

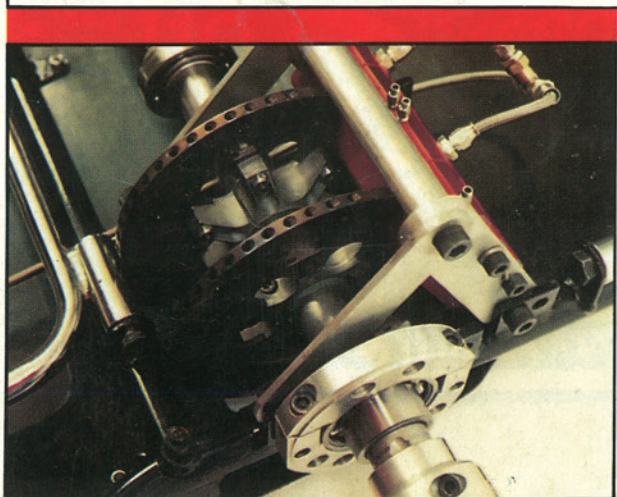
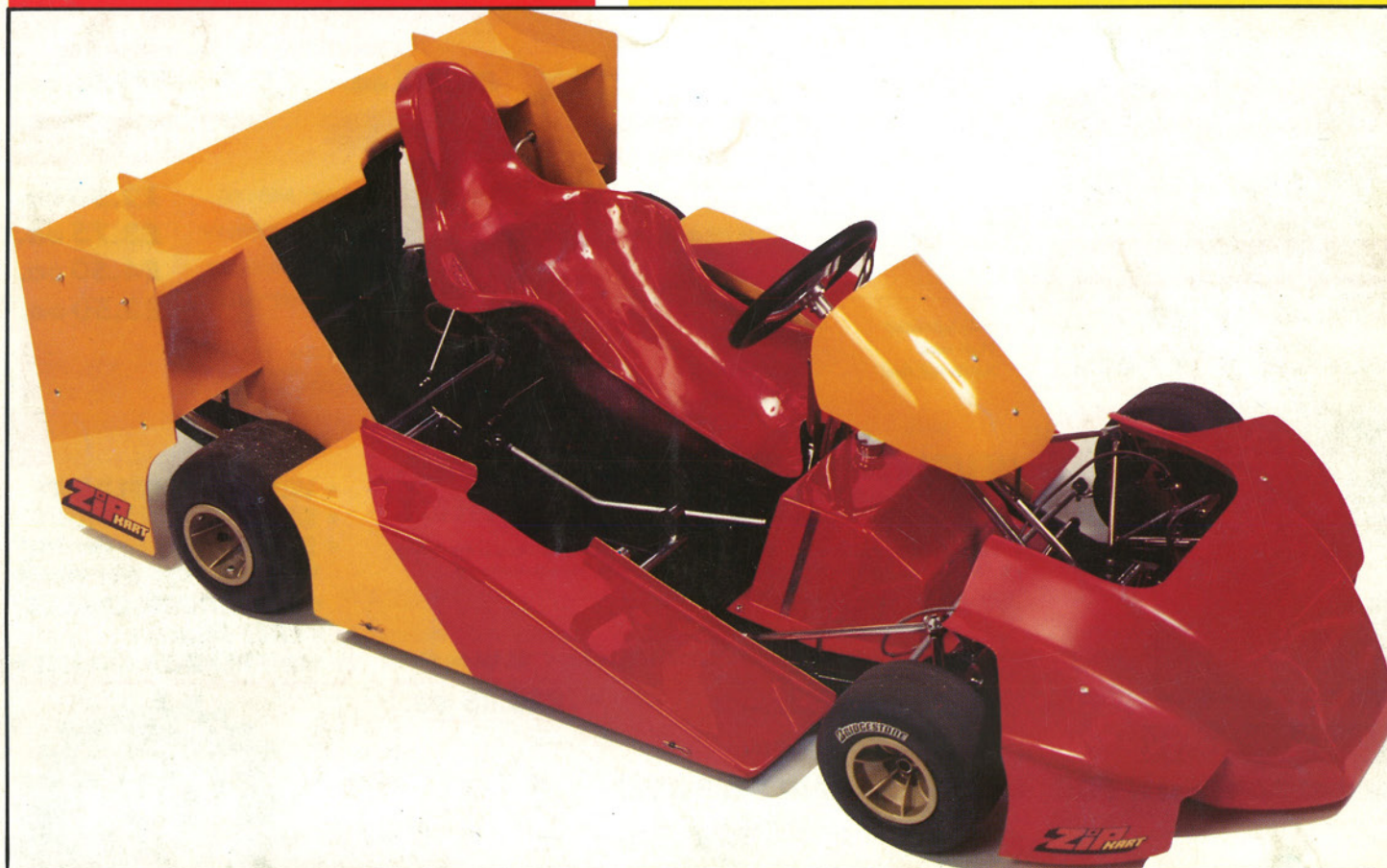
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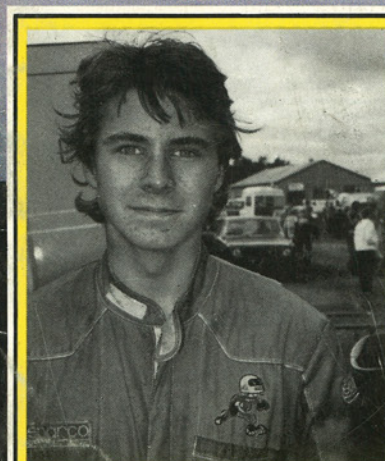
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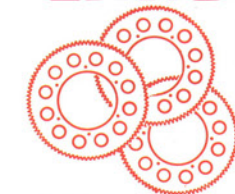
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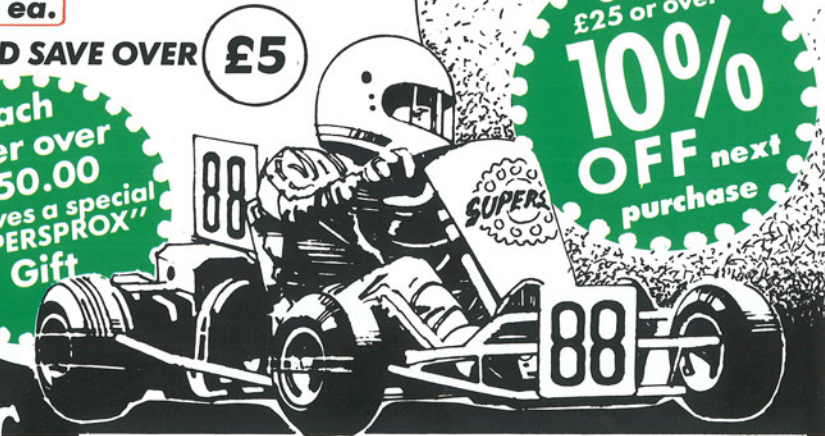
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Clay Pigeon — (Midway Dorchester-Yeovil, on A37)
Rowrah — (4 miles from Frizington, Cumbria)
Boyndie — (3 miles west of Banff, Grampian)
Kimbolton — (10 miles west-south-west of Huntingdon, Cambs)
Tilbury — (Dunlop Road, East London, near Tilbury Docks)
Wombwell — (Winter Series Final Round) (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)

19th MARCH (Saturday)
Nutts Corner — (4 miles from Crumlin, Co. Down N.I.)

19th-20th MARCH
Paul Ricard — French Formula E Championship — Round 1

20th MARCH
Clay Pigeon — (Midway Dorchester-Yeovil, on A37)
Crail — (9 miles southeast of St Andrews, Fife, Scotland)
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road) — 210 Challenge — Round 1

27th MARCH
Snetterton — (Approx 15 miles from Norwich, on A11) — RAC Long Circuit Championships — Round 1
Lydden Hill — (7 miles southeast of Canterbury, off A2, Kent) — 125cc/210cc/250cc International
Birmingham — (Birmingham Wheels Adventure Park, Adderley Road South, Saitley, Birmingham, B8 1AD)
Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)
Pembrey — (8 miles from Llanelli, on A484, Dyfed)
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)
Dunkeswell — (5 miles from Honiton, Devon)
Jurby — (Jurby Airfield, Isle of Man)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads)
Snetterton — (Kart Raceway, adjacent to Car Racing Circuit, off A11, approx 15 miles from Norwich)

2nd APRIL (Saturday)
Nutts Corner — (4 miles from Crumlin, Co. Antrim, N.I.)
Felton — (7 miles from Morpeth, on A1, Northumberland) — Super One Qualifier

3rd APRIL
Little Rissington — (RAF Station, near Stow-on-the-Wold) — 210 Challenge Round 2
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)
Felton — (7 miles from Morpeth, on A1 Northumberland)
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde)

4th APRIL (Easter Monday)
Silverstone — BRDC Invitation Races
Ellough — (2 miles from Beccles, Suffolk) — Great Egg Race
Nutts Corner — (4 miles from Crumlin, Co. Antrim, N.I.)

5th APRIL (Tuesday)
Kirkistown — (Approx 12 miles from Newtownards, at Rubane Road, Cloughiey, Co. Down, N.I.)

10th APRIL
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Clay Pigeon — (Midway Dorchester-Yeovil, on A37)
Rowrah — (4 miles from Frizington, Cumbria)
Boyndie — (3 miles west of Banff, Grampian)
Kimbolton — (10 miles west-south-west of Huntingdon, Cambs)
Tilbury — (Dunlop Road, East London, near Tilbury Docks)
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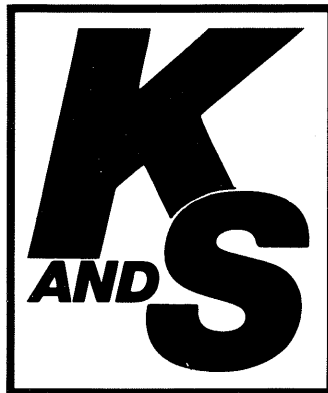
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MONTHLY

No. 107

Ed, Says!.....

In response to a number of enquiries from Long Circuit competitors around the country who have voiced a desire to compete on the Continent, apart from in the World and European Formula E Championships, a list of French Championship dates, which will include racing for 250 National, is published on the ensuing pages.

Formula E drivers in France now total around 35, and 250 National is also getting off the ground, but will run in the same races as Formula E. The necessity for this is because all French Long Circuit meetings are combined with car events due to high circuit hire costs. Grid numbers in total are limited to 40-45; in the case of Circuit Carole the maximum is about 30. The good news for UK 250 National drivers is that they may compete in French events, as long as they possess a full International Licence. Drivers who wish to compete in any of the listed events are advised to contact the Editor, K&S, as soon as possible, detailing which events they would like to race in. It is necessary to advise the G.N.K., M. Didier Hamelin, one clear month in advance of each event in order that he can apply for an International Race Permit.

Those intending to race in France are reminded that a 'Carnet du Passage' is required. This can be obtained from the RAC or your local Chamber of Commerce.

You may remember some months ago we did a short profile on karting in Turkey, well, the country has successfully run its first National Championship series over six rounds and a young man by the name of Cem Hakko has emerged champion. The principal circuit at Tuzla, near Istanbul, was designed by none other than Mike Wilson. Plans are afoot to try and run a 'Grand Prix of Turkey' later this year and there is also talk of running a 'round the houses' series. Of course the six round championship will also take place again in 1988. Full details and the latest updates next month.

Rumours have been rife of late that the 1988 RAC Cadet Series is in jeopardy and unlikely to take place. These unsubstantiated claims have been vehemently refuted by the RAC MSA — the Series will definitely run as planned. For full details contact the RAC MSA.

The news that Silverstone is not to host the European Formula E Championship event on the Grand Prix Saturday (6th August) should bring a sigh of relief, not only from the Organisers of the normally heavily overcrowded programme, but also from the National competitors who always complain bitterly about the lack of practice afforded them and the C.I.K. precedence over their Grand Prix. The move of the event, now the opening round, to Donington Park on 28th-29th May, along with the 'UK' Cup and a round of the British Championships, should meet with assent from all concerned. The second round is scheduled for Assen on 23rd-24th July but the final round is yet to be confirmed. Rumours suggest it might even take place along with the last round of the World Championship at Le Mans Bugatti on 24th-25th September. If so that will bring in its own attendant problems.... A full list of Long Circuit dates can be found in the 'Pit Talk' pages.

Ed. McCormick

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NEXT MONTH'S FEATURES INCLUDE:- FULL COVERAGE OF THE CADWELL "SPRING TROPHY" MEETING; THE CLASS 1 COLUMN EXAMINES, IN PARTICULAR, FUEL AND THE VARIATION BETWEEN ONE WAYSIDE FILLING STATION AND ANOTHER; A LOOK AT THE PROBLEM OF DATES. PLUS OUR REGULAR ROUND-UP OF CLUB NEWS AND VIEWS. (These items correct at time of going to press).

PUBLICATION DATE:- THURSDAY 7th APRIL 1988



NEW QUALIFIED 100 SUPER DRIVERS

Shaun Nicholson (RAC Super 1)
James Forsythe (Super 1)
David Smith (Super 1)
Kerry Thorpe (Super 1)
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UPGRADED DRIVERS TO 100 SUPER

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MEDICAL EXAMINATIONS

The RAC Kart office has been inundated with telephone calls about medicals. In accordance with the Yearbook (R.7.1.4) we would remind you that for Short Circuit events up to National status, the medical examination is valid for a two year period (depending upon the time of the year in which you apply for the licence). For 100 Super, although you hold an International S/C licence, if you only race Nationally, the two years apply.

International S/C licences used for competition abroad require a *yearly* medical examination and a five year FIA International medical certificate will be issued, which should be re-stamped every year.

For all Long Circuit licences (including National) a yearly examination is required. A five year FIA International medical certificate will only be issued to International licence holders. Drivers are reminded to complete the medical

declaration when applying for licence — EVEN IF YOU DO NOT NEED A MEDICAL EXAMINATION.

125 OPEN CLASS

As a result of further discussions, it has been agreed, in the interests of giving the new class the best possible start, the 125 Open Class will be run on both Long and Short Circuits. However, the class is to be regarded as an entirely separate class and should not be racing together with 125 National Class and certainly not with the 250 National Class.

ENGINES

We apologise but the following engines have been deleted from the list of new homologated water-cooled engines, as printed in the Yearbook:-

MBA VR1 125 and Pavesi 125 tyres B & A (listed as K).

100 UK

It is hoped to have copies of the Regulations for this class available by the end of February.

NOTICE TO CLUBS

Please note that during 1988, Regulation D.2 and D.2.1.3 will be strenuously applied in relation to late Permit applications. Please ensure your applications are received within the time limits. If your Permit application is late, you will have your RAC Steward appointed late, so let's try and avoid this kind of situation. Also, we would remind you to contact your Steward, if necessary by telephone, prior to the event.

CADET CLASS

As of December 1987 a new set of updated regulations are in force and are available from the RACMSA.

It has become apparent that some carburettors are being fitted with a kind of lever, to assist fine adjustment during racing. This is strictly prohibited. As indicated in the updated regulations, in the interest of safety, a 12mm flat washer may be brazed onto the carburettor adjusting screw slot for this purpose.

1987 CADET KART SERIES

Final Results

1st	Matthew Davies	186 Points
2nd	Daniel Wheldon	153 Points
3rd	Leon Lerego	131 Points
4th	Brendon Rawle	117 Points

The Series was marred by several illegalities of equipment which resulted in written warnings and in serious cases, exclusions and fines.

3rd Round — Felton — 9th August

Engine 1257 belonging to Mark Taylor found to be ineligible and in contravention of the Regulations due to modifications. The Stewards of the meeting excluded Mark Taylor from the meeting and deducted any points scored on that day.

Engine 383 belonging to Nicholas Critchley was acceptable in all respects with the exception of a non-standard cylinder base gasket. Mr Critchley received a written warning from the RACMSA.

Engine M2 and 144F belonging to Matthew Davies was acceptable in all respects with the

exception of a non-standard cylinder base gasket. Mr Davies received a written warning from the RACMSA.

6th Round - Wombwell — 11th October

Engine no. 115 belonging to Giles Yeates was acceptable in all respects with the exception of a non-standard cylinder base gasket. Mr Yeates received a written warning from the RACMSA.

Engine no. 341 belonging to Natalie Whaley was found to be ineligible and in contravention of the Regulations due to the cylinder inlet port having been modified. The Stewards of the meeting excluded Miss Whaley from the meeting, and deducted points scored on the day and imposed a £100 fine plus costs of £88.62.

The carburettor belonging to Natalie Whaley was found to have been modified. The Stewards of the Meeting imposed an exclusion from the Meeting and ordered a fine of £50 plus costs of £88.62.

The carburettor belonging to Leon Lerego was found to have been modified. The Stewards excluded Leon Lerego from the meeting, deducted points scored on the day and imposed a fine of £50 plus costs of £88.62.

The carburettor belonging to Claire Bogan was considered to have been modified. The Stewards excluded Miss Bogan from the meeting, deducted points scored and imposed a fine of £100 plus costs of £88.62.

The carburettor belonging to Brent Pontin-Wartier was found to have been extensively modified. The Stewards excluded Mr Pontin-Wartier from the meeting, deducted points scored and imposed a fine of £100 plus costs of £88.62.

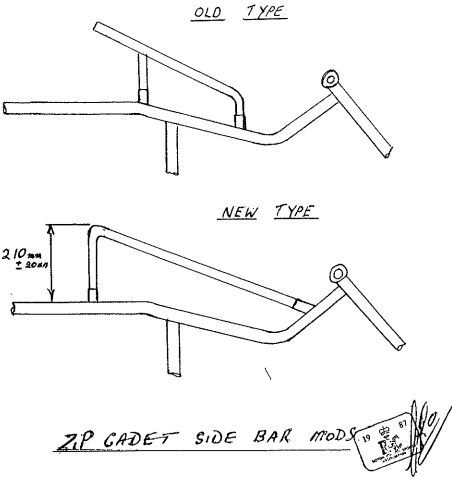
LET THIS BE A WARNING TO YOU ALL

We shall continue to impound engines indiscriminately during 1988 to carry out strip inspections.

EXTENSION TO HOMOLOGATION

Zip Karts

On the grounds of safety, it has been agreed that the length of the side bar on Zip Cadet Kart may be increased so that it continues for a greater length down the side of the chassis, thus preventing wheels from other karts being interlocked. This modification does not affect the handling of the chassis, nor gives any advantage and can easily be adapted to current chassis.



250 NATIONAL '86 ZIP GPX, Motiv, KTM, one meeting since full rebuild. Competitive, top in finishes long circuit meetings — £1100 ono. Tel: (0530) 411904 after 7pm weekdays.

ZIP GP 250 YAMAHA, Pods, hydrofoil, nose cone, padded racing seat, new Motoplat system including rev counter, new exhaust system and lots of spares. Immaculate condition — £995 ono. Tel: (day) 04867 88574 — (eve) 04862 5107.

GOFF YZ 250 NATIONAL, very good condition. Ready to race. A bargain at £375, including extras. Tel: Harrogate 868890. Must be able to collect.

DINO VILLIERS, immaculate condition, resprayed chassis, rebuilt engine. Complete with stand, wets, slicks, spare gearbox — £400. Wets, slicks on rims — £45. Tel: (0406) 24343/364210.

ZIP 1987 CHASSIS, Arrows 100 engine, Bridgestone slicks, immaculate condition, ready to race — £650 ono. Also Fimez BS6658 type A helmet, unused, red/black — £85 ono. Tel: 061-832 0546.

DINO YAMAHA 250 TZ, full long circuit spec. Two spare bottom ends, jets, carbs, rims, body panels, stand, trailer, leathers and helmet. Offers. Tel: 01-609 2222 ext 248 — Mick Hill. Evenings (0634) 371198.

TRAILER FOR SALE: ideal for class one kart and spares — £100. Wanted urgently, good front stub axles for Phoenix chassis. Tel: Andy, Maidstone (0622) 891049.

BARLOTTI ROLLING CHASSIS, totally reconditioned. C/W Villiers engine mounts, three sets slicks, one wets all on rims. Some spares. Ideal 210 Challenge — £450. Tel: (0926) 832144.

100 NATIONAL FOR SALE — 32mm Kali-Kart 8-litre tank, Monos, 30 or 35mm axle — £350. 35mm axle complete — £50. Paul Carr TT27 Jubilee 48.22 — £400. 30mm Kali-Kart late '86 model — £250. Spare 30mm frame for above — £40. Mark Barnard TT27 Jubilee — £300. Spare TT27 complete less crankcase, low bore — £150. Also TF carbs, trolley, good tyres, wheels-Monos, tools-Snap On. All race winning equipment including heats '87 British Champs. All open to offers. Tel: (0386) 554050.

