

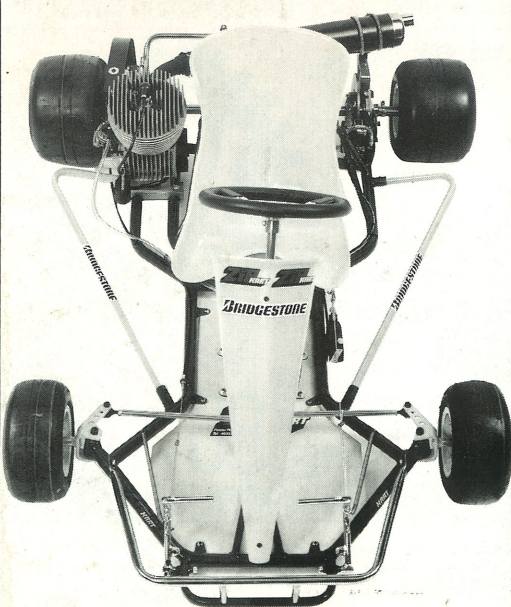
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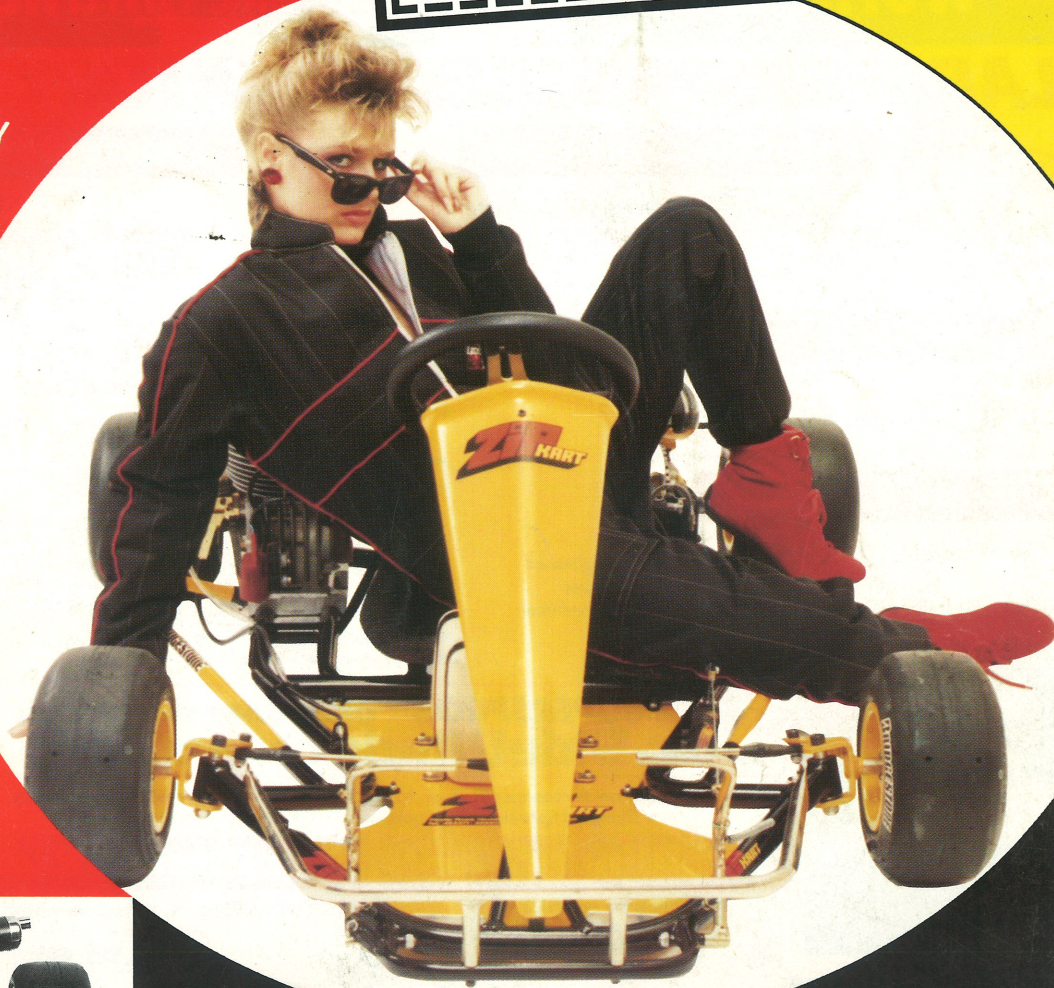
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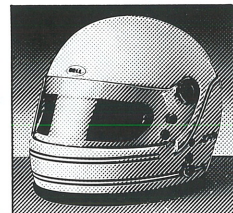
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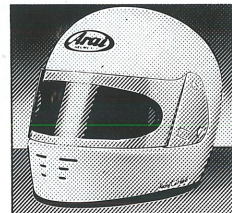
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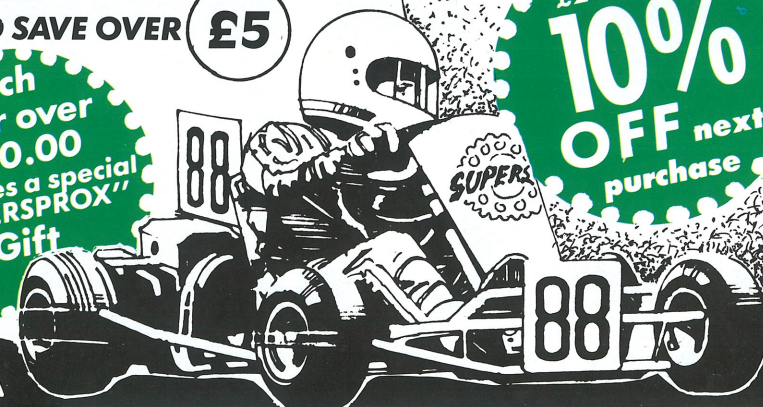
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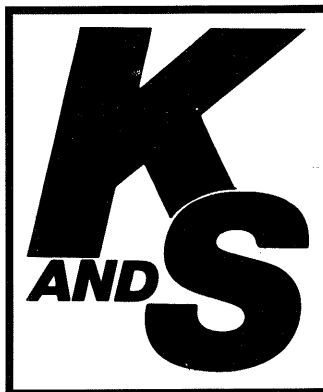
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FRONT COVER:

**Chris Dagless (93)
— Sprint/TKM
leads Jason Weller
— Zip/PCR.**

(Pic: Beverley Heath)

Inset Pic: Doug Rees

MONTHLY

No. 108

Ed, Says!.....

As early as last October it was intimated by the RAC MSA that the two separate Junior Britain 'A' and 'B' categories would again become a single entity as of 1st January this year, regardless of lobbying from several sources to retain the two classes. In consequence, to bridge the age differential, the Cadet class upper age limit was to be raised to 12 and to cater for the natural increase in Cadet growth the class weight limit was also to be increased — from 85kg to 90kg, the alteration to be effective from 1st March this year.

End of history lesson.

Considerable publicity was given to the proposal to change the weight limit, both through the karting press and RAC MSA News Bulletins. Yet, at the first meeting after 1st March, the event at Rye House was run according to last year's criteria. This, quite understandably, caused a degree of upset amongst several competitors' parents. Of the Cadet entry it is mooted about 50% arrived prepared to race on the 85kg limit, the other 50% geared up to race on the new 90kg limit, the latter half having devoted time to setting-up and even practice accordingly on the Saturday prior. It is understood that the club in question endeavours to run its meetings for the benefit of the majority. All very laudable but a 50-50 division, why then did the club not invoke the rule of democracy under the circumstances and put the weight issue to the vote? It is doubtful if the RAC MSA would have seriously objected to a slight bending of the rules in that instance, considering the new rule was but one week old. Had a vote been taken a lot of the frustration and discontent would have been avoided and the general feeling, in retrospect, is that all parties concerned would have been quite happy to abide by the majority decision, rather than be dictated to by the club.

Granted it is all water under the bridge now but it has left sour feelings and it is thought the club has done little to ingratiate itself with its bread and butter — the club paying members.

(Continued Page 2)

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PUBLICATION DATE:- THURSDAY 5th MAY 1988

Ed Says!..... (continued)

Whilst on the subject of the Hoddesdon Kart Club, one must call into question the wisdom of a club rule that members due for awards who fail to attend the club Annual Awards Presentation do not get an award. There was an instance of a driver due for an award who failed to attend the ceremony owing to genuine family illness. Surely those must be construed as extenuating circumstances and allowances made accordingly. If a driver has worked all year in a Club Championship, has devoted time and effort to merit an accolade, then he or she is entitled to an award and not be fobbed off with some very insular club regulation that smacks of nepotism. It makes one wonder whether or not it would be advisable to provide a doctor's sick certificate as insurance against disappointment.

The RAC MSA's move from Belgrave Square to premises more adequate to cope with the increased demands made upon that building's capacity to deal with the expanding image of the body has been relatively common knowledge for at least 18 months. That a move was to be made prior to 31st October 1988 was widely publicised in the motoring press about one month ago, but the unexpected news recently that the move, to Colnbrook, near Heathrow, was to take place on 29th April came as a bombshell to a number of MSA staff who had, quite naturally, expected a little more notice.

One person dramatically affected by the forthcoming move is Karting Manager, Miss Katrina Williamson. Already she has quite an onerous journey to and from business each day so, for her, the location chosen came as a shock and in consequence Katrina will be leaving her post.

She asumed the role of Karting Manager when Robert Langford retired from his post as Kart Executive over a year ago. Katrina had worked closely with Robert during the preceding four years as his PA and thus gained a valuable insight into the machinations of karting politics and administration.

During her period in office as Karting Manager she has coped exceedingly well and, unfortunately, borne the brunt of unnecessary 'flak' from people within the sport who have an axe to grind with the RAC, people who should know better rather than take advantage of a young lady, new to the post, striving to find her feet in a somewhat unique position of responsibility. She has endured abusive telephone calls, accusations and unwarranted 'grillings' that no one should be expected to bear, which throws questions on the directives from above. All this has been borne, tongue in cheek, in the name of trying to maintain the sport as a cohesive unit and keep the peace. She has helped a lot of people in the course of her job, but people seem to forget that and pounce on the few occasions when the system itself falls down.

What should be evident to any reasonably astute person is that she does not make the rules, they are made by the elected Kart Committee; she is the person who has to administer them.

With her departure the post will be vacant for a time, in fact it is advertised in this issue of Kart and Superkart and who will fill it remains to be seen. It is a difficult post that takes a particular kind of person to fill. Katrina has the knowledge and experience of the sport, something that took time to acquire. It is hoped that those involved in the selection can find someone of her capability and resilience.

The Editor and staff of this magazine wish Katrina every success for the future, in whatever fresh career she chooses to embark on.

Ed. McCormick

GRAND PRIX DE PARIS — 25th-26th JUNE

As mentioned in last month's 'Editorial' 250 National has got off the ground this year in France. If it proves successful during 1988 it could pave the way for an 'Intercontinental' category being introduced in 1989, as mooted a few issues back by Didier Hamelin (GNK). The dates and venues were published last month on page 8. Of particular interest to eligible UK 250 National drivers wishing to compete and thus gain valuable continental experience is the event to be staged at Circuit Carole on 25th-26th, entitled 'Grand Prix de Paris', a 250cc single-cylinder CIK Trophy event. The entry closing date is 25th May and entry forms are available from Trophy event. The entry closing date is 25th May and entry forms are available from Kart and Superkart Magazine, (stamped addressed envelope please).

The regulations are as follows:-

The Trophy meeting is restricted to drivers holding International 'A' or 'B' licences. (Intending entrants are reminded they must abide by RAC MSA Rule R.7.3.2. of the 1988 Yearbook, regarding Visas and Carnets).

The event is Round 4 of the French Championships.

Chassis:	As for Formula E.
Bodywork .	As for Formula E.
Engine:	250cc single-cylinder, air or water-cooled.
Restrictions:	Any system of injection, turbo, super-charging is forbidden. Power Valves are forbidden.
	Gearbox must have a minimum of 3 and a maximum of 6 ratios.
Minimum Weight:	185Kg with bodywork. 175Kg without bodywork.
	No 1988 engines are permitted.
Tyres:	As for Formula E.
Noise Level:	As for Formula E.

The event will be run to European Championship Formula E regulations.

Further information from these offices, (please contact in first instance in order that we can advise the GNK of numbers intending to compete), and:

Groupement National de Karting (GNK),
42 Rue Guy Moquet,
75017 Paris,
France.
Telephone: 42.28.36.13
Telex: 28.20.19

SCANDINAVIAN NEWS

The Scandinavian Championships will take place at Jyllandsringen, Denmark, on Saturday 7th May. On 14th-15th May there is an International Formula E meeting at Mantorp Park, Sweden, along with the opening round of the Swedish Touring Car Championship in which current Formula E European Champion Lennart Bohlin will be racing the Zakspeed M3 BMW. It is understood that Phil Glencross might also be racing...

On 21st May a meeting will take place at the new circuit in Finland, to which Martin Hines has been invited to attend a press reception, etc. Also Monica Strath, it is understood, will be racing and there is a possibility that Lennart Bohlin may just forsake his Touring Car aspirations for the weekend and jump back into a kart...

NORFOLK & SUFFOLK KART CLUB

Important Change of Address

Please note that the address of the Competition Secretary; Mrs Anne Caswell, now is:-

“PENTIRE”,
TUTTLES LANE WEST,
WYMONDHAM,
NORFOLK,
NR18 0DZ.

Tel: WYMONDHAM 603763

To which all communications should be sent.

WORLD CHAMPS — FORMULA K/SUPER-HUNDRED

This year's World Championship for Formula K and the new category, Formula Super-Hundred, will take place at Laval (F) on 16th-18th September 1988.

JERSEY KART AND MOTOR CLUB 1988 CALENDAR

April			
17th Sunday	Points Meeting	(Clockwise)	
May			
1st Sunday	Points Meeting	(Anti-clockwise)	
14th Saturday	Channel Challenge		
	Endurance Race	(Clockwise)	
29th Sunday	Points Meeting	(Clockwise)	
June			
12th Sunday	Points Meeting	(Anti-clockwise)	
26th Sunday	Points Meeting	(Clockwise)	
July			
17th Sunday	Points Meeting	(Anti-clockwise)	
August			
13th Saturday	International Hill Climb		
14th Sunday	International All Day Meeting	(Clockwise)	
September			
4th Sunday	Points Meeting	(Clockwise)	
18th Saturday	Points Meeting	(Anti-clockwise)	
October			
2nd Sunday	Points Meeting	(Clockwise)	
23rd Sunday	Points Meeting	(Anti-clockwise)	
November			
6th Sunday	Endurance Races	(Clockwise)	

Closed to members of Jersey Kart and Motorclub, Two Counties Kart Club and Plymouth Kart Club.

KART ‘OPEN’ DAY

This year's RAC MSA Kart Committee 'Open' Day will take place on Wednesday 15th June, commencing at 10.30am. With the impending move of the MSA to new premises in the Heathrow region, the exact venue for the Open Day will be notified at a later date.

WHERE AND WHEN

16th17th APRIL
Montpellier (F) — Formula K/Super Hundred Euro Champs Round 1

17th APRIL
Carnaby (Auto 66 Club) — (2 miles west of Bridlington, North Humberside)
Pembrey — (8 miles from Llanelli, on A484, Dyfed)
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)
Jurby — (Isle of Man)
Crail — (9 miles southeast of St Andrews, Fife)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads)
Shenington — (8 miles from Banbury, off A422, Banbury-Stratford Road)
Birmingham — (Birmingham Wheels Adventure Park, Adderley Road South, Sallley, Birmingham B8 1AD)

23rd-24th APRIL
Le Mans (Bugatti) — French Formula E Championship Round 2

24th APRIL
Cadwell Park — (Midway Horncastle-Louth, on A153, Lincs) — RAC Long Circuit Championships — Round 2
Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)
Dunkeswell — (5 miles from Honiton, Devon)
Snetterton — (Kart Raceway, approx 15 miles from Norwich, alongside Car Racing Circuit on A11)
Golsple — (Little Ferry, Golsple, Sutherland, North of Scotland)

30th APRIL (Saturday)
Aghadowey (NI) — (3 miles from Ballymoney, Co Antrim, NI)

1st MAY
Little Rissington — (RAF Station south of Stow-on-the-Wold)
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Rye Road, Hoddesdon, Herts)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads, Lincs) — Super One Series — Round 1
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde, Scotland)

1st-2nd MAY (May Day)
Morpeth — (7 miles from Morpeth, on A1, Northumberland)

2nd MAY
Ellough — (2 miles from Beccles, Suffolk)

7th MAY (Saturday)
Natts Corner — (4 miles from Crumlin, Co Antrim, NI)

8th MAY
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset)
Rowrah — (4 miles from Frizington, Cumbria)
Boyndie — (3 miles west of Banff, Grampian, Scotland)
Kimbolton — (10 miles west-south-west of Huntingdon, Cambs)
Jurby — (Isle of Man)
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley) — 210 Challenge Round

10th MAY (Tuesday)
St Sampsons — (Guernsey, Channel Islands)

12th-15th MAY
Magione (Italy) — Formula K/Super Hundred Euro Champs Round 2

MINI-ADS

Telephone in your Mini-Ads
on
Hoddesdon (0992) 444201

ALL MINI ADS MUST BE PREPAID AND WILL HAVE TO BE INSERTED IN THE NEXT AVAILABLE ISSUE

Rates: up to 25 words £5.00
26 to 40 words £8.00
41 to 70 words £11.00
1" Box £12 + VAT (max 25 words) 2" Box £24 + VAT (max 65 words) inclusive of VAT

SPRINT 87 SE,

6 meetings old, 35mm back axle, large 8ltr fuel tank, complete rolling chassis, wheels and tyres — good condition. Offers.

ZIP 87 CHASSIS,

6 meetings old, quick release axle, complete rolling chassis, reasonable offers accepted.

