear.

Heat 2

Was stopped a lap early when local lad Parfett had an 'off', doing himself a temporary injury. Wheldon winning by miles again followed by the competent O'Hara. Davidson's spirited passing manoeuvre of Wells (causing the photographer to jump back) not being counted due to the shortened race. Panruker, Sale, Hall & Kinnley completing the order. Scott non started.

The Final

Saw Wheldon closely followed by O'Hara, these two travelling like one, well ahead of the field. Wells and Davidson dicing entertainingly for 3rd, this time the place going to Davidson, Panruker taking the 2nd restricted trophy.

Report by Denis Davidson



It's hard work being a Champion! (Pic: Doug Rees).

BOGAN AGAIN!

Although the weather at Shenington on Sunday 15th November left a lot to be desired, the quality of the Cadet racing could not be faulted. Other than at the RAC British Championship and the RAC Cadet Series round at Wombwell, I think it was the largest turnout the class has seen this year — 16 in total, so keep it up chaps and lasses, next year we want to see 'B' and 'A' Finals!

By mid morning the rain had ceased though the skies remained overcast and the track refused to dry out, staying greasy all day. Two four lap heats and a six lap final of the 1050 yard track were on the cards for the Cadets and in the first heat Charles Butler-Henderson quickly dominated the proceedings, leaving Brendon Rawle British Champion Clair Bogan and Leon Lerego to scrap it out for the places. After leading convincingly with some very consistent driving Butler-Henderson's motor went croak as he was sidelined with a seize. Although Bogan maintained pressure on Rawle the Wokingham driver was not to be caught out on error and duly took the chequered flag with Bogan a close second. Lerego settled for third ahead of Davidson, Yeates and Wells. O'Hara then led the rest of the grid over the line — Edwards, Goss, James Taylor, Ames and Bennett.

The second heat saw the grid swapped around somewhat, with James Taylor on pole and Darren Wells alongside. Charles Butler-Henderson and Leon Lerego sat on row two, whilst Clair Bogan and Matthew O'Hara shared the next rank. Young O'Hara was soon into the lead tailed by Wells and Bogan. James Taylor had dropped back considerably and Butler-Henderson was running in the middle order.

By half distance O'Hara was out on his own, Bogan had displaced Wells for second spot and the order behind was — Yeates, Lerego, Davidson from the back of the grid, Rawle, Goss, James Taylor, Edwards and Bell. Butler-Henderson was in the pits and lost a good half lap on remedials before rejoining the action.

With only one lap to go O'Hara was well established out front, Bogan still held second, but Lerego had moved up to third and was pressuring the Champion, ahead of Wells and Yeates. Neither of this pair was destined for a high finish, contact between backmarker Matthew Edwards and Darren Wells, plus avoiding action by Giles Yeates demoted them to near the back. Andrew Davidson was clear of the melee and hot in pursuit of Lerego.

Over the line and the chequered flag was taken by Matthew O'Hara, Clair Bogan held on to take second from Leon Lerego. Andrew Davidson was next, followed by John Goss, Brendon Rawle, James Taylor, Darren Wells and Giles Yeates.

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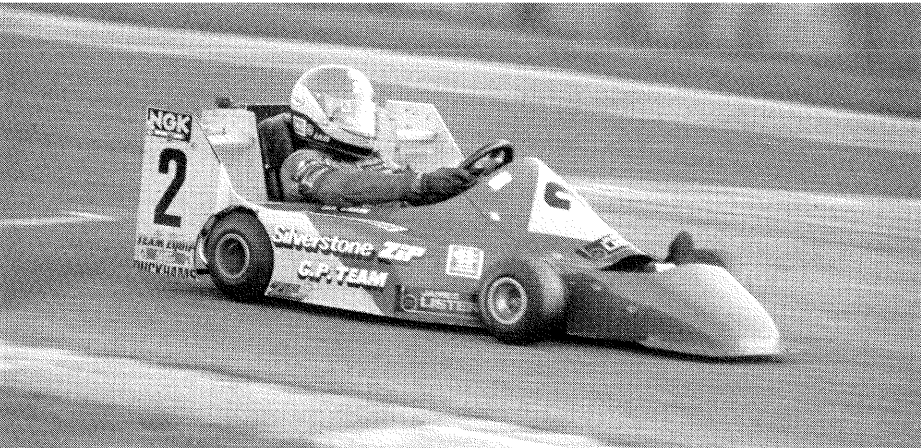
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MERRITT-ORIOUSLY SHAW

Donington Park — Saturday October 24th 1987
Report: Mike Smith **Pics: Doug Rees**



The lad's done it! Won the last round, picked up the Martyn Merritt Memorial Silver helmet and the Zip International Cup. Not bad for a day's work!