250 NATIONAL DRIVERS
Are you racing 250RM Suzuki Engines this year?
We will be pleased to have your enquiries for spares and engines — ALL PARTS AVAILABLE FROM HERE OR OUR VAN AT MAJOR MEETINGS.

TK SPECIALIST SERVICES
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MELTON MOWBRAY.
0664-60466 — Ask for Tony

BARLOTTI ROLLING CHASSIS, good condition, Villiers plates, wets on rims, spare slicks, front faring, exhaust, bubble. Quick sale — £200 ono. Tel: Maidstone (0732) 847626.

TKM S89TT86 GOFF TUNED, quick and very reliable, recent rebuild — £175. Tel: Stuart, Luton (0582) 583101. ZIP ROTAX 125, long circuit spec, new 1986. Spare engine, wets, trolley, road trailer etc. Must go, offers around £1150. Tel: Dave (Milton Keynes) 644708 after 7pm.

DART PARILLA 100 NATIONAL, stand, suit, helmet, wets on rims, few spares. Ideal beginners outfit — £260. Tel: Hartlepool 279553.

250 NATIONAL ZIP GP YZ250H, peak revs, very quick, reliable. 1st A/Cooled at last Silverstone GP. Just rebuilt for 1988 season. Excellent condition — £820. Tel: Simon (0634) 401499.

MIKUNI 36mm Pjet — £45. Honda 250 RC Motiv — £35. Mikuni 40mm F/slide — £35. YZ125G engine, fully tuned — £170. YZ125G barrel, requires rechrome, new rod, clutch plates missing — £65. Rotax piston ring — £24. Tel: 031-316 4590 or 031-334 5458.

125cc STRATOS/ MINARELLI OUTFIT
Engine new Jan '87, 4 meetings, chassis brand new (still in box). Lots of spares, leathers, the lot
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(home) Rotherham — 530008 (after 6pm)

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JUNIOR 83 WRIGHT/ARROWS KART, on wets — £350. Zip Silverstone long circuit full body, unused — £130. BM 100cc chassis for sale — £100. Tel: Chorley 69355. SPRINT VILLIERS, on YAK's, wets and spare Vega's. Many spares. Ready to race. Ideal for novice — £325 ono. Tel: (0480) 65460 (Huntingdon). 125 ROTAX, fully tuned. Not run since complete overhaul, C/W, coil, engine plates, carb, PMP exhaust. Immaculate — £400. Tel: 655 1551 after 6pm. 250 NATIONAL PHOENIX WITH KTM, Brembo's, Aeroquip, re-sprayed, mint condition, 1986, needs barrel, with spares. Offers or part exchange for bike. May break. Tel: (0524) 761398 day or (0539) 27822 eves. WANTED — 210 NATIONAL KART, anything considered. Also 210 engine or parts. Tel: Oakham (0572) 812226.

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(0452) 26892

1987 SUPERDART 100 NATIONAL, C/W Parilla TT27, Arrow 'D' port, Vega wets and slicks on rims, very fast. Many spares etc — £550. Tel: (0734) 64372.

TAKE A MINI-AD
Tel: Hoddesdon 444201

KART SCHOOL
Everything you need to know about racing at top 100 National Kart
At TILBURY RACEWAY
On Saturday: 9.30 till 1pm
for appointments phone
DARTFORD 22645

ZIP 981 COMPLETE ROLLING CHASSIS, blown TKM L90TT, very fast, slicks, kart stand, kart cover, wets, chains, sprockets, two racing suits, gloves, size 8 boots (suede). Excellent condition — £550 ono. Tel: Allen (0462) 674113.

WRIGHT TKM 100cc KART. DK tuned TKM. Exceptionally quick outfit, VGC. Also four spare Mono rims and tyres with many small spares. Well maintained, good looks. Ready to race — £475 no offers. Tel: (0634) 724691 (evenings).

ZIP GP ROLLING CHASSIS 1985, side pod, tank, rear wing. Almost new plastic floor tray, hollow axle. Also Silverstone Zip GP full body — £350 ono. Tel: (0484) 640220.

210 CHALLENGE WINNING PHOENIX, Complete rolling chassis — £450 ono. Also many spare Mono wheels, complete — cheap. Details ring John Haigh — Garstang 3941 (Preston).

STRATOS FULL BODY, red, complete with floor tray. Good condition — £150 ono. Tel: Neil Willetts (0203) 76548.

GENUINE 210 APV ENGINES, latest spec, many other spares including carbs, fibre glass, SRA tachometer as new. Phone for details Wigan 725460.

ROTAX 125cc air cooled, maintained regardless of cost, new barrel, head and ignition in 87. Complete with carb and exhaust — £500 ono. Tel: Cambridge 893792.

SWISS HUTLESS 125 ROTAX S/C. Ready to race, one season old, wets on rims, trolley and many spares — £800. Tel: (99221) 279.

COLIN QUIGLEY
MOTOR SERVICES
official distributor of
 DUNLOP KART RACING TYRES
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CLUB SCENE

three battled it out for lap after lap as Amps hung on grimly. Hurst looked comfortable in second behind Pinney when he took the wrong line through Kim with just over two laps left and got on the damp outside edge which had not dried out and hit the tyres very hard, he pirouetted three feet off the ground and landed in a heap on the tyres somewhat dazed but seemingly unhurt. Pinney easily took the flag first with Holloway recovering second, after the demise of Hurst, and Poole coming home third. Amps just held off the challenges of Smith and Puddiphatt in a final dash for the line.

250
Heat 1
1st Richard Boston
2nd Roger Goff
3rd Dale Cousins
Heat 2
1st Roger Goff
2nd Richard Boston
3rd Chris Beavers

The front row of the grid looked formidable with the 0 plate of Boston flanked by Goff on pole and Cousins. Which of these three long circuit experts would be leading after the first fast and furious lap? The answer was none of them as local Northants driver Beavers headed Boston and Cousins with Goff picking off the backmarkers after spinning. By lap four Goff was up to fifth and was promoted to fourth as Mat-well spun at Stow. Boston was driving smoothly in second but could make no impression on Beavers with Rotax power giving him the edge over the KTM. Goff closed in on Cousins and powered past on the straight as Rotax twin again showed its pace against a single cylinder KTM. Beavers ran out the winner with Boston and Goff picking up the remaining prizes in an excellent 250 race.

100 NATIONAL
Heat 1
1st Richard Gregory
2nd Martin Collard
3rd Bill Tully
Heat 2
1st Martin Collard
2nd Garry Blick
3rd Dave Banbury

Gregory got an excellent start and led after one lap from Blick, Collard and Banbury. Dirty Danny Flynn (that's what it says in the programme) led the next bunch from Powell and Ribbons with Pan (The Greek) Panoyi, the first of the restricted drivers, just behind. The race reached its halfway stage with Gregory battling to hold the lead from Blick and Collard. Two laps later Collard was second as they exited Stow, Collard had Gregory in his sights and bombed past taking Blick with him and Gregory suddenly found himself battling to hold third as Banbury closed in rapidly. Collard held on to win from Blick with Banbury third in front of Gregory. D.D.F. finished well down the order in ninth spot after his early challenge, as for P.P., well I didn't spot him again.

Duncan Taylor

JUNIOR BRITAIN 'A'
1st Verney Wood
2nd Natalie Whaley

Zip/TKM
Ferrari/Arrow

JUNIOR BRITAIN 'B'
1st Andrew Cox
2nd Russell Penn
3rd Simon Warburton

Wright/Parilla
Jetta/EME
Wright/Parilla

100 BRITAIN
1st Nick Kelly
2nd Simon Reeks
3rd Robin Chuter
Restricted
Chris Wildey

Zip/Parilla
Gillard/Arrow
Wright/Parilla
Zip/Parilla

125 NATIONAL
1st Graham Stevens
2nd Nick Whitehead
3rd Roger Goff
4th Stuart Ziemelis
5th Steve Bradmore

Zip Bandit/Goff Rotax
Zip 925/Goff Rotax
Zip Bandit/Goff Rotax
Lazer SRS/SRS Rotax
Stratos/Rotax CSR

THE CASTROL 125 CHALLENGE (over 2 rounds)
1st Graham Stevens
2nd Roger Goff
3rd Steve Puddiphatt

210 NATIONAL
1st Jeremy Pinney
2nd Brian Holloway
3rd Alan Poole

Aero/MSPV
Zip/Villiers
Zip/Villiers

250
1st Chris Beavers
2nd Richard Boston
3rd Roger Goff

Zip/Goff Rotax
Zip/KTM
Zip/Goff Rotax

100 NATIONAL
1st Martin Collard
2nd Gary Blick
3rd Dave Banbury

Superdart/Sirio
Sprint/TKM
Minarelli/TKM

Shenington

Friday, February 5th saw 255 of the Shenington Kart club members and their families converging on the Chesford Grange Hotel, Kenilworth, for the annual dinner, dance and award giving evening. Congratulations to the ones who were successful in 1987 and commiserations to the others. But who knows it might be your turn in 1988.

As our dance fell on Comic Relief day we decided to give the proceeds of the raffle to the fund and a magnificent £300 was raised. Well done everyone.

Amongst our guests for the evening was Ed McCormick, editor of Kart and Superkart, thanks Ed for presenting our awards so ably.

Our grateful thanks must go to Lesley Allen for organising the evening and making sure that we all had such a great time. Also a big thank you to everyone who turned up to help us in 1987 and I hope you will continue in 1988.

See you all in March.

Jill

1987 Club Championship Results

Cadets — Winner Darren Wells; Runner-up Leon Lerego.

Junior A — Winner Simon Spencer; Runner-up Henry Stanton.

Junior B — Winner Andy Cox; Runner-up Bobby Game.

100 Britain Super — Winner Gary Chapman; Runner-up Martin Verity.

100 Britain Club — Winner Gary Frost; Runner-up Simon White.

100 National — Winner Martin Collard; Runner-up Neil Robinson.

125 National — Winner Dennis Gale; Runner-up Alan Dell

210 National — Winner Steve Hurst; Runner-up Chris Bowers.

250 National — Winner Chris Tomkinson; Runner-up Pat Tomkinson.

250 International — Winner Keith Bisp; Runner-up Tony Wilkins.

Most Improved — Junior Henry Stanton; Sn Britain Simon Broad; 210 Nat. Gary Witts; 125 Nat. Jamie Hodgson.

Specials — Sn Clubman Martin Banks; Jn Clubman Alex Bagehot/Mike Shanahan; Jn Parents Paul Dudfield. Sue & Tony Wilkins Award — Lucy Moss. Surespeed Best Newcomer — Jeff Williams. Driver of the Year — Martin Collard.

We also presented our two British Champions with engraved tankards — Gary Chapman Senior Britain, Keith Bisp 250 International.

Carnaby

CLUB CHAMPIONSHIPS 1987

The following drivers were presented with their trophies for the 1987 Club Championships at the York Show on Sunday, 29th November.

JUNIOR BRITAIN

1st Richard Evans

100 BRITAIN

1st Mark Rogers
2nd John Mackenzie
3rd Michael Holroyd

125 P & R

1st Colin Kay
2nd Andy Bratley
3rd Geoff Quinn

125 NATIONAL

1st Bill Clark
2nd Gary Creaser
3rd Sue Nicholls

210 NATIONAL

1st Dudley Martin
2nd Steve Poulson
3rd Mike Dearman

250 NATIONAL

1st Kevin Stevens
2nd Philip Hemmens
3rd Steven Hughes

250 INTERNATIONAL

1st Roy Michael

Sandy Howarth

1988 CALENDAR

ALL CLUBS ARE
REMIND TO SUBMIT
THEIR 1988 EVENTS
CALENDARS TO KART
AND SUPERKART AS
SOON AS POSSIBLE FOR
INCLUSION IN WHERE
AND WHEN.

As a result of the enquiry into the Cadet Kart Technical Regulations held at the end of 1987, the following clarification of the rules is issued after the 1988 Motor Sports Yearbook is published. They come into effect immediately.

CADET KART RACING

Age Limits

8th birthday to 31st December of year in which 12th birthday occurs.

Power Unit

Comer 60cc — 2 stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, air filter and exhaust silencer. The Power Unit *must* conform in all respects with the Homologation Fiche.

Note: In the interests of safety, a 12mm flat washer may be brazed into the carburettor adjusting screw slot. This is to facilitate fine adjustments under load. No other additions and/or carburettor alterations are permitted.

No other modifications or tuning for whatever purpose will be allowed.

Engine Ignition Timing: Engine ignition timing is free provided that when it is set and locked it cannot be adjusted by the driver with the kart in motion or by any mechanical/vacuum device.

The only replacement parts which will be allowed are those supplied by and listed on the Manufacturers parts list for the 60cc engine.

These engines have a Manufacturers undertaking to be available for a minimum of 3 years from April 1987.

Chassis

The only chassis to be used will be those accepted by the M.S.A. from registered Kart Traders, who must be prepared to have a minimum of 5 chassis available for inspection. A chassis manufacturer will only be allowed to register 1 (one) chassis model for any 2 year period.

The chassis must remain as homologated in all respects, and may only be subject to such approved modifications as reasons of safety may from time to time require.

Note: Seats must remain as homologated for that chassis. For driver security and physical well-being it is permitted to line the seat with cushioning and use a cover. Such additions must be secured to the seat and not loose items.

Wheelbase

900mm-5mm.

Track

Minimum ⅔ wheelbase — maximum width 1200mm.

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

The publishers accept no liability for any loss or damage caused by an error or inaccuracy in the printing of any advertisements.

Every precaution is taken to ensure the prompt insertion of all advertisements. The publishers, however, do not guarantee the insertion of an advertisement in any specified issue, any special position or at all, and will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatsoever.

All reasonable care is taken to exclude advertisements of fraudulent or objectional character. *Kart and Superkart* magazine reserves the right to edit or delete any objectionable wording or reject any advertisement including pre-paid advertisements. Although every effort is made to meet the wishes of our advertisers, mistakes can and do occur. It is important that errors are reported immediately. Mistakes that arise in the course of publication must be notified to us within one month of insertion. After that time claims for credit cannot be considered. No republication will be given because of slight changes or typographical errors which do not lessen the value of the advertisement. All copy submitted is subject to approval of the advertisement manager.

Advertisements are only accepted subject to the above conditions.

Flooring

There must be a rigid, flat floor from the seat to the front and side chassis members and secured to them so that the tubes prevent the driver's feet from sliding off. If perforated, the holes must not have a diameter exceeding 1cm. Perforation of the floor must be a production feature and homologated as such.

No magnesium, titanium, kevlar or carbon-fibre parts allowed.

No adjustable steering geometry allowed.

Overall length

Maximum 1500mm.

Tubing

1½" or 28mm unpainted (BSI tolerance allowed).

Nerf Bars

Must be fitted to both sides of the Kart. Minimum diameter tube 15mm with adequate wall strength. Height must not exceed that of the rear axle and they must cover ⅔ width of rear tyre, they must remain as homologated.

Axle

Magnetic, solid bar of 25mm diameter.

Brakes

Mechanical, solid disc, operating on rear axle only.

Bumper

Front. Single tube 15-20cm from the ground. Minimum 25cms wide linked to side chassis members and reinforced by two tubes firmly attached to the chassis. 15mm tubing.

Rear. The rear bumper is to consist of a main tube 25-30cm from the ground and firmly attached to the outer chassis members at their extremity. A subsidiary tube is to be securely fixed horizontally within the main tube uprights at 16cm from the top of the main tube. (See diagram in Yearbook.)

Tubing. 18mm minimum diameter of adequate wall strength.

Width. Neither front nor rear bumper may extend beyond the horizontal line along the outside of the front and rear wheel with the front wheel in the straight ahead position.

Wheels

These must be of two-piece construction. They must be of an aluminium material i.e.

- (a) Spun aluminium.
- (b) Diecast aluminium.
- (c) Sandcast aluminium.

Tyres

4" front 5" rear (Vega Cadet tyre 400 x 10 x 5 and 500 x 11 x 5) maximum price Dry £19 plus VAT, Wet £22 plus VAT.

Weight

Kart complete with driver 85kg. (This will be raised to 90kg from 1st March 1988.)

Price

Complete kart to race. Maximum £704.00 plus VAT. Sold as two separate units: Chassis complete with tyres Maximum £447.00 plus VAT.

Engine complete with exhaust, carburettor, clutch and sprocket Maximum £258.00 plus VAT.

Number Plates

Plate — Yellow, Numbers — Black.

Sprockets

Only 2 sprocket sizes — 80 or 85 to run with 219 chain. Clubs will specify which is the most suitable one for their track and that will be the

only one allowed at that venue on that date.

Racing Conditions

The complete chassis in its homologated condition, with accessories and equipment as homologated and the engine as supplied by the factory are the only combination which will be allowed to race in the class. The only addition or changes permitted will be of ballast to achieve the required weight or for repair purposes and the change of the 2 sprockets according to that prescribed for the track to be raced. However, the Registered Manufacturer may apply for changes to accessories (brakes etc) on the grounds of safety, such changes only being acceptable after the approval of the M.S.A.

ATTENTION ALL 125 AND 210 DRIVERS

BRITISH CHAMPIONSHIPS WARM-UP

The Northumbrian Kart Club, having again been unable to secure a round of the 210 Challenge, have responded to the requests of many drivers to arrange a meeting in preparation for the British Championships to be held on July 3rd.

This year, their annual "Spring Bank Holiday Festival" will be aimed especially at the 125 and 210 drivers as a warm up to the British Championships. So if you want to experience the Felton circuit (possibly for the first time), and compete against the sort of opposition you will face in the champs then make sure you do not miss this event.

The Festival will be held on Sunday, 1st and Monday, 2nd May (two separate days of racing) and will also include races for all other RAC classes. A barbecue etc., will be arranged for the Sunday evening.

EME CHANGES HANDS

Chas Prior announced recently that he has purchased completely, lock stock and barrel the EME engine concern. The new company will be known as "Prior EME Ltd", Mr Prior has retained the licence to use that name. Terry Ashenden, who was the principal involved in the original work on the engine has joined Mr Prior's company as Technical Director.

The EME engine saw success last season by winning both the Junior Britain and Senior Britain classes in the Scottish Championships. The engine has had an 80% success rate at the hands of the very able Bobby Game. The other major success for the EME was winning the Cyprus Enduro last season.

During the winter months considerable improvements and development work have been carried out on the engine and the intention is to put out a strong team this year. Also it is the company's intention to apply to the CIK for international homologation of both the short stroke and long stroke versions of the EME, and of the EME reed valve. More news as it comes. . .

* A slight amendment is necessary to last months Class 1 Column, under the heading of '100 National' on page 9. It should be pointed out that 'N' ported motors are **not** permitted — CIK tuning regulations apply.

* It is understood that Norwegian Torgjer Kleppe will run in 125cc this year and not Formula E, due to budget problems. . .

* Following Jamie Beasley's terrible road accident just over a year ago the brave young man has voiced his intention to get back into the driving seat of a kart. . .

RACMSA APPOINT NEW MARKETING DIRECTOR

The RACMSA Ltd, governing body of Motor Sport in Great Britain, has appointed Jonathan Ashman as its new Marketing Director. Following the arrival of Peter Hammond as the new Chief Executive in October 1987, there has been an increased awareness of the MSA's marketing needs in all aspects of motor sport.

With the exponential growth of sport sponsorship and the motor sport aspects in particular, Jonathan Ashman's past involvement in the sport is seen as crucial.

Jonathan Ashman joins the RACMSA, from Toyota GB Ltd, where he was Business Development Manager. Prior to this he had spent ten years with Mercedes, mainly in the area of car marketing.



For several years he was the UK contact for the supply of Mercedes road cars to the Formula One Teams.

While at Mercedes Benz he was the instigator and driving force behind their two car entry in the 1977 London — Sydney rally. The result couldn't have been better, with Andrew Cowan winning and Tony Fowkes second, both in 280E's.

His own participation in rallying has included driving for Mercedes Benz in the 1975 and 1976 Tour of Britain. When the Mercedes works team entered the Safari Rally, Jonathan went along to help and developed a great respect for this event.

In 1983 he returned to Nairobi with a group of friends to support his drive in a truly private entry with a standard Subaru estate car. "I'm convinced that I was more excited at finishing my first Safari than Ari was at winning it!" In 1984 he again entered the Safari in a Subaru and the record stands as two starts, two finishes.