ENGINES

Various Parilla Jubilees, TT31 & TT27. Also T.K.M. L92. Factory prepared. Blue printed.

Telephone: 0992 33908 FOR DETAILS

ZIP FUN KART, Cadet class kart, 3 available with Comer 60's. Just rebuilt. Heavy duty clutches, black air defectors. Tidy — £450.00 each ono. Tel: Rampage 01-207 6060.

KTM 250 NATIONAL KART, Spider chassis, professionally tuned engine and exhaust, stand, spares, full engine spec and service. History, excellent condition. Tel: 0268 763909 (Essex) £750.

250 INTERNATIONAL ZIP/YAMAHA TZ'F', spare exhausts, spare brakes, nose cone, rear wing, jets, sprockets, spares — £475.00 ono. Also spare engine — £180. Tel: (0260) 275842.

SUPERKART CLEARANCE

1 '85 Anderson Rotax 256, ex Tim Parrott, fully rebuilt — \$1,400.00
1 '82 Nigel Smith tuned 256 Rotax, ex Tim Parrott, fully rebuilt — \$500.00
1 '81 Berry tuned 256 Rotax, 2 meetings since rebuild — \$400.00
1 '81 256 Rotax, new bearings, seals etc — \$400.00

CHASSIS

1 '86 ZIP GP 250 Rolling Chassis, fitted with Brembo brakes and full body — \$600.00
1 '84 ZIP GP 250 Rolling Chassis, '85 pods and tank — \$500.00
1 '84 ZOP GP 125 Rolling Chassis, — \$400.00
1 '83 ZIP GP 250 Air Cooled Yamaha — \$400.00

TEL: READING ON
412216 FOR DETAILS

STRATOS 1987 125 NATIONAL, full specification, L/C & S/C trim. 1987 Goff A/C Rotax and spare Rotax, both freshly rebuilt, spare barrels, slicks, wets etc — £1750. Tel: Maidenhead (0628) 36096.

125 MAGNUM ROTAX, Kelgate brakes, 2 set slicks, 1 set wets, spares, barrel, piston, 2 exhaust pipes, chassis spares — £750 ono. Tel: (Leeds) 0532 864183.

MADELIENE DESIGNER KNITS

FOR

Your own personalised sweater made to measure with your name, logo, kart emblem.
In fact whatever the customer desires.

Contact:
076 387 335

GARY TUPPER HAS FOR SALE

'86 National Wright, side pods, Nassau Panel
'86 Spring National, side pods, Nassau Panel
'86 Stratos National, side pods, Nassau Panel
'87 Dart Britain

ENGINES

TKM L90TT
TT27 Parilla, fully tuned
TT27 Parilla, fully tuned
TT31 Parilla, fully tuned

Telephone: 0279 445413
0729 726473

SUPERDART '86 Chassis with tuned 100cc Arrow engine. Very fast plus spares, carb, wheels, tyres and suit. Ideal for beginner — £450. E.M.E. Mosquito, brand new just had £100.00 tune, never raced — £280.00. Tel: G. Leighton — 01-407 7050 or 01-237 0620.

125 MUGEN HONDA BARLOTTI, 1987 Fulbeck 125 National Club Championship winning Outfit. Slower than Rotax's but keeps going. Sale includes extensive spares kit including two new barrels — £600. Tel: 0427 880976 Phil Chester (Gainsborough).

210 VILLIERS, ZIP GP, long and short circuit bodywork, spare engine, slicks, wets, gears etc. Engines not raced since rebuild, maintained regardless of cost. Race winner and Championship contender. Also trailer for above. Tel: Alan Ogden — 01-997 1151 (evenings).

1 ZIP BRITAIN KART, with T.K.M. engine. Not Raced. As new — £800.00. o.n.o. Tel: 01-886 5571.

210 VILLIERS APV TUNED MOTOR, many new parts — £365.00. Also barrels, gear boxes, ignitions, carbs, cranks, Taco and loads of other engine parts. For more details phone: 01-590 4313.

P.C.R. TF tuned very quick, complete with big bore exhaust — £300.00. Tel: 0827 61241.

WANTED CLASS ONE KART EQUIPMENT

Parilla 27 & 31, Wanted any condition.
Tel: 0279 445413
or 0279 726473.

CLUB SCENE

William Thornton (Zip) and then Oliver Wood (Zip).

JUNIOR BRITAIN

The Juniors had a full field with more restricted drivers than usual. The presence of so many relatively inexperienced drivers caused problems for faster drivers with yellow flags and baulking. The first heat went to Herbert, Dutton and Collman after the first two on the road Evans and Craddock, were disqualified for passing under the yellow flag. The second heat was won by Abbey-Taylor from Evans and Collman.

The grid for the final had Abbey-Taylor on pole with Collman alongside him. But after several grilling laps and one false start it was Eddie Collman (Lane Parilla) who made the best start. He was chased over the line on the first lap by Alex Abbey-Taylor (Superdart Arrow), Damon Cousins (Superdart DAP) and Paul Evans (DAP DAP) who had already carved up through the field from his lowly starting position. On the second lap Paul Evans was past Damon Cousins into third. Richard Whiteley (Lane Parilla) was fifth followed by Jan Herbert (Gillard Parilla). At half distance, Evans had got ahead of Abbey-Taylor and Whiteley was already ahead of Cousins. The gaps between the leaders opened and closed as they threaded their way past the less experienced drivers who were being lapped. Sadly for Paul Evans his good drive came to a premature end when the exhaust stub cracked and despite his efforts to hold it in place, he had to pull out. At the same time Alex Abbey-Taylor got boxed in behind some back-markers and both Damon Cousins and Richard Whiteley got through. On the next lap Richard passed Damon to finish second on the road but he was subsequently disqualified for being underweight.

SENIOR BRITAIN

Most of the Senior Britains raced on a slicks whereas in the lighter Junior class most were on treaded tyres by the final. However, the few Seniors who persevered with the threaded rain tyres seemed to benefit from quicker warm-up and more grip during the races. The winner of the first heat was Murphy followed by Collard and Green. The second heat went to Collard from Murphy and Green. So these three had the front of the grid covered for the final and they were joined by Murrell. Tim Murphy (Dart Parilla) made the best start and he was in the lead at the end of the first lap. He was followed through by Martin Collard (Superdart Sirio), Clive Murrell (Colt Parilla) and Malcolm Green (Dart Sirio). The next group comprised Anthony Geraty (Superdart Parilla), Fraser Wells (Zip Parilla) and Martin Gilbert (Gillard TKM). For the majority of the race there was no change in the order of the leaders although they were close and it looked as though there could be a change at any moment. Clive Murrell was going particularly well in third place but Anthony Geraty was inching closer to him throughout the race and on the last lap he squeezed past to take third behind Murphy and Collard. Nevertheless it was a good performance by Clive Murrell who has only recently moved up from the Junior class.

250

The normal range of 250 was increased by some water cooled 125's as it was considered that these should not run with the air-cooled 125 Nationals. These helped to augment this small class as there were no 210's this month. The first heat went to Ede, Taylor and Sherwood and in the second heat it was Ede again from Taylor and Ponting. Dave Ede (Lynx Yamaha) dominated the final to score a good win. He was followed all

the way by Ian Taylor (Allkart KTM) racing on black plates and Kevin Sherwood (Zip Rotax). These three held their positions throughout the final and were the only unlapped runners at the end.

125

There was a good entry in 125s with some new faces and some old faces with new machines. It was one of the latter which dominated the meeting namely Dave Hopgood, heavily disguised in a new racing unit and helmet and driving Minerelli equipment, who won both heats and the final. So the order in the first heat was Hopgood, Bell and Caldwell and these three finished in the same order in the second heat. In the final, Steve Bell (Zip Rotax) got off the line best and he still led at the end of the first lap. Next through was Dave Hopgood (Minerelli Minerelli) followed by Keith Chennell (Zip Rotax) and a slow starting Russell Caldwell (Barlotti Rotax). Mark Dell (Zip Rotax) was next and he was under pressure from Gary Finney (Zip Rotax) and Andy Griffiths (Zip Rotax). On the second lap, Hopgood passed Bell to take the lead and then he pulled away comfortably to win. Finney had lost a couple of places and then Dell also slipped back by two spots. The order at half distance was Hopgood, Bell, Chennell and Caldwell, followed by Griffiths doing well as a restricted driver from Jelfs (also restricted) and Mark Dell. Towards the end, Keith Chennell lost a couple of places after going so well initially and he finished fifth at the end.

100 NATIONAL RESTRICTED

Camberley club has run a separate race for national restricted drivers for some time now as the level of entries has justified an additional race, and there is also the safety consideration. However, some drivers have not up graded their licenses after the minimum signatures. So, to preserve the spirit of this class the club will move any restricted driver who has finished in the first three on two occasions onto the back of the national grid. Winners of the first heat were Noades, Wright and Higson and the second heat went to Muddiman, Bailey and Griggs. Brin Wright (Allkart Parilla) made the best start from the front row and led all the way to the flag. He was chased by Richard Muddiman (Dart Parilla) who finished second. Chris Balster (Sprint Parilla) battled with Julian Higson (Dart Parilla) for third but then dropped out leaving Higson unthreatened. Alan Stacey (Sprint Parilla) put in a good drive, after mediocre heat performances he was near the back of the grid but he pulled up through the field to take fourth place. Stephen Noades (Superdart Parilla) also came up to finish fifth after a slow start.

100 NATIONAL

The entry for this class was lower than we normally receive and three entered drivers did not arrive. The first heat was a runaway victory for Hewland followed by Beasley and Bob Stansbury. The second heat went to Beasley from Collard and Bob Stansbury again but only after he had fought to get past brother Chris for the whole heat. Collard nearly did not make the second heat as he pulled out on the following lap and appeared to tighten the engine mounts but he was able to rejoin in his correct grid position and harried Beasley all the way to the flag. At the start of the final Hewland got away the fastest and took Stansbury and Collard with him leaving Beasley fourth. However at paddock bend Collard was right behind Stansbury and Beasley tried to force his way inside Collard. There was much less than a kart's width between Collard and the inside

kerb and Beasleys' kart rode up over the back of Collard's and flipped over before landing. The race was stopped and despite the violence of the impact there was no injuries other than bruises and tempers, the organisers took no action and the race was restarted. This was unfortunate for Hewland who had made such a good start and had opened a gap on his pursuers. For the restart, Beasley managed to hold the lead and at the end of a more peaceful first lap the order was Darryl Beasley (Sprint Parilla) followed by William Hewland (Sprint Arrow) then Bob Stansbury (Superdart Parilla), Martin Collard (Superdart Sirio), Chris Stansbury (Zip TKM) and Gary Young (TKM TKM). Next through was Gary Strudwick (Superdart Parilla) having his first drive at Blackbushe for some time. William Hewland kept within striking distance of Beasley for the whole race but was not quite able to get close enough to really threaten. However, Martin Collard was not satisfied to stay behind Bob Stansbury but it took him two thirds of the race to get past by which time Beasley and Hewland were well away.

CADET

1st	James Taylor	Allkart
2nd	Richard Jackson	Dart
3th	David Bailey	Zip
4th	Oliver Wood	Zip
5th	William Thornton	Zip
6th	Jeremy Gumbley	Zip

JUNIOR BRITAIN

1st	Eddie Collman	Lane/Parilla
2nd	Damon Cousins	Superdart/DAP
3rd	Alex Abbey-Taylor	Superdart/Arrow
4th	Marc Craddock	Sprint/Parilla
5th	Simon Short	DAP/Arrow
6th	Sven Gibson	Superdart/Arrow

SENIOR BRITAIN

1st	Tim Murphy	Dart/Parilla
2nd	Martin Collard	Superdart/Sirio
3rd	Anthony Geraty	Superdart/Parilla
4th	Clive Murrell	Colt/Parilla
5th	Fraser Wells	Zip/Parilla
6th	Malcolm Green	Dart/Sirio

250

1st	Dave Ede	Lynx/Yamaha
2nd	Ian Taylor	Allkart/KTM
3rd	Kevin Sherwood	Zip/Rotax
4th	Leo Cheetham	Zip/Rotax
5th	Peter Hek	Zip/Rotax
6th	Brian Melvin	Lynx/Yamaha

125

1st	Dave Hopgood	Minerelli/Minerelli
2nd	Steve Bell	Zip/Rotax
3rd	Andy Griffiths	Zip/Rotax
4th	Keith Jelfs	Zip/Rotax
5th	Keith Chennell	Zip/Rotax
6th	Alan Hersey	Magnum/Rotax

100 NATIONAL RESTRICTED

1st	Brindsley Wright	Allkart/Parilla
2nd	Richard Muddiman	Dart/Parilla
3rd	Julian Higson	Dart/Parilla
4th	Alan Stacey	Sprint/Parilla
5th	Stephen Noades	Superdart/Parilla
6th	Simon Longhurst	Superdart/Arrow

100 NATIONAL

1st	Darryl Beasley	Sprint/Parilla
2nd	William Hewland	Sprint/Arrow
3rd	Martin Collard	Superdart/Sirio
4th	Bob Stansbury	Superdart/Parilla
5th	Gary Young	TKM/TKM
6th	Chris Stansbury	Zip/TKM

1988 BORDER CHAMPIONSHIPS

15th May	Felton (Practice Saturday 14th)
26th June	Larkhall
9th October	Rowrah

NB: The 100 National Super class will be run, subject to a minimum of ten entries being received. The Series will have the same Clerk of the Course and Chief Scrutineer for all three rounds — Jack Squire and Graham McWilliam, respectively.

AMSOIL CHALLENGE

The Amsoil Challenge dates were published last month, including one event in the Series at Rowrah, 27th August. It seems that the Club has received no notification of this arrangement from Amsoil. Perhaps the company would like to enlighten readers. . .

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.

LANGBAURGH MOTOR SPORTS PARK — THE GO AHEAD

At the Teeside Development Corporation Board meeting on Friday 26th February approval was given to the first phase of the Langbaugh Motor Sports Park, at a cost of almost £600,000. This initial phase takes in the northern section of the 75 acre site and will provide opportunities for driver training, kart racing and hire, car testing and commercial uses. It is potentially the start of a major motor sport facility for the North of England.

Support for the project has come from a wide range of community and commercial organisations, including the major motorsport controlling bodies.

Langbaugh will be the first purpose built motor sport complex to be constructed in Britain since the war. It is situated on reclaimed, industrial land on the south bank of the river Tees with excellent links to the major road network and to rail and air transport, yet is still within easy reach of the North York Moors National Park. The complex is destined to become a major contributor to the national network of motor sport facilities, filling the gap between the existing circuits at Donington Park in the Midlands and Ingliston-Knockhill in Scotland. It will also provide a Regional Centre for North Eastern clubs, a base for the development of a wide range of community based motor sport activities and a focus for a variety of training opportunities.

With broad based appeal for all ages and ability levels to encourage entry and maintain interest and involvement in all branches of motor and wheel based sport, Langbaugh will provide facilities for both recreational pursuits and competitive sport.

For road racing there will be a 1.5 mile tarmac

track with the options of a 1 mile and ½ mile short circuits which will form the basis for a variety of competitive disciplines. There will be a separate off-track starting grid, together with independent chicanes and links through to inner area unsurfaced tracks to provide complete versatility. It will cater for open and closed wheel vehicles up to F2000, saloons, sports and historic, also all categories of motorcycles, ancient and modern 80cc to superbikes, solo and combination. For karting there will be long and short circuit, from Cadets to Formula E with many track permutations. Other facilities offered will be Autocross, Motorcross, Arena Trials, All Wheel Drive, ATV Racing and Trail Park. . .

More news on the project as it happens.

ROWRAH IMPROVEMENTS

Cumbria Kart Club reports that a great deal of money has been spent over the winter months on improvements to the circuit at Rowrah near Frizington. This now brings the track into line with RAC MSA requirements. Track edges have been repaired and concrete rumble strips put in where required. 900 new tyres have been tied and stacked two kart widths from the track edge. A new lapscore hut has been sited as a permanent fixture and there is now hot running water in the recently redecorated toilets, along with better tissue dispensers for improved hygiene. The club still awaits planning approval from the North West Water Authority to its application to fill in the pond, thus allowing track extension work to be carried out.

TAKE A MINI-AD

**Tel: Hoddesdon
444201**



The RAC Motor Sports Association, the governing body for motor sport in the United Kingdom, is soon to move its headquarters from Belgravia to a new high tech building in Colnbrook (near Heathrow) and in consequence is looking for a new

KART MANAGER

Applicants should have a genuine interest in motor sport and be well versed in karting disciplines.

Please apply in writing, with c.v. to:-

**Mr Les Needham,
RAC Motor Sports Association,
31 Belgrave Square,
London SW1X 8QH.**

CLUB SCENE

SCHOOLS (Provisional)

1 Michael Bastow 59	St Wilfrids (Fizz)
2 Andrew Scholes 22	All Hallows (Y2)
3 Simon Gaughan 61	St Wilfrids (Fizz)

JUNIOR BRITAIN

1 Stuart Capstick 4	Boxer/Parilla
2 Daniel Liddle 14	Boxer/PCR
3 Guy Smith A	Gillard/Parilla

SENIOR BRITAIN

1 Simon Court 76	Boxer/Parilla
2 Stephen Cook-Martin 58	Boxer/Parilla
3 Chris O'Hara 12	Fullerton/DAP

100 NATIONAL

1 Steven Sykes 18	DAP/Parilla
2 Dominic Connelly 73	DAP/Parilla
3 Paul Rees 11	Zip/Rotax

GEARBOX

125 NAT

1 John Howard 64	Zip/Rotax
2 Paul Hobson 65	Zip/Rotax
3 Andy Bratley 90	Laser/TM

BRITAIN 'B'

1 Simon Graeme 88	Sprint/Parilla
2 Kevin Broughton 22	Gillard/Parilla
3 Karl Swainston 10	Boxer/EME

NATIONAL 'B'

1 Roy Dickson 30	Sprint/Parilla
2 Dean Landers 17	DAP/Parilla
3 Paul Ozanne 27	Zip/Parilla

250 NAT

1 Michael Watkins 59	Zip/Yamaha
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210 NAT

1 Alan Boyd 66	Zip/Villiers
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was that slicks were to be put on, so we had to wait for three of the drivers to change their tyres.