The 1987 Long Circuit season came to a close when the Central Kart Club hosted the final round of the RAC Championships at Donington on Saturday 24th October. The meeting also included the Martyn Merritt Memorial Trophy, the Zip International Cup and the final round of the Central Kart Club Championships.

An excellent entry of just over 200 drivers had gathered for this event and the day was one of sunshine if a little chilly at times. Perusal of the official programme for the day produced one or two interesting items worth noting.

A better entry of Superkarts ... 35 listed ... included Frenchman William Batmalle together with Swedes Gun Gun Malm and Milan Knezewic. Steve Gill was back in the driving seat aboard a Meopham Welding Kobra but would have liked a few more laps before passing any firm judgment. Regular 125 pilot Colin Poole was out on a Zip with Goff prepared Rotax whilst Kurt Luby remained faithful to the Phoenix.

Tim Parrott had secured some additional sponsorship for this meeting from Plumbing and Heating Contractors, K. V. Walker of Northallerton and was hoping for a good result. A reasonable mix of chassis was evident with Dino, Anderson, Kobra, PVP joining the ubiquitous Zip on the grid. The 125 Super class had all the front runners present with Boyd Barrington joining Chris Stoney for the day on a Stoney Zip with Rotax of course.

The National section of the 125 league had 55 names in the programme with the No 1 plates up for grabs for the first time.

A similar number of 250 Nationals also included all the likely front runners with the WPT Zip of Mark Webster being the one to beat for the championship. Chris Stoney ... with an eye on 1988 and 125 water cooling ... was entered in this class with a 125 Rotax and gave a good account of himself. More of that later.

The class that a lot of people would have off the long circuits if they were allowed their way ... the 210 Villiers ... had a first class entry with 37 names in the programme from places

as far apart as Fife ... Tonbridge, Southern Ireland and the Isle of Man. Just four 125 P & R drivers completed the entry and they ran with the 210's.

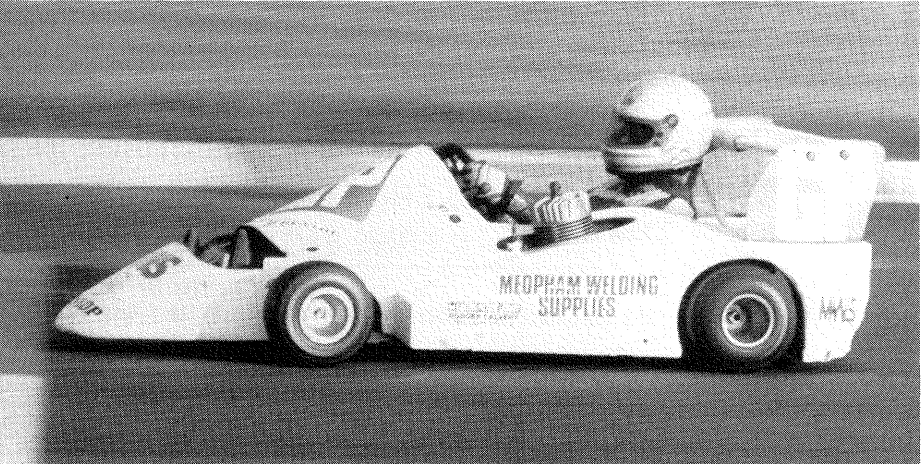
With championships to be settled in all classes some keen racing was on the cards and throughout the day that was exactly what was produced.

A GOOD BETT

Two six lap heats and a ten lap final then to decide the 1987 British Champion and it was Alford builder Graham Sykes who claimed pole for the final after a win and a second place. Points leader George Bett was next showing consistency with a couple of third places. Gary Parker had the next spot with Steve Jones completing the front row.

Phil Featherstone took the GP plates to a first heat win but despite setting fastest lap second time out suffered a non finish. That put him on row five for the final, in the company of former GP title holder and former British No 1 John Newton.

On the green light it was Graham Sykes who made the early running and as they headed up Coppice for McLeans first time round Parker, Ashwell, Trainer, Jones and Quance were following in close formation. John Brennan was already in trouble and running at the back of the field.



Phil Featherstone took victory on the day but George Bett was to collect the Villiers title.