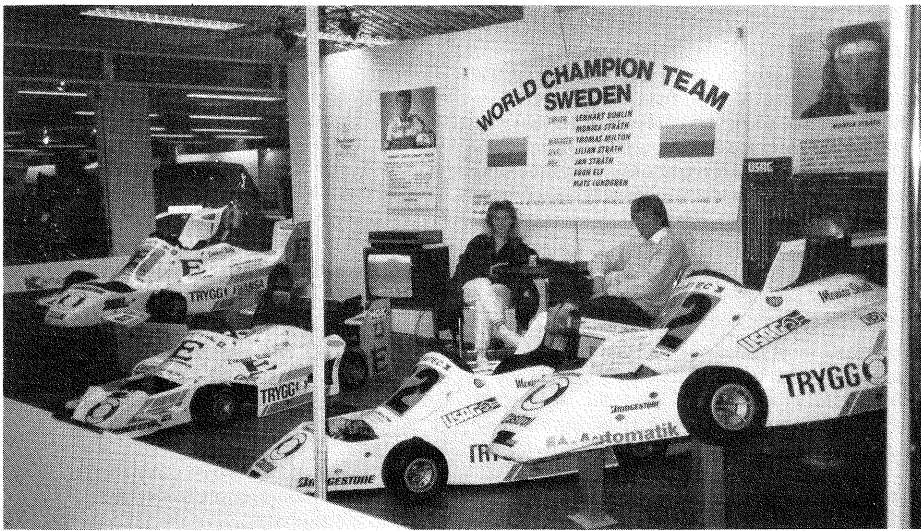
The RACMSA Ltd represents the interest of some 37,000 competition licence holders. It is responsible for organising some of Britain's biggest sporting events, the British Grand Prix, Lombard RAC Rally, Norwich Union Classic and the London to Brighton Veteran Car Run.

125 driver Nigel Wigg has recently secured backing from his employers Fell, Arthur & Bennett Ltd warehouse distributors of motor components for his 1988 racing activities. Nigel, who manages the company's Bury St Edmunds operation will compete in the new 125 Open class with his usual Wright chassis and CSK Rotax power. In addition to the backing of FAB he has also secured backing from Armstrong shock absorbers.



BOHLIN'S M3 DRIVE

As reported last month Swedish Formula E European Champion has signed up to race in this year's Swedish Touring Car Championships. The vehicle is a BMW M3 factory car, tuned by Zakspeed, driven last year by the German Champion, Erik van der Poel. The car comes complete with a spare engine and gearbox plus a comprehensive spares back up and Lennart will compete in all six rounds of the Swedish series, commencing with the opening round at Mantorp park during weekend May 14th-15th. Monica Strath continues to uphold the Swedish Formula E Team and will contest the Scandinavian, the European and World Championships. To Lennart and Monica we wish each every success.



HUNTS KART CLUB ANNUAL AWARDS

This annual function was held in the Bedford Moathouse Hotel on Saturday, January 23rd. An excellent turnout of drivers and guests made the effort to ensure the evening was a success. The RAC Karting Manager, Miss Katrina Williamson, was Guest of Honour and invited to present the awards, whilst Kart and Superkart Magazine was well represented in the forms of Miss Dawn Linger and that of the Editor, the latter having been coersed by Mr Mick Nairn (and others) into making a speech! After a sumptuous meal and a glowing introduction by Dr David Rhodes and amid applause the said Editor then arose and hashed up the first half minute of the speech! Having overcome this faux pas the Editor then proceeded to extol the virtues of the Club's efforts throughout the past season and concluded with a few words about karting promotion in general and the success of the Cadet class during its inaugural year. He then thankfully (his words) sat down amid more applause and after Chairman Bill Bicknell's speech, the presentation commenced, carried out very

professionally by Miss Williamson. One of the highlights of the evening was the expression (and colour!) on Miss Dawn Linger's face when she was called down from the 'top table' (where she was reluctant to sit in the first place until ordered to do so by Chas Goff!) to receive a bouquet of flowers from Terry Hardy.

One very important announcement made by David Rhodes was the Club's pledge to help Great Ormond Street Childrens' Hospital and a view shared by club Clerk of the Course, Chas Palmer who has personal reasons to uphold the pledge. The Club intends to pass on all the proceeds from a special 'one-off' meeting at Kimbolton this year to Great Ormond Street Hospital and, to that end, in seeking sponsorship, pledges of help from all competitors to aid the charitable effort. So, any of you out there who think you might be able to help, in no matter how small a way, please contact Kart and Superkart Magazine. Something like an auction of items of motor racing memorabilia would certainly be an idea. There are bound to be items you no longer have any use for (no junk mind) which would be of use to someone else. Remember, it is for a very good cause — so give.

CLUB SCENE

mixture of 125 Nats, P&R's and 250 Nats as well as David Gilson's L/C Minerelli provide us with a quite deafening display which must be tackled in the coming months if we are to avoid further confrontations with the local residents and the Barnsley Council. There are clearly no signs of these competitors trying to reduce their three figure noise levels, quite simply because they continue to get away with it. In the heats Gilson won the first from Michael Watkins (250 N) and Martin Hemmens (125 Nat) with only half the grid managing to finish. Heat two, Watkins won from Viv Wrigley (250 N) and Andy Bratley. In the final the clutchless Watkins received a warning board from C of C Ken Wright for a cheeky flyer from the back as he quickly closed on leader Gilson followed by Bratley, Powell and Hemmens. Lap 2 and Watkins was in front only to be displaced on lap 4 by Gilson and lap 5 by Peter Powell (125 N). On lap 7 Powell spun out to restart at the tail of a tremendous dice between Watkins, Bratley and Hemmens. On the last lap Bratley missed a gear to let Hemmens and Powell through giving the order at the flag as Gilson, Watkins, Hemmens, Powell, Bratley, and Peter French who took the Villiers trophy.

JUNIOR BRITAIN

- 1st James Matthews Boxer/KS Parilla
- 2nd Guy Smith Gillard/Parilla
- 3rd Stuart Capstick Boxer/KS Parilla

SCHOOLS

- 1st Greg Butler Fizz/St Wilfrids
- 2nd Kevin Lumb Fizz/St Wilfrids
- 3rd Valerie Lord YZ/Breezechill

SENIOR BRITAIN

- 1st Darren Gibbs Sprint/Parilla
- 2nd Stephen Cook-Martin Boxer/KS Parilla
- 3rd Simon Court Boxer/Parilla

100 NATIONAL

- 1st Dominic Connelly DAP/Parilla
- 2nd Paul Rees Zip/Rotax
- 3rd John Wilcock Mondial/Parilla

125 NATIONAL

- 1st David Gilson Zip/Minerelli
- 2nd Martin Hemmens Zip/Rotax
- 3rd Peter Powell Zip/Rotax

250 NATIONAL

- 1st Michael Watkins Zip/Yamaha

210 NATIONAL

- 1st Peter French Zip/Villiers

NOVICE

- 1st Simon Graeme Sprint/Parilla

NOVICE

- 1st Brian Ellshaw Dart/TKM

WOMBITS

* The Annual Dinner Dance attracted over 120 guests at the Ardsley Moat House Hotel and a super time was had by all. Highlight of the evening was a Kiss-o-gram for Jim Hazlett for his birthday (what one we don't know!). However I'm glad to report that he had just recovered by Sunday's meeting!

* In response to requests from drivers the use of front slicks or wets on rear wheels in the Britain classes has been forbidden as well as the use of wet tyres in obviously dry conditions.

* The Club Champions for 1987 are as follows:

Cadet — M Blair: Jnr Brit A — S Hunter: Jun Brit 'B' — P Ibbotson. Sen Brit — S Hazlett: 100 Nat — R Wolstencroft: Super Nat — D. Connelly. 125 P&R — A Bratley: 125 Nat — Miss Kaye Dickenson: 210 Nat — C. Sanderson. 250 Nat — B Sherriff.

Kimbolton SUNDAY, DECEMBER 13th

The annual Turkey Trot was well supported, thirty in Senior Britain being the largest entry. An excellent entry of twelve in the Cadets shows that this class has well and truly arrived, the increase in the age maximum should give this class an excellent boost next year. The second and final round of the Castrol 125 Challenge produced a slightly improved entry over last month but the result was still the same — Graham Stevens first again and overall winner in spite of some tough opposition. The turkeys this year had no heads, legs or feathers to save the drivers all that plucking; careful with the spelling printer!

JUNIOR BRITAIN 'A' & 'B'

- Heat 1
 - 1st Russell Penn
 - 2nd Oliver Gavin
 - 3rd Andy Hunt
- Heat 2
 - 1st Andy Cox
 - 2nd Daniel Stilp
 - 3rd Gareth Hession

FINAL

Warburton led out the final grid but Stilp from grid 2 grabbed the early lead from Penn and Cox with Warburton fourth. Hession was in fifth spot and Gavin soon moved through from a mid position grid to challenge and eventually take fifth with three laps to go. Stilp was precariously holding the lead from Cox when his motor gave out on the straight. At the flag Cox was a comfortable winner from Penn and Warburton.

100 BRITAIN

- Heat 1
 - 1st Simon Reeks
 - 2nd Dean Caswell
 - 3rd Rupert Marc
- Heat 2
 - 1st Martin Collard
 - 2nd Robin Chuter
 - 3rd Darren Kinsey
- Heat 3
 - 1st Dereck Watts
 - 2nd Chris Dagless
 - 3rd Nick Kelly
- Heat 4
 - 1st No. 55
 - 2nd Marcus Gavin
 - 3rd Tony McCarthy
- 'B' Final
 - 1st Mark Piercy
 - 2nd Glenn Taylor
 - 3rd Richard Postins (R)
 - 4th Chris Wildey (R)

FINAL

A first corner coming together put out McCarthy and Collard and gave Kelly the chance to grab a big lead chased by a pack consisting of Reeks, Chuter, Watts, Caswell, Gavin and Dagless. The next group consisted of Coleman, Hart and March with Taylor already up to eleventh having come through via the 'B' final. Collard after his

early demise was battling back into the fray. Reeks got clear of the pack and was chased by the advancing Dagless but neither could make an impression on the leader Kelly. Collard was working hard through the packed field and with two laps left was up to fifth. On the last lap Dagless nipped his engine trying to get more power and at the flag Kelly won comfortably from Reeks and Chuter. After a fine drive Collard missed out on the prizes in fourth place; Chris Wildey from Norwich was awarded best restricted driver.

125 NATIONAL

- Heat 1
 - 1st Roger Goff
 - 2nd Graham Stevens
 - 3rd Steve Puddiphatt
- Heat 2
 - 1st Roger Goff
 - 2nd Nick Whitehead
 - 3rd Graham Stevens

The entry was boosted to thirteen for the second and final round of the 125 Castrol Challenge by long circuit exponent Stuart Ziemelis. Although Stuart drove well he was no match for the short circuit Kimbolton experts which included former British short circuit champion Roger Goff and first round winner Graham Stevens.

Goff made a slow start and Whitehead grabbed the lead from Stevens with Goff third followed by Puddiphatt and Ziemelis on his new Lazer kart. Stevens closed in on Whitehead and took the lead on lap six leaving Whitehead heading Goff by the smallest margin. Goff was second next time around chasing the flying Stevens but Whitehead had his sights set on second place turkey rather than third place Xmas pud and was soon back in second with a spot of late braking.

Goff battled back and in the heat of the moment the two clashed wheels at Kim as Whitehead left half a gap. Whitehead refused to move over and the impact caused Goff to drop back. As Stevens took the flag Goff dived for the line but Whitehead held on by half a length to take second. Ziemelis took fourth and Bradmore came in fifth to clean up the trophies.

Stevens' win gave him the overall Castrol Challenge from Goff and Puddiphatt. Let's hope we can continue this as an annual late season event in the future. We anticipate that in 1988 the November meeting will be on the second Sunday of the month and not have to move to avoid Armistice Day services; this should improve entries.

210 NATIONAL

- Heat 1
 - 1st Mark Allan
 - 2nd Steve Hurst
 - 3rd Alan Poole
- Heat 2
 - 1st Mark Allan
 - 2nd Jeremy Pinn
 - 3rd Brian Holloway

Allan from pole made a slow start and after one lap was languishing back in third place behind Holloway and Pinney. Holloway was soon under considerable pressure on the second lap and dropped to second as he was outmanoeuvred by Pinney at Stow and then dropped another place on the same lap as Allan got the inside line through Kim. Allan chased Pinney but his race came to an early finish when he was warned of a mechanical defect and returned to the pits. Hurst moved into second ahead of Holloway and a battle was developing for fourth spot as Poole closed in on Amps, Poole saw his chance on lap 5 and moved up the order. Amps was under pressure from Smith and Puddiphatt and these

CLUB SCENE

man, was tenaciously hanging onto the inside line as the pair courted with disaster on every corner. The only other person climbing through the field was novice Gary Turner who hauled himself from 12th to 4th by the flag. On lap eight O'Hara made his first mistake and Gibbs squeezed through into the top bend and began to pull away, and a lap later Court, suddenly finding that extra bit followed him through. Thus it remained to the flag with Gibbs winning from Court, O'Hara, Turner and Goodsir.

100 NATIONAL

Not the biggest of grids but some very quick lads around. Heat one went to Paul Rees from Dominic Connelly and Steve Sykes. Heat two went to Sykes, again from Connelly and Martin Jubb.

The final turned out to be a cracker with these four locked together in a titanic struggle at the front. Connelly led in the early stages from Sykes, Rees and Jubb, but lap eight and Sykes made it to the front only to be removed on the penultimate lap by a very determined Leeds driver whilst Jubb found his way round Rees for third. Despite some bumper to bumper stuff they survived the last lap intact in the same order with John Wilcock fifth and Dave Redfern sixth.

GEARBOX

I don't recall the last time I saw Fulbeck without a 250 but perhaps the lure of the first round of the winter series at Wigan had proved too much so it was left to the 125's to provide the top gearbox entertainment.

Heat one went to Graham Barker on his water cooled TM from Bernadette Storey and Colin Kay's P&R outfit. Heat two went to Steve Jones from Stoney and Barker.

Jones took the lead in the final only to retire on lap three leaving Barker's LC in the lead from Stoney, Glyn Jones's Villiers and Peter Powell. At the halfway distance Stoney disappeared leaving only the first four on the same lap, and by the end only second placed Powell had avoided being lapped by Barker, whose water cooled outfit was not eligible thus giving Powell the win from Villiers winner Jones and P&R winner Kay ahead of Joanne Hurst (125 Nat) and Alan Southwart (210 Nat).

CADET

1st James Mills Jeta/Comer

JUNIOR BRITAIN 'A'

1st Verney Wood Zip/TKM

JUNIOR BRITAIN 'B'

1st Bobby Game Lane/EME
2nd Nicholas Lamb Jeta/DAP
3rd Jamie Hunter Boxer/Parilla

SENIOR BRITAIN

1st Darren Gibbs Sprint/Parilla
2nd Simon Court Boxer/Parilla
3rd Chris O'Hara Fullerton/PCR

100 NATIONAL

1st Dominic Connelly DAP/Parilla
2nd Steve Sykes DAP/Parilla
3rd Martin Jubb Wright/Parilla

125 NATIONAL

1st Peter Powell Phoenix/Rotax
2nd Nigel Foulkes Zip/Rotax

125 P&R

1st Colin Kay Kay/Yamaha
2nd Joanne Hurst Stratos/TM

210 NATIONAL

1st Glynn Jones Dino/Longtune
2nd Alan Southwart Barlotti/Upton

FULLBITS

- * There was a prize for every contestant and a free binge in the clubhouse afterwards — much appreciated.
- * If you haven't made your plans to take part in the CRYSTAL WINTER SERIES then do it now — details from Pat or Noreen.
- * Congratulations to the Club Champions:- Cadet, James Meanwell; Jnr Brit 'A', Guy Smith; Jnr Brit 'B', Martin Jubb; Snr Brit, Michael Mills; 100 Nat, John Wilcock; 100 Super, Dominic Connelly; 125, Phil Chester; 250 I, Alan Jones; 250 Nat, Michael Haverdine; 210 Nat, Peter Hunt.
- * The club now has a new race control and large storage unit to complement the spacious club hut.

Wombwell

SUNDAY, JANUARY 10th

WINTER SERIES ROUND 1

A happy New Year to all those who are resilient enough to keep reading my articles. I normally write this one with my feet on the radiator surrounded by my drying clothes and wondering why I keep on turning out in the winter. Alas today is different because 1988 brought us a pleasant sunny day and temperatures in double figures. However I do claim the credit for it as I had set up my daughter's kart with wet tyres and had guessed wrong as usual. I was not alone in my madness as about 120 others ventured forth to contest the first round of the Wombwell Winter Series generously sponsored by Kartsport, Hunter Haulage and Kirby Central.

SCHOOLS GEARBOX

A massive maximum 30 strong field for the schools grid sadly without our normal southern entries but nevertheless containing three of the four 50cc reigning champions. The heats were dominated by the two St Wilfrids outfits of Class 3 Champion Greg Butler and team mate Kevin Lumb. Third in heat one was Breezehills Valerie Lord and her team mate Alvin Carnegie took the other third place. For the final these two schools had five of the first six places with the Queen Elizabeth entry of Danny Richardson, last months winner, their main opposition. In the final Butler literally disappeared into the distance never to be seen again. Lumb's good start gave him a comfortable second throughout chased initially by Richardson, Carnegie and Val Fernandez but by the end of the first lap Breezehill's flying young lady was upto third and pulling away. The only challenge to her came from Richardson, but he slowly fell back although still clear of Andrew Scholes (All Hallows) and Carnegie. At the end Butler was well into the tail enders as was Lumb and Valerie Lord with Richardson, Scholes, Carnegie, Gary Mottershead (All Hallows), Simon Toolan (Knottingley) and Toby Halton (Market Weighton) as the other trophy winners.

JUNIOR BRITAIN

With last years two classes amalgamated we had the unusual sight of the 'A' Class Champion Gary Smith driving round with an 'A' on his number plates. Another complete grid saw Smith and James Matthews win the heats with Stuart Capstick, Graham Melville (all the way from Falkirk), Nick Lamb and Mark Blair taking the other front spots. In the final Matthews grabbed the lead followed by Lamb, Smith, Steve Hunter,

Liddle and Capstick. Lap three and Lamb disappeared leaving Smith to chase Matthews for the lead. Behind Capstick was battling his way through to third on the penultimate lap. Also on the move were Liddle and Chris Clarke whose private battle with Melville saw them swap positions as they rose to fifth and sixth at the end. At the flag Matthews had a comfortable win from Smith, Capstick, Liddle, Clarke, Melville and Steve Hunter.

SENIOR BRITAIN

With too many for one grid the Novices had been taken out to run with the Nationals leaving an exact full compliment, someone up above must surely have been on our side in the way the entries had arrived. As usual a fiercely competitive pair of heats with Stephen Cook-Martin taking heat one from Darren Gibbs and Simon Court whilst Court took heat two from Paddy Walsh and Cook-Martin. The final grid had Court on pole alongside Cook-Martin with the vastly experienced pair of Gibbs and Walsh just behind. Into the first bend Court drifted out wide taking Cook-Martin with him allowing Gibbs to gratefully coast through into the lead. At the end of the first lap Gibbs led Court, Cook-Martin, Walsh, O'Hara, Redman and Michael Hair. Redman got past O'Hara but threw up his hand on lap 4 before disappearing to the pits a lap later. Gibbs was slowly pulling away whilst Cook-Martin got the better of Court and the main battle was further back between the steadily advancing Hair, Walsh, O'Hara and Darren Hill. Steve Hazlett, having completed lap one in 15th place had clawed his way upto 8th by the finish whilst the unfortunate Michael Mills had his charge following a first lap spin ended in retirement on lap 8. At the flag Gibbs won comfortably from Cook Martin and Court followed by Hair, O'Hara, Walsh, Hill and Hazlett.

100 NATIONAL AND BRITAIN NOVICES

A slightly depleted National grid was joined by the Britain Novices who must have wondered if the front runners really did have the same size of engines on! Paul Rees made his long journey north worthwhile by winning the first heat from Dave Redfern and John Wilcock, whilst local ace Dominic Connelly beat him into second ahead of Wilcock again in the other heat. In the final Rees grabbed the lead followed by Connelly, Wilcock, Redfern and Peter Blake. By the end of the first lap Steve Sykes had appeared from nowhere to take third and a lap later Connelly had powered past Rees up the straight and was followed through by Sykes. Lap 3 and Sykes found that extra bit to squeeze into the top bend first, but two laps later Connelly was back with an identical manoeuvre. In the mid race period Rees had fallen back but still well clear of Redfern and Blake but as the two leaders encountered tail ender Brian Ellshaw such was the difference in speed as the three entered the old pits bend that someone had to go and Sykes was the unlucky one. Connelly escaped with a little flying and good luck leaving Sykes to climb the fence and join the spectators. It was a great pity because in the later stages Rees began to close again and we might well have had a grandstand finish. However, Connelly held on to win from Rees, Wilcock, Redfern and Blake. Simon Graham, yet another recent recruit from the schoolboy ranks, won the Britain Novices trophy coming 10th overall and in 11th Stephen Blythe took second whilst first National Novice home was the luckless Ellshaw in 12th having restarted from his shunt with the leaders.