I somehow managed to spin twice going into the "W's" on the rolling laps, which caused Moss Thorpe some mechanical damage when he hit me — sorry Moss. Instead of waiting for us to get back into our positions which they had done for other classes, the lights turned green and we were left behind.

Final: Jamie Spence sat on pole, with Daniel Stilip next door. Phil Whaley occupied 3rd position and Brad Lintern 4th. It was pouring down with rain and few people managed to stay on for the duration of the race. Jamie Spence's chain came off due to a loose engine and that was his race run. Steve Kite stormed ahead of the pack with Brad Lintern in 2nd, Darren Quinn 3rd and Josh Cobb 4th who was soon removed and suffered mechanical problems later on, so Moss Thorpe moved into 4th position. That's how it stayed to the flag, with Jamie Scoging picking up the restricted trophy. The three girls in this class suffered spins in the slippery conditions, but at the flag it was Ellie Bogan (restricted), Natalie Whaley and Vicki Butler-Henderson, but we were well down the field. 1st Steve Kite, Wright/Parilla; 2nd Brad Lintern, Dart/Parilla; 3rd Darren Quinn, Colt/Parilla; 4th Moss Thorpe, Wright/Parilla. **Restricted:** 1st Jamie Scoging, Wright/Dap.

100 NATIONAL RESTRICTED

1st Heat: 1st Oscar Ortfeldt, 2nd Alan Stacey, 3rd Chris Balster.

2nd Heat: 1st Keith Rolfe, 2nd Colin Re, 3rd Oscar Ortfeldt.

Final: These chaps went out on slicks and it began to pour with rain during the race. I felt that Oscar Ortfeldt dominated this class and led from the lights to the flag, coming under some pressure from Keith Rolfe in the latter stages. 1st Oscar Ortfeldt, Sprint/Parilla; 2nd Keith Rolfe, Sprint/Parilla, 3rd Stephen Noades, Dart/Parilla.

100 NATIONAL CLUBMAN

1st Heat: 1st Doug Gough, 2nd Steve Bicknell, 3rd Darren Tupper.

2nd Heat: John Priestley, 2nd Steve Bicknell, 3rd Barry Tickner.

Final: Steve Bicknell was on pole with Doug Gough alongside. Darren Tupper and John Priestley occupied row 3. The track was very wet, and the rain continued to fall. 1st Barry Tickner, Sprint/Parilla; 2nd Gary Young, TKM/TKM; 3rd Steve Bicknell, Dart/Parilla.

100 NATIONAL NUOVO

1st Heat: 1st Rob Gough, 2nd Simon Barrett, 3rd Richard Yorke.

2nd Heat: 1st Richard Yorke, 2nd Dave Baker, 3rd Robert Wright.

Final: Richard Yorke was on pole with Richard Mack and Rob Gough and Simon Barrett on row 2. It was a good race despite the rain. At the flag, it was Dave Baker from Richard Mack, Phil Elms, Graeme Thoburn and Alan Pigram. 1st Dave Baker, Sprint/Parilla; 2nd Richard Mack, Gillard/Parilla; 3rd Phil Elms, Sprint/Parilla; 4th Graeme Thoburn, All Kart/Parilla; 5th Alan Pigram, Colt/Parilla.

100 BRITAIN STANDARD and RESTRICTED

1st Heat: 1st Robert Seth-Smith, 2nd Clive Murrell, 3rd John Yeomans.

2nd Heat: 1st Glen Embling, 2nd Richard Mortimer, 3rd Robert Seth-Smith.

Final: Robert Seth-Smith was once again on pole and Glen Embling sat alongside. John Yeomans got the chequered flag first with Robert Seth-Smith, 2nd and restricted driver Robin Purkis 3rd. 1st John Yeomans, Zip/PCR; 2nd Robert Seth-Smith Wright/Parilla; 3rd Daman Sargent,

Zip/Parilla.

Restricted: 1st Robin Purkis, TKM/Arrow; 2nd Nick King, Zip/TKM; 3rd Dennis Keogh, Dart/TKM.

100 BRITAIN SUPREME

1st Heat: 1st Simon Bunce, 2nd Simon Redman, 3rd Darron Gibbs.

2nd Heat: 1st Chas Royston, 2nd Craig Caldwell, 3rd Ivan Turner.

Final: 1st Chas Royston, Dart/Parilla; 2nd Ivan Turner, Gillard/Dap; 3rd Peter Holloway, Sprint/Parilla; 4th Neville Cruttenden, Dart/—; 5th Tony McCarthy, Jeta/Parilla.

100 NATIONAL PREMIER

1st Heat: 1st Ricky Flynn, 2nd Craig Booth, 3rd Chris Hawes.

2nd Heat: 1st Craig Booth, 2nd Chris Hawes, 3rd Andrew George.

Final: The first two rows were filled by Craig Booth, Ricky Flynn, Chris Hawes and Ian Hiscock. Round stadium bend for the first time and Dave Banbury and Garry Tuppes spun out and slowed half the field down, letting Chris Hawes and Kevin Warner lead the field, Kevin Warner was now in 2nd position, having back of the grid. Halfway in the race, Richard Gregory climbed over Ricky Flynn, the latter never to re-start. Andrew George was doing very well until he got the mechanical flag and, despite his successful effort to remove a loose carburettor cover, he had to retire due to a flapping chain cover. At the flag, it was Chris Hawes, Kevin Warner, Craig Booth and Graham Cannon. 1st Chris Hawes, Dart/Parilla; 2nd Kevin Warner, BKR/Dap; 3rd Craig Booth, Dart/Sirio.

100 SUPER

Heat 1: 1st David Cuff, 2nd Andrew O'Hara, 3rd Jeremy Cotterill.

Heat 2: 1st Shaun Nicholson, 2nd Steve Brogan, 3rd Peter Olsson.

Final: O'Hara was on pole, then Brogan, Cuff and Nicholson. After a number of rolling laps, O'Hara led Nicholson and Brogan into the hairpin — Peter Olsson seemed to have finally got everything together and was going well, until he, Brogan and David Cuff came off at the end of the back straight. While they tried to catch up with the rest of the pack, O'Hara was well in the lead and Shaun Nicholson 2nd. There was a very exciting 3-man scrap for 3rd place between Steve Day, Cotterill and Marco Vignali, who lost a lot of ground when he decided to do some grass cutting on his way round. This enabled Steve Brogan to pass him for fifth place. The battle for 3rd place continued, with Steve Day passing Cotterill down the pit straight, who returned the favour down the back straight. At the flag, it was O'Hara from Shaun Nicholson, Steve Day, Jeremy Cotterill, Steve Brogan, Marco Vignali, Peter Olsson, David Cuff and Martin Homewood. 1st Andrew O'Hara, Sprint/Parilla; 2nd Shaun Nicholson, Wright/Parilla.

VB-H

Fulbeck

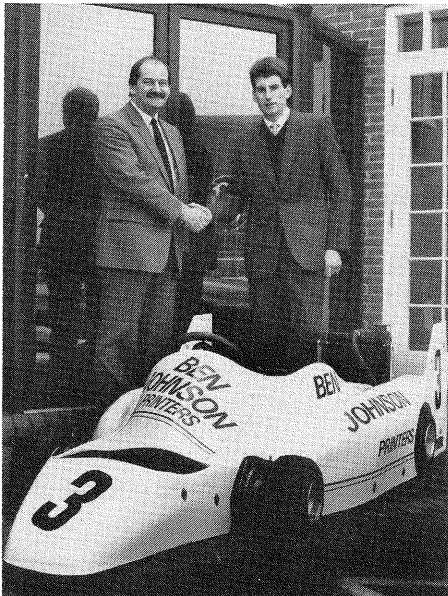
SUNDAY, FEBRUARY 28th

The weather for the 2nd round of the Crystal Winter Series at Fulbeck was cold but fine, and with over 150 entries including four British Champions, the day was going to be very busy for the Fulbeck officials, but a very slick grid marshal had the drivers ready for the "off" on time and the day went to schedule.

FLETCHER'S BLUEPRINT FOR SUCCESS

250 National driver, Colin Fletcher has managed to secure sponsorship for this season. Colin's hard work has paid dividends — the company is Ben Johnson, a printing company and subsidiary of R.R. Donnelley of Chicago, the largest print group in the world. Ben Johnson has three UK divisions — York, Gateshead and Dunstable — and prints the majority of telephone directories, 'Yellow' Pages, many colour monthly and weekly magazines, catalogues and brochures. This is Ben Johnson's first venture into motorsport and they intend to take staff and customers to meetings around the country to support Colin.

Pictured with Colin is Mr Rod Beach, Sales Support Manager of Ben Johnson, on conclusion of the sponsorship deal for the 1988 season.



CHANGES IN CLUB DETAILS

The Secretary of the Hunts Kart Racing Club is: Mrs A. Parker
17 Sandy Close
Wellingborough
Northants

The Competition Secretary for the Manchester & Buxton KC is:
N. Woodhead
6 Den Lane
Springhead
Oldham
Lancs OL4 4NH

Please note that the Club Secretary of the North of Scotland Kart Club, Mrs P McQueen has changed address. The new address is:
"Stacpolly"
102 Diriebught Road
Inverness IV2 3LT

CHASEWATER KC

It is understood that the Chasewater Kart Club has arranged to run in the region of 12 meetings this season at the Birmingham Wheels Adventure Park kart track. This will not interfere with the already successful programme Derek Ozanne has been running since he took over the facilities several months ago. For further details drivers are advised to ring the Chasewater Kart Club.



EDWARDS GOES METRO CHALLENGE

RAC Kart Committee member and former 100cc karter *par excellence* Nigel Edwards has partnered up with Richard Taylor to race this season in the Esso Metro Turbo Challenge in the British Ropes sponsored Team Ortem Metro. Nigel's karting career is well known. In 1981 he was the Middle East Champion, finished third in the 1982 RAC British Championship and was runner-up in the *Kart and Superkart* 100 National Championship the same year. He represented Great Britain in the 1983 European Championships in Hamburg and has been Club Champion on numerous occasions.

During the 1986-87 season Nigel raced in the Cadwell Park Team Tourace Formula Ford Competition, finishing tenth out of 360 starters.

Currently Co-ordinator of the Super One Series, Nigel keeps karting close to his heart. Married with a daughter and two sons, he is Chief Production Planner at the Retford factory of British Ropes in Nottinghamshire.

His partner in the Metro Challenge, Richard Taylor of Sutton-cum-Lound near Retford, has a wide experience in racing, rallying and dragsters and is noted for his preparation and engineering support work. He is also married with two sons and is a Sales Engineer with Digitron Electronics Ltd., of Hertford.

This step marks British Reps' first sponsorship in the field of motor racing. The Company is the main operating subsidiary of BRIDON plc, which includes over 40 companies embracing some 20 countries. The Company is a world leader in high carbon steel wire and wire rope technolgoey, production and distribution and boasts over 60 years experience in the UK and overseas.

To Nigel and his partner Richard we wish a successful and safe season's competition.

(Infor & Pic: courtesy British Ropes)

WIGAN RACING CLUB

On Wednesday 18th May Wigan Racing Club will hold the Aventure Farm Trust Charity meeting at Three Sisters circuit, Bryn Road, Ashton-in-Makerfield. This unique event will provide facilities for clay pigeon shooting, All Terrain Vehicles (ATV), and karting, amongst others. Teams will compete for charity and 1000 school children per event category will be there for support.

Sounds like a good day out, folks, the facilities are fantastic, so come along. . .

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



Dear Sir,

I have been in this sport for twenty-five years, I have marshalled, I have helped to organise events, have held a Scrutineer's Licence, have driven in three different classes and I have even been present at some of those laughable things called 'Open Days' at Belgrave Square, but I have never seen the RAC Committee try to destroy a new class as quick as they are trying to kill the Cadets.

I refer to the approval of the homologation date for new chassis being brought forward to May 1988. From this I can only deduce that the RAC once again has bent to pressure from a number of Kart Traders, as these are the only people who will benefit from such a decision.

Did the RAC ask Cadet owners if they wanted this change? Because they did not ask me. From the 1st May the kart I bought for my son to start the 1988 season is probably going to be uncompetitive and, this being the case, its resale value is going to be laughable.

As far as I, and probably many others are concerned, this is the final straw. I think it is time for the self-elected RAC Committee to stand down.

The country should then be divided into areas, and the drivers of each area should elect a spokesman to represent their interest on the Committee, in other words a Committee by the driver, for the driver.

No member of this democratic Committee should be a manufacturer, registered trader or employee of a manufacturer. This would ensure that the rule changes were made for the benefit of the sport, and not for the people who line their pockets from the sport. Many times in the past we have seen rule changes which serve no other purpose than to benefit individual manufacturers, either by requests of the manufacturers or to legalise otherwise illegal karts already in production.

I apologise if you feel this letter is rather extreme, but I feel very strongly about this and I hope if anybody else in the sport feels as I do, that they too will take pen to paper.

Yours very angrily,
Stephen Maund,
21 Hillcrest,
Brynna, Llanharan,
Mid-Glamorgan.

ISLE OF MAN KART RACING ASSOCIATION LIMITED

Supplementary Regulations, ICI Manx Kart Grand Prix, 1988

The Isle of Man Kart Racing Association Limited will organize the following National Permit Race Meeting at the Peel Street Circuit on the Isle of Man, on Thursday 23rd, Friday 24th and Saturday 25th June, 1988. The event timings will be as follows:

THURSDAY: Scrutineering 09.30 hours until 12.00 hours.
Practice 13.30 hours until 15.30 hours.
Heats 18.00 hours until 21.00 hours.
FRIDAY: Heats 18.00 hours until 21.00 hours.
SATURDAY: (Heats if required.) Finals 16.00 hours until 20.00 hours.

Competitors: Scrutineer first then sign on, taking scrutineers ticket and current R.A.C. licence/medical certificate to the secretary of the meeting.

The circuit is held entirely on closed roads and measures 1.25 miles per lap. There are 12 corners and the surface is partially asphalt and partially concrete.

The meeting will be governed by the current R.A.C.M.S.A. Kart Regulations, these Supplementary Regulations and any final written instructions that the Isle of Man Kart Racing Association Limited may issue.

Racing will be for the following classes:

125 National 125 P and R 210 National 250 National 250 International

The grid positions will be pre-determined.

Starts will be a SLOW rolling start with a pace car.

There will be three heats and one final per entrant. The heats will consist of eight laps and the finals will consist of twelve laps. Prizes will be awarded for first, second and third in each class.

Race numbers are printed on the acceptance/scrutineering form which will be sent out to each competitor.

Maximim karts per grid will be 34 in all classes except 250 International in which 30 karts per grid will be the maximum.

All race officials will be detailed in the race programme.

Karts must not be driven in the paddock.

Drivers briefing: ALL DRIVERS MUST ATTEND THURSDAY 12.30 hours, FRIDAY 17.00 hours, SATURDAY 15.00 hours.

All competitors must complete at least three laps of practice.

All drivers licences must have a photograph of the driver fixed in the appropriate position and the licence must be signed.

Programme time will be strictly adhered to, competitors who are not ready for any event will be excluded.

Entries open on receipt of these Supplementary Regulations and close on Friday 10th June, 1988. Cancellations must be notified before Friday 17th June, 1988 for refund of entry fee.

The entry fee is £20 made payable to:

THE ISLE OF MAN KART RACING ASSOCIATION LIMITED.

Send entry fee and completed entry form to:

Mrs. M. Kenworthy,
6 Ashlar Drive, Union Mills, Isle of Man.

Other events to make
your weekend more enjoyable . . .

THURSDAY NIGHT Barbeque at the Royal Hotel, Peel.
FRIDAY Auto Test and Disco.
SATURDAY AFTERNOON Sand Racing on Peel Beach.
SATURDAY NIGHT Open-Air Prize Presentation at the Creg Malin, Peel,
Marquee, Disco, Live Bands.

CLUB SCENE

able winner of the 250 Nats whilst Kennings and Cryer remained in order throughout.

RESULTS

CADETS

1st 8 Daniel Wheldon Allkart/Comer
2nd 5 Craig Murray Allkart/Comer
3rd 2 Mathew Davies Gillard/Comer

JUNIOR BRITAIN

1st 4 Stuart Capstick Boxer/Parilla
2nd 47 Alex Jack Zip/Parilla
3rd 25 Nicholas Dudfield Wright/Parilla

SENIOR BRITAIN

1st 33 Ross Forber Boxer/Parilla
2nd 26 Gary Frost Dap/Parilla
3rd 11 Stephen Hall DMA/TKM

100 NATIONAL 'A'

1st 24 Craig Booth Super Dart/Sirio
2nd 19 Martin Jubb Wright/Parilla
3rd 32 Dave Button Sprint/Parilla

100 NATIONAL 'B'

1st 32 Dave Button Sprint/Parilla
2nd 17 Eric Rimmer Super Dart/Parilla
3rd 20 Paul Mace Fullerton/Parilla

125 P&R

1st 49 Andrew Fairless Allkart/TM
2nd 29 Malcolm Hughes Allkart/TM
3rd 9 Dave Culley Dino/Honda

125 NATIONAL

1st 47 Stephen Coward Fastrack/Rotax
2nd 25 Ray Grimes Fastack/Rotax
3rd 29 Dave Gilson Zip/Minerelli

210 NATIONAL

1st 21 Steve Jones Stratos/Villiers
2nd 88 John Haigh Anderson/Quantum
3rd 40 Ian Hunter Anderson/Invader 88

250 NATIONAL

1st 86 Ray Hyde Sprint/Yamaha
2nd 77 Frank Kirkham Zip/Yamaha
3rd 24 Ian Ashworth Sprint/Yamaha

250 E

1st 68 Bob Kennings BKMS/Rotax
2nd 49 Trevor Cryer Zip/Rotax

Wombwell

SUNDAY, FEBRUARY 14th

Over the years I have reported on some pretty terrible conditions and hard times in our popular Winter Series but it's nice to be able to say that for the second month running the winter weather gave way to what would normally be considered a nice spring day. Close on a hundred and fifty drivers packed the pits hoping to stake their claim to the prizes on offer from our sponsors, Kartsport, Hunter Haulage and Kirby Central (God bless em!) and there were so many Scottish dialects I wondered if someone had left the gates open up North! Although I suspect the truth is that they just like the competition and Yorkshire welcome they always get down here.