Featherstone was making rapid progress during the opening couple of laps and as they went into lap three the GP plates were up to third behind Parker and Sykes. Bett and Newton were also advancing well and at the close of lap three they held fourth and fifth places.

Under Starkeys Bridge for the fourth time and Bett was pulling off into retirement! Featherstone had hit the front ... Sykes was second and Parker was coming under increasing pressure from Newton. To take the No 1 plates Graham Sykes HAD to win ... the battle was on and all Bett could do was make for the nearest commentary point ... listen and watch!

Into the second half of the race and Featherstone had consolidated his lead ... a backmarker was between him and Sykes as they sped up Coppice for the sixth time. Newton had got the better of Parker and as the field spread out a little Trainer was holding off the challenge from Clapham and Quance.

Whilst Featherstone motored on in a comfortable first spot Sykes was now being seriously challenged by Newton and into McLeans for the eighth time the Alford driver found himself in third place. Parker was running a somewhat lonely fourth with the backmarker now just ahead of the battle for fifth between Trainer, Clapham and Quance.

Over the line to start the last tour and Sykes had once again edged Newton down to third ... Featherstone was out on his own ... and Parker still had fourth spot.

That was how it stayed for the last lap with Phil Featherstone taking a fine win. For Graham Sykes ... only disappointment ... second on the day and second overall in the title chase. For George Bett it was an anxious seven laps with ears to the commentary and eyes on the progress of Sykes but at the end of the day it was he who took the No 1 plates back to Fife. Gary Parker held fourth at the flag with Keith Trainer and Paul Clapham completing the points scorers.

1st	Phil Featherstone	Kobra/Villiers
2nd	Graham Sykes	Zip/Longtune
3rd	John Newton	Zip/Villiers
4th	Gary Parker	Aero/CKC
5th	Keith Trainer	FRT Aero/CKC
6th	Paul Clapham	Zip/EDD Villiers

Race time: 14min 2.8 – 83.59mph
Fastest lap of the final: Phil Featherstone 1min 22.6 – 85.29mph.

CADET COLUMN

EDITED BY DAWN LINGER

KIMBOLTON

SUNDAY 13th SEPTEMBER

Heat 1: 1st M. Davies, 2nd D. Wheldon, 3rd C. Bogan

Heat 2: 1st D. Wheldon, 2nd N. Whaley, 3rd M. Davies

Heat 3: 1st L. Lerego, 2nd N. Whaley, 3rd D. Wheldon.

FINAL: Daniel Wheldon led out the field on pole and dominated the whole of the race from the front running position, Natalie Whaley led the chasing group in the early stages but made a mistake to let in Matthew Davies and Leon Lerego, who drove well but lacked straight line speed to mount a serious challenge. British Champion Clair Bogan had a nasty spill on the rolling lap but recovered well to join the final which was delayed due to her accident, she eventually finished a creditable fifth.

Duncan Taylor

SHELL OILS SERIES FINAL ROUND

1st	Daniel Wheldon	Ferrari/Comer
2nd	Matthew Davies	Gillard/Comer
3rd	Natalie Whaley	Ferrari/Comer
4th	Leon Lerego	S Hutless/Comer

SERIES RESULTS

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

THREE SISTERS 4th OCTOBER

Best turnout yet at Three Sisters!

This meeting, which was the last one to be organised by Bolton KC before Wigan Racing Club take over the running of the Three Sisters circuit, attracted 9 Cadet entries. Although the boys were disappointed to find that they were restricted to the short circuit, which meant that all the action takes place "somewhere over to the left" from the pits and overtaking is difficult due to the total lack of braking points in the dry, this was soon put aside as soon as the racing started.

Heavy overnight rain, which was still falling at the start of practice, had made the track very wet with a large pond on the inside of the last bend. Although no further rain fell after the start of racing the track never dried sufficiently for slick tyres.

The results of the three seven lap heats were:
Heat 1: 1st Brent Pontin-Warltier, 2nd Nicholas Critchley, 3rd Gavin Creber.

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

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

The line-up for the seven lap final was:

Critchley	Pontin-Warltier
	(pole)
Ratcliffe	Creber
Wall	Meanwell
Ozalins	Hunter
	Murray

A good start by Critchley saw him take the lead into the first corner followed by Pontin-Warltier. These two pulled out a substantial lead from the following group of five karts who were having

a very close battle. On lap four Brent Pontin-Warltier managed to take first place, and Nicholas was unable to do anything to stop him from taking the honours. These two finished well clear of the following four karts who all crossed the line within two karts lengths of each other. Craig Murray, who had the S plate as Scottish champion, had been dogged by mechanical failure all day and disappointingly brought up the rear result.