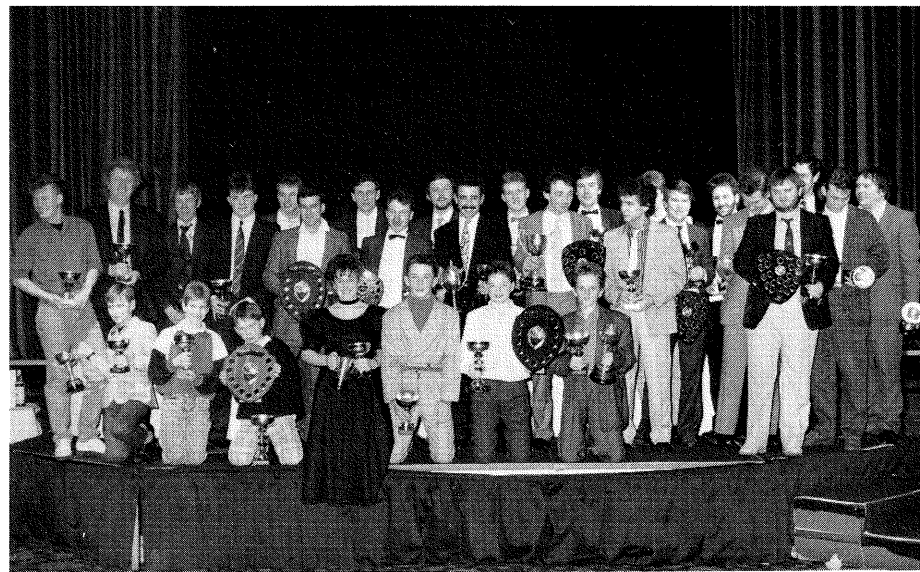
GEARBOX

A small entry of the gearbox brigade saw a

SHENINGTON ANNUAL CLUB AWARDS

The Shenington Kart Club held its annual Dinner Dance and Awards presentation in the ballroom of the Chesford Grange Hotel, near Kenilworth, on Friday, February 5th. Some 250-odd drivers and guests crammed the ballroom, partaking in excellent cuisine, fortified by wine and, later, danced into the early hours. The presentation was held on the stage, the focal point of the hall, and after a short speech by the Club Chairman, John Browning, the MC for the evening Steve Chapman carried out the introduction of the awards winners, the recipients being presented the awards by yours truly, occasionally blinded by the spotlights, therefore unable to see whether any particular gestures were being made by members of the audience! A surprise item added to the agenda a strip-o-gram girl for Paul Carr who quickly got into the swing of things (literally!).

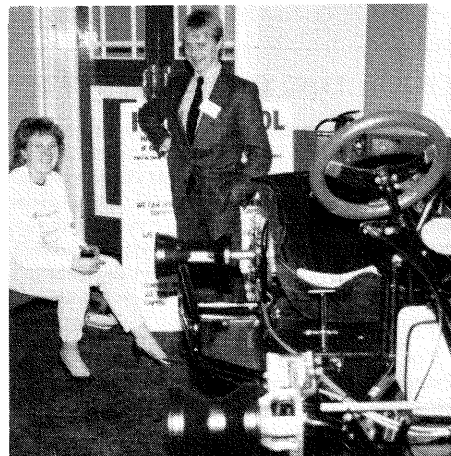
An excellent evening was had by all and the Club must be congratulated for the efforts it put in to ensure the event was a resounding success.



Simon Reeks and Dean Caswell, winner of a Van Deiman FF test drive were pictured with Peter Warr, Team Director of the Camel Lotus F1 Team, at the Norfolk and Suffolk Kart Club dinner dance. See story, page 31.



Young David Fuentes of Tenerife has emerged Provincial Champion in the category 100cc Junior after the final round of the Camel Karting Championships for 1987. David drives a Zip Kart mounted with a Parilla engine.



Pictured at the Kart Show, on the Lazer stand with Stuart Ziemelis, was D.L., promoting (?) K&S (we hope (!)). (Pic: K.C.)

DATE CHANGES

There is only one date change to the calendar for the Formula K and Formula Super Hundred and that is the final round at Liedolsheim is moved back from 23rd-24th July to 30th-31st July.

The World Championship for both classes will take place at Laval(F) between 15th and 18th September.

Running jointly with the Intercontinental 'A' Zone South European Championship round at Wohlen (CH) will be an invitation race for Juniors — The CIK President's Trophy — that will be during weekend 28th-29th May. Entries should be sent to:-

Kart-Renngemeinschaft Zurich
Heuelstrasse 5
CH-8153 Rumlang
Tel: 01/817.27.03

or:-

Federation Suisse de Karting (FSK)
9 Avenue de Rumine
CH-1005 Lausanne
Tel: 021/22.27.22
Telex: 454.367
Fax: 022/76.53.15

* Mark Allen talks of a season back in 250 National this year and Keith Bisp of running in Formula E. . .



*The Godfather — "Don" Ian Wright!
(Pic: Iain Blair)*

THE A.D.S. DRIVE SYSTEM

Strathclyde Karting Centre Ltd., the Endurance Racing specialists, under the auspices of Alan Thomson, has developed a gear drive system. After intensive work by aeronautical engineers and exhaustive field study, the system shows significant advantages over both chain and belt drive alternatives. Acceleration and deceleration is improved and lap times, too, show significant improvements.

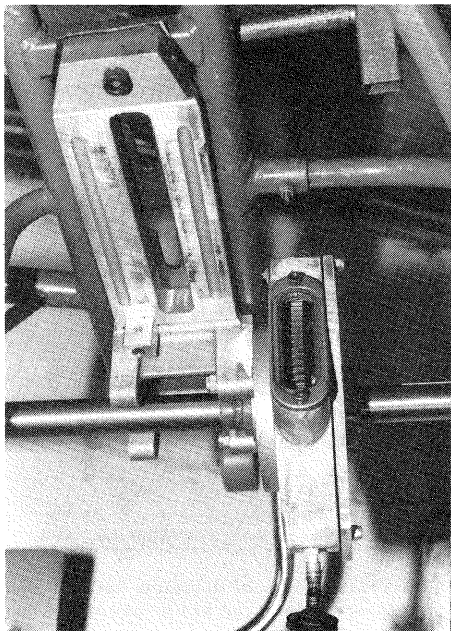
The system offers ease of maintenance, engine changes in under 1 minute, plus numerous other advantages.

Patent has been applied for on this System.

Details from:- Strathclyde Karting Centre Ltd.,
10 Ben Venue Way,
Paisley,
PA2 7NT.
Renfrewshire,
Scotland.

Telephone:- 041-887-6838 (24 hour Ansafone service).

See also detailed advert on facing page.



CUMBRIA KRC ANNUAL DINNER DANCE & TROPHY PRESENTATION

Around 200 souls ventured to this outpost of British karting for the yearly ceremony of tucking into vast quantities of food and drink. Yes, the Cumbria Dinner Dance was here again.

After an excellent meal, thanks for which should go to the management and staff of the Shepherds Inn, we heard speeches of welcome from Bob Ballantyne and Harry Strachan and a brief appreciation of the efforts of the backroom staff by Des White. Then followed the presentation of a glittering array of silverware. One award which was neither glittering nor silver. It went to Des White for keeping Rowrah tidy and was introduced as the Golden Grassbox Award.

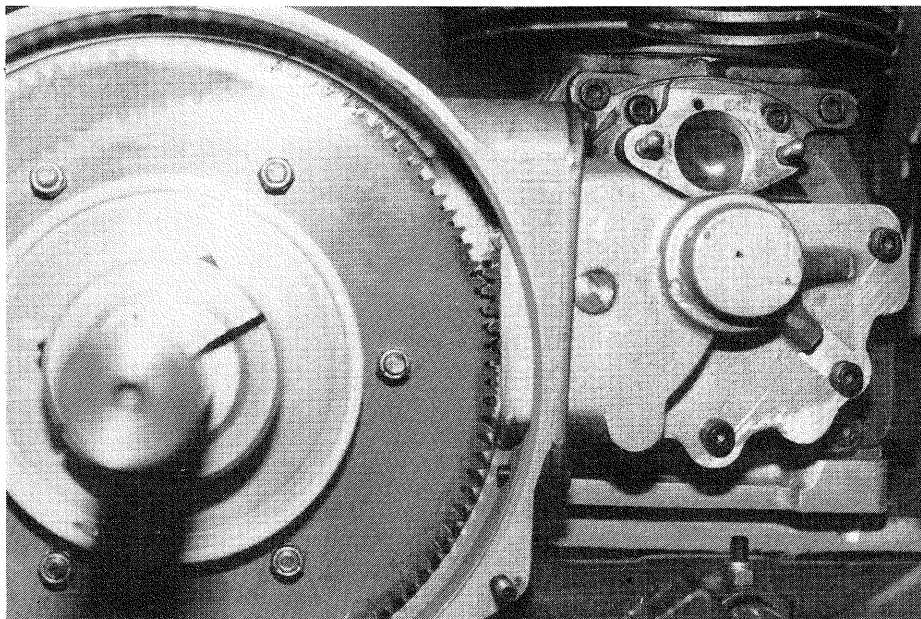
After all this excitement, the dancing started and we were even treated to the sight of one local "family" on the dance floor, "Don" Ian Wright.

AWARD WINNERS

Junior "A" — Andrew Bell	210 National — John Brewis
Junior "B" — Mark Allison	250 National — Brian Crickett
100 Britain — Nick Stamper	Formula E — Barry Tolson
100 National — Stuart Davison	Champion of Champions — Tony Rees
125 National — Tony Rees	Junior Tryer — Robert Jenkinson
125 P&R — Des White	Senior Tryer — Graeme Stephenson

Highest Club Member, RAC Champs Short Circuit — Barry Tolson, 5th 250E
Highest Club Member, RAC Champs Long Circuit — Mike Ballantyne, 7th 125 Super

IAIN BLAIR



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

TAKE A MINI-AD
Tel: Hoddesdon
444201

Snetterton

Norfolk & Suffolk Kart Club Annual Presentation Evening, Castle Hotel, Norwich.

The Castle Hotel, Norwich was the venue for the Norfolk & Suffolk Kart Club's annual dinner and presentation evening on Saturday. It was a sparkling occasion attended by almost 120 members and guests, which included drivers from all over the Home Counties.

To add even more colour to the pinnacle of the Club's racing year, Peter Warr, Team Director of the Camel Team Lotus World Championship Formula One Team was present as the Club's Guest of Honour, along with his wife Yvonne. Mr Warr recently returned from Australia for the recent Grand Prix there, interrupted a busy schedule of engagements to make the Club's presentations.

In a witty address to Club members, he spoke of admiration for the local drivers in their endeavours to establish karting which has now become quite clearly, the grass roots of motor sport. He then went on to mention drivers such as Emerson Fittipaldi, Elio de Angelis, Ayrton Senna and the current Formula One Champion Nelson Piquet, all of whom had started their illustrious careers as karters. He closed by wishing the Club continuing success and congratulations to all its champions.

After the address, a bouquet was presented to Mrs Yvonne Warr by the Club's youngest champion, 13 year old Lee Skelton of Saffron Walden.

Prior to the trophy presentation, several awards were made to non-racing hard working club personnel. These were chief lap scorer Mrs Linda Kershaw, assistant lap scorers Mrs Sandra Baker and John; Marshall of the year Spencer Botley; and Clerk of Course Reg Clarke from Rickmansworth.

Master of Ceremonies was Mr Hugh Caswell who made special thanks to Mr George Dubois, General Manager of the Castle Hotel, for the excellent meal and arrangements made for the function. Alison Marchant and Fiona Caswell were thanked for their outstanding and undaunting service to the Club during 1987. Expressions of appreciation were made to David Adams the Club Secretary, Mrs Anne Caswell the Club's Competition Secretary, Norman Chenery the Club's Starter, all the scrutineers and other committee members for their contribution to the

smooth running of the club during the year, including the new Chairman, Ian Rushforth.

Club presentations were made as follows:
Lady Driver of the Year — Marian Rump (Newton Flotman). Most Improved Driver of the Year — Michael Dubois (Norwich). Junior Britain 'A' Champion — Lee Skelton (Saffron Walden). Junior Britain 'B' Champion — Richard Westbrook (Ipswich); Runner-up — Gavan Kershaw (Dickleburgh); Third — Moss Thorpe (Cambridge). 250cc International Champion — Richard Waters (Old Buckenham). 250cc National Champion — David Durance (Norwich). 125cc National Champion — Mick Ariss (Worlingworth); Runner-up — Graeme Bulley (Norwich); Third — Julian Mair (Fulbourne). 100cc Senior Britain Champion — Simon Reeks (Bishop's Stortford); Runner-up — Dean Caswell (Tacolneston); Third — Chris Pollard (Tonbridge); Fourth — John Cleave (Colchester); Fifth — Jonathan Pichel (Bishop's Stortford). 100cc National Champion — Lee Gage (Bury St Edmunds); Runner-up — Bob Kett (Norwich); Third — David Adams (Norwich); Fourth — Gordon Chenery (Thurlton); Fifth — Howard Duff (East Dereham).

The Castrol Shield was awarded to Simon Reeks as being the highest overall points scorer in the Club for 1987.

Sponsored Awards:

School Garage, Felthorpe — Junior Britain 'A': Lee Skelton. Junior Britain 'B': 1st Moss Thorpe (Cambridge); 2nd Richard Westbrook (Ipswich); 3rd Gavan Kershaw (Dickleburgh).

Abbott Road Service Station, Bury St Edmunds — 250cc International: Richard Waters (Old Buckenham). 250cc National: David Durance (Norwich). 125cc National: 1st Steven Webb (Woodton); 2nd Graeme Bulley (Norwich); 3rd Julian Mair (Fulbourne).

Van Diemen International — 100c Senior Britain: 1st Simon Reeks (Bishop's Stortford); 2nd Chris Pollard (Tonbridge); 3rd Dean Caswell (Tacolneston); 4th John Cleave (Colchester); 5th Jonathan Pichel (Bishop's Stortford).

Ultimate Office Equipment, Norwich — 100cc National: 1st Lee Gage (Bury St Edmunds); 2nd Gordon Chenery (Thurlton); 3rd Bob Kett (Norwich); 4th David Adams (Norwich); 5th Tim Bishop (Norwich).

Van Diemen Awards — Dean Caswell and Simon Reeks.

As a fitting finale to the presentation of the awards a special announcement was made that Van Diemen International, Norfolk Racing Car Manufacturers who have for the second year running sponsored a championship for the

100cc Senior Britain class drivers was to offer as a prize to the top two drivers in the Club Championship a factory test drive in one of its all conquering British Championship winning Formula Ford 1600cc cars. Dean Caswell (17 years old) from Tacolneston and an 'A' level student at Wymondham College and 18 year old Simon Reeks will undertake the test drive at Snetterton in February.

Fulbeck

SUNDAY, DECEMBER 20th

A cool but dry day greeted those taking a break from the serious job of Christmas shopping to enjoy a day of leisurely karting at Fulbeck on the Sunday prior to the big day.

CADET

Only two of the three entered turned up but the club allowed them to race the full distance throughout. It was hardly a struggle for the lapscorers as James Mills comfortably won both the heats and the final from novice David Wandless.

JUNIORS

In the heats Bobby Game stormed to two straight wins on the Lane EME with Jonathan Greensmith and Nicholas Lamb having the seconds and Paul Ibbotson and Antony McHugh the thirds.

In the final, Game shot away into a lead he was never in danger of losing, followed by Lamb, Steven Hunter, Greensmith and Ibbotson. Jamie Hunter, having not figured in the heats, was patiently working his way through the field and up to third by lap ten whilst his brother dropped back to 5th on the same lap. The others remained unchanged and at the flag it was Game, Lamb, Jamie Hunter, Greensmith and Stevie Hunter.

SENIOR BRITAIN

A formidable grid of Britains faced Fergie Faulders lights and after two fiercely fought heats only Chris O'Hara figured twice with his two seconds behind Clint Gibbs and Simon Court whilst Richard Connett and Graham Waters took the two thirds.

In the final O'Hara grabbed the lead from Gibbs, Court, Richard Guest, Connett and Tony Goodsir. Michael Mills, after gaining several places in the first two laps, spun coming onto the straight just when he appeared to be coming into contention and although he restarted he retired two laps later. Meanwhile at the front O'Hara, a little down on power to the Sprint

CHASEWATER KART CLUB
RESTRICTED KART MEETING ON
SUNDAY 13TH MARCH
ALL CLASSES — 1ST ROUND OF AMSOIL
CHALLENGE CUP

All Entries to: **Mrs. Audrie Ashe**
20 Camdale Close, Liverpool, L28 3QD.
Tel: 051-480-1532

Blackbushe

SUNDAY, JANUARY 24th

CAMBERLEY KART CLUB

The first meeting of 1988 at Blackbushe saw some changes with a single Junior Britain class and revised engine requirements in the 100 National class. The day dawned on a wet track as it had been raining overnight but there was no further rain during the day and the track was virtually dry for the heats. However, most of the Cadets and Britain classes stayed on treaded rain tyres all day.

CADETS

The first heat went to James Taylor from Jonathan Stilp and Richard Jackson and the second heat was a repeat of the first one. The pattern for the final was clearly set and James Taylor (Allkart) and Jonathan Stilp (Superdart) had it all their own way. They were chased by William Thornton (Zip), Daniel Bailey (Zip) and Richard Jackson (Superdart) who was unfortunately unable to repeat his form from the heats. There were no changes on the road for these leaders but at the post race scrutineering both Thornton and Wood were disqualified for being underweight.

JUNIOR BRITAIN

The first heat was won by Evans from Gibson and D. Cousins. The second heat went to D. Cousins, Evans and Short. The youngsters up from the old Junior 'A' category were all going well and their presence made the racing more interesting and competitive. Paul Evans (DAP, DAP) made the most of his pole for the final and he dominated the race. Only Daniel Stilp (Superdart Sirio) looked fast enough to challenge Paul but he had tangled with Alex Abbey-Taylor in the first heat and experimented unsuccessfully with slick tyres in the second, thus starting the final from a low position. Nevertheless his charge up through the ranks added some spice to the race. Behind Paul Evans in the early stages were Sven Gibson (Superdart Arrow), Damon Cousins (Superdart DAP) and Simon Short (Bartolotti Arrow). It was particularly good to see Simon going so well in his first race against the older drivers in the new class. Next through was Eddie Collman (Lane Parilla), Daniel Stilp making up ground and Richard Whiteley (Lane EME). Richard was also making his debut against the older drivers. At half distance Stilp was up to fourth and one lap later he deposed Cousins from third place. Unfortunately, on the next lap Gibsons engine screamed enough! and he was out after a fine drive in second place. Into sixth place came Paul Witcher (Dart Arrow) to be the first restricted driver home.

SENIOR BRITAIN

Winners of the first heat were, Verity, Collard and Geraty and the second heat went to Collard from Murphy and Seth-Smith. For the final, Martin Collard (Superdart Parilla) was on pole and he took the lead, as the lights changed, from Martin Verity (Wright Parilla) and Anthony Geraty (Superdart Parilla). Next through were, Robert Seth-Smith (Wright Parilla), Craig Booth (Superdart Sirio) and Malcolm Green (Dart Sirio). Booth had not gone as well as usual in his heats and had started the final from well down the grid. The two Martins, Collard and Verity opened out a lead and the only question was how far Craig Booth could get. He did manage

to catch Seth-Smith and finally Geraty just before the end to take third place. Tim Murphy (Dart Parilla) was also well down the grid but he moved through the field to fifth place.

250

Heat winners were Miller, Lyon and Ede and the second heat Pritchard, Lyon and Miller. In the final, Alan Pritchard (Cobra Rotax) made the best start to take the lead from Martin Lyon (Anderson Rotax) and David Ede (Lynx Yamaha). Next through were Simon Aristochoplis (Zip Rotax) who did not go well in his heats, Duncan Appleby and Wayne McKillop. On the third lap, Aristochoplis moved ahead of Ede to take third and on the sixth he outfumbled Lyon to take second. Meanwhile Alan Pritchard looked safely in the lead but something went wrong and on lap nine, Aristochoplis came around in front with Pritchard appearing a lap behind. Unfortunately, David Ede who had gone so well at the previous meeting, dropped out after a couple of laps.