CADETS

Nice to see 15 cadets making up a nice competitive grid. In the heats the first three

places went to the same drivers with Charles Butler Henderson winning the first and getting a third, Daniel Wheldon won heat two and picked up second in the other whilst Andrew Davidson took a second and third. In the final Wheldon used his pole to take the lead up the straight followed closely by Butler Henderson and these two began to pull away from Davidson, Gavin Creker and Scottish Champion Craig Murray. Lap four and after two unsuccessful attempts and Butler Henderson squeezed through at the end of the straight after the pair had been literally glued together all the way up it. A lap later Wheldon tried a return trick, overdid it and spun to be relegated to fourth. Rapidly the Emberton driver recovered to repass Davidson on lap eight but he could do nothing to stop Butler Henderson winning comfortably with Wheldon resigned to second, Davidson third and followed home by Murray, Creker, James Meanwell and John Goss.

SCHOOLS GEARBOX

Another massive grid with two different heat winners in the shape of All Hallows Andrew Scholes and St Wilfrids Michael Bastow. The other front runners were Breezehills Val Fernandez, Queen Elizabeths Calvin Smith and Knottingleys Michael King. In the final a rather untidy start left Bastow and Scholes with a very commanding lead up the straight from Martin Firth (Knottingley) Simon Gaughan (St Wilfreds) S.A. Fewtral (Christleton) and King. Absolutely charging through from mid grid was Breezehills Valerie Lord, up to 7th by lap two and fourth by lap 4 but Bastow and Scholes were well clear of trouble and Gaughan managed to just hold her off to the flag. So across the line it was Bastow, Scholes, Gaughan, Lord, Fewtral, Firth and Gary Mottershead but Bastow's engine fell foul of the scrutineer and the result is still subject to an unresolved protest and therefore provisional.

JUNIOR BRITAIN

The few novices in this field must have wondered what hit them and the pace was fast and furious with five different drivers occupying the front positions in the heats. Andy Cox won heat one from Stuart Capstick and Daniel Liddle whilst Capstick went one better next time winning from Alex Jack and Graham Melville, making their massive journey south worthwhile. In the final Jack grabbed the lead from the outside but Capstick powered past up the straight only to see the Scot get the better line and lead out of the top bend. Behind Chris Clarke headed Cox, Liddle, Paul Ibbotson and Jan Greensmith. At mid distance Clarke had squeezed past Jack into the top bend taking Capstick with him and a lap later Capstick took the lead at the same spot with the first three glued together with a lengthy gap back to Liddle in 4th. Disaster struck on the last lap as Clarke and Jack disappeared in the top bend leaving Capstick with a 40 yd lead from Liddle who was some ten yards clear of Guy Smith, last years Britain A Champ (and now star of TV!) who had patiently worked his way up through the field from a lowly start. They were followed home by Melville, Cox, Bobby Game, Steven Hunter and Nick Dudfield.

SENIOR BRITAIN

Three heats were required for a large competitive Britain field and they produced three different winners. Heat one went to Stephen Cook-Martin from Chris Dagless and Simon Court. Heat two went to Court from Kevin Keith and Simon Redman whilst heat three saw Redman win from Cook-Martin and Chris O'Hara. Simon Graeme

won the 'B' final from Kevin Broughton and Karl Swainston. In the 'A' it was Court who took the lead from pole followed by Cook-Martin, Dagless, O'Hara, Hazlett and a strangely subdued Darron Gibbs. Lap three and O'Hara was past Dagless as was Hazlett a couple of laps later.

The front three were all comfortably placed as Gibbs slipped past first Redman and then Dagless to ease himself into 4th and a determined last lap effort saw Redman further displace Dagless to clinch 5th. So at the flag Court had a comfortable win from Cook-Martin, O'Hara, Gibbs and Redman.

100 NATIONAL

The grids here do seem to be picking up again and three heats plus a 'B' final were required to sort them out. Heat one went to David Cuff from Stephen Sykes and Dominic Connelly. Heat two to Martin Jubb from David Coulthard and Dave Redfern whilst the third heat went to Sykes from Connelly and Paul Rees. The 'B' final saw a flag to flag win for Roy Dickson (I was tempted to say "the old war horse from the North") — but then I remember him as a Junior!) followed by Dean Lenders and Paul Ozanne (whose trip from Guernsey must be further North than all the Scots have come South!) Ah well back to the serious stuff and Connelly headed the 'A' final field round the first tour ahead of Sykes, Jubb, Cuff, Rees and Coulthard — what a pack. Lap three and Sykes was through and two laps later Connelly was back in third as Jubb squeezed through as the leading four opened up a slight cushion from Cuff back in 5th. Lap seven and it was all change again as Connelly regained his second spot and on the last lap Rees squeezed through to claim third leaving the order at the flag as Sykes, Connelly, Rees, Jubb, Cuff and Redfern.

GEARBOX

A good sized grid of gearboxes, combined classes of course, was made up of newly half restricted drivers. Both heats went to Northumbrian Paul Hobson on his CKS Rotax with Andy Bratley (on the P&R TM), John Havard (125 Nat) and Michael Watkins (250 N) taking the other front spots. In the final the two Northumbrian colleagues shot away taking Andy Bratley, David Gunston, Paul Turner and Watkins with them. Hobson had led throughout until the very last lap when Havard managed to skip through to clinch the victory whilst Brately gamely powered the P&R outfit home in third ahead of Martin Hemmens, Turner and 250 Winner Watkins, Novice Alan Boyd trundled in two laps adrift but winner of the Villers class.

WOMBITS

- ★ Throughout the meeting Clerk of Course, Ken Wright, Chief Scrutineer, Brian Lord and Noiseman Roland Padley kept up non stop pressure to get drivers to reduce noise levels. I'm glad to say that it appeared to work and most of the direct drive lads were under the limit.
- ★ The scrutineers checked the first three engines in all the restricted classes and not a fault was found — it's good to see drivers playing the game — keep it up lads.
- ★ Last round of the series is March 13th. Be there or be sorry.

CADET

1 Charles Butler Henderson 90 Zip/Comer
2 Daniel Wheldon 8 Allkart/Comer
3 Andrew Davidson 14 Zip/Comer

CLUB SCENE

Wigan

Wigan Winter Series, Round Three SUNDAY, FEBRUARY 21st

A year ago clubs struggled to raise enough entries to run a meeting this early in the year at Wigan but now thanks to the efforts of the newly formed Wigan Racing Club and circuit manager, Ray Hyde, a sunny but cool winter day saw over 130 karts assembled for the third round of the Wigan Winter Series. At the helm were Manchester and Buxton KC as co-promoters and it was good to see a surplus of officials and helpers — oh, were it always like that!

CADETS

Only seven entires but what a terrific set of scraps. With little to choose between the first four or five Karts it was a pity that the first heat was marred by an accident to Craig Murray's father and I hope that he soon recovers. Heat one was won by Charles Butler Henderson from Andrew Davidson and Daniel Wheldon whilst heat two went to Wheldon from CBH and Davidson. The final turned out to be a cracker, with Wheldon grabbing the lead and Butler Henderson and Murray virtually glued to his tail. Lap two and Davies nipped past Davidson in the top bend but was some 20 yards adrift of the first three. After pulling out a small lead by midway Wheldon was soon rejoined by Butler Henderson whilst Murray was fighting off Davies, who eventually slipped through at the end of the straight, but had little hope of catching the two leaders.

Lap seven saw the battle for the lead end as Butler Henderson overdid it at the end of the straight and took to the grass and Murray and Davies changed places yet again. The next lap Murray made the decisive break round the inside of the pit bend and at the flag Wheldon won by some 50 yards from Murray who was 10 yards ahead of Davies with Davidson, Butler Henderson and Nicholas Chritley following them home.

JUNIOR BRITAIN

Nice to see a good sized Junior grid at Three Sisters including some of the top Northern youngsters. Heat one went to Stuart Capstick from Daniel Liddle and Alexander Jack. Heat two and it was Capstick again from Janette Peak and

Nick Dudfield. In the final Capstick shot into the lead from Dudfield and Daniel Stilp who were closely followed by Jon Barlow and Janette Peak. The latter was quickly up to 4th. As the race settled down Capstick opened up a comfortable lead from Dudfield whilst Jack was putting pressure on Peak until eventually they came together in the top bend and into the hairpin the Scotsman squeezed past Dudfield to claim second. Further down the field the unfortunate lady had another coming together this time with Stilp and both spun out. So at the flag it was Capstick with a comfortable win from Jack, Dudfield, Barlow, Liddle and Lee Livingstone.

SENIOR BRITAIN

A nice healthy grid of Senior Britain's saw Glen Forber dominate both heats with seconds for Gary Frost and Neil Sutton and thirds for Michael Houghton and Paul Wells. In the final Forber, from pole, grabbed the lead from Houghton and the pair quickly pulled away from Hall who lead a chasing group of Frost, Simon Chandler, Wells and Chris Parks, Forber began to open up a commanding lead as Frost forged through into second at the end of the straight. The chasing bunch produced an excellent battle which saw one Kart disappear up the hill on the gearbox circuit, but by halfway they had thinned out leaving the main scrap between Hall and Houghton, Lap eight and Hall was up to 3rd. Lap ten and Houghton was back but on the last lap Hall slipped through and led across the line by inches. At the flag Forber had a 40 yard advantage from Frost ahead of the Hall, Houghton battle and it was a long gap back to Glen Fabor, Neville Cruttenden and leading novice Mathew Hawley.

100 NATIONAL

Nearly 40 Nationals required four heats which were won by Craig Booth, John Coupe, Martin Judd and Jim Forsythe with seconds for Jubb, Charlie Nash, Ron Hayward and Dave Button whilst thirds went to Rob Bernie, Carl Antrobus, David Coulthard and Kevin Roland just showing how close the competition was. In the 'B' final Dave Button won, well clear of Eric Rimmer, Paul Mace and Martin Moore who all joined the back of the 'A' final. In the main event Jubb used his pole well to lead the pack into the pits hairpin and Booth was quickly up to second and chasing him. On lap three Booth took Jubb in the same place and Coulthard went through with him but a lap later the Scotsman disappeared in the same area leaving the front two to change positions almost every lap to the end of the race

with Jubb's top end giving him the chance to pass at the end of the straight and Booths better acceleration putting him back in the lead out of the hairpin, all good gripping stuff for the goodly crowd of spectators. Further back Haywood, Button (from the 'B' final) Nash, Antrobus and Bernie were locked in a titanic struggle which eventually saw Button pinch third from Haywood by less than half a kart after Booth had held off Jubb by a similar distance following a breathtaking last lap. So the final order was Booth, Jubb, Button, Heywood, Nash and Bernie.

125 P&R

There was never going to be any doubt who would dominate this one as local expert Andy Fairless coasted to two easy win's on his TM in lap times which would have put him up the front of the Nationals. Seconds went to Dave Robinson and Malcolm Hughes whilst Dave Culley bagged a pair of thirds. Fairless rocketed into the lead in the final and was soon well clear of the field. Initially Culley led the chasing pack from Robinson and Hughes but the latter more powerful TM quickly put him up to second whilst number 11 (missing from the programme) was charging from the back up to third only to disappear on the 10th lap. At the end Fairless was nearly half a lap clear of Hughes who in turn was comfortably ahead of Culley with another tidy gap back to Robinson with Gary Crane, Robert Ainsworth and Roy King the only others unlappped.

125 NATIONAL

Not a big grid but some very quick lads arounds. The heat wins went to Ray Grimes and Martin Hemmens, Seconds to Stephen Coward and Grimes and the thirds to Dave Gilson and Dave Gunston. In the final Grimes got a flyer and led Gilson and Coward, after a scortcher down the grass, into the first bend. For two laps the order remained unchanged but as Gilson's clutch began to emit smoke Coward was through and away after Grimes. For a while it looked as though the two Fastrack drivers would settle for an orderly team drive but then Coward shot through into a lead he would hold to the flag. Gilson meanwhile was falling back but still way clear of Tony Wilson, Gunston and Andy Thorton who were locked together. The order remained unchanged in the later stages and Coward won by some three seconds for Grimes would had a 14 second cushion from Gilson.

210/250 NATIONAL AND 250E

A combined grid for the big boys and a frightening spectacle for the crowd as these monsters literally fly over the top of the hill. In the heats Trevor Cryer and Bob Kennings took the wins with Carl Atkinson and Ray Hyde taking the other places. Steve Jones was the first Villiers home each time. In the final we eagerly awaited what promised to be a tremendous scrap between the twins of Kennings, Cryer, Atkinson and the single cylinder Yamaha of circuit manager Ray Hyde but it wasn't to be. Kennings and Cryer got flyers and Hyde sensibly settled for his class win and with Atkinson disappearing early on the race turned out to be a bit of a procession. Steven Jones, lapping in just over 40 seconds lead the Villiers charge but the old master John Haugh was relentlessly working his way to get within striking distance at the end. Ian Hunter, laughingly on black plates which must make him one of the most experienced novices, came home a creditable third in the 210's ahead of the evergreen Frank Williams. Hyde trundled in 6th place overall but a comfort-



Junior Britain — Alex Jack (47), John Barlow (72) and Andrew Unsworth (42) (Pic: Brian Lord).

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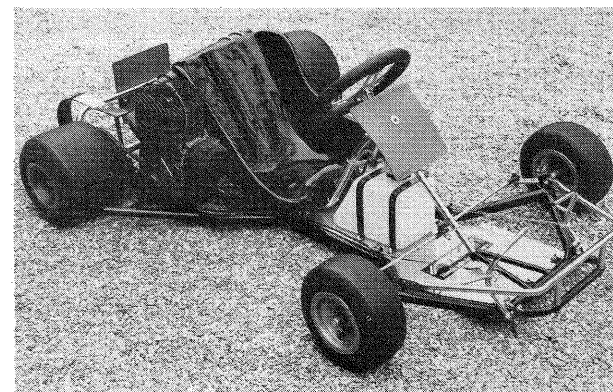
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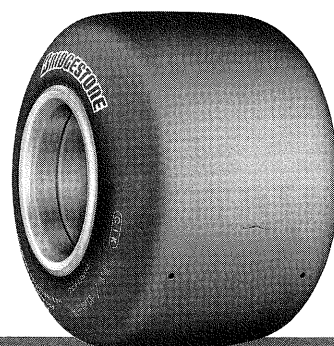
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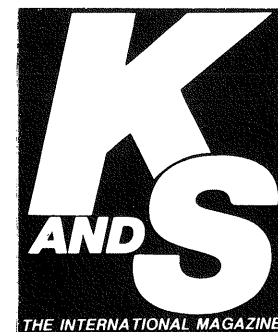


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patronage of His Highness Sheikh Talal Al-Ahmed Al-Jaber Al-Sabah and was sponsored by Emad Mahdi Habib (Mahdi Habib Comm Est) a local businessman and a strong supporter and promoter of motor sports in Kuwait.

It is hoped that next year, with the increase in prize money, more International drivers will compete in this prestigious event. The Club will be making every effort to contact karting clubs and interested parties early in the 1988/89 Season to ensure a good turnout...

FINAL RESULTS

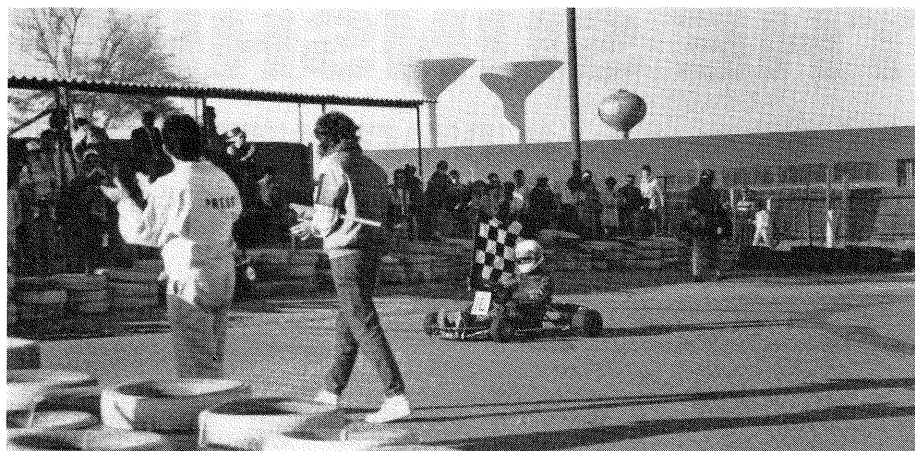
1st Mike Mills (UK)	DAP/DAP
2nd Jeff Butt (Kuwait)	DAP/DAP
3rd Eric Andrews (Kuwait)	DAP/DAP
4th Bill Mitchell (Dubai)	Dino/Rotax
5th Simon Lloyd (Kuwait)	DAP/DAP
6th Dennis Fulcher (Kuwait)	DAP/DAP



TAKE A MINI-AD

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444201

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



JOIN THE CLUB — WHY ?

Everyone has to be a member of a club to race, so the most sensible thing to do is join a club that gives you the greatest benefits!

THE CENTRAL KART CLUB is always striving to promote Long Circuit racing. From 1982 right through 1987 it brought you the richest Long Circuit championships and organised events at Snetterton, Mallory, Brands Hatch, Knockhill and Donington Park. In 1988 the Club will organise the Club Championships, the **ZIP INTERNATIONAL TROPHY**, 4 rounds of the RAC Long Circuit British Championships, the 'UK' Cup and a round of the CIK Formula E European Championship at Donington Park and, of course, the annual Martyn Merritt Memorial Trophy Meeting. The Club will also arrange practice days prior to events and even toss in the occasional disco.