1st	Brent Pontin-Warltier	Wright
2nd	Nicholas Critchley	Zip
3rd	James Ratcliffe	Zip
4th	Gavin Creber	Dap
5th	Neil Ozalins	AllKart
6th	James Meanwell	Zip
7th	Jamie Wall	Zip
8th	Anthony Hunter	Zip
9th	Craig Murray	Zip

All the boys received a trophy, with Brent also being presented with the N.W.K.A. trophy which he will keep for the next twelve months.

G.W.C.

TILBURY 11th OCTOBER

Heat 1: 1st David Scott, 2nd Tony Parfett, 3rd Dean Panrucker.

Heat 2: 1st David Scott, 2nd Dean Panrucker, 3rd No. 10.

Dean Panrucker spun in lap 3 which lost him the lead. It was taken by David Scott followed by David Parfett. All of the Cadets were a credit to karting, showing great skill and control. Neat Stuff boys.

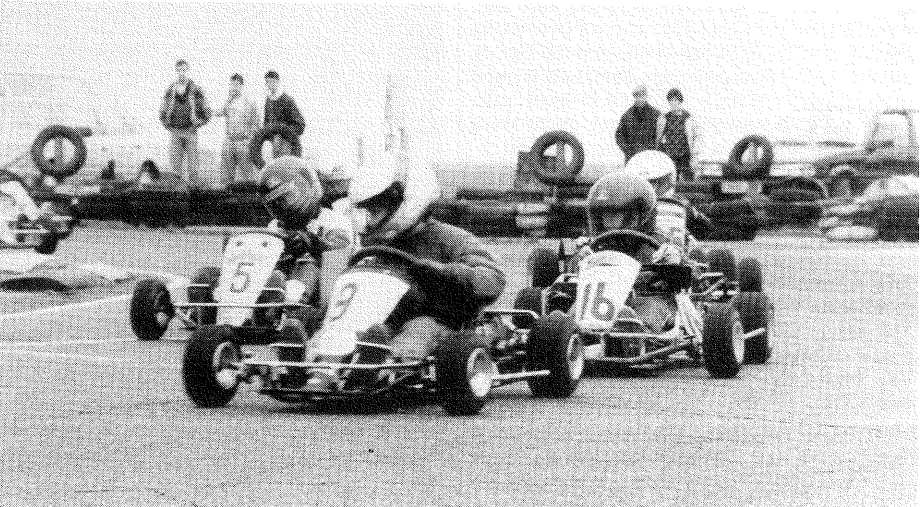
Courtesy of Quincey A. Wagstaff

KIMBOLTON

SUNDAY 1st NOVEMBER

The early morning damp weather gave way to drying conditions though the sky still looked threatening. That, and clashing events at Little Rissington and Rye House tended to deplete the entries overall.

The Cadets totalled eight, with such notable names as Darren Wells and Charles Butler-Henderson vying for the Club honours, the entry also boasting some Restricted drivers — John Goss, Oliver Wood and Kevin Hall. The rest of the field consisted of young Andrew Davidson, David Scott and Kevin Sale.



The second heat and Butler-Henderson (9) leads Sale (16) and Wells (5) (Pic: Beverley Heath).

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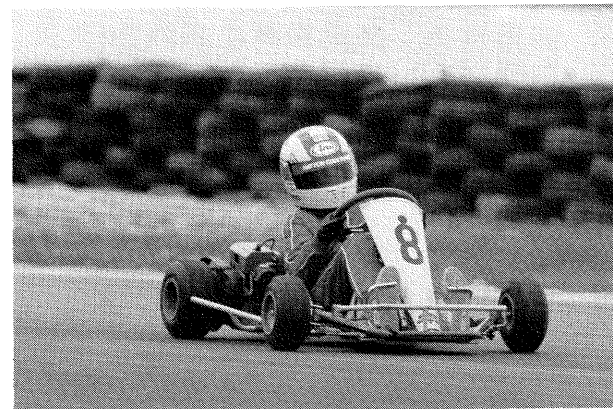
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Ian Mason drove to a fine second place in 125 National.

BOLTON WINS . . . WILLETTS NO 1

The 125 National Class caused a few heart stopping moments having three attempts to get the second heat out of the way due to a multiple coming together . . . however it all came right in the end and the qualifying six lappers were duly completed.