125

In the first heat, the winners were Caldwell, Bird and Bell. The second heat went to Bell from Caldwell and Bird. So these three dominated the heats and they looked set to fight the final out among themselves. However, Keith Jelfs made a good start from the second row and took third place from Bird; which was good driving since he, Jelfs, is still a restricted driver. The order in the early stages was Russell Caldwell (Bartolotti Rotax), Steve Bell (Zip Rotax) and Keith Jelfs (Zip Rotax). They were closely followed by Steve Bird (Stratos Rotax), Keith Chennell (Zip Rotax) and Gary Finney (Zip Rotax). After a few laps, Bird got past Jelfs and slowly pulled up to Bell who was only a few kart lengths behind the leader Caldwell. As they came up to lap a slower driver there was an incident which nearly took off the leader Caldwell but Bell was not so fortunate as he did go off and was unable to restart. This allowed Steve Bird to close right up on Russell Caldwell who seemed to have lost some speed following the back marker episode. After following Caldwell for three laps Bird managed to get in front and then pull away to a good win.

100 NATIONAL RESTRICTED

The first heat went to D. Saunders from Wright and Perrett. The second heat was won by Butler-Smith, Wright and Horncastle. The grid for the final had Wright on pole from Saunders with Horncastle and Holditch on the second row. David Saunders (Allkart Parilla) made the best start and he was chased all the way to the flag by his team-mate Brin Wright (Allkart Parilla). These two dominated the final as they had done the previous month. They were followed all the way by Trevor Horncastle (Superdart Arrow) but his place looked less secure and he was threatened first by Christopher Butler-Smith (Dart Arrow) and then by Stuart Crawford (Sprint Parilla). Unfortunately both Crawford and Laundry who finished behind him were disqualified at post race scrutineering.

100 NATIONAL

The first heat went to Booth from Hewland and Young. In the second heat, the winners were Beasley, Collard and Stansbury. Beasley had not finished the first heat so he was in the middle of the grid for the final whereas Collard was on pole with Stansbury next to him. Booth was also in the middle of the grid as he failed to finish the second heat. Both Booth and Beasley made tremendous starts and were soon pushing their way through the field. The order on the first lap was Martin Collard (Superdart Sirio), Bob Stans-

bury (Superdart Parilla), Craig Booth (Superdart Sirio) and Daryl Beasley (Sprint Parilla). Following these were William Hewland (Sprint Arrow), Patrick Smith (Wright Parilla) and Mick Elmes (Allkart Arrow). By the third lap, Booth and Beasley has passed Stansbury although the latter was docked a lap for a starting infringement. At half distance, Craig Booth had caught Martin Collard who was still in the lead but Booth hit the back of Collards kart at the paddock entrance bend and on this occasion Booth came off worst and his kart shot across the grass onto the new paddock entrance road. Booth had the presence of mind to drive down the road and back onto the track but there was damage to his kart and he pulled off on the next lap. This incident had slowed Martin Collard and given Beasley the opportunity to close up. The field was decimated at mid-distance and only Collard, Beasley, Booth (soon to drop out) Hewland and Smith were running competitively. But it was to get worse, Beasley then made his move on Collard and he launched himself at a gap that did not exist and slid into the side of Collards kart. The impact knocked the kart sideways off the track and as it graunched over the kerb, one of the engine mountings was knocked lose. Poor Martin Collard continued holding the engine in place with his right hand and steering with the left one. Both Hewland and Smith passed him but then Smith dropped out on the last lap so Collard salvaged third place for his determination and burned hand.

CADET

1st	James Taylor	Allkart
2nd	Jonathan Stilp	Superdart
3rd	Daniel Bailey	Zip
4th	Richard Jackson	Superdart
5th	Anthony Davidson	Zip

JUNIOR BRITAIN

1st	Paul Evans	DAP/DAP
2nd	Daniel Stilp	Superdart/Sirio
3rd	Simon Short	Bartolotti/Arrow
4th	Damon Cousins	Superdart/DAP
5th	Eddie Collman	Lane/Parilla
6th	Paul Witcher	Dart/Arrow

SENIOR BRITAIN

1st	Martin Collard	Superdart/Parilla
2nd	Martin Verity	Wright/Parilla
3rd	Craig Booth	Superdart/Parilla
4th	Anthony Geraty	Superdart/Parilla
5th	Tim Murphy	Dart/Parilla
6th	Malcolm Green	Dart/Sirio

250

1st	S. Aristochoplis	Zip/Rotax
2nd	Martin Lyon	Anderson/Rotax

125

1st	Steve Bird	Stratos/Rotax
2nd	Russell Caldwell	Bartolotti/Rotax
3rd	Keith Jelfs	Zip/Rotax
4th	Dave Ellis	Zip/Rotax
5th	Garry Finney	Zip/Rotax
6th	Dave Shannon	Zip/Rotax

100 NATIONAL RESTRICTED

1st	David Saunders	Allkart/Parilla
2nd	Brin Wright	Allkart/Parilla
3rd	Trevor Horncastle	Superdart/Arrow
4th	Tim Millar	Sprint/Parilla
5th	Dave Percival	Sprint/Parilla
6th	Chris Butler-Smith	Dart/Arrow

100 NATIONAL

1st	Darryl Beasley	Sprint/Parilla
2nd	William Hewland	Sprint/Arrow
3rd	Martin Collard	Superdart/Sirio
4th	Mick Elmes	Allkart/Arrow
5th	Spud Murphy	Dart/Parilla
6th	Bob Stansbury	Superdart/Parilla

Roger Abbey-Taylor

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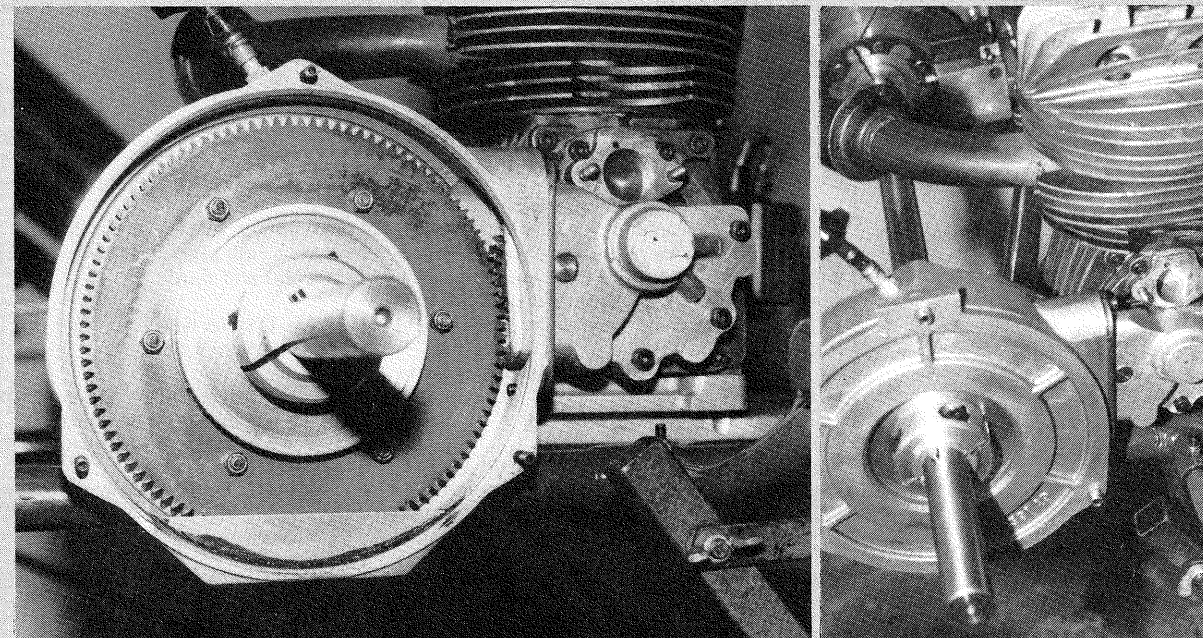
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RAC LONG CIRCUIT CHAMPIONSHIPS DATES AND VENUES

27th March	Snetterton (Round 1)
24th April	Cadwell Park (Round 2)
29th May	Donington Park (Round 3)
19th June	Cadwell Park (Round 4)
2nd July (Sat)	Snetterton (Round 5)
15th October (Sat)	Snetterton (Round 6)

COMPLETE LONG CIRCUIT CALENDAR — UK

27th March	Snetterton (BC 1)
4th April	Silverstone — Easter Monday (BRDC Invitation)
24th April	Cadwell Park (BC 2)
28th-29th May	Donington Park (Saturday) (BC 3) 'UK' Cup Meeting
19th June	Cadwell Park (BC 4)
26th June	Brands Hatch (BRSCC Invitation)
2nd July	Snetterton (Saturday) (BC 5)
23rd July	Cadwell Park (Saturday)
5th-7th August	Silverstone (RAC British Kart Grand Prix/Formula E World Champs 1)
3rd September	Cadwell Park (Saturday) Autumn Championships
15th October	Snetterton (Saturday) (BC6)
30th October	Pembrey
13th November	Donington Park

*Note: 'BC' denotes RAC British Championships

FRENCH FORMULA E DATES AND VENUES

19th-20th March	Paul Ricard
23rd-24th April	Le Mans (Bugatti)
4th-5th June	Nogaro
25th-26th June	Carole (Paris)
23rd-24th July	Croix-en-Ternois
17th-18th September	Magny Cours
8th-9th October	Albi

SPECIAL EVENTS

23rd-25th June	Peel (Isle of Man) — 'Mini-Monaco' GP
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FORMULA E EUROPEAN CHAMPIONSHIP

28th-29th May	Donington Park (Round 1)
23rd-24th July	Assen (NL) (Round 2)

*Round 3 yet to be confirmed — there is a possibility it may be combined with the World Championship at Le Mans 24th-25th September.

FORMULA E WORLD CHAMPIONSHIP

5th-7th August	Silverstone (Round 1)
3rd September	Nurburgring (Round 2)
24th-25th September	Le Mans Bugatti (Round 3)

FELTON (N.K.C.) — PRACTICE DAYS

Sunday 20th March
Sunday 17th April
Saturday 14th May — (Cadet RAC Series/Round 1 Border Champs)
Sunday 19th June
Sunday 17th July
Sunday 18th September
Sunday 16th October
Sunday 20th November

The new Competition Secretary for the Northumbrian Kart Club is: Mr. Pete Davison, 9 Hawthorn Terrace, Walbottle, Newcastle-upon-Tyne, NE15 8JQ. Tel:- 091 229 0521.

ANNOUNCEMENT

On Saturday 2nd and Monday 4th April the Ulster Karting Club Ltd will once again be holding its very successful 2-day Easter meeting at Nutts Corner racing circuit. There will be racing for the following classes:- Cadet, Junior Britain, 100 National, 125 P/R, 125 Open, 250 National and Formula E.



Dear Sir,
Can I take this opportunity to thank Simon Green, Frank "Quantum" Williams for their time and support over the past season. Also to Barbara and Ian Hunter for superb and continued running of the 210 S/C Challenge. Last but not least to Tom Thacker and family for keeping 210 Racing at the top.
Yours 210 Challenge winner
John Haigh

Dear Ed,
We have decided to sponsor the AMSOIL



The circuit facilities at Nutts Corner have been rated among the best in the UK by Terry Cranmer and numerous previous visitors from the UK mainland. All competitors can be assured of a very warm welcome and a good weekend's karting. Further information can be obtained from:-

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Ph Lisburn 81530

or

Mrs M Graham
30 Kensington Gardens South
Belfast
BT5 6NN
Ph Belfast 594486

ADDITIONALLY HOY!

Sincerest congratulations are in order for James and Carolynn Hoy, Carolynn presented James with a son, Edward, born on Tuesday 9th February. Carolynn and babe are now home, both well and doing fine. Wonder where they got the idea for the name. . .

Challenge Cup again in 1988 for 125 Nat and 125 P&R Karts, the details are as follows:

AMSOIL Challenge '88

The Challenge will be run over Four rounds, and the best THREE Results will decide the winners. The dates and venues are as follows:

Chasewater	March 13th
Chasewater	June 12th
Rowrah	August 27th
Chasewater	October 9th

All meetings run by the Merseyside Kart Club.

The winning drivers in each class will be awarded a cash prize and there will be trophies for second and third.

1st Prize 125 Nat £100
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Details of local stockists, and entry forms can be obtained from Philip Burrows, AMSOIL Dealer, 4 Chester Road, Winsford CW7 2NQ. 0606 554366.

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Membership Enquiries:-

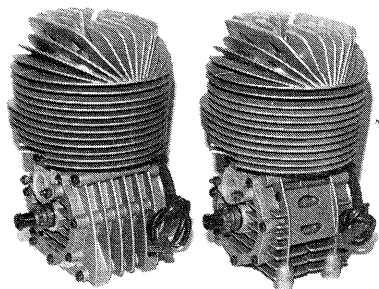
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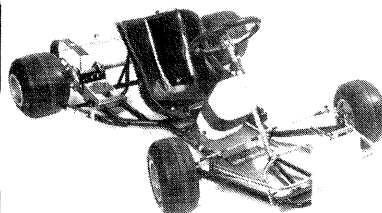
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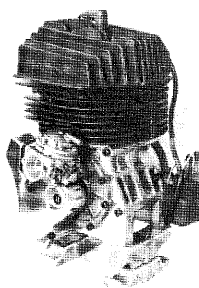


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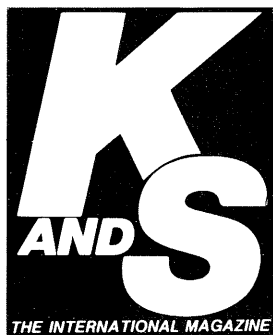


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ICI MINI MONACO KART GRAND PRIX — PEEL, ISLE OF MAN

Gordon Sweetapple, Chairman of the Isle of Man Kart Racing Association writes to confirm the great news that ICI are the major Sponsors for the Mini-Monaco Kart Grand Prix in 1988, to be held on the superb and challenging 1.25 mile circuit around the streets of the ancient but beautiful City of Peel.

This sponsorship was offered through the direct intervention of Nigel Mansell who will attend some of the races himself. Many of last year's sponsors have agreed to support the event again, so that prize money will be available and the IOM KRA will be able to organise another super event.

In 1987, 86 drivers took part in three days of racing combined with a wonderful atmosphere and lots of holiday fun. Entries are already beginning to come in, and over 100 entries are expected for 1988. More sections of the circuit have been resurfaced and facilities will be improved even more with additional grandstands and other viewing points — and the pubs stay open all day! No wonder 7,000 people came to watch in 1987.

Dates for 1988 are 23rd, 24th and 25th June with practice being held on the afternoon of Thursday 23rd June, first heats the same evening, more heats on Friday evening and the finals on Saturday evening. Many other supporting events are being arranged, including motor cycle sand racing, barbecues, disco's etc.

This will be the fourth year in which the Peel Mini-Monaco Kart event has been held, having been given National status by the RAC MSA. Everybody loves the free atmosphere of the Isle of Man with the almost unique opportunity of racing on closed public roads. The racing is a real challenge to real drivers and most drivers want to come back for more each year. Thousands of straw bales combined with excellent organisation, control and marshalling ensure maximum safety and maximum enjoyment for all concerned — so come and join us in our lovely Isle of Man for the event of the year that you will never forget.

Contact Gordon Sweetapple 0624 833853 for more details.



Some scenes from last year's action.

(Pics: IoM KRA)



Mr. Gordon Sweetapple.

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the considerations of a countrywide campaign and review the clubs and circuits that host the events.

SUPER ONE SERIES

- | | | |
|---------|----------------|---------------|
| Round 1 | 1st May | Fulbeck |
| Round 2 | 29th May | Larkhall |
| Round 3 | 12th June | Wombwell |
| Round 4 | 17th July | Clay Pigeon |
| Round 5 | 21st August | Felton |
| Round 6 | 25th September | Shenington |
| Round 7 | 2nd October | Three Sisters |
- (6 Rounds from 7 to count)

Qualifying Rounds:

- 20th March — Clay Pigeon
- 3rd April — Felton
- 17th April — Shenington

Entries to:

Nigel Edwards, 4 Grosvenor Close, Retford, Notts DN22 7HP.

"Go well, go . . . ?"

During the past couple of seasons there has been an increasing awareness in karting as a whole that fuel choice is becoming an issue and a lot of speculation about possible differences between brands of pump petrol. The recent very public withdrawal of Formula Shell and the subsequent litigation has highlighted a number of areas of concern for those serious about their ultra-stressed two-strokes. . . . Next month we hope Hoddesdon P. Chainlube will attempt to illuminate a subject obscured equally by incomprehensible petro-chemical truths and darkest superstition.

1988 ENDURANCE CALENDAR

- 14th May — Jersey (C.I.) — 4 Hours (Closed to Club)
 15th May — Cabourg — 6 Hours (French Enduro Challenge)
 28th-29th May — Le Mans — 24 Hours (Entries close April)
 12th June — Valence — 4 Hours (French Enduro Challenge)
 29th June — Angerville — 6 Hours (French Enduro Challenge)
 28th-29th Aug — Genk — 1000Kms
 18th September — Salbris — 6 Hours
 *2nd October — Le Mans — 6 Hours (International)
 16th October — Mulhouse — 4 Hours French Enduro Challenge — Final Round)

*NB:- Le Mans entries — write to:
 ASK A.C.O.,
 31 Rue Pierre Puget,
 72100 Le Mans,
 France.

Or to:
 Kart and Superkart Magazine,
 Pindar Road,
 Hoddesdon,
 Herts.,
 EN11 0DE.

They must be with the magazine no later than the first week in April.

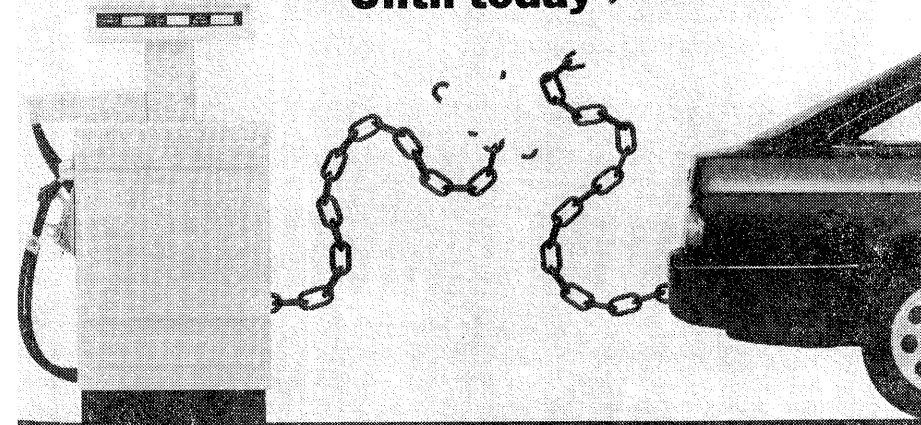


Martin Homewood (Sprint/Rotax), back after a 3 year lay-off, (Steve Day and 'G.P.' in the background.



Bernard Dewhurst at speed at Jesolo, 4-star petrol, but a 5-star hotel! Both Bernard and Gary Moynihan left about 10 days ago to compete in the Australian International series, both on Simon Wright equipment. Good fortune chaps.

Petrol hasn't changed in fifteen years Until today .



THE CLASS 1 COLUMN

The RAC MSA has come in for some sharp criticism in the recent past but, with regret, here is some more. . . .

Karters wishing to participate internationally might suppose that application for or possession of an International Short Circuit licence would signal their intention pretty clearly, but not so it seems. One driver, concerned at not having received the 1988 C.I.K. Fixtures List, telephoned Belgrave and was told that the List has only been circulated to 'those who raced abroad last year'. The RAC MSA whilst not bound to



Jamie Spence (Sprint/Parilla), reigning Junior Champion.



Steve Brogan (Sprint/Parilla), Gary Prior (Zip/Sirio) and Marco Vignali (Sprint/Parilla) at Rye House last month.

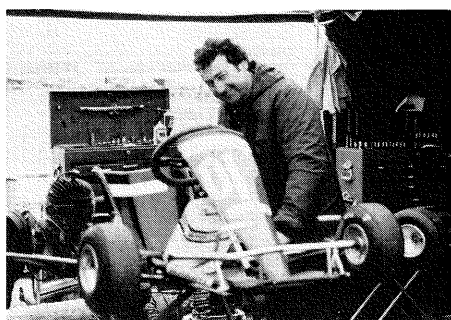
actively promote or encourage British participation in Europe, is certainly obliged to administer the mandatory documentation efficiently for those who do. Indeed it must sometimes seem to would-be competitors (stories of terminally delayed entries were rife last year) that, as the sole conduit of the entry visas issued by the often rigidly bureaucratic C.I.K., the RAC MSA exists solely to frustrate their international aspirations!