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The Club will promote 4 rounds of the RAC Long Circuit British Championships — as follows:-

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NO LATE ENTRIES ACCEPTED. ENTRIES CLOSE WED 13TH APRIL

Please note: The Circuit will **not** be available for practice on Sat 16th April due to a Scooter Race meeting.

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N.B. Regret no racing meeting on Sat 14th May

THE SUNSHINE SCENE

KUWAIT INTERNATIONAL

Story and pictures: Sue Andrews

Kuwait's International Kart Race was held at the Ahmadi Kart Track on 25/26th February 1988. This invitational race, with prize money totalling US\$2,250 attracted a small, but enthusiastic field of competitors from Kuwait, Dubai and the UK.

The Dubai competitors experienced minor difficulties with immigration formalities upon arrival in Kuwait, which resulted in one of their drivers having to return to Dubai. Despite this hiccup in the proceedings, the remaining Dubai drivers soon settled down to prepare their karts in readiness for the next full day's racing.

Friday was a perfect day for racing with the temperature only reaching a mild 24°C and beautiful blue skies. The race format consisted of three heats of 10 laps and an 'A' and 'B' Final of 15 laps each.

The first heat saw Kuwait's Jeff Butt take the lead from his pole position until the 6th lap when Kuwait's "Wild Man" Simon Lloyd spun and caused a multi-kart pile-up, after which Butt was overtaken by UK's Mike Mills who went on to win the heat.

In the 2nd heat Mike Mills took the lead from the start where he pulled further and further away from the rest of the field as the race progressed. He was never in any danger of being challenged. Some excellent driving by Dubai's Mid-Hat Hanna, who'd started 7th on the grid took him up through the field to finish in second place, with Kuwait's Dennis Fulcher who had driven consistently in 2nd place, dropping back to take 3rd place.

The start of the 3rd heat saw "Wild Man" Lloyd causing another pile-up on Clubhouse corner, involving Mills and Dubai's Thomas Spierlich who with Lloyd, was forced to retire. However, after some rapid repairs to his kart Mills rejoined the race on the 4th lap. The heat was won by Hanna who lead throughout from pole



905 m

1A →

position, closely followed by Kuwait's drivers Paul Gandy and Richard Thomas.

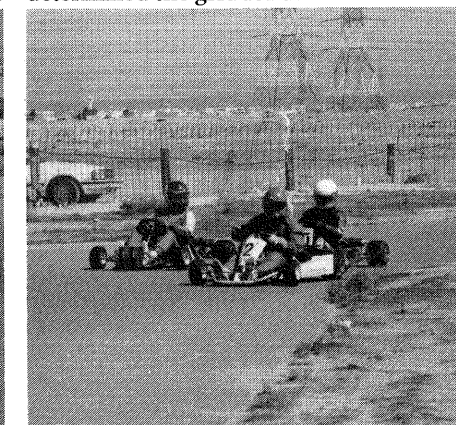
In the 'A' Final, Hanna and Mills on the front of the grid battled for first position for 13 laps until they eventually collided on the notorious Clubhouse corner. Hanna

quickly recovering from the crash screamed off ahead of the rest of the field leaving Mills to take 4th position, with Butt and Gandy in 2nd and 3rd respectively.

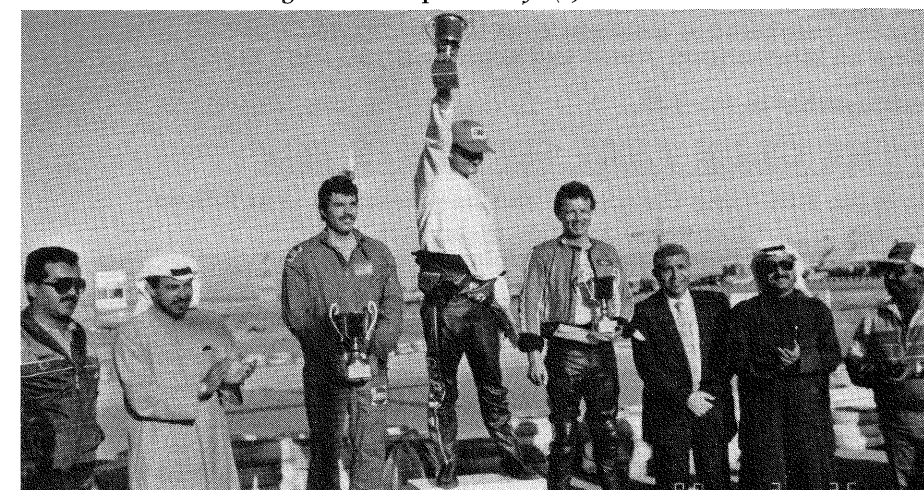
The cumulative totals of the above determined the grid for the 'B' Final. Mills



Heat 1 — Bill Mitchell (13) chased by Simon Lloyd (5).



Heat 1 — Jeff Butt (2), Seamus Byrne (11), and Mike Mills (10).



(1 to r) — Ali Asad (Chairman AKR), Sheikh Talal Al-Abmed, Jeff Butt (Kuwait) 2nd, Mike Mills (UK) 1st, Eric Andrews (Kuwait) 3rd, Mr. Edward (Mahdi Habib Est), Emad Mahdi Habib (Sponsor), Chairman AKR (KOC).

took the lead on the second lap and, once again, his superior driving experience and skills ensured that he was never challenged. Hanna, who'd had pole position suffered mechanical problems which forced him to drop back through the field. Kuwait's drivers Gandy and Butt were fighting for 2nd position when Hanna tried to squeeze past on, yet again, Clubhouse corner. The result of this unsuccessful manoeuvre forced Hanna into Gandy and the pair slid off, leaving Butt to take 2nd place with Kuwait's Eric Andrews, who had been steadily making his way up through the field, moving into 3rd place.

All in all a highly enjoyable day for drivers, officials and the 500 or so spectators who have not had the opportunity to see a Karting International in Kuwait for three years. The Race was held under the



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A NEW CLASS IS BORN

By: George Robinson

Many European countries have low cost classes often restricted to one brand karts, engines or both — these classes are well supported on the continent for they offer the opportunity to go motor racing to a section of the supporters who would otherwise remain in the role of spectator.

The new classes also provide a stepping stone for those who wish to move up the strata of motor sport, to eventually compete at the highest level in cars. Karting is gradually losing its 'poor relation' image and is now respected as the spawning ground for the greatest drivers in the world.

A logical step for the sport in Great Britain was to create a new low cost class to replace the original ideals behind 100 Britain. Initially 100 Britain was introduced as a severely restricted economy class but, as the years have passed, so the class has evolved, becoming highly competitive and thus expensive. By introducing a one-brand, no tuning class, the costs must be contained.

TAL-KO have been successfully producing and marketing their BT82 piston-timed engine in the United States since its introduction in 1982. The engine has proved to be robust and its performance is impressive, considering its comparatively low state of tune in standard form. The engine has a black anodised cylinder head and

barrel, so modification would be instantly visible. The iron liner has cast-in ports which match very accurately and the liner is pegged to the cylinder muff by means of a rolling pin. The engine comes absolutely complete with Motoplat ignition, Walbro carburettor, foam noise filter and exhaust system. All components are stamped in the factory and only genuine factory components may be used as replacement parts. The engine has a bore and stroke of 50.6 x 48.5 and is fitted with the new type Hifi connecting rod as standard.

To give an idea of the relative performance of the BT82 when compared with a 100 Britain engine, a test day was arranged at Clay Pigeon early in February. The kart was set up to handle as consistently as possible, bearing in mind the time of year and that Bridgestone YBN tyres were to be used — the weather was cold but dry and conditions did not change during the test. the chassis, tyres, gearing and exhaust were not changed at all throughout the test.

The 100 UK engine was run for two lots of 10 laps, as was the 100 Britain engine. Taking an average of the best three laps of each session the British engine was 1.07 seconds faster than the 100 UK, the main difference being on acceleration.

The Walbro carburettor is extremely easy to set up and has similar high and low jets to the Tillotson.

The engine has a wide smooth power band and should be easier to maintain than a rotary, to say nothing on the saving on spares costs.

In summing up, the new class has a lot to offer to the potential beginner to the sport: a guaranteed low price, ease of maintenance and reasonably good performance. Initially clubs may well run the Britain and 100 UK grids together and the class is bound to evolve naturally. Hopefully new members of the sport will find the cost of 100 UK an attraction while they decide which level to compete at. Presently, many newcomers are lost during their first few months of karting, due either to unexpected cost or unreliability of the rotary valve engines and the cost of their repair. Many people's disillusionment could be saved by going 100 UK, at least to start with.

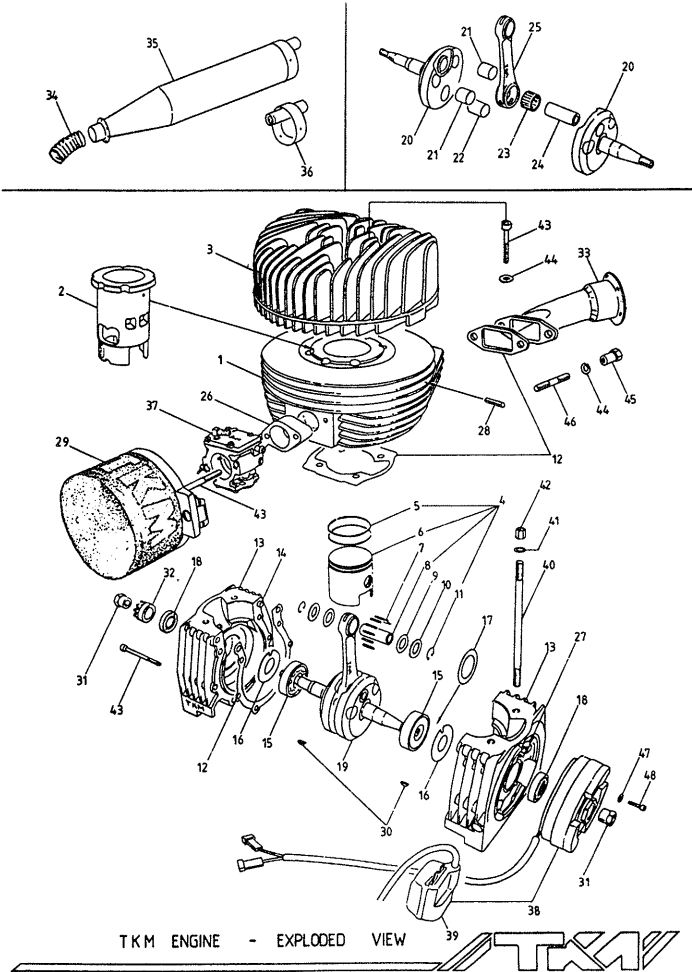
TAL-KO have a long history in the sport and are respected for their down-to-earth approach to production of sound engine and components. The BT82 has to be a good choice for a one model class and TAL-KO have a three year contract to ensure it success. Any current 100 Britain kart will be eligible for the class so, with a secondhand chassis, new engine and new tyres, anyone could be competitive for about £600.

The class gets underway on the 1st May, so good luck to all concerned.

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G Force!

CADWELL PARK SUNDAY FEBRUARY 28TH 1988

STORY: MIKE SMITH

PICS: DOUG REES

The Cadwell Car and Kart Club traditional opener to the season was in some doubt right up to the last minute almost, as that dreaded white stuff... snow... had descended on Lincolnshire. However all turned out well... the meeting went ahead... the weather stayed cold with a few showers to make conditions a bit slippery. About 140 names appeared in the programme... not bad for the time of the year... and some good racing was seen during the day.

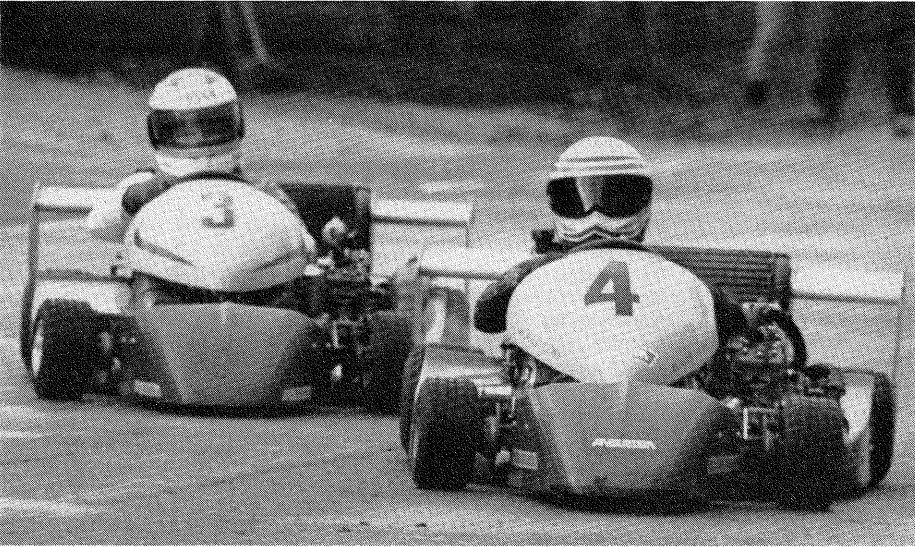
PIT PATTERN

The 250 National class had the greatest number of runners with just over 40 and an interesting mix was to be seen. Current British No 1, Mark Webster was out on a long circuit for the first time with the Anderson chassis with the usual Cheetham prepared KTM. Derek Rodgers had also taken to an Anderson, again with a Cheetham prepared KTM. Colin Fletcher had secured some useful sponsorship from Ben Johnson the Printers of York, so he is hoping to come up with the right numbers this season... Johnson is involved in the printing of telephone directories amongst other things. Zero plated Richard Boston aboard a Bandit had opted for Suzuki power as had John Taylor but he had his bolted to yet another Anderson chassis. Former 125 runner Adrian Wilcox was on the same marque but with KTM, whilst at No 15 we had a former Champion of the class... Mark Allen. After a foray into World 250 Formula E racing Mark had decided to cut costs and drop a cylinder. He looks likely to be up front again but more of that later.

The 125 Open class had attracted just twenty entries with one or two having moved from the National category. All but Graham Barker were on Rotax or Minerelli power but the Louth driver had gone for the Startline Racing Motors TM. The National runners had an interesting addition at No 22 in the shape of Alford builder and former 210 front runner Graham Sykes. Graham had been offered the use of Nick Bowler's Minerelli and had bolted it to his own chassis with a view to 'having a go' and seeing how he coped with the extra gears, etc.

The 210 National class had just a dozen drivers present so there was little to report from that quarter... George Bett, James Wallace and Mike Gilmartin had made the long journey from Scotland though.

The Superkart class mustered only 14 names in the programme with three Zip Eagles and three Anderson chassis amongst them. Both Martin Hines and Ian Shaw were out on the Eagle as was returnee Bernie Roberts. Roger Goff and Phil Glencross were joined by Bryan Harvey on Russell Anderson's marque. Roger was developing a new ignition system so, coupled to a new exhaust... hand clutch and some left foot braking, the Bedford ace was having quite a baptism with the Anderson.



The finishing order in the Formula E Final — Goff (4) chased by Glencross.

The 'G' Forces of Roger GOFF and Phil GLENCROSS dominated the Superkart racing at Cadwell Park on Sunday February 28th with Martin Hines and Ian Shaw... both aboard the new Eagle chassis having to settle for third and fourth behind the Anderson duo.

Chris Stoney threw down an early challenge in the new 125 Open class; British Champion George Bett romped away with the Villiers honours; Boyd Barrington and the Spyda did likewise in the 125 National category; Mark Allen... back in the 250 National class... showed he will be a threat to all this year. From a handful of 125 P&R lads Gary Needham of Altrincham took the honours.

To complete the programme eleven 125 P&R entries were listed including Joanne Hurst from Grimsby on a Stratos with a Graham Barker prepared TM.

As you would expect work is going on at Cadwell and new owners Brands Hatch Circuits hope to have the new Clubhouse opened towards the end of April. A new dummy grid system was in operation together with a newly signed one way road network. That seemed to work quite well... the dummy grid forming up on the full circuit straight... and certainly got rid of the congestion at the top of the Mountain. The result was a rather slickly run meeting with virtually no time lost.

So if that little lot hasn't bored you to tears... or sleep... let's have a look at the racing!

BETT 1

The Villiers as usual started the day with their first heat and they were out on the circuit later for the first of the days finals.

Current British Champion George Bett simply dominated the heats... winning both... Mark Lockley, James Wallace, Igor Ashwell and Brian Borwell appeared in the top six each time out with Simon Quance and Jeremy Pinney taking a top spot each.

The final over ten lap of the Club Circuit soon proved that a good Bett takes some beating... sorry about that! The British No 1 was quickly into the lead, holding that position for the full distance and opening his 1988 account in winning style. Mark Lockley ran second for seven laps but as they crossed over for the start of lap nine the Cannock driver had gone missing and James Wallace was in second place. The P&R lads were running with the Villiers and with two laps to go Gary Needham was holding third place on the road behind Wallace and ahead of Brian Borwell. It all changed again after nine laps... Brett still led and had three backmarkers between him and Wallace. Needham was next up on his P&R with Dave Cully behind him. Borwell had gone so the next 210 runner was Igor Ashwell and he had Dave Thacker in pursuit.

Out of Mansfield for the last dash to the flag and Bett crossed the line some twenty seconds being the gap between him and Wallace after ten laps. At the flag the runners were well spread with Dave Thacker, Igor Ashwell, Mark Gellatly and Simon Quance completing the top six Villiers.

Just four P&R drivers completed the full ten laps... Gary Needham had first spot from David Cully... Joanne Hurst had claimed third and Mike Morris fourth.



George Bett convincingly wrapped up the Villiers honours.