Neil Willetts . . . top of the points table at the start of the day . . . claimed pole position with Calvin Hurley alongside. Jonathan Williams and Ireland's David Purdy made up row one. The Mason brothers . . . Colin and Ian were on the second row in the company of Mark Thompson.

UK Cup winner Ray Grimes was on row three whilst former 125 Super runner Simon Bolton was on row five.

As the lights changed to green it was Ian Mason making the best of it to lead them into Redgate for the first time. Down Hollywood through the Craner Curves they swooped and as they exited the Old Hairpin and came into view under the Old Starkeys Bridge the order was . . . Ian Mason . . . Calvin Hurley . . . Neil Willetts . . . Simon Bolton . . . Mark Thompson and Colin Mason. That was how it stayed during the rest of the opening lap but out into the country for the second time and Bolton made his move to claim first place. Ian Mason . . . Hurley and Willetts had broken away from Thompson, Colin Mason and the rest but Bolton was really turning it on out front to open up a firm lead.

After four laps with the order as before Willetts had gone missing leaving Ian Mason and Hurley to fight over second place. A long gap then appeared before Steve Pridmore motored through in fourth place ahead of Thompson and Geoff Tuckey. With Willetts out Colin Mason and Ray Grimes were the two in with a chance of the No 1 plates but a win was necessary and neither was in that sort of position. Colin Mason had slipped down to seventh whilst Ray Grimes

was running well down the field.

By lap seven Bolton had about 250 yards over the second placed Ian Mason with Hurley still in close attendance. Pridmore, Thompson and Tuckey were next and they had around 200 yards over Colin Mason.

Bolton appeared completely untroubled at the front and over the remaining laps extended his lead to run out a comfortable winner. Ian Mason held on to second spot ahead of Calvin Hurley and some 2/300 yards behind came Mark Thompson, Steve Pridmore and Geoff Tuckey. Colin Mason was unable to add to his points total finishing in seventh place and with Grimes three places from the back at the close Neil Willetts, despite his non finish took the No 1 plates to Coventry.

1st Simon Bolton	Zip/Rotax
2nd Ian Mason	Stratos/Madcap Minarelli
3rd Calvin Hurley	Anderson/Anderson Rotax
4th Mark Thompson	Stratos/Minarelli
5th Steve Pridmore	Stratos/Rotax
6th Geoff Tuckey	Zip/CSK Rotax

Fastest lap of the final: Simon Bolton 1min 20.7-87.3mph.

WEBBIE BENEFITS

Mark Webster was looking for his second successive Long Circuit Championship in the 250 National class and went into this final round with a four point lead over Pete Morgan and five points advantage over Andy Martin.

The class was as usual very well supported and the opposition to Webbies attempt for the title was keen. Richard Boston was the man to come out of the two heats with pole position for the ten lap final with Mike Doble lining up alongside. Mike's Honda really seems to be coming good and is challenging the KTM's impressively. The WPT Zip of Mark Webster was next up on the front row for the final and Webbie readily admits that whilst he was running away with things last

season, this year the opposition appear to have caught up a bit and a number of drivers are now as quick . . . almost! In the first heat both Doble and Boston put in the fastest lap at 1min 17.6 but Webbie always likes a challenge so he promptly beat that in the second heat and lowered the lap record in the process to 1min 17.4.

The front row was completed by Rob Johnstone, former Grand Prix winner whilst the other two title contenders, Pete Morgan and Andy Martin and not featured too well during the heats. Martin had achieved most with a third row start for the final whilst Morgan would start from row six.

With ten laps to run then it was Dave Griffiths who made the best of it at the change to green but by the time they reached my vantage point at Coppice Rob Johnstone was leading the charge . . . Boston was second . . . Griffiths third . . . Morgan had made a tremendous start to make fourth spot whilst Webbie was tucked in behind him. The battle was on!

Mike Doble was also in there and as they appeared out of the Chicane for the first time Johnstone still held first spot from Boston. Then came Doble, Morgan, Webster, Fletcher, Griffiths and Garner.

Under the Old Bridge and up Coppice for the second time and Boston had taken the lead with Johnstone now second. Behind the Berwick driver positions remained as before whilst Derek Rodgers had found a way through to eighth place and was going well.

Andy Martin was not having such a good time of it and he was running outside the points positions in around eleventh place.

Half distance at Coppice and Doble appeared in the lead . . . Boston second . . . Webbie third . . . Morgan fourth. Rob Johnstone had succumbed to problems and was out of the race. The leading four were opening up a gap back to the fifth place scrap between Fletcher and Del Boy Rodgers . . . Arthur Thompson and Bill Garner were disputing the next place with Andy Martin and Dave Griffiths each trying to make ninth spot.