Super One News — I

Owing to the clash with Wombwell's 100 Super RAC Championship on 10th and 11th of September, the Three Sisters Super One round has been postponed until 2nd October.

Super One News — II

It is now definite that the Super National class will be run on Vega SL tyres. There was hope that an agreement could be struck with the RAC to permit the use of European tyre rubber, prob-



Malcolm Nicholson knows how it's done, but he isn't saying....



David Cuff — DAP for 1988 (followed by Shaun Nicholson, Wright/Parilla and Martin Homeood, Sprint/Rotax).

ably Vega RH compound or Bridgestone equivalent, in an attempt to give British chassis manufacturers and drivers a set-up more compatible with international racing. Paul Fletcher's generous sponsorship offer and the initiative of Series Organiser, Nigel Edwards, have failed to persuade the Kart Committee, despite support for the idea from most of the drivers concerned, thus Fletcher's sponsorship is lost. Let's hope this insularity is temporary and that the remarkable progress made abroad last year will be supported by greater parity of technical regulations. A further logical step would be to adopt the

reduced continental weight limit . . . now that would be controversial!

Going Commercial (How to survive the Super One)

Embarking on a commercial series is daunting to all but the most hardened karting professional and demands a combination of competence, confidence and resilience sustained over seven races across the four corners of the country. Apart from commitment it requires some money too, but should not be prohibitively expensive unless you are incurably accident-prone, or in the Super National class or possibly both. Time for all this is at a premium not only for testing on the Saturday, without which you're unlikely to be really competitive, but for thorough preparation at home, which is probably even more vital to success.

Put in the context of a weekend spent on a windswept airfield and a round trip of up to 800

miles before you do any racing at all, what accounts for the current popularity of the Super One Series?

It appeals to those who wish to pit themselves against greater odds than a club event can offer, where the parameters of chassis set-up and other drivers' abilities are well known, by racing on equal terms in almost infinitely variable circumstances with the best from all over the country, including the local expert!

Over the next few issues of K&S we will examine

INTERNATIONAL KART SHOW-STOKE-UPON-TRENT



As it looked on Saturday lunchtime, before the crowds really moved in.... (Pic: Iain Blair).

The International Kart Show, organised by the Lion Kart Club and co-promoted by Kart and Superkart Magazine, took place in the Kings Hall, Stoke-upon-Trent during the weekend 6th-7th February.

The Show, the first of its kind ever to be held in this country, was very well represented by the karting trade, with 20-odd manufacturers and suppliers to the trade completely filling all 36 stands, plus the stage. The vein adopted by all exhibitors was extremely professional and proved that no expense had been spared in their attempts to make the show work and sell karting as a sport, and the image of karting as a whole, to the media and public at large. In fact, over 4000 people paid on the gate during the two days (children under sixteen being admitted free of charge). A great deal of promotional work had been done by the Organisers to ensure that the Show was widely publicised, via local press, karting and motoring press. It was also widely publicised on five local BBC and Independent Radio networks during the weeks prior to the event, the RAC's Mr Ron Brassey having spent over three hours broadcasting on local radio, plugging the Show.

The efforts of the Organisers paid off, as the gate figures reveal and with direct selling to the public being permitted on the Saturday, most manufacturers and suppliers seemed happy with their sales response, although some had approached the Show with only the idea of promoting the image of the sport in mind, thereafter relying

on follow up sales response, John Mills notable amongst them.

To reiterate on the 'gate figures' before dealing with the exhibitors in detail, an assessment was carried out by the ticket office staff during the two days and of the 4000 around 1500 of those attending were fresh to the sport, a lot of whom posed sensible questions about karting. It was also found that not all those in attendance were local, a good number had travelled from outside the 100 mile radius the Organisers had based their publicity on, and of particular interest were the great number of enquiries about Cadet karting. The success of the Show has ensured that it will be held again next year, probably at the same venue but incorporating another hall around the same size, adjacent to the one used this year. All good stuff!

Zip Kart's turn of professionalism, and the other Bruno Ferrari Racing Ltd occupied the next four



Just some of the interest shown in the Zip array.... (Pic: Doug Rees).

exhibitors it should be added, was readily apparent with the company's excellent display which embraced six stand areas, engineered by design experts. It certainly enhanced the company's range of karts, the centrepiece of which was the new Zip 'Eagle' Formula E outfit. The main features of the Eagle are — adjustable castor and camber, front and rear track, wheelbase, steering rack, steering column supports and adjustable pedals. Other features include — quick release 35mm HT tubular axle, self-adjusting 4 caliper brake system complete with 8mm Meonite discs, chassis constructed of T45 Chrome Manganese tubing and large capacity front tank. The Eagle also has rubber mounted engine and seat stays, rubber mounted seats supports, rubber mounted front and rear bumpers, one-piece wheels and nylon floor tray. The outfit on display was splendidly turned out in the company's corporate colours of red, yellow and black and attracted a lot of attention. They also had on display the successful Formula E 'Bandit', the GPN which is equally suited to take 125cc, 210cc and 250cc National engines, and a full-bodied 125 water-cooled outfit. The focus on the 100cc market was also very apparent, with the successful Zip 987 Britain, the Zip International and the top selling Zip Cadet kart for 8 to 12 year olds. They also had a full range of race and leisure wear on display to amplify the Zip 'Super Sale'.

Kart and Superkart, too, was well represented, with sales and subscriptions to the magazine very high.

Next to Zip Kart was Langcourt Ltd., the cylinder honing, reboring and replating company from Avon who are also the major Dino Karts distributor in the UK. They had on display the new range of Dino equipment available and had on hand experts to give advice and offer customer service. Amongst the karts on display were the Dino 250s, the 125s and 125 Sport, the Dino 188 Britain, along with the hydraulic brake option, and the Dino Mini Cadet kart.

stands showing the Moto TM 125cc Rotary, and Piston and Reed varieties of engine, plus their complete range of new chassis and engines for Britain, National, International, Cadet, 125 Short and Long circuit and 250cc Long circuit, with Bruno himself and Steve Miller on hand to offer service and answer queries.

Motiv and KPS (Stratos) were well represented, Bob Clowes and Mark Webster manning the Motiv setup, with a Motiv kart and products on display, along with continuous videos of the 1987 Silverstone Kart Gand Prix to entertain the visitors. Paul Molloy, assisted by Derek Price headed the KPS (Stratos) display which featured the Stratos 125, along with PMP exhaust pipes and products, plus the 'Madcap' Minarelli motors which proved so successful last year. Paul and Derek were occupied a good deal of the time discussing equipment with customers and potential customers. The 210 Villiers Drivers' Club occupied the stage area and featured a fine line up of karts, engines and accessories, with the successful 'Invader' engine forming the focal point of the display. Indeed the old image of the Villiers class has been superseded during the recent few seasons and a lot of the credit must go to Tom Thacker for his efforts in that direction. He has been very active in the class' promotion on Long circuit, which has subsequently increased grid numbers dramatically of late.

Amsoil Synthetic Oils Products had a stand just down from the stage and shared a lot of publicity and attention with the Anderson Kart Centre feature which embraced the next two stand areas. Russell Anderson had an attractive display of outfits on show and reported that the interest in his products was very encouraging. Amongst the karts on display were Formula E in the Monro Shocks colours of Phil Glencross' sponsors, British Champion Mark Webster's new Anderson 250 National in attractive livery, and the new Anderson Cadet kart which will be available from 1st April this year. Also on display was a variety of Supersprox products for which Anderson is a distributor.

Next to Anderson were the two stands shared by Engineering Services (Bedford) Ltd, whose tradename is 'Kelgate', and Goff Racing Developments. On show was Tim Parrott's new Eagle Formula E outfit, complete in the Kelgate gold colours, an Anderson kart, a motorcycle with Kelgate brakes fitted, plus many other associated products. Roger Goff, assisted by Paul O'Shea, concentrated on his engine tuning and preparation service, with an attractive display of engines, from 125cc air and water-cooled to a Formula E 250cc Rotax.

Next along was Andromeda who specialise in custom and promotional wear, with logos and designs to order printed on Tee Shirts and Sweat-shirts and offered products at extremely competitive prices.

Tucked in the corner, near the refreshment bar, and lucky to get a space (!) was Supersprox, featuring a fine array of sprockets, their natural forte, and a display of the Swiss manufactured 'Kiwi' crash helmets. Supersprox has recently launched these helmets as a new line to their already well established range of racing products. The Kiwi helmets are imported into the UK by Fowlers of Bristol and distributed by Supersprox. There are four helmets available in the range — on display were the K14 which is a polycarbonate full faced helmet, the K16 fibreglass full faced helmet with internal airflow and the K20 which has an adjustable spoiler to control air depression, guaranteeing the correct air circulation. On the front below the visor the K20 has a three function button to control the anti-fogging tubes and also a button on the side to operate ingenious air deflectors. The company was also heavily advertising Cheng Shin tyres on

its stand, with Harm Schuurman over from the Netherlands to help press the sales.

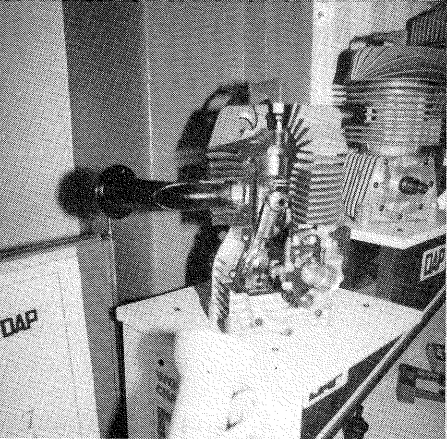
A1 Embroidery Services occupied the area adjacent to the entrance and sewing machines continually clattered away, stitching badges and logos to a variety of pit caps, jackets and promotional wear.

John Mills and his JM DAP display continued the march of stands along the other side of the hall, John and staff resplendent in bright yellow sweatshirts! Apart from JM components, including the DAP slide carburettor, the stand featured the new DAP 100cc Greyhound kart and, as the centrepiece, the DAP 125cc which won the World Championship, mounted with a water-cooled Pavesi which was placed so high at the same Championship. The engine was mounted on 100cc engine mounts which facilitates quick changeover and the radiator was opposed on the other side of the seat. Also on display was a DAP-Jeta MiniKart for Cadets, complete with DAP's mechanical ventilated disc brake. Among the many engines on display was an attractive cutaway DAP T75 over which a lot of time and effort had been spent to achieve the



particular effect. John reported a great deal of interest shown in his equipment and felt confident of respectable follow up sales.

British Racing Karts was next along, just before the three stand turnout of Grice Racing Services Ltd, Ricky and Dave in charge of proceedings. Five karts were displayed — the Colt 100 utilising 28mm tubing chassis in conventional 'A' frame mode for class Britain; the Colt 100 designed for International tyres and manufactured from 32mm tubing, incorporating a hollow 30mm axle, hydraulic brake and aluminium parts. The other Colt 100 is manufactured



for National racing and is constructed from 30mm tubing. The Colt 60 for the Cadet class is also of 'A' frame design and features chassis made from 28mm tubing and a 25mm axle. Last, but by no means least, on display was the Colt Leisure kart based on the company's successful racing kart but including a Honda 3.5HP 4-stroke engine, treaded tyres, clutch and front nose cone, the outfit of safe and robust construction. Again, Ricky reported very encouraging interest shown in their products.

K & M Fibreglass occupied the next couple of stands and had on display a full range of products including tanks, pods, seats and full body configurations for the Long circuit outfits.

Stuart Ziemelis SRS Racing occupied the final display stand in the hall and it was manned by Stuart himself and Dave Silver. A lot of interest was shown in the SRS Racing School for Long circuit 125cc karts which offers tuition at Snetterton, but the centre of attraction was the SRS 'Lazer' kart. The outfit comes complete assembled for either Short of Long circuit racing and incorporates KP brakes with Lazer adjustable brake bias which can be adjusted whilst driving, with the option of having Kelgate brakes fitted. Other features of the kart include — centre tank, SRS padded steering wheel, KP wheels, quick release seat which is ideal when you want to work on the electrics, and the chassis can accept Zip, Anderson or Stratos full bodywork with ease. Again, a great deal of interest was shown for Stuart's products; notable amongst the drivers peering closely around was 125cc exponent Ryan Baptiste.

Derek Ozanne and son Paul were also kept busy throughout the Show, regarding details of the Birmingham Wheels Adventure Park which offers a special 2-seater Fun kart for adult and child to hire. The Birmingham project also offers testing by arrangement, full racing facilities, special booking rates for parties. Derek has been appointed a main agent for Zip Karts and products.

Dave Atkinson's DMA setup, through lack of main arena space, found himself relegated to the first floor. Dave and Carl offered a full range of products, ranging from Dunlop, Bridgestone and Vega Tyres, plugs (NGK, Nipondenso, Motorcraft), sprockets for Class One, Simplex and Duplex for gearbox, one-piece wheels and helmets (FM Galactica, FM Grand Prix and Centurion Hawk), plus Zapelli 2 racing suits and boots, bearings, kart stands and many other accessories.

On hand, also upstairs, was Ron Brassey representing the RAC, offering advice and leaflets on how to get started in karting, whilst in the foyer Demon Tweaks catalogues were in abundant supply.

Those manufacturers who opted not to take part in the Show will no doubt be ill-impressed with the lost opportunity to air their products to the general public. It was very much apparent that a great number of those people attending opted for a complete day at the Show — the travelling had been well worth it.

To summarise — a lot of people put in a lot of effort to ensure the Show was a resounding success and for that they must be lauded. The International Kart Show has done karting a power of good, it has taken the sport to the general public and, with each exhibitor's air of professionalism, has fortified karting's right to stand on equal terms as an integral branch of the motor racing fraternity. The Organisers must be congratulated, they have created a precedent which will ensure that the Show carries on next year, eventually to become a regular feature of the annual motor racing scene. E.M.

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

CADET KART

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

SUPER DART karts are sold on the strength of a full works development programme, to enable us to pass on vital information to Superdart drivers. All works drivers racing at the same track as DK's customers will have their race karts available for customers to check(copy any settings, i.e. sprocket, front track, rear track, castor, camber, tyre pressures. This service is not always available from other kart manufacturers. We hope this will help you on your SuperDart race programme.

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SuperDart Junior/Senior 28mm. Adjustable caster and camber, floor mounted fuel tank, front nose cone, Bridgestone YBN tyres. TKM FF99/L90TT engine. Assembled and ready to race, **£813.63.**
As above but with Sirio ST50TT, **£828.**
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As above but with Sirio ST50TT engine, **£862.**
SuperDart 87 National 30mm. SuperDart kart/TKM, adjustable caster and camber, Vega slicks or wets or YAK Bridgestone slicks, chain, sprocket, TKM L90/L92/L95 engine. Complete assembled and ready to race, **£907.35.**
SuperDart as above but with Sirio 50, **£930.95.**
As above but with Sirio 50 Magnum, **£1079.85.**
BRITAIN & NATIONAL TEST KART AVAILABLE

KART ONLY

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

SuperDart 87 Junior/Senior Britain as 28mm, but 300mm tube **£315.**

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

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

WE BUY SECONDHAND KARTS

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Complete set for 100cc karts with 13-15mm or 17mm bearings in front wheels. Available in all widths to suit your requirements. With 'O' rings and valves.
Less rear bosses.....£35.00
As above less 'O' rings and valves £34.00
Complete set for 125cc, 210cc, 250cc, without rear or front bosses. With 'O' rings and valves.....£32.00
As above less 'O' rings and valves.....£30.00
Rear wheel inner or outer half 4" (100mm).....£4.50
Rear wheel outer half 3" (75mm).....£4.50
Rear wheel inner half 2" (50mm).....£4.50
Front wheel inner or outer half less bearings.....£4.50
Front wheel inner or outer half with bearing.....£5.00
Front wheel inner half, 125cc, 210cc, 250cc.....£4.50
Front wheel outer half, 125cc, 210cc, 250cc.....£4.50

BRAKING SYSTEMS

★ KP Brake.....£45.00
DK Hydraulic system less disc.....£45.00
★ KP pads, per pair.....£6.00
★ Zip pads, per pair.....£6.00
★ Brake pipe KP per ft.....20p
★ Brake disc cast iron.....£11.00
★ Brake disc steel.....£10.50
Vented disc.....£23.00

PLASTIC KART ACCESSORIES

No. Plate (all colours) 8" x 8".....30p
No. plates all colours 12" x 12".....£1
Air Filters Tillotson.....£1.50
Finger Guards: Komet, Parilla & T.K.M.....£1.50

ALUMINIUM COMPONENTS

Front wheel boss, 15mm, 17mm.....£4.75
Front wheel boss, ¼".....£5.50
Rear hub 25mm or 1" ide cast.....£4.25
Rear hub 30mm die cast.....£4.50
Engine mount 15" new type.....£9.00
Engine mount, sliding.....£11.00
Engine mount bottom clamps.....£1.75
Carb spacer.....1.50
Disc carrier 25mm or 1".....£3.25
Disc carrier 30mm.....£3.25
Sprocket carrier 25mm or 1" die cast.....£4.25

WHEELS AND ACCESSORIES

Spun ally front half 5" x 2".....£3.00
Spun ally front half 5" x 2½".....£3.00
Spun ally wide front half 5" x 3".....£3.25
Spun ally rear half 5" x 2½".....£3.00
Spun ally rear half 5" x 3".....£3.00
Spun ally rear half 5" x 4".....£4.00
Ali Mono SL.....£14.50
Ali Mono rear SL.....£14.50
Ali Mono front rain.....£14.50
Ali mono rear rain.....£14.50

LATEST PRODUCTS

Kart suit various colours.....from £30.00
Inner tube valve key.....£10.50
NGK Spark Plug resistor cover.....£1.25
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Petrol Filters.....£1.00
Stub Axle Spacers.....20p
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Crankcase compl. 3P.....£70.00
Crankcase compl. TT.....£85.00
Crankcase compl. L90TT.....£85.00
Crankshaft compl. 3P & TT.....£95.00

Crankshaft compl. L90TT.....£95.00
Crankshaft Drive 3P & TT.....£40.00
Crankshaft Drive L90TT.....£40.00
Crankshaft Mag 3P & TT.....£40.00
Crankshaft Mag L90TT.....£40.00
Con Rod long & short.....£22.50
Con Rod selected.....£43.48
R. Valve Cover FF99.....£14.79
R. Valve Cover L90TT.....£15.56
R. Valve all models.....£4.50
R. Valve Magnum all mods.....£5.22
Rotary Valve Locator.....£6.00
Liner 3 port.....£38.00
Gasket TT.....£38.00
Head.....£32.00
Piston & rings.....£16.00
Piston Bare.....£10.50
Ring Set (super).....£6.00
Gudgeon Pin (lightened).....£1.25
Cylinder Stud.....£1.25
Head Nut (brass).....50p
Exhaust Stud.....35p
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Oil Seal (ROLF high R.P.M.).....55p
Valve cover (sloping).....£11.00
Crank Pin.....£4.40
Cage & Rollers (steel silver plated).....£5.00
Big End Spacer Washer.....70p
Small End Rollers 2mm x 13.8mm.....£1.25
Small End Washer aluminium.....75p
Small End Washer (steel) 1mm Thick.....65p
Crankcase Main Bearing Shims.....40p
Valve Locator CirClip.....20p
Crank Nylon Stuffers (each).....£1.50
Aluminium Stuffers.....P.O.A.
Copper Rivets (each).....30p

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6204, C3 (metal cage).....£1.65
6204, C4 (fibre cage).....£4.25
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Super track rod ends (male).....£2.50
Track rod ends (male).....£2.50
★ Axle Bearings 30mm (Super).....£5.00
★ Axle Bearings 25mm.....£4.50
★ Axle Bearing Inch.....£4.50
Stub axle bearing 12/15/17mm.....£1.25

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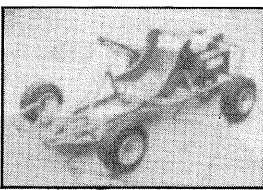
★ Kart cover 100cc.....£12.00
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Kart stand unsprayed.....£10.50
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★ 10mm T-bar socket.....£6.50
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★ Sprocket puller.....£5.00
★ Motoplat puller.....£2.25
Motoplat holder.....£1.75
★ Gudgeon pin extractor.....£4.00

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All PVC suits are available in red, green, black or blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.
DART std PVC suit.....£30.00
New team suits are the latest fashion with stripes up the side of arm, leg and body carry DART logo on back and shoulders. £45.00
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Long leather gloves.....£10.95
Equipment bag.....£6.50

CARBS AND ACCESSORIES

Large quantities, Standard.....£16.75
Bored & tuned, 25mm.....£22.50
Bored & tuned, 22mm.....£24.50
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★ Fun kart wheels and tyres.....£64.00
★ Centrifugal clutches.....£14.00
★ Fun kart frames bare.....£75.00
Honda fun kart 3½hp engines.....£115.00



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Designed for quality, and most important, safety. We guarantee you can't buy better. Our spec. includes racing hubs, not nylon bushes.