1st George Bett	Zip/Bett Villiers
	13m 53.8
	63.91 mph
2nd James Wallace	Zip/Bett Villiers
3rd Dave Thacker	Anderson/88
	Invader
4th Igor Ashwell	Aero/Longtune
	Villiers
5th Mark Gellatly	Stratos/88 Invader
6th Simon Quance	Zip/Longtune

Fastest Lap George Bett 1m 18.6 67.80 mph.

125 P&R

1st Gary Needham	Stratos/TM GS
	14m 32.5
	61.08 mph
2nd David Culley	Dino/Honda
3rd Joanne Hurst	Stratos/Barker TM
4th Mike Norris	Phoenix/Honda

Fastest Lap Gary Needham 1m 23.5 63.82 mph.

BOYD BEST

From a good entry of 125 Nationals it was the Westbrook Shopfitters backed Spyda of Boyd Barrington which had the best of it during the two qualifying heats. Boyd powered the Chris Stoney prepared Rotax to first place each time out having a 1.2 second advantage in the first heat cut back to just 3/10th of a second in the second six lapper. Ian Beaumont took second place on the first occasion but didn't make the top six next time round. Newcomer to the class... former 210 pacesetter Graham Sykes... showed he will quickly adapt to ways of the Minerelli by taking third place in both heats.



A fine victory in 125 National by Boyd Barrington

with a seventeen second advantage over Colin Mason after ten laps. Thompson had third whilst Sykes and Hobson had both relegated Young to sixth spot. Pridmore was next with the British No 1 Neil Willetts in eighth place.

1st Boyd Barrington	Spyda/CSK Rotax
	12 m 29.6
	71.09 mph
2nd Colin Mason	Stratos/Minarelli
3rd Mark Thompson	Stratos/Minarelli
4th Graham Sykes	Zip/Minarelli
5th Paul Hobson	Zip/CSK Rotax
6th Steve Young	Stratos/Minarelli
Fastest lap Boyd Barrington 1m 13.7 72.31 mph.	

MARK ALLEN IS BACK

The 250 National frontrunners look like having a serious contender for honours in their midst in the shape of former Champion Mark Allen. After a rather expensive foray into 250 Formula E the Dino driver was back in the National ranks and quickly into his stride. He had to settle for fourth place in the first heat as British Champion Mark Webster took the win. Colin Fletcher with backing from Ben Johnson Printers took second place and he went on the repeat that in the second heat. Pete Morgan... having taken over the Zip seat vacated by Mark Webster on his switch to an Anderson... had third place first time out.

Dud Martin and Paul Goodison completed the top half dozen in the first six lapper.

Second time out it was Mark Allen who took the honours with Derek Rodgers third behind Fletcher. Mike Doble and his Honda were next with another Anderson pilot in the shape of Adrian Wilcox claiming fifth ahead of Goodison. Webster was out of the picture this time but did set fastest lap at 1m 6.3, a tenth of a second better than his quick lap of heat 1.

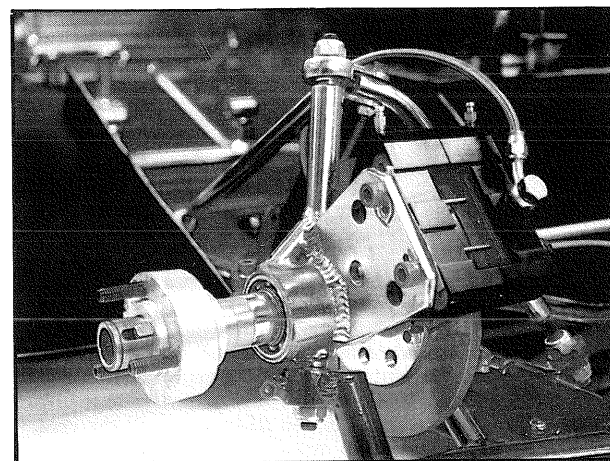


Mike Doble (8) was to clinch third but Peter Morgan (2) was to drop back to fifth by the end of the day...

Just after five past three a full grid blasted off the line and inside one lap it was Colin Fletcher who took up the running holding first spot from Allen and Webster.

After two laps it had changed a little. Fletcher still led... Allen was in second but Webb had overdone things a little and was slipping down the field with a modified nose cone! Pete Morgan was up to third ahead of Doble and Derek Rodgers. By half distance the leading pair of Fletcher and Allen had a slower driver between themselves and third placed Doble. Morgan had dropped a place to fourth... Rodgers was running ahead of Rob Johnstone with Wilcox and Goodison next. The 'O' plate of Richard Boston was next in line.

By lap eight... with backmarkers in abundance... Allen made his Mark... sorry about that! And moved ahead of Fletcher to take the lead with two laps to run. Doble was still third whilst Morgan was coming under increasing pressure from 'Del Boy' Rodgers. The retirement rate had been high and as the leaders went into



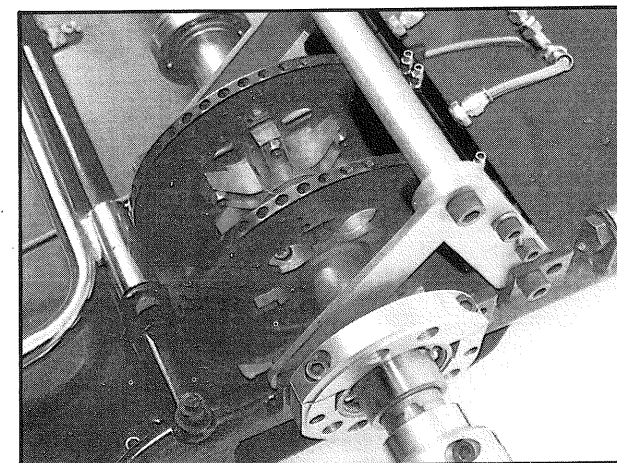
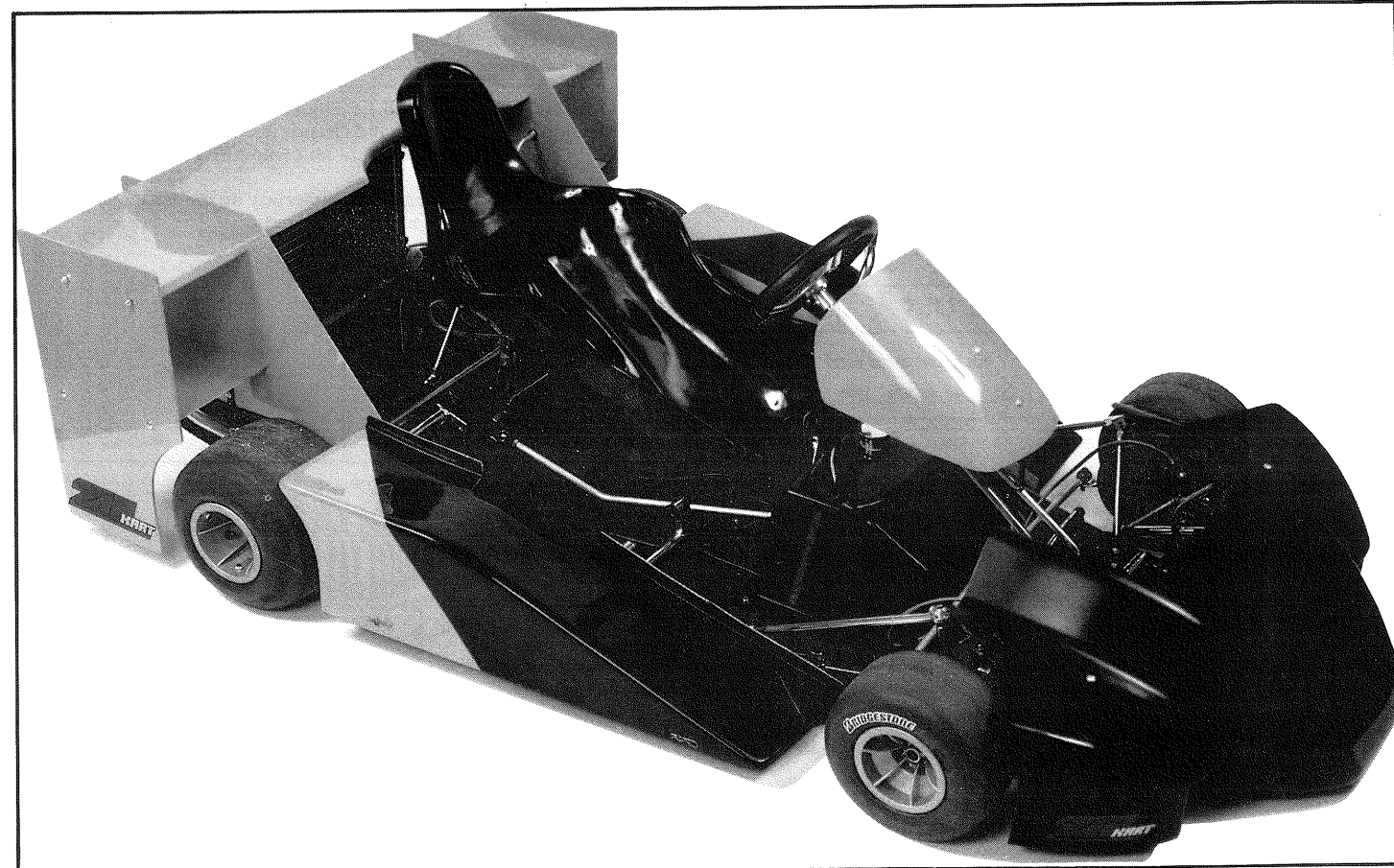
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superstars looking for those last 2/10ths.'

The Winter Series at Fulbeck has as a consequence been very well supported while additional test days have allowed further opportunity to those truly fanatical about the opening round of the 1988 Series and of course the 100 National RAC British Championship.

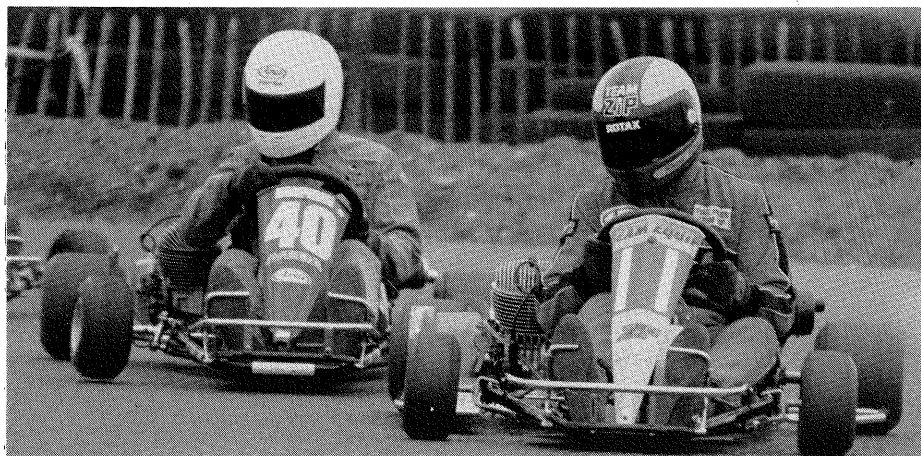
Clay Pigeon — Super One Qualifier — Round 1

The meeting was held in appallingly wet conditions, reminiscent of those prevailing at last year's abandoned Super One round at Clay, but nevertheless provided some good if sometimes invisible racing!

100 National

Forty-eight entries produced some pretty gripping heats, the front row for the Final shared by Chris Hawes (SuperDart/Parilla) and Paul Rees (Zip/Rotax). When the field emerged from Billy's Blind it was Russell Maple Dino/Dino who emerged first from the cloud of spray, but his glory was short-lived as Paul Rees sailed by to annex a lead he was never to lose.

1st	Paul Rees	Zip/Rotax
2nd	Craig Booth	SuperDart/Sirio
3rd	Gary Till	Zip/TKM
4th	Dave Button	Wright/Sirio
5th	Martin Jubb	Wright/Parilla
6th	Kevin Warner	BRK/TKM
7th	Ricky Flynn	BRK/TKM
8th	Richard Gregory	AllKart/Parilla
9th	Daren Maple	Dino/Sirio
10th	Jamie Hunter	Mondial/Parilla



The men to beat in 100 National? Paul Rees (Zip/Rotax) and Andrew George (Sprint/Parilla)



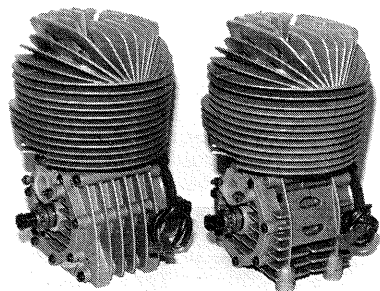
Rees — sailed away at Clay!

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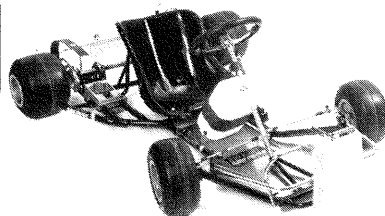
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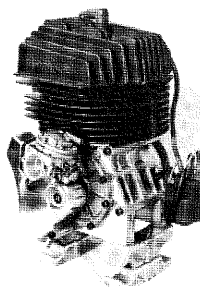
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An on form Mark Allen led home the rest of the Nationals.

the last lap just eleven drivers were on target to cover the full distance.

Out of Mansfield for the last time and Allen had the lead taking the flag first with just 8/10th of a second advantage over Fletcher after ten laps. Doble claimed that third spot... Del Boy had ousted Morgan from fourth with Rob Johnstone taking sixth ahead of Wilcox.

With full grids again the 250 Nationals look set for another excellent season and Mark Allen has thrown down an early challenge. With Suzuki, Yamaha and Honda in amongst the KTM it should be interesting.

1st	Mark Allen	Dino/KMP KTM
		11m 35.8
		76.59 mph
2nd	Colin Fletcher	Kelgate Zip/CJF KTM
3rd	Mike Doble	Zip/Honda
4th	Derek Rodgers	Anderson/Cheetham Yamaha
5th	Pete Morgan	Zip/Cheetham KTM
6th	Rob Johnstone	McAdam/ARD KTM

Fastest lap Colin Fletcher 1m 7.7s 78.72 mph.

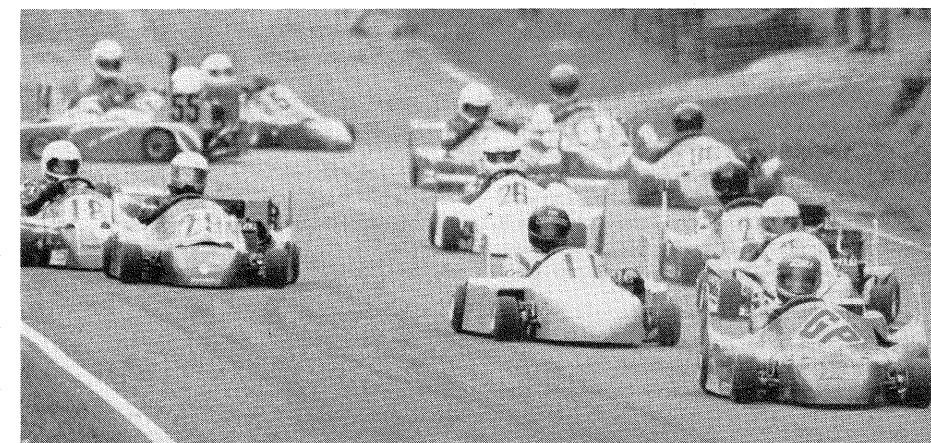
STONEY GROUND AGAIN

With the advent of water cooling to the 125 class it may not come as too much of a surprise to learn that Castleford ace Chris Stoney was on the winning trail yet again. The cold facts are that he won both heats and the ten lap final... but there was a little bit more to it than that. For starters, Louth based Graham Barker gave him a good run for his money in heat one, leading for five of the six laps until Stoney decided to show his worth and take the flag first. Chris didn't take so long second time out,

leading for the whole of the six laps with Graham Roscoe taking second spot. Graham Barker added a third place whilst Steven Webb collected a third and a fourth. The Zero plated Stratos of Derek Price showed better in the second heat taking fifth ahead of Bruce Moore. The latter also took a fourth from the first heat. A couple of Anderson pilots... Shaun McLaughlin and Calvin Hurley completed in the top six in the first six lapper.

So the same question has been asked many times by many 125 drivers... who was going to stop Chris Stoney? At the start of the ten lap final the answer was soon evident... no one! After one lap the GP plates headed the lap sheets and there they stayed until the flag. Over the first half of the race the man leading

125 Open — Stoney (GP) at the fore, with Ian Mason (11), Derek Price (partially hidden), Roscoe (25), Gilson (29), McLaughlin (26) and Poole (85) ahead of the Webb (55) incident.



Webb spins and Barker finds his path blocked; Stoney got a clear run (Pics: Iain Blair)

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the chase was former National runner Ian Mason. Graham Roscoe and Derek Price disputed third spot whilst Graham Barker had to overcome an early incident when a kart spun in front of him to crawl back up the field and settle in fourth place after five laps.

Derek Price lasted only one more lap and the small field became even more depleted with only seven drivers on the same lap.

Stoney motored on as sweetly as usual with Roscoe holding second... Barker third... Hurley fourth and Moore fifth.

After ten laps it was indeed Chris Stoney who took the flag just over seven seconds quicker than Graham Roscoe. Graham Barker had recovered well to claim third with Hurley and Moore being the only other drivers to complete ten laps.

1st	Chris Stoney	Zip/CSK Rotax
		12m 29.6
		71.09 mph
2nd	Graham Roscoe	Zip/Field Rotax
3rd	Graham Barker	Ferrari/SRM
4th	Calvin Hurley	Anderson/Rotax
5th	Bruce Moore	Zip/Goff Rotax
6th	Steve Griffin	Stratos/Minarelli

Fastest lap Chris Stoney 1m 10.8 75.27 mph.