This was 250 National racing at its best and whilst Boston started each lap in the lead by the time they appeared out in the country Doble was leading for a short while.

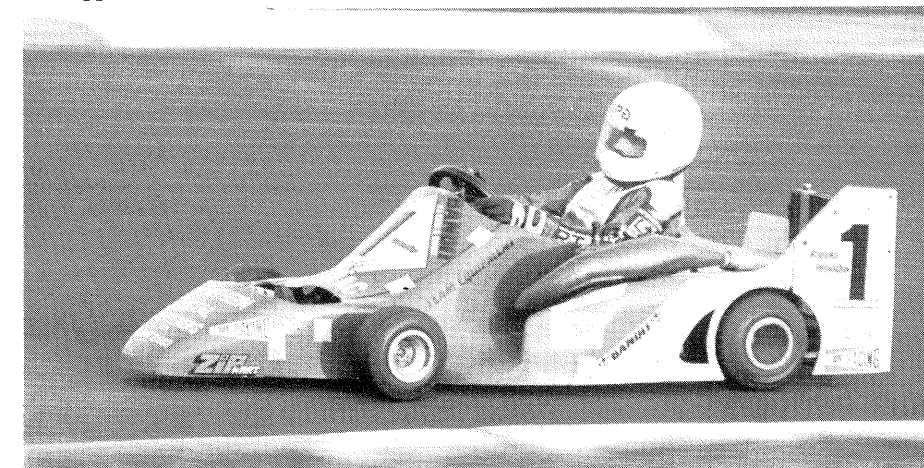
Lap seven however was when it went wrong for the Honda pilot . . . a spin putting him down the field and giving Boston the lead once again.

Webbie had edged past Morgan to take second . . . a gap appeared after Morgan before Fletcher and Del Boy came through and then another appreciable gap before Thompson, Steve Matthews and Martin led the next group through.

Lap nine and Morgan had relegated Webbie to third . . . although if that situation remained then Webbie would still take the title . . . Fletcher was still just holding on to fourth spot and Matthews had taken charge of the next group. Mike Doble had recovered from his spin and was charging back up the field to settle in behind Matthews. The last lap was to hold even more drama. As the leader came in to view out in the country for the last time both Boston and Morgan had gone missing with mechanical problems . . . the WPT Zip of Mark Webster was out front . . . all alone and well clear of second placed Fletcher.

Half a lap to run and the No 1 plates would stay at Ormskirk . . . under the Dunlop Bridge and into sight of Don Briggs' commentary point went Webster . . . the Chicane was safely negotiated and the short sharp dash to the line secured the title for a second year.

Colin Fletcher . . . after all the last lap drama . . . came home in second spot . . . Derek Rodgers took a fine third whilst Mike Doble powered his way back after that spin to take fourth place. Steve Matthews claimed fifth and



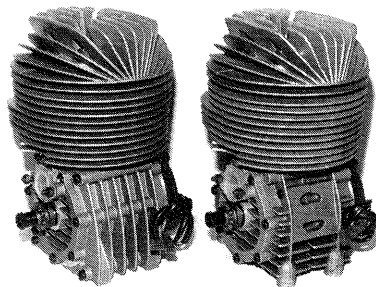
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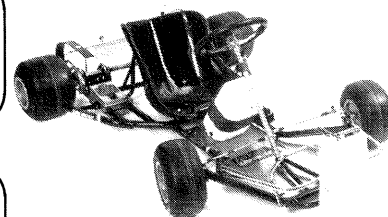
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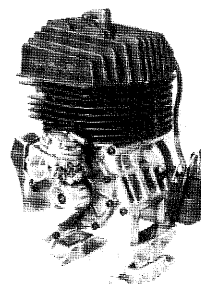
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amidst all the furious action at the front you could almost have been forgiven for not taking in that in sixth place was none other than 125 Grand Prix title holder Chris Stoney . . . on a 125 water-cooled Rotax! That was some race.

1st Mark Webster WPT Zip/Cheetham KTM
2nd Colin Fletcher Zip/CJF KTM
3rd Derek Rodgers Zip/Cheetham Yamaha
4th Mike Doble Zip GPN/Honda
5th Steve Matthews Zip/Cheetham KTM
6th Chris Stoney Zip GPN/Zip Rotax

Race time: 13min 14.3-88.19mph.
Fastest lap of the final: Mike Doble 1min 17.9-90.43mph and Alan Cheetham had a hand in three out of the first six engines.