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

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Axles.....£9.50
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Sprockets, Each.....£3.50
Pedals, Set each.....£4.00
Sprocket carrier.....£4.00
Steering wheel.....£10.50
Brake.....£17.25
Brake cable.....£2.00
Axle bearings.....£4.00
Track rods, Each.....£2.00
Track rod ends, Each.....£2.00
Stub axles, Each.....£9.50
Seat, Each.....£12.00
Helmet, Each.....£12.00
Chain, Each.....£6.50
Set nuts and bolts.....£7.50
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Steering Bush (one piece).....90p

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Engine sprocket, Arrow 4.50
DID HT100 Link Chain.....£7.50
KEG 219 HT Chain.....£9.00
Type 35/Leisure kart rear sprockets 56-83.....£3.25
Engine sprocket 8, 9 teeth.....£3.50
Chain, heavy duty type 35.....£6.50
Link extractor tool for above.....£9.75
Sprocket puller for above.....£5.00

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11 T Sprocket fine pitch.....£5.00
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Output shaft oil seal.....50p
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Oil seal 23557.....60p
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'O' ring crank valve hub.....40p
Crankshaft nut.....£1.20
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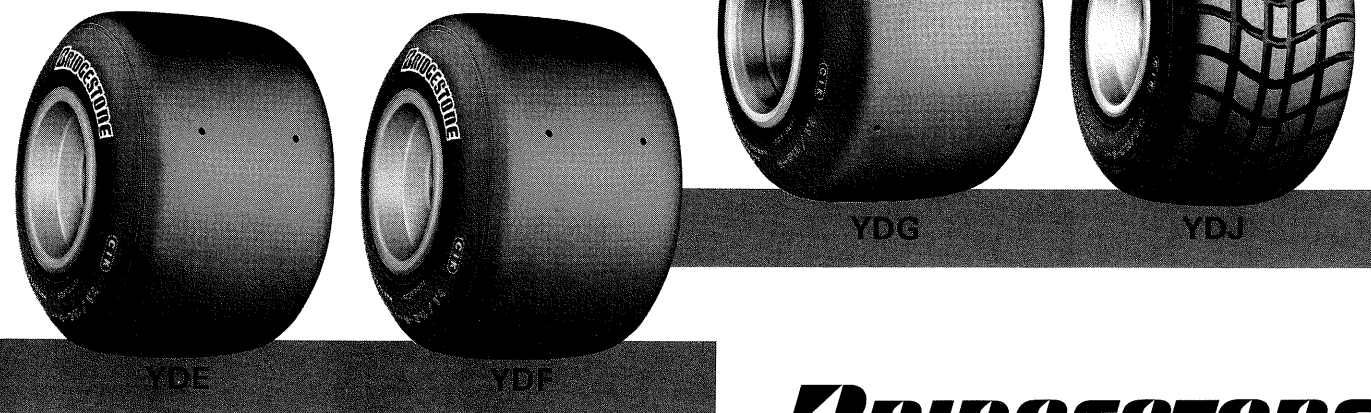
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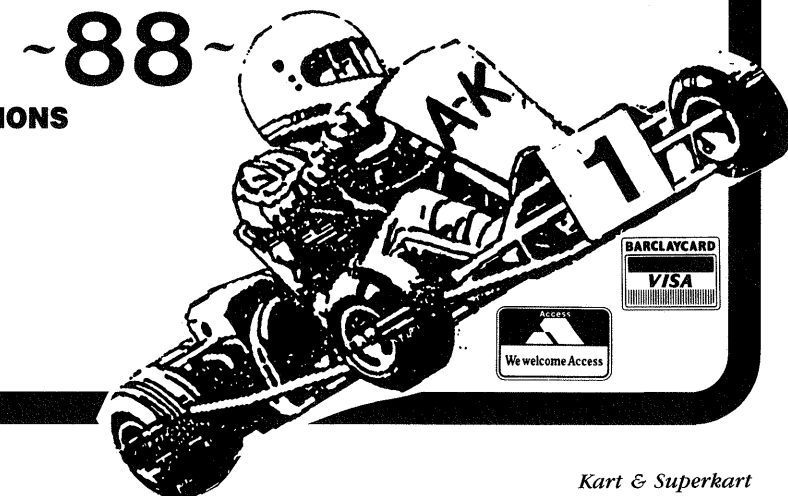
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through to second. Lap six, Daniel was on the ZIP's tail . . . for two laps Andrew held the 'works' All Kart driver at bay . . . Lap 8, Daniel was by on the main straight in hot pursuit of the "Parker Special", but Charles had it in the bag, breaking Daniel Wheldon's very impressive run of success. Davidson crossing the line — but an inch off Wheldon's bumper, well done lads — great race. Trophies going to the first four.

- | | |
|------------------------------|----------|
| 1st Charles Butler-Henderson | All Kart |
| 2nd Daniel Wheldon | All Kart |
| 3rd Andrew Davidson | ZIP |
| 4th Craig Murray | All Kart |

PS: A certain 'Guy' was 'Over the Moon'!

D.D.

ATTENTION CADETS!

We need to hear from you — NOW!
We need to know what schools you go to, your favourite subjects, your ages, hobbies (outside karting), what you would like to do when you are grown up — plus head and shoulders photographs, so people can see what's inside those helmets! All this and you'll see yourselves in print in the Cadet Column. Hurry and send details to:

Dawn Linger,
Cadet Column,
Kart and Superkart,
Pindar Road,
Hoddesdon,
Herts.,
EN11 0DE.

* All new Cadet drivers are asked to write to Kart and Superkart requesting that their names be included on the Cadet Register, giving name, address (in full), telephone number (where applicable). This Register is maintained so that we have a list at our fingertips of drivers we can call upon to attend special events, such as promotional activities.

ATTENTION CADETS

Right, you Cadets, here are a few ideas you might like to try your skills at, (between school and racing commitments).

1. Designing a logo for your own column, the Cadet Column, (black on white only please).
2. Try your hand at race reporting.
3. Your own design for a racing car, (it can be single-seater or two seater sports car, again black on white).
4. Try your hand at drawing karting cartoons.

Whatever you decide to attempt from 1., 3., and 4., please attach your names and addresses on a separate sheet of paper. Please do not fold your contributions, (a piece of cardboard in the envelope will help keep contributions from being damaged in transit). So, get busy now.

JUST HEARD . . .

Zip Kart have been testing a new model Cadet chassis recently and are intending to homologate this new model within the next few weeks. It is understood that present owners of Zip Cadet karts will receive preferential on price for the new model Zip Cadet kart.

RAC UPDATE

In consequence of the Kart Committee meeting, held on 10th February, the Committee approved the following:-

1. From 1st May 1988 *all* manufacturers (Registered as a Kart Trader) will be able to

homologate a new chassis to be valid for a period from 1st May 1988 to 31st December 1990 (i.e., 2 years 7 months). During that period no further applications will be admitted.

2. In order to promote a secondhand market and also to protect current owners of chassis, existing chassis homologations will continue to be eligible for a further *two* homologation periods — that is until 31st December 1993.

3. New homologation applications will be accepted during 1990, to be valid from 1st

January 1991 for a three year period. During this period no further applications will be permitted.

RAC CADET SERIES — ON!!

Despite rumours circulating of late to the contrary, the RAC MSA confirmed on Wednesday 17th February that the RAC Cadet Series will go ahead as planned. It is understood that the original sponsor for the Series withdrew at the last moment, thus creating an air of uncertainty in general. Nevertheless the Series will go ahead, sponsors or no sponsors.



Photos by Anthony Davidson.



“3rd time lucky” — coming under starter’s orders for the Final.

disposed of Tayor. . . into Stadium bend. . . Davidson arrived having succeeded in slip-streaming past Clair at his 8th attempt, only to find Mark re-starting. . . Andrew taking the outside. . . Clair the inside. . . Phew! . . . close stuff! At the line it was Wheldon by half the straight, Davidson a fine second a few lengths ahead of Bogan, Taylor recovering fourth ahead of the “down on power” Butler-Henderson.

1st	Daniel Wheldon	All Kart
2nd	Andrew Davidson	Zip
3rd	Clair Bogan	All Kart
4th	Mark Taylor	All Kart
5th	Charles Butler-Henderson	All Kart
6th	Matthew O’Hara	Sprint

Restricted

1st	William Thornton	Zip
2nd	Lindsay Coulthard	Zip
3rd	Daniel Bailey	Zip

After the second round the leading points positions:

158	D. Wheldon	All Kart
141	M. Taylor	All Kart
130	C. Butler-Henderson	Sprint & All Kart
127	A. Davidson	Zip
124	C. Bogan	All Kart

WOMBWELL

2nd Round Winter Series
SUNDAY 14th FEBRUARY

Four regular southern Cadets ventured North for South Yorkshire Kart Clubs well organised Valentines Day meeting.

Daniel Wheldon, Charles Butler-Henderson and John Goss in All Karts, Andrew Davidson (ZIP).

‘S’cottish Champion Craig Murray and Neil Ozalins in All Karts.

James Meanwell, Anthony Hunter and David Wandless in ZIPs.

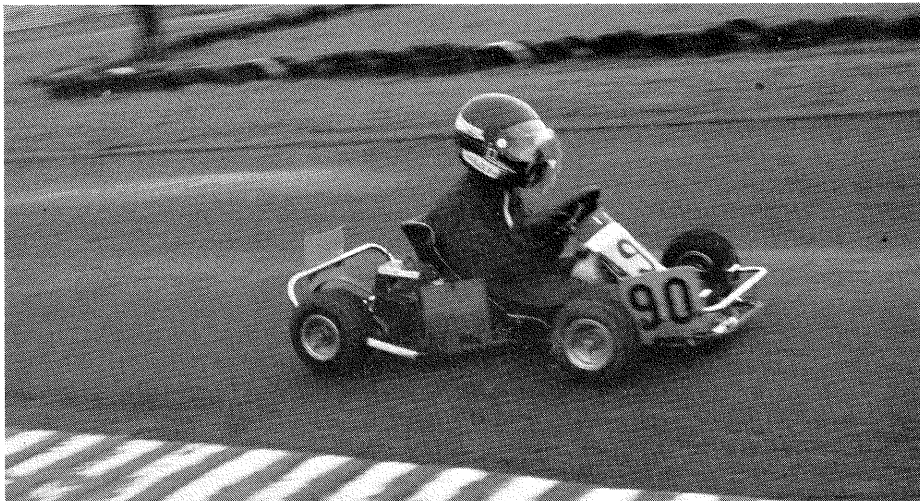
Gavin Creber’s Jeta, and novice Gavin Richardson’s Wright.

Heat 1: 8 Laps

With the track wet from early morning rain, Butler-Henderson led away from pole, Goss passing Creber, on lap one to ‘hold’ second spot until lap three. . . Davidson trying the outside line ran wide at the hairpin allowing Wheldon through to pass Goss too . . . but Charles lapping the wet track in 49 seconds was now long gone, crossing the line 20 lengths clear of Daniel who in turn was 20 yards clear of Andrew. Craig Murray 4th and John Goss 5th.



The grid, with Scottish Champ Craig Murray (S) heading. (Pic: Anthony Davidson, age 8)



Charles Butler-Henderson ran out the eventual winner. (Pic: Anthony Davidson)

1st	Charles Butler-Henderson	All Kart
2nd	Daniel Wheldon	All Kart
3rd	Andrew Davidson	ZIP
4th	Craig Murray	All Kart
5th	John Goss	All Kart

Heat 2: 8 Laps

Damp conditions prevailed for heat two.

Wheldon and Davidson slicing through from the third and fourth row to follow pole man Murray around the first turn. Wheldon overtaking the Scot down the straight with Davidson seemingly welded to his back bumper! For four laps Davidson’s menacing black ZIP climbed all over the ‘works’ All Kart, pressuring Daniel into

a rare mistake . . . running off up the grass bank. Rejoining Davidson in a side by side dash to the hairpin . . . the two leaders arriving there (the whole straight ahead of the rest) neither giving an inch under braking . . . the ZIP on the inside as they turned in . . . Wheels clashed . . . Davidson being flung around backwards . . . Wheel-spinning off after the slowed No. 8. Meanwhile Butler-Henderson (from the 10th grid) was locked in combat with Murray . . . arriving at the hairpin as one . . . more wheel contact . . . Craig sideways . . . Charles now third, went ‘ploughing’ in the infield in his vain pursuit of the leaders. Lapping the damp track in the mid 45’s Davidson’s “twitchy” ZIP was back on Wheldon’s sprocket for the final two left handers. Andrew on the inside just failing to pip Daniel at the flag!

1st	Daniel Wheldon	All Kart
2nd	Andrew Davidson	ZIP
3rd	Charles Butler-Henderson	All Kart
4th	Craig Murray	All Kart

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Omega at	£20.70 + VAT

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5. Complete conrod assembly — rod — TZ racing big end bearing crank pin — thrust washers — little end rollers — little end spacers.....£39.13 + VAT

6. Latest invader crankcases — gravity die — cast in LM-25-TF heat treated and thickened for extra strength with built in stuffers, matched pair at.....£65.22 + VAT

7. Barrel, pressure — die-casted in all — LM-25-TF heat treated complete with inlet stub — exhaust stub complete with liner (later type), Bored and honed ready to bolt on at.....£95.65 + VAT
There are 7 bores to choose from (STD + 10 + 20 + 30 + 40 + 60 + 70) (Pistons are available for all these sizes)

8. Rings, are available for all these sizes at£3.91 + VAT

9. Liners, are available for above — Plain at£14.00 + VAT
— Ported at£22.00 + VAT

10. Fully machined cylinder heads at£15.71 + VAT

11. Complete full circle crank assembly, fully balanced includes little end rollers and spacers and crank nuts, at£113.00 + VAT

12. New bottom end — includes — Invader crankcases — full circle crank — little end rollers and spacers and crank nuts main bearings, built ready to fit your gearbox and clutch etc, built at£195.00 + VAT
or with TB fibre bearings at£203.50 + VAT

13. Gearbox, complete with positive/stop at£69.50 + VAT

14. Complete clutch with reinforced clutch basket, etc at£55.00 + VAT

15. Set of 4 clutch plates at £10.44 + VAT. Clutch Basket at £21.70 + VAT

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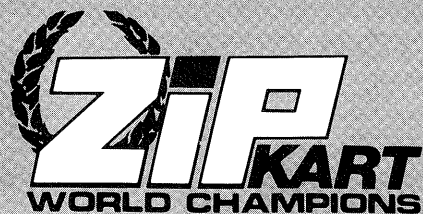
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CADET COLUMN

EDITED BY DAWN LINGER

KIMBOLTON

Heat 1

1st A. Davidson

2nd D. Wheldon

3rd C. Bogan

Heat 2

1st D. Wheldon

2nd M. Taylor

3rd A. Davidson

FINAL

The diminutive Daniel Wheldon led out the field with Andrew Davidson. Wheldon grabbed the lead and Taylor powered through at the first corner to take second from Davidson with Clair Bogan just leading Kevin Hall. Wheldon looked to have a good lead but Taylor hauled him in and took the lead on lap five, Davidson was close behind and these three were contesting the lead. Ten lengths behind Clair was just holding on the fourth from Hall and Davies. With three laps to go Davies nipped past Hall and harried champion Clair Bogan all the way to the line. On the last lap the three leaders encountered a backmarker as they approached Kim corner, Taylor went to the right and Wheldon to the left and they clashed as they arrived in the corner together, Wheldon kept going to win from Davidson with Davies spluttering home in third place.

1st Daniel Wheldon	Allkart/Comer
2nd Andrew Davidson	Zip/Comer
3rd Mathew Davies	Gillard/Comer
4th Clare Bogan	Allkart/Comer
5th Kevin Hall	Allkart/Comer
6th Mark Taylor	---/Comer

WOMBWELL

WINTER SERIES

ROUND 1

Nine entries, but unfortunately only seven made the racing. Billericay's Mathew Davies was again dominant in the heats, winning both by quite embarrassing margins. In heat two Neil Ozalins held him off for a couple of laps but once through he was away into the distance. Michael Blair shared a second and third with Ozalins. In the final, Davies shot off, never to be challenged, lapping in around 45 seconds. Behind him Ozalins led David Wandless, James Meanwell, Blair and Antony Hunter. By mid-distance Davies had an enormous lead, Ozalins was on his own in second and Blair had slowly worked his way to the front of the chasing group. By the flag Davies had lapped all bar second placed Ozalins and third placed Davies. Wandless clinched fourth ahead of Hunter, Meanwell and Gavin Richardson.

1st Mathew Davies	Zip
2nd Neil Ozalins	Allkart
3rd Michael Blair	Wright

RYE HOUSE

WINTER NATIONAL SERIES

ROUND 2

7th February 1988

Bright, sunny, mild weather made a pleasant change to the recent floods. No less than 16



Wheldon and Davidson share a joke on the 'Final' grid.



Heat 2 Rye — Stilp, Bogan, Davidson, followed by Yeates and Thornton.

Cadets came to race; (6 All Karts) No. 1 Club & British Champion Clair Bogan, No. 8 Daniel Wheldon, No. 13 Mark Taylor, No. 90 Charles Butler-Henderson, No. 18 Kevin Hall and No. 77 Giles Yates. (5 Zips) No. 14 Andrew Davidson, No. 26 Doug Bell, No. 28 Lindsay Coulthard, No. 16 William Thornton (novice) and No. 17 Daniel Bailey (novice). (1 Gillard) No. 10 Danny Yeomans. (1 Wright) No. 15 Tim Huffer.

Heat 1 (8 Laps)

Slicks were the order of the day, fastest lap times being in the 44/45 second range.

Clair was never headed from pole position, fighting off a strong challenge at the flag from Daniel Wheldon, ducking out from the champion's slip stream... to lose by a wheel. Mark Taylor taking third followed by Charles Butler-Henderson unable to repeat his Saturday practice form.

Andrew Davidson's Zip next up, following the four All Karts.

1st Clair Bogan
2nd Daniel Wheldon
3rd Mark Taylor

Heat 2 (8 Laps)

Stilp and O'Hara led the pack away. By lap three Matthew had a big lead, but approaching the chicane his motor faltered, allowing Wheldon

and Taylor through, both having battled mightily together from the back of the grid.

Bogan and Davidson also from the back came upon and passed Stilp but Yeomans proved a tougher nut to crack, Clair eventually getting by at a Stadium bend. Davidson tangled with Yeomans exiting the hairpin on the last lap,

letting novice Thornton in, the 'Putney Flyer' holding that position to the flag... just!

1st Daniel Wheldon
2nd Mark Taylor
3rd Clair Bogan

The Final (10 Laps)

After a game of ball in the lunch break the Cadets took their places for the final. The brilliant sunshine was now gone, giving way to threatening grey skies.

Daniel Wheldon on pole "yet again" sharing the front row with Clair, the second row consisted of Taylor and Davidson, novice Thornton in a creditable 5th spot, Yeomans (Gillard) completing the third row, Butler-Henderson and Hall forming the fourth row.

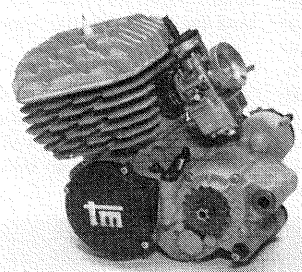
Three parade laps being necessary to get these 'Tigers' underway, again Daniel and Mark dicing mightily for the lead.

Behind, Andrew was slip streaming Clair, their battle a contrast of smoothness to the 'rough stuff' going on in the lead. Further down the field Huffer tangled with Yates at the Hairpin, the latter retiring with a broken track rod. Charles was being bumped by Yeomans, much to his indignation, the latter then causing mayhem amongst the back markers when he 'lost it' at the end of the back straight.