ANDERSON'S FORCE

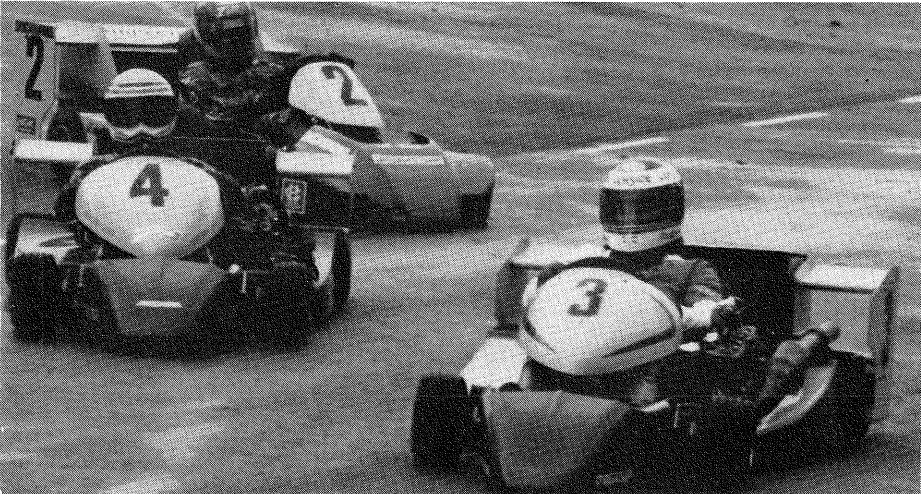
Only a very small number of Superkarts... 13 in fact... were listed after the time trials and it was the 'G' Force of Goff and Glencross on the Anderson chassis at the top of the list.

Roger Goff recorded a best time of 1m 3.2; Phil Glencross had a 1m 4.1; Martin Hines was next up on 1m 4.7 and Alvin Heaton took fourth fastest with 1m 4.8. Ian Shaw was only able to manage eighth quickest time on 1m 6.3.

Both Martin Hines and Ian Shaw were out on the new Zip Eagle whilst Roger Goff was trying all manner of 'new goodies' on the Anderson... exhaust, ignition, hand clutch... not to mention the 'new' chassis and a return to class 1 days with some left foot braking!

Having taken pole for the heats after topping the time trials Roger Goff appeared in no mood to give anything away as he scored a win in both six lappers. Phil Glencross followed him home each time, a 1.5 second deficit first time becoming 1.8 in the second heat. The Eagle of Britain's No 1 Martin Hines took third place each time with Ian Shaw and Bryan Harvey next up. The latter pair swapped places second time round.

Shortly before 4 o'clock the starter sent them on their way and at once Roger Goff took up the running. Phil Glencross tucked in behind and after one lap the Anderson pairing appeared at



Glencross (3), Goff (4) and Shaw (2) into the hairpin

(Pics: Iain Blair)



MH had to settle for third.....

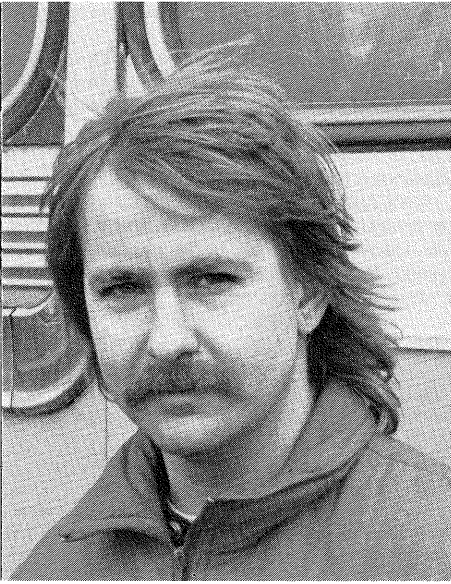
Mansfield first. Ian Shaw was in third place... Martin Hines fourth... Alvin Heaton fifth and 'returnee' Bernie Roberts sixth.

The 'G' Force continued to make the running and at half distance the order was the same as at the close of lap one... Goff, Glencross, Shaw, Hines, Heaton and Roberts. Only three other karts were still mobile. After seven laps Goff and Glencross had put two backmarkers between themselves and Shaw whilst Hines was closing in on his teammate and to that third place. He duly got it on lap eight and that was how it stayed to the flag, Goff and Glencross taking a decisive win with Roger having a seven second advantage at the finish.

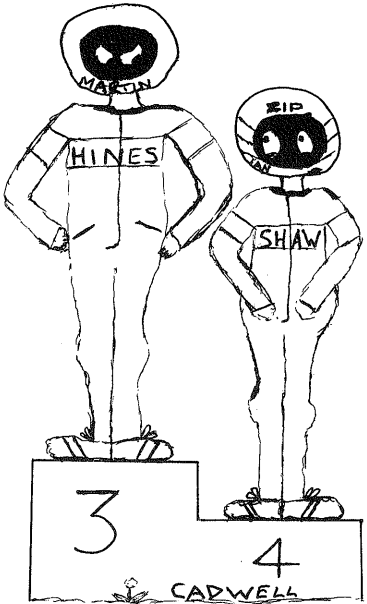
Phil in turn was a similar margin ahead of Martin with Ian a further six seconds adrift. Alvin Heaton and Bernie Roberts completed the top six and they were in fact the only other runners to complete ten laps. Have Goff and Glencross scored by clipping the Eagles' wings early... or will the Bandit strike back! By the time you read this Snetterton may well have provided some sort of answer.

1st	Roger Goff	Anderson/Goff
		Rotax 11m 37.9
		76.36 mph
2nd	Phil Glencross	Anderson/Anderson
		Rotax
3rd	Martin Hines	Zip Eagle/
		Zip Rotax
4th	Ian Shaw	Zip Eagle/
		Zip Rotax
5th	Alvin Heaton	Zip/Rotax
6th	Bernie Roberts	Zip Eagle/
		CDPT Rotax

Fastest Lap Roger Goff 1m 8.6 77.68 mph.



Bernie Roberts returned after an extended lay-off, sixth was his reward.



So who's bright idea was it to call the new kart "Eagle"?!
96 284



One other local hero — Steve Sykes (DAP/Sirio) at Fulbeck.

since made some progress in improving facilities at what is essentially a rather bleak ex-World War II bomber airfield; the Control Tower still stands and is suspiciously 'high security' but, unlike Little Rissington, Fulbeck is no longer officially an active M.O.D. establishment.

Places to stay: Most people prefer to stay at the track of course but here are some numbers anyway:

'The George' (Grantham)Tel: Grantham 63286
'Angel & Royal' (Grantham)Tel: Grantham 65816
'Barkston House' (Barkston)Tel: Loveden 50555
'Hare & Hounds' (Fulbeck Village)Tel: Loveden 72441

Some suggestions for Fulbeck racing:

Scrutineering: At Fulbeck this is usually thorough and covers finger guards and the tightness of everything, regardless of how tight it is supposed to be! Also there is an additional rule, rigorously enforced, that demands a loop of bowden cable inner to limit the brake pedal travel in the event of the brake cable parting. This should run between the pedal and the eye on the chassis, where the return spring fits, and be secured with a solderless nipple. Don't question it, just do it!!

Fuel: Bring it with you or buy it on the A1 at somewhere busy, the local garage version in



Martin Jubb (Wright/Parilla), 100 National win at Fulbeck.



Matthew O'Hara (AllKart/Comer) in Cadet.

Fulbeck village is not reliable.

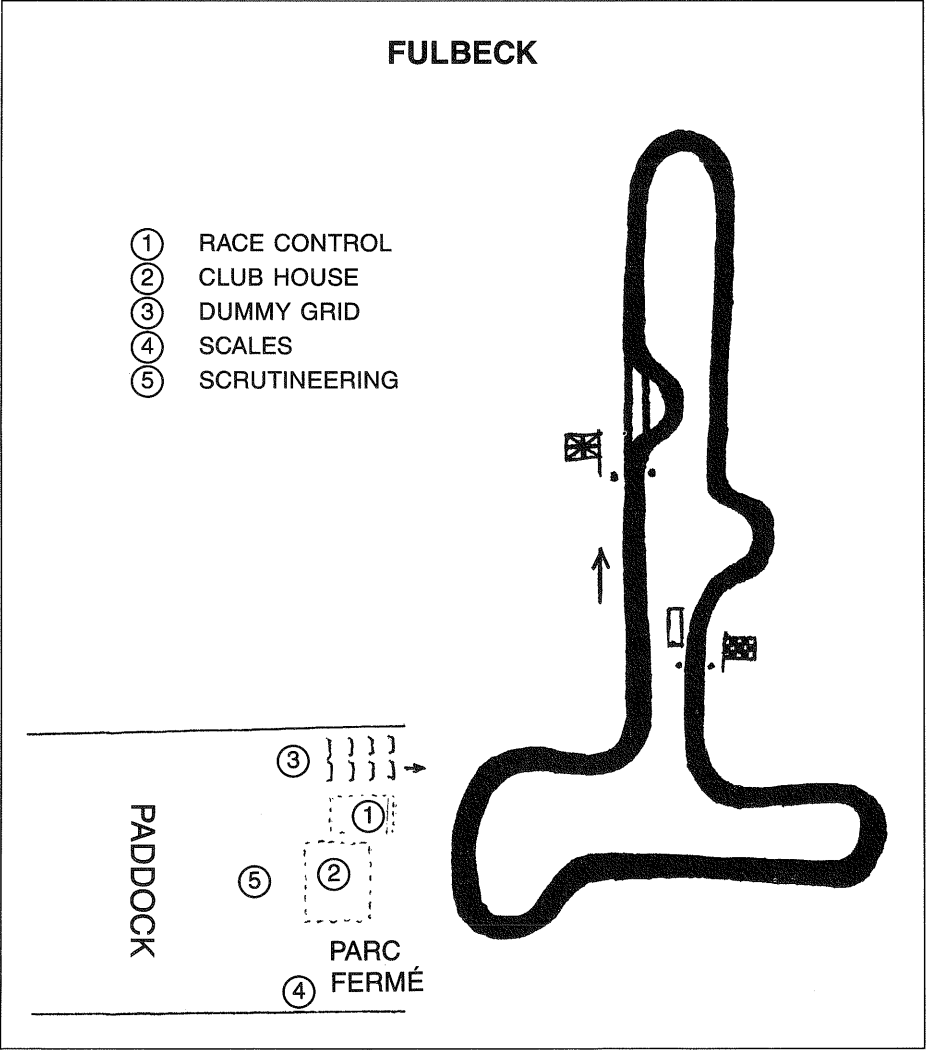
The organisation is good and the Officials fair and friendly so there is no need to adopt the confrontational approach sometimes necessary at other circuits.

Be careful not to miss a chicane, this will lose you a lap and is easily done during the melee of a first lap or over-ambitious late braking efforts.

Entries to: Mrs. Pat Connelly,
37 Lower Mickletown,
Methley,
Leeds,
LS26 9JH.
Tel: (0977) 515204

While Fulbeck remains one of the less civilised places to race, in terms of amenities, (the toilets are particularly unglamorous), the circuit itself is pretty good by British standards. The track is relatively smooth and does not have excessively high kerbs, whilst there are reasonable run-off areas, making it fairly safe. The surface is not abrasive and tyre wear is relatively low but, conversely, there is not as much grip as many other circuits... and when it rains beware the Fulbeck Filth! This is the gritty black soil that permeates everything and coats all external components of kart and engine (a few internal ones too) which when braked on rivals anodising for toughness.

Preparation for any Super One round is absolutely paramount but the first round very often shows up who has been testing or, better still, racing during the winter. This is more effective if it can be done at tracks featuring in the Series and often entry lists at the club race immediately preceding a Super One event bulge ▶



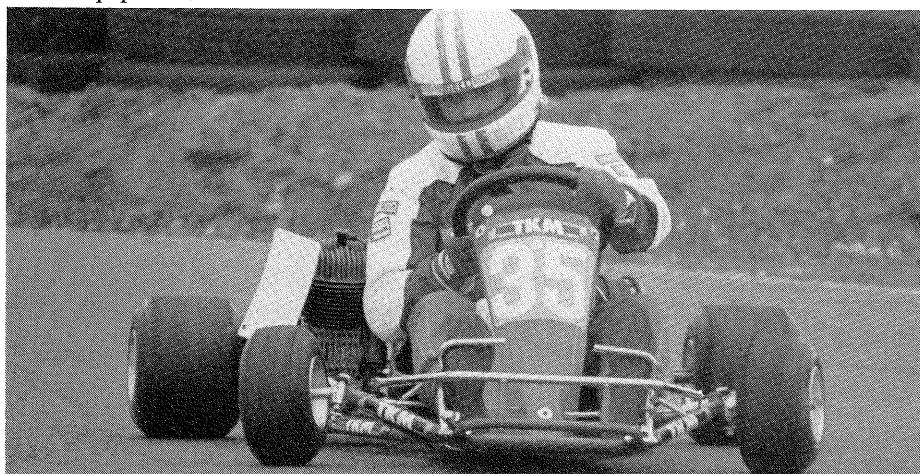
THE CLASS 1 COLUMN

News

As predicted in this column Gary Till has returned to karting after a lapse of four years. Formerly a Zip man, apart from a year on a Kali, he is again Zip mounted but with John Gravett tuned TKM L95 power. In his first appearance at the Clay Pigeon Super One Qualifier, he finished a very creditable third, showing hardly any signs of rustiness at all except for one short tour of the Dorchester countryside. Also at Clay another notable returnee to the 100 National ranks was ex-British Junior Champion who also seems to have lost little of his form of seven years ago, if this performance was anything to go by. After poor heats he qualified from the 'B' Final and finished the Final sixth, in appallingly wet conditions, Kevin is driving for British Racing Karts, a relatively unproven concern, which he no doubt hopes will be as competitive now as his trusty Reama/Howland Arrow equipment used to be.



Stephen Day (Fullerton/PCR) at Fulbeck.



Johnny MacDonald (TKM/TKM) — B.T.R. Racing Works Entrant in 100 National.

International competitor Richard Weatherley is scheduled to make his debut on works backed Kali karts at Rye House this month. Richard, whose outfit is now run by ex-karting brother John, will be contesting some 100cc events in this country, including the Super One Series and a full Formula K 135cc programme with factory IAME support and Bridgestone tyre backing. After a frustrating season last year it will be interesting to see if the new set-up will return him to the sort of success he has enjoyed in the past, winning the 1985 Formula K Grand Prix at the Nurburgring for Sprint, and the Jesolo Formula K event the following year on Fullerton equipment.

Dave Cuff's switch to DAP chassis was celebrated by an impressive victory at Fulbeck recently in a good quality field although he retained IAME/Parilla motors. However Paul Carr tuned DAP motors are now being tested and it shouldn't be long before a real DAP/DAP contender surfaces in this country in Super National. Of course the might T.F. did great things for the Parilla brothers and more recently Bryce Wilson showed considerable pace on this combination (prepared by brother Tom), but DAP have not had the kind of results that their international stature suggests they might; Stefano Modena and Ayrton Senna couldn't be wrong, could they.

On the retirement front, or at least resting this season, are Super National drivers Simon Sutton and Steve Tillett. Both are coincidentally longtime Gillard supporters, although Sutton

was more recently a Simon Wright man. Simon, whose father John heads the RAC Kart Committee, is going Formula First and his commitment to 24 races excludes practically anything else despite a wish to continue occasional karting. He has had a long career in the sport, was conspicuously successful as a Junior driver (a memorable scrap with Johnny Herbert for the British Championship, ending with an RAC appeal unfortunately) and always a particular threat on a wet track.



Another local hero, Dominic Connelly (DAP/Parilla).

seats, started karting 12 years ago and has raced competitively ever since. The withdrawal of a works Gillard team, for whom he has driven since 1982, must be as influential in his decision as his increasing domestic and business obligations, given the new very high cost of 100 Super.

Surviving the Super One — "Fulbeck"

Situated in Lincolnshire (just north of Grantham on the A1), home of Lincolnshire Kart Racing Club, Fulbeck has featured in karting history for over 20 years. 1986 looked for a time to be its last, as a proposal to dump 'low-level' (what does that mean?) nuclear waste threatened the future of not only the circuit but the community itself. NIREX, the government nuclear agency despite vociferous opposition by the local action committee, began test drilling and although considerable interest was aroused in the national press and television, the fight seemed lost.

In fact salvation came in the form of the General Election when the Conservative government realised that nuclear dumping had become deeply unpopular with the public at large and that more particularly the issue might jeopardise the safe return of their candidates, not only in Lincolnshire but Bedfordshire too where Elstow had been similarly 'chosen'.

The closure averted, Lincolnshire Kart Club has

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100 UK TECHNICAL REGULATIONS

ENGINE

TKM BT 82 Piston Port 2 stroke engine equipped with standard Walbro WB 3A or WB 19 Carburettor, Motoplat 9600903-1 ignition, TKM exhaust system and standard TKM Carb Filter. No engine management systems and no additional fuel pumps are allowed.

The engine as raced must conform in all aspects with the Homologation Fiche.

Note: A copy of the Homologation Fiche will be supplied by the manufacturer with each engine when new. Further copies can be obtained from the RACMSA, 31 Belgrave Square, London, at a cost of **£8.00** each.

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/electronic device.

The only replacement parts which will be allowed are those listed on the manufacturers parts list for the BT 82 engine.

The TKM BT 82 has a manufacturers undertaking to be available until 1st January 1991. This engine is homologated until 1st January 1991. No new homologations will be permitted during this period.

Engine price will be £325.00 plus VAT (subject to an agreed yearly increase).

CHASSIS

Any current 100 British chassis with British manufactured frame. Complying in all respects with regulation S.3.2.2, NATSKA registered frames excluded. Side pods are not allowed.

Note: These '100 Britain' chassis will be allowed until 30th April 1990, during which time homologation of new British manufactured chassis will take place. New homologations will be for a three year period from 1st January 1990 until 31st December 1993, during which time no additional new homologations will be considered.