1 TO MOLLOY

The 125 Super heats were marred somewhat when Nick Bowler was involved in rather a nasty looking incident necessitating a race stoppage. (Nick was hospitalised and is still in Sheffield's Lodgemoor Hospital, suffering from a nasty back injury and is likely to remain there for some time to come. I am sure you will join me in wishing Nick a speedy recovery to full health — Ed.)

So with that heat being declared as at three laps the man on pole for the final was one of the title contenders . . . Trevor Roberts. Boyd Barrington was having an excellent day's racing and he lined up alongside. Chris Stoney was next with the Stratos of Paul Molloy completing the row.

Derek Price . . . also in with a title chance . . . was on row two in the company of Dale Spruce and Steven Webb.

Ten laps of action then and at the green light the screaming pack set off 'en masse' for Redgate and the first tour.

Molloy made the best of that opening lap and as they appeared out of the Chicane Stoney was tucked in behind him in second spot . . . Roberts had third . . . Barrington fourth . . . Price fifth and Pettigrew sixth. Those six drivers soon eased away from the rest of the field leaving Webb in charge of Spruce, Wilcox, Crump and the following train.

The battle at the front was hotting up and as they went into lap three Stoney was leading . . . just. He held the advantage over the line next time round but then Molloy edged his way to the front . . . Stoney second . . . Barrington third . . . Price next . . . Roberts fifth and Pettigrew sixth.

Stoney had it again as they reached the half way point but inside the next lap the Castleford

driver found himself in third spot as first Molloy then Barrington nipped through. Lap seven and it was all change yet again . . . Barrington was the one to take the lead this time . . . Molloy now had second. It wasn't over by any means for as they slid out of the Chicane to start lap nine Stoney was in charge! Barrington was down to third with Molloy still hanging in there with second place. Price, Roberts and Pettigrew followed but there was more to come.

Webb was still just holding Spruce at bay with Crump and Cullen next in line but as attention focussed once more on the leaders a different order came out of the Chicane to start the last lap.

Molloy was back at the front . . . Stoney was second . . . Price had moved up to third . . . Barrington was fourth and Roberts was still heading Pettigrew. Chris Stoney was determined to salvage something . . . if the leading group all finished he would lose his title . . . and during that last lap he got it all together and as they exited the Chicane for the last dash to the flag it was the CSK Rotax which made it to the line first. Molloy took a fine second and the British Title . . . Barrington crowned a fine day with third place . . . Price and the red Zero came home fourth . . . Trevor Roberts held fifth and Alex Pettigrew sixth.

Steven Webb had seventh at the close from Richard Crump and Dale Spruce.

1st Chris Stoney Zip/CSK Rotax
2nd Paul Molloy Stratos/Madcap Minarelli
3rd Boyd Barrington Zip/CSK Rotax
4th Derek Price Stratos/Madcap Minarelli
5th Trevor Roberts Kelgate Zip/Baxter Rotax
6th Alex Pettigrew

Race time: 13min 32.9-86.66mph
Fastest lap: Boyd Barrington 1min 19.6-88.5mph.

SHAW 1st . . . HINES No 1

A better entry of Superkarts . . . around 35 . . . contested two heats and a ten lap final as you might already have guessed two names appeared at the top of the timed session sheet . . . Martin Hines and Ian Shaw!

The published times caused a few raised eyebrows and looks of disbelief not to mention the verbal comments. Martin Hines was credited with a 1min 9.8 whilst Ian Shaw was shown to have lapped in 1 min 10.8.

The next name on the list was that of Roger Goff with . . . wait for it . . . 1min 12.1. The Anderson of Phil Glencross was next on 1min 12.2 . . . Reggie Gange had 1min 12.6 and Kurt

Luby was on 1min 12.7. Only those six managed to get under 1min 13 with Tim Parrott next in line on 1min 13.3.

Two heats then to decide final grid positions and it was the OLD Firm of Hines and Shaw yet again taking the honours finishing in that order each time. Martin stamped in a new record lap time during the first heat with a time of 1min 11.2 but Ian then dropped in a little reminder as he equalled that time in the second heat.

Phil Glencross, Tim Parrott, Roger Goff, Kurt Luby and Reggie Gange filled the next five places in both heats though not in that order.

So the front row of the grid had a familiar look . . . British No 1 . . . Martin Hines on pole . . . British No 2 Ian Shaw next . . . No 4 Phil Glencross alongside and No 7 Tim Parrott completing the front row.