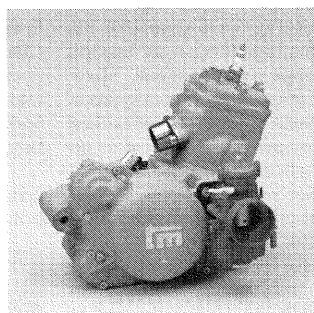
Meanwhile back at the front... Wheldon had ►

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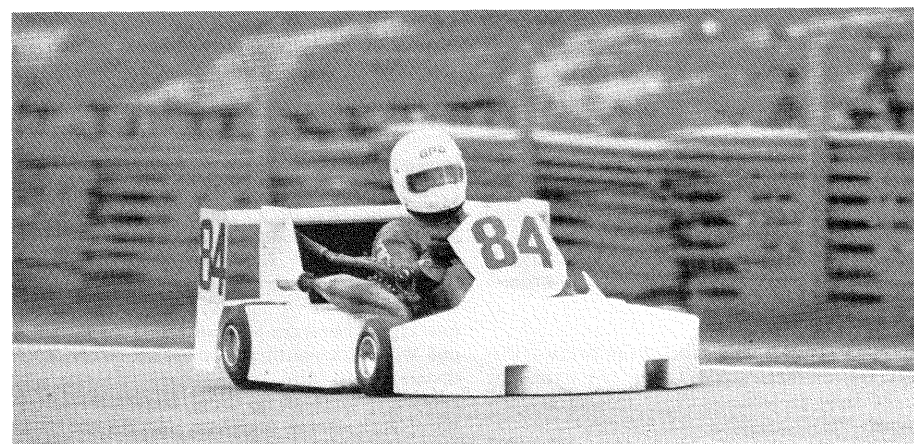
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1987 FORMULA E — EUROPEAN AND WORLD CHAMPIONSHIPS REVIEW

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★



1987 World Champion, Eric Gassin, was disqualified from the Assen round of the European Series over engine irregularities. (Pic: Doug Rees).

The 1987 British assault on the European and World Championships ended in disappointment. In 1986 Martin Hines had taken the European title at the final round at Silverstone, whilst rank outsider, South African Wade Nelson, grabbed the World laurels during the Nurburgring 'Finale'. Out of the many British contenders in 1987 only Ian Shaw, Tim Parrott and Roger Goff showed enough consistency to finish high in both leagues. In the European title clash Shaw finished runner-up to Sweden's Lennart Bohlin, with Parrott clawing his way up to fifth by the time the Series ended. Parrott featured again, this time in the World Championship, as the highest placed Brit, fourth on 24 points, whilst Roger Goff acquitted himself well, securing fifth in the table with 19 points. Frenchman Eric Gassin, so long a serious threat, at last realised his ambition by taking the World crown during the final round at Le Mans last September, two outright wins and a second wrapped the title up from his nearest rival Bohlin. Those two appeared the dominant pair during the season, although Gassin's performances in the European were less inspiring, in part due to his Assen disqualification over engine irregularities. In fact Assen was to leave a lot of bitter feeling in the air, some back stabbing and interpretation of the rules that left much to be desired. This year the European again visits Assen, at least that's what seems to be the intention, and the hope is there will be no acrimony carried over.

Probably one of the most improved European drivers of the year was Sweden's Bobo Westman. Although his European title attempt ended in abysmal failure which had nothing to do with his driving capabilities, he impressed in the World Series — a second at Silverstone after a fine and spirited duel with Roger Goff; a fifth at the 'ring and eighth at Le Mans. That might not sound too impressive but it was sufficient to earn him third place overall in the series with 25 points.

And now a look at the individual rounds in each series, starting with the European Championship. . . .

The West German circuit at Hockenheim was the sun-drenched venue for the opening round during 3rd-5th July. Formula E last raced there in 1985, at that time on the short Stadium circuit,

so it came as somewhat of a surprise to discover that the event was to take place on the full 6.979km (4.223 miles) Grand Prix circuit. It was unfortunate in a way because a number of drivers arrived expecting, naturally, to race on the Stadium track, therefore came ill-equipped, bodywork-wise that is, to cope with the sheer speed of the long circuit. A lot of criticism was aimed at the ADAC Wurttemberg, the event organisers, for its failure to communicate news of the exact racing venue to the competitors, ASN's, even the CIK. However, once practice and qualifying had been dispensed with, most seemed to prefer racing the full circuit. It was damned quick, was the general consensus, with Martin Hines stamping in the fastest lap of the weekend during the Final — 2min 20.78sec, 173.82km/h.

The entry was high, when gauged by current UK standards, some 75 drivers, not including the 20 or so single-cylinder entries racing in the Castrol-Pokal series. Amongst the regular European and Scandinavian teams were a couple of English faces, new to the continental scene, those of Dino and Langcourt-backed driver Mark Allen who only commenced in Formula E at the beginning of the year, and Silverstone-Zip driver Ian Shaw, the latter having had a bit more Formula E experience than Allen. He started in

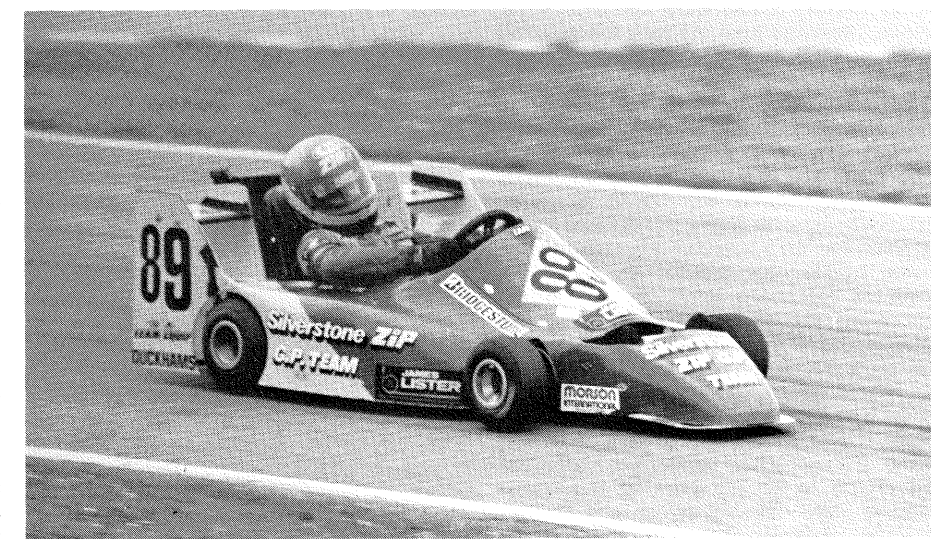
1986 but Hockenheim was his first European 'experience'. The British challenge was led by ex-World and 1986 European Champion Martin Hines, his team ably backed by Roger Goff, the Zip engine tuner, and Ian Shaw; Phil Glencross, now Monro backed, was racing the new Anderson kart with Russell Anderson power pouring from the Rotax; Tim Parrott was the pilot for the Kelgate supported team, whilst privateer Chris Willie was out on an ex-Sandy Dalgarno Rotax. . . .

The Scandinavian challenge was as strong as ever, with Lennart Bohlin and Monica Strath forming the Swedish team. Of course there were several individual Swedish entries, Mikael Janson, past winner of a Euro round at Mantorp Park; Hakan Dahlman and Bobo Westman who was to climb to third in the World series later in the year after some fine efforts.

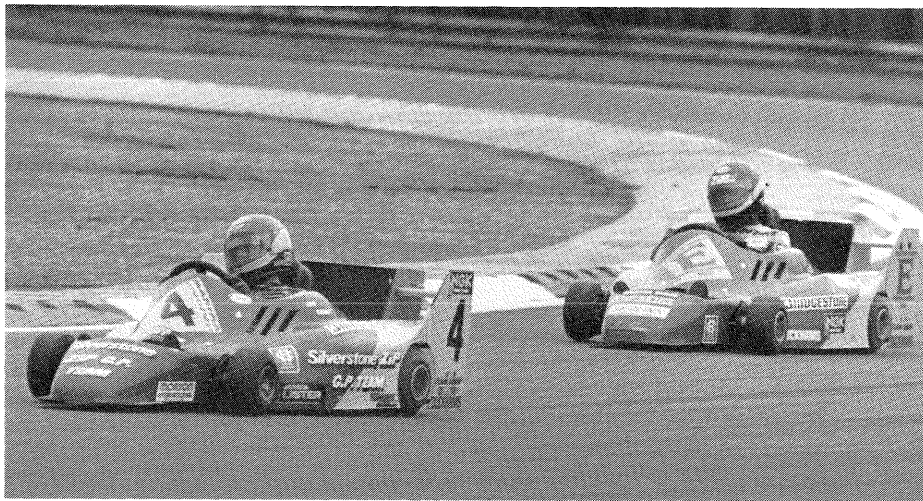
Denmark was represented by past World and European Champion, Poul Petersen and fellow countryman Lars Gronning, who was also having his first taste of the circuit. Recently crowned Dutch Champion, Piet Hartog, headed the challenge from the Low Countries along with '85 Hockenheim winner Perry Grondstra and Leo Wollerich. From Norway heralded seasoned campaigner Torgjer Kleppe, whilst Switzerland fielded Paul Gudel and Austria Rainer Wimmer. Local men, out to make impressions in front of the home crowd, were Robert Owsianny and Hans-Peter Kiefer, although neither was to shine on that occasion. The French contingent was strong — Eric Gassin heading the list with Thierry Serfatti, William Batmalle and Philippe Lozza.

Those then were the principal drivers who would enact out the European series for both continental rounds, although when they met later at Silverstone several more would join the league.

Phil Glencross got proceedings off to a good start by earning pole position for the Pre-Final but a seized Rotax was to rob him of a finish. Shaw and Parrott, too, were to spectate from the sidelines, the win going to Hines who led home Bohlin, Goff, Gudel, Allen and Janson. So it was a confident Zip boss who took the early lead in the main event, but a seize was to put paid to



Ian Shaw finished eighth at Hockenheim in the Euro after a rear grid start (Pic: Doug Rees).



The classic Shaw-Hines scrap at Silverstone highlighted BBC TV Grandstand's Saturday afternoon viewing. (Pic: Doug Rees).

him collecting any points that trip. Bohlin took up the running and was to snatch a valued 15 points in the Championship scramble. Serfatti upheld French honour by finishing second to the Swede, followed home by Gassin, Kleppe, Gudel and Allen. Shaw was the only other British driver to finish in the points, he collected 5 for eighth place after starting from the rear of the grid. Monica Strath was involved in a nasty-looking crash at the Ost Kurve, but fortunately sustained only minor injuries.

Two weeks later the contestants arrived at the Dutch TT circuit of Assen on 18th-19th July for the second round. A total of 63 turned out for the event on the 3.971km track. Bohlin seemed pretty confident that another win would ensure he took the 'E' number plate back to the mother country for a second time. . . .

Hines was to set fastest time and take pole for the Pre-Final, but though he led initially power seemed to ebb and Bohlin was to lead the way home, Hines finishing in third behind Gassin. Parrott's luck improved and he claimed fourth place ahead of Gronning and Goff, with Kleppe leading home Hartog, Shaw and Gudel; Grondstra and Monica grabbed the next two places.

The Finale and Hines led for the first half of the race until yet another seize sidelined him. Gassin inherited the lead but had a hard task on his hands trying to keep the determined Swede, Bohlin, at bay. Bohlin finally gained the advantage and ran out the winner, collecting another 15 points and putting himself in a pretty unassailable position. Gassin held onto second whilst Parrott finished a fine third ahead of Shaw. Kleppe, Glencross from the back following an earlier non-finish, Janson, Wimmer, Hartog, Allen another Pre-Final non-finish, Monica and Hans-Peter Kiefer made up the rest finishing in the points table.

At least that's what the final result looked to be, but not so. . . . Exclusions and protests started flying around. Eric Gassin was to be excluded because his engine was deemed illegal; Ian Shaw, too, for a *parc ferme* breach and Piet Hartog because his radiator sat above the permitted regulation limit. To add to the frustrations the Officials stated that drivers following home those excluded would not be moved up the results sheet. In fact Tim Parrott was moved into the second place vacated by Gassin. Third spot did remain vacant — and the rest moved up, Kleppe fourth, then Glencross, Janson, Wimmer, Allen, Monica and Kiefer. The two drivers to benefit from all this queue shuffling were Hakan Dahlman and William Batmalle, collecting 2 points and 1 point respectively.

finish of the series, third place. Bohlin was content with fourth because that earned him the European title. Nelson, Serfatti, Irving, Luby, Parrott, Goff, Gray and Durao followed home down to twelfth place.

To Bohlin the Championship on 39 points; Shaw runner-up on 20, then Serfatti and Kleppe on 19 each, Parrott 16, Janson 14, Allen 13, Hines 12, Wimmer 11, Gassin and Petersen 10 each and Glencross on 9.

The World Championship commenced with the opening round taking place at Silverstone on Sunday 9th August, qualifying having taken place on Saturday before the Cadet races. Ian Shaw put in the fastest time and earned pole for the Pre-Final run later in the day. Wade Nelson was second quickest, then Poul Petersen and Lennart Bohlin; Shaw mixing it with such esteemed company on the front row as three World Champions, past and present!

It was Gassin who got the jump but Petersen quickly grabbed the lead and the pair fought it out, with Hines getting in on the act before much distance had run. Irving, Goff, Kleppe and Glencross were all up there, Shaw destined to retire with rubber problems and Parrott to go missing from the order.

Gassin, back in control after Petersen's early lead, was to take the flag, Glencross a good second after a spirited drive ahead of Goff. Gray was there in fourth, with Luby, Irving and Allen chasing him home. Hines followed ahead of Bohlin, Grondstra and Petersen.

Yet another year and it was wet for the Final. Bohlin was the early leader with Goff, Gassin and Irving chasing. The unfortunate Hines was again plagued with maladies — this time when the clutch went bang on the rolling lap!

After only three tours Gassin hit the front and left the battles to develop behind — Goff, Bohlin and Bobo Westman. Out front Gassin began to break away, Bohlin dropped back a fraction leaving the scrap over second place between Goff and Westman, the latter bettering Goff in the closing stages. That was the order of the first four home. Parrott climbed extremely well from a rear of the grid start to take fifth. Next along came Wollerich, Gray, Allen, Janson and Kleppe, with Kiefer and Hakan Widdes, a newcomer to the British scene, claiming the remaining point.

Two weeks later they all met up again at the Nururgring during 27th-28th August, all, that is, apart from Phil Glencross whose entry was refused because it was received too late. Frenchman Serfatti found himself in the same predicament, although he was able to sneak into the first qualifying session before being caught!

Though Bohlin qualified fastest and led out the Pre-Final, Gassin broke through early to take the lead, Shaw, Parrott and Hines fighting over

the places. Hines soon made ground and took the lead, the rest in a tight bunch behind and there the Zip boss was to stay for the majority of the distance, until Bohlin picked up the tow and, in the final lap, broke it and swept through to take the flag. Gassin finished third, with Shaw, Kleppe, Westman, Petersen, Parrott, Irving, Gange, Allen and Hector North filling the other places.

Hines was to beat the rest off the line as the Final got under way — Shaw, Bohlin and Gassin following. However, after only one lap Gassin had the lead again, aiming for a repeat of his Silverstone form, gradually pulling away, leaving Hines, Bohlin and Kleppe to scrap it out. Shaw soon demoted Kleppe after losing several places; Parrott, Petersen, Westman and Goff were tucked in behind. Shaw unfortunately was soon to go missing, then Hines when his gearbox started throwing oil. Bohlin set about trying to haul in the flying Gassin, something that looked nigh impossible, until the Frenchman in his exuberance spun off! He managed to regain the track but not before Bohlin had shot into an unassailable lead. Gassin, begrudgingly, had to settle for second ahead of Petersen, Parrott, Westman and Kleppe. Goff held on for seventh, trailed home by Hartog, Allen, North, Pierre Poudroux and Philippe Lozza.

So to Le Mans on 25th-27th September with an interesting contest in prospect — Gassin had collected 27 points, Bohlin 24, Westman 20, Parrott 17 and Goff 16 — those five drivers being mathematically the only ones in with a chance of taking the 1987 World title. . . .

When the competitors took to the Bugatti circuit for free practice, a speed gun had been set up before the new chicane by the Dunlop footbridge. Hines was to record the quickest time at 195km/h, with Shaw, Goff, Westman and Wollerich all on 188km/h and Bohlin down on 184km/h.

It didn't prevent Bohlin from leading the Pre-Final from Gassin, until the latter proved the Bugatti was his home track. Bohlin stayed in second chased hard by Hines and Parrott and that was the immediate order over the line when the flag came out.

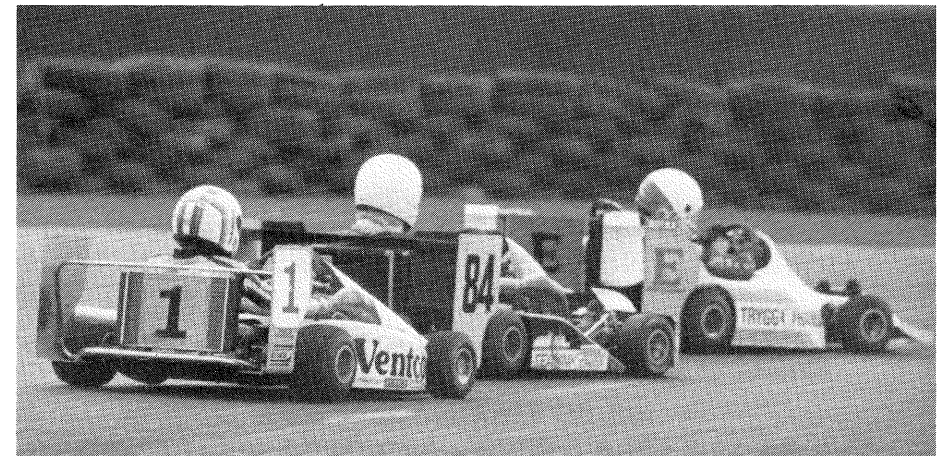
Gassin was to repeat the pattern, literally running away with the Final, leaving Bohlin, Hines and Nelson to fight over the places. Shaw was gone early from the action with clutch failure, whilst Petersen ended his race with Rotary valve failure. French Champion Jean-Claude Kalen, who only raced the Le Mans round, followed home in fifth, with Parrott taking sixth. Then came Kleppe, Westman, Serfatti, Goff, Gange and Alan Pritchard, acquitting himself well on his first continental trip.

Gassin took the World crown with a total of 42 points scored from two outright victories and

a second place; Bohlin was runner-up with 36, Westman next on 25, then Parrott 24, Goff 19 and Kleppe, sixth, with 16. After what Hines described as "definitely not our year", he finished seventh overall in the Series.

Having taken the European title it now looks unlikely that Lennart Bohlin will compete in karting any more, as he has confirmed his commitment to a career in Touring Cars, starting this year aboard an M3 BMW. His departure leaves a gap but there are many, very capable, and eager, to fill that space.

Everyone is keen to see the season get under way, but it looks like they will have to wait until late July before the European Championship even looks like getting started, that is of course provided the CIK can make up its mind about dates and venues!



Retiring European Champion, Lennart Bohlin, heads into the Touring Car game, pictured in company with Gassin (84) and outgoing World Champion Wade Nelson (1). (Pic: Doug Rees).

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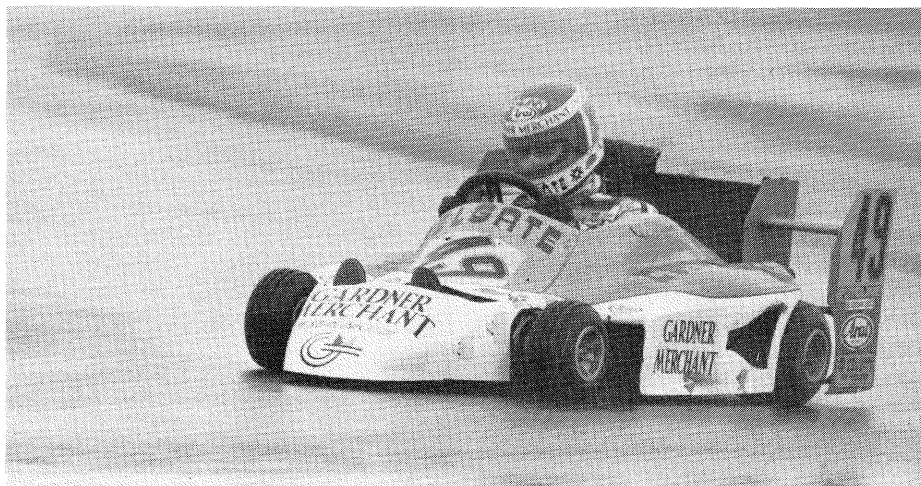
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Tim Parrott finished as the highest place Brit in the World Series, fourth with 24 points. (Pic: Doug Rees).