Kurt Luby with his usual No 41 was on the second row as was No 5 Roger Goff and No 10 Reggie Gange.

At just after 5pm the lights flicked to green and it was Shaw and Glencross getting the best of it as they screamed into Redgate.

Through the Old Hairpin and up Coppice for the first time and Shaw had pulled out a lead over Glencross . . . Parrott was third . . . Luby fourth and Hines fifth ahead of Goff.

The British No 1 . . . looking for his fifth successive title . . . began to make forward progress and as they completed three laps he was up to second.

Shaw meanwhile was really powering his way ahead and by half distance he had at least 200 yards over second placed Hines. Parrott was third from Glencross, Luby, Goff and Peter Gray.

Lap six and Goff had gone . . . Shaw still had that huge lead . . . Hines was doing his best to reduce the deficit . . . Glencross was ahead of Parrott with Luby leading Gray and Gange.

Out into the country for the eighth time and Shaw was slowly but surely being caught by the flying Hines. Glencross led Parrott whilst Luby had dropped back just a shade. Gray was running next . . . all alone whilst Gange held a lonely seventh.

Lap nine and Hines continued to close the gap . . . 100 yards . . . then 50 yards then 25 . . . was one lap enough to beat Shaw to the flag?

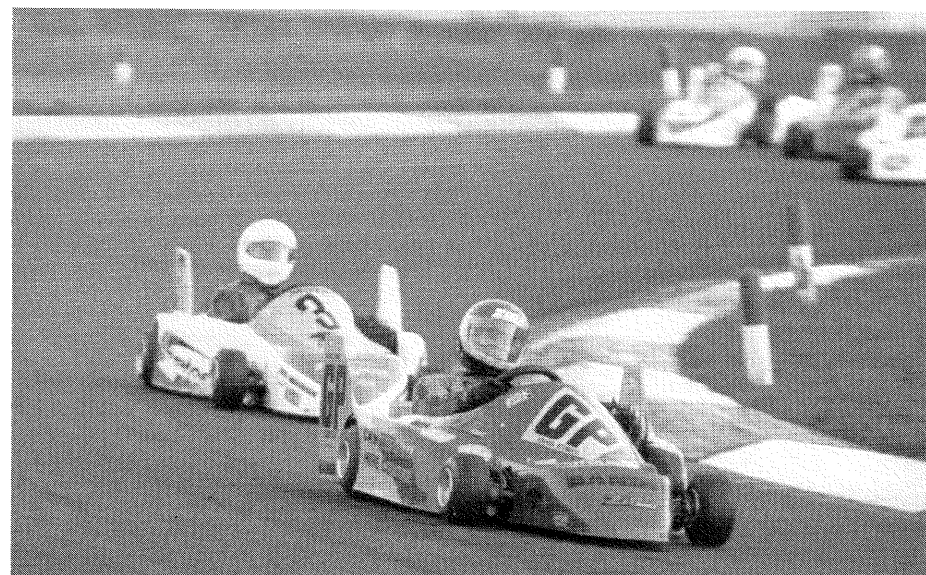
Out of the Old Hairpin for the last time and the gap had almost gone . . . Hines was right with Shaw with less than a lap to go. Parrott and Glencross were next . . . Luby was running alone in fifth . . . Gray had sixth with Gange still seventh.

Under the Dunlop Bridge . . . into . . . and out of the Chicane and Hines was almost there . . . but in the last dash to the flag Shaw held on to take a fine win . . . the Martyn Merritt Memorial Trophy was his . . . the Zip International Cup and nine points in the title chase which secured No 2 for another season. For Martin Hines second was enough for him to clinch the No 1 plates for the fifth year. The last person to take the title was the great Dave Buttigieg way back in 1982. Tim Parrott made third at the flag from Phil Glencross, Kurt Luby, Peter Gray and Reggie Gange.

When asked where he went from here Martin Hines simply replied "A sixth Championship . . . plus the World and maybe the European."

1st Ian Shaw Zip/Zip Rotax
2nd Martin Hines Zip/Zip Rotax
3rd Tim Parrott Kelgate Zip/Anderson Rotax
4th Phil Glencross Anderson/Anderson Rotax
5th Kurt Luby Phoenix/Rotax
6th Peter Gray Zip/Anderson Rotax

Race time: 12min 5.4.



The Stoney (GP)-Molloy (3) confrontation continued throughout a superb 125 Super final, Stoney taking the flag, Molloy the No. 1.



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