TYRES

Bridgestone YBN 4.5 × 10 SL front
7.1 × 11 SL rear

Bridgestone YDK wet tyres 3.60 × 10 front
6.00 × 11 rear

Note: These tyres will be allowed for one year only from 1st May 1988. During this time tyre evaluation will take place to establish a single make of tyre (dry and wet) and the 100 UK Class. The effective commencement date for the chosen make of tyre will be 1st January 1989 (thus there will be a period when both the new tyres and the above tyres will be valid).

WEIGHT

132 Kgs (kart complete with driver).

NUMBER PLATES

Red with white numbers

DRIVER QUALIFICATION

To comply with S.2.3.1. Private entrants/drivers only.

No trade entrants.

Minimum age — 16th birthday.

Maximum age — none.

125 Open Class

In order to clarify the situation, whilst the RACMSA are against the 125 Open Class racing together with the 125 National and 250 National classes, naturally, in the event of low entries, it is permitted to amalgamate the classes providing the 125 Open Class are competing for *separate awards*.

250 National Class

It is confirmed that as from 1st January 1988 the Suzuki RM250 w/c engine is eligible for use in this class.

Tyre Lists A & B

Please note that on the grounds of safety, 10" × 100 tyres *must not* be used on the rear of a kart under any circumstances. This prohibition applies immediately.

Slide Carburettors

In addition to the Gillard, Simon Wright, Tal-Ko and Redhill carburettors eligible for use during 1988, the following have also been accepted:

Kart Components

Deavinsons

South West Karting*

Scorpion

Red Dragon*

**Subject to certain criteria being confirmed.*

Cadet Class

New Cadet Chassis Homologations

With the first eight months of this class being purely experimental, it has been acknowledged that certain modifications to the karts are necessary to further the development of the class.

Therefore, it has been agreed that all new and existing manufacturers (registered Traders only) will be able to homologate a new chassis from 1st May 1988 to 31st December 1990, (ie 2 years, 7 months). During this period, no further homologations will be permitted. These chassis will have the prefix 'B' on them. From 1st January 1991 to 31st December 1993, a new homologation period will apply and further homologations permitted, which will be prefixed 'C'.

Existing chassis (prefixed 'A' if still manufactured) *will not become ineligible*. They will still be permitted and will be eligible for the three homologation periods. Therefore, with all chassis being eligible for three homologation periods, a second-hand market can be established.

For further details, contact the Kart Manager.

"Tillett" Seats

The prohibition of "Tillett" seats applies to the Cadet Class **ONLY**. It does not apply to any other class.

For Cadet, whilst we prohibit the fitment of a "Tillett" seat, (not supplied as standard by the manufacturer when the kart was homologated) this does not extend to the seat as supplied and homologated being upholstered for safety and comfort. In terms of eligibility, genuine "Tillett" seats have "Tillett" embossed on the mould, seats which have simply been upholstered will not.

100 UK Class

The class is introduced from 1st May 1988. Homologation Fiches will be supplied with each engine by the Manufacturer, although further copies will be available from the RACMSA for a fee of £8.00 each.

It is the responsibility of the *driver* to obtain an homologation fiche for the engine and to produce it, if required, at Scrutineering.

The Technical Regulations, as published on the pages, are available *now* from the RACMSA and are free of charge.

1988 KART TRADE REGISTER (Updated)

Tal-Ko

Banthorpe Engineering

Kart Sport

Mellors Elliott

Playscape Racing

Alan Eastwood Racing Devs

Zip Karts

Kartpro Stratos Leisure Ltd

Gillard Engineering

Kelgate Brakes & Accessories

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TK Specialist Services

Colin Quigley Motor Services

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1988 KART COMMITTEE

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KART TECHNICAL WORKING GROUP

Mr N Hann (Chairman)

Mr R Brassey

Mr A Burgess

Mr M Hines

Mr P Molloy

Mr A Turney

VISAS

All competitors taking part in events outside this country must obtain authorisation from the RACMSA by means of a Visa. Competitors are reminded that the 1988 Visas are free of charge but do not include any medical insurance. Competitors are recommended to make their own arrangements for such insurance.

1988 RAC CADET KART SERIES

The RAC Motor Sports Association Ltd are pleased to announce that during 1988, they will be organising a Cadet Kart Series to take in a total of 10 rounds nationwide.

The final round of this Series will take place at the 1988 British Kart Grand Prix at Silverstone Motor Racing Circuit on the weekend of 5/6/7th August. This exciting event, despite being the most prestigious long Circuit gearbox Kart racing event of the year, also incorporates the first round of the CIK World Championship for 250cc Formula E karts.

Last year, we successfully obtained television coverage of the Cadet Class at Silverstone which subsequently caused a great deal of interest, particularly from television companies who have since featured the class on several programmes.

The Series will take in 10 rounds, of which 8 are to count towards points. As we will be covering the length and breadth of the country, there will be a round for everyone!

Points will be awarded at each round and the Winner, Runner-up and 2nd Runner-up will receive trophies after each round. The overall winner of the Series will receive an award at the RACMSA Annual Awards Presentation in London.

A registration fee of £25 must be paid by each driver who registers. This registration fee will be put towards a central prize fund to be shared at the end of the Series. Entry fees not exceeding £15 should be paid directly to the organising Club of each round. Entry forms will be supplied by the Clubs in due course.

The Series is open to any Cadet driver, aged 8-12 years, who holds an RAC Competition Licence. However, Restricted licence holders will be placed on the back of the grid in all heats for safety.

There will be no limit on entries. Entries will only be accepted from Registered drivers.

Drivers who completed in the 1987 Series may retain their numbers if they wish but *MUST* specify this on the registration form.

Current points positions, results, and information bulletins will be sent to registered drivers after each round, to keep them up-to-date with the Series.

Rounds

1st Round	3rd April	Little Rissington	Bromsgrove KC
2nd Round	17th April	Pembrey	Cardiff KC
3rd Round	30th Apr/1st May	Chasewater	Chasewater KC
4th Round	15th May	Felton	Northumbrian KC
5th Round	30th May	Three Sisters	Cheshire KC
6th Round	12th June	Clay Pigeon	Clay Pigeon KC
7th Round	26th June	Larkhall	W. of Scotland KC
8th Round	10th July	Kimbolton	Hunts KRC
9th Round	24th July	Wombwell	Wombwell SYSA
10th Round	7th August	Silverstone	RACMSA

There will be 3 heats of 5 laps and 1 final of 7 laps and points will be awarded as follows:

Heats

1st — 10, 2nd — 8, 3rd — 7, 4th — 6, 5th — 5, 6th — 4, 7th — 3, 8th — 2

All other finishers — 1 point

Finals

1st — 16, 2nd — 13, 3rd — 12, 4th — 11, 5th — 10, 6th — 9, 7th — 8, 8th — 7, 9th — 6

All other finishers — 4 points

Registration forms should be returned as soon as possible, together with the registration fee of £25,

To: The Kart Manager

RACMSA Ltd

31 Belgrave Square, London SW1X 8QH

KIMBOLTON SUNDAY 13th MARCH

The Hunts Kart Club met on Sunday 13th March at the Kimbolton track to open the 1988 season. During the winter months the unusual mildness of the period had allowed considerable remedial work to be undertaken. Most notable were track repairs, particularly along the pits straight, the erection of new safety fencing along the said straight and the clearing and levelling of a large expanse in the pit area adjacent to the hairpin. The purpose of this latter effort is to provide a basis for a scrutineering facility and weighing-in point, rather than have the scales sited in the infield, as circumstances have dictated for a number of years.

After a recent visit to Cadwell Park, where the new circuit owners have installed temporary and very exorbitant 'Hamburger Haunts', it was nice to see the familiar Stevenage based caterers still in residence at Kimbolton. The service and friendliness they exude would be the envy of many a club, while the high quality of the food and the extremely reasonable prices charged would be hard to match at any number of establishments.

Kimbolton shared the weekend with the likes of Tilbury, Clay and Wombwell, the latter the final round of the Winter Series thus robbed the grid of several regular Cadet names. However, ten drivers eventually signed-on after three names had been 'scratched' from the programme and one added, that of Mark Taylor of Fulmar fame. Those 'scratched' were young Darren Goff, grandson of Charlie, Kevin Hall and Oliver Wood, young Mr Wood it is thought because his 'old man' was racing Group C2 WSPC at Jarama in Madrid the same weekend.

Heading the entry was reigning British Champion Clair Bogan whose day was to prove far from inspiring. She suffered carburettor problems during the heats, stopped to remove a loose front panel in the first whilst in the Final she could not seem to get on terms at all. Still, it was the first meeting and shakedown for everyone. . . Matthew Davies, winner of the 1987 RAC Cadet Series, was to show reasonable consistency throughout the day, whilst Daniel Wheldon was on very dominant form all day long, grooming from father Clive over the past twelve months certainly showing. Andrew Davidson is fast gaining experience and observations showed him to be hanging in there with the best, though he did suffer a few early problems, carburation and plug trouble being attributed in the first heat, along with a seize, but his performance in the second session was vastly improved. Kevin Sale is a diminutive young man who is frequently seen in action at Kimbolton but has yet to shine. The increase in minimum weight no doubt benefitting many other Cadets, is hardly doing him any favours, yet he keeps plugging away, which is very laudable. Doug Bell is another who began racing around the middle of last year and quickly got into his stride in the class, much along the lines of Davidson and the next gent — Charles Butler-Henderson.

Bell is frequently to be seen up front with the best. Charles B-H, as just mentioned, is always a man to be reckoned with, very successful and determined in his efforts. His adeptness in race craft and tactics has built over the past year, yet

even he has his off days, invariably attributed to 'niggling' little problems. On the whole it proved a good day, though not by C.B-H's standards — "First is better!"

Mark Taylor didn't enjoy the best of fortunes, with a DNF caused by electrics in the first session after leading most of the distance, a middle order finish in the second, culminating with a seventh in the Final. Still, it is *only* the start of the season. John Goss, again, began towards the middle of last season and races regularly as possible at Kimbolton. He is slowly gaining experience and enjoyed a moderately successful day. The last Cadet to mention is Restricted driver Matthew Pinney, who one suspects was on his first official outing, although judging by his techniques he has had some parental coaching over recent weeks.

Now to the racing. . .

Two eight lap Heats and a ten lap Final were on the cards for the Cadets, with pre-determined grids posted for the Heats.

Heat One

Mark Taylor had pole slot as they rolled away on the pace lap. Unfortunately Kevin Sale spun at Kimbolton Corner, was restarted but it necessitated a further rolling lap to let him back into position. Then, something unusual in the class, a false start, when someone pre-empted the lights. That brought about yet another rolling lap.

Without more ado they were on their way, Matthew Davies getting the edge over Taylor, Butler-Henderson, Davidson and Bell as they hit Kimbolton Corner for the first time. One tour complete Taylor, Butler-Henderson and Davidson had all pushed Davies back to fourth, leaving him to scrap it out with Wheldon and a deposed Bell. Clair Bogan was running near the back, looking to be down on power.

Taylor held on at the front trying to consolidate his lead from Butler-Henderson whilst Davidson was off into the infield with carburettor-plug troubles. Wheldon was through into third, Davies and Bell close behind, then a gap followed back to Goss, Pinney, a struggling Bogan and Sale.

The leading group formed a close-knit trio, with Taylor holding sway over proceedings from Butler-Henderson and Wheldon. Bell had bettered Davies in the hinterland, whilst young Pinney had done likewise to Goss.

By the halfway stage it was still Taylor but Butler-Henderson had been forced to cede second place to Wheldon, these three having a considerable advantage over the rest of the field; Bell was still fending off the attentions of Davies as they went into the next tour. . .

The approach to Kimbolton Corner, Wheldon found the inside line, had the edge and was through to take up the lead with Taylor hanging on briefly behind before dropping down the field, leaving the task of trying to catch Wheldon in the hands of Butler-Henderson. A short way adrift Bell had shaken off Davies to give himself a marginal respite from the battle.

The penultimate tour and Wheldon had extended a good three kart advantage over Butler-Henderson, whilst Bell managed to place a backmarker between himself and Davies, thus fortifying his position ever more.

The flag came out for Wheldon after eight laps with Butler-Henderson second, Bell third and Davies fourth. A good drive by young Pinney earned him fifth ahead of Goss, Sale and Bogan.

Heat Two

By the time the second heat came around the laden skies were delivering a mixture of fine snow and sleet which was to turn to rain later and continue throughout the rest of the day and evening. So, wet tyres were the order of the day.

It looked to be young Wheldon's day — he was first off the line to lead Davidson, Butler-

Henderson, Bell, Bogan and Davies into Kimbolton Corner. Everyone safely through they went into the second tour, the order of the first six unchanged. Taylor, from a mid-grid start, led the rest of the field — Goss, Pinney and Sale.

Another lap under their belts and Davidson was challenging Wheldon for the lead, but Wheldon was deftly anticipating what the other might try and, always, the door was closed, although it was good clean racing. Meanwhile, Butler-Henderson solidered on, somewhat alone but comfortable in third — in fourth placed Bell was too far adrift to pose any threat. Behind Bell the Bogan-Davies scrap, which had continued from the start, was resolved in favour of the latter, though the young lady Champ never gave up harrying the Essex pilot. Taylor was running in sixth with Goss, Pinney and Sale making up the rest of the field; Sale executing a neat spin at Kimbolton Corner but recovering well.

The order remained the same during the next couple of laps but by the end of the sixth tour Davies had edged into third, having shaken off Bogan and passed Bell; Taylor still held station over the rest.

The closing stages and Davidson made yet another try for the lead — it didn't come off, Wheldon took his second victory. Butler-Henderson came home third, Davies fourth, poor Clair Bogan suffering problems had fallen right down the order. Fifth went to Bell, followed by Taylor, Goss, Pinney, Sale and then Bogan.

The Final (10 Laps)

Two heat victories ensured Wheldon pole position for the Final. Second and third placings annexed Butler-Henderson alongside. On row two sat Bell and Davies, then Davidson and Piney, Goss and Sale, Taylor and Bogan as they toured out on their rolling lap. On the green it was Wheldon first away with Butler-Henderson followed by Davies and Davidson securing an early fourth. One lap complete that was the order of the leading quartet. Bell headed the rest — Goss, Pinney, Taylor, Bogan and Sale.

Wheldon continued to hold steady at the front, resisting the pressures from Butler-Henderson, finally establishing a comfortable buffer over the Sandon driver. Davies and Davidson held third and fourth respectively, with Davidson constantly looking for a way through but finding none. The rest of the field became a little spread out. Bell looking after fifth, with the only change in order before the halfway mark being Taylor outflanking Pinney for seventh.

The remaining laps were somewhat processional, mainly due to the conditions. Wheldon had established a commanding lead over Butler-Henderson, Davidson was still glued to Davies' rear bumper, trying this way and that, his attempts always pre-empted by the latter. Taylor had closed right up on the duo of Bell and Goss but there seemed little hope of improving on his seventh spot. Bogan eventually managed to get past young Pinney as the race entered its closing stages.

And so it ended, with Daniel Wheldon scoring a hat-trick, Charles Butler-Henderson finished second ahead of Matthew Davies and his near 'siamese twin' Andrew Davidson. Fifth and sixth places respectively went to Doug Bell and John Goss, with Mark Taylor, Clair Bogan, Matthew Pinney and Kevin Sale rounding off the Cadet complement for this first meeting of the season. E.M.

1st	Daniel Wheldon	AllKart/Comer
2nd	Charles Butler-Henderson	AllKart/Comer
3rd	Matthew Davies	Gillard/Comer
4th	Andrew Davidson	Zip/Comer
5th	Doug Bell	AllKart/Comer
6th	John Goss	AllKart/Comer

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There are 7 bores to choose from (STD + 10 + 20 + 30 + 40 + 60 + 70) (Pistons are available for all these sizes)

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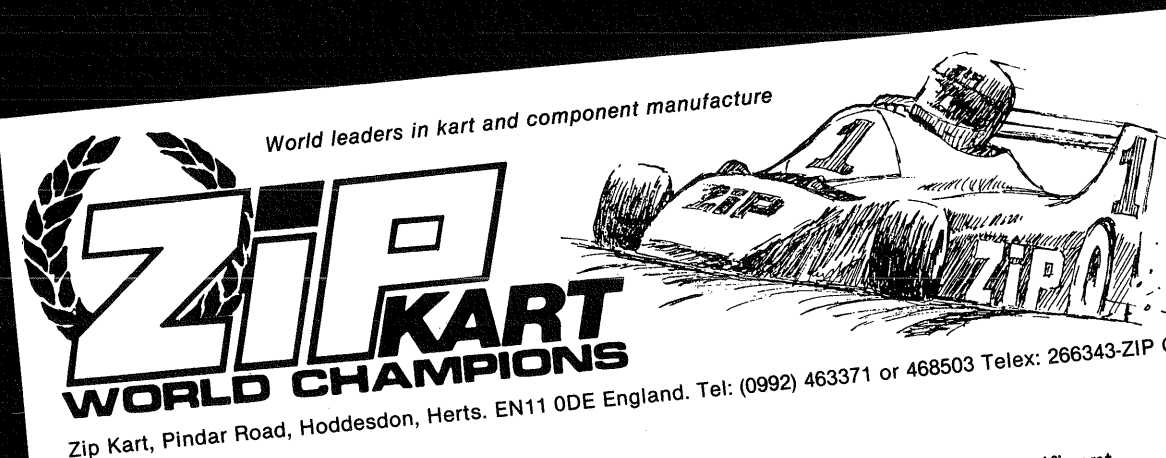
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Dear Junior Karter,

As a company we are of the opinion that the Cadet Class marks the most significant development in the sport for 20 years.

We realise that many of today's Cadet drivers will probably become Formula One champions of tomorrow, therefore it is paramount to your racing career that the equipment you drive is of the finest quality in every respect.

You are no doubt aware there has been a change in the RAC Regulations that allows all manufacturers to homologate a new chassis which will be eligible from 1st May for a period of 2 years 8 months.

We have an obligation to every Cadet driver to improve our chassis whenever regulations permit, which of course will ultimately benefit the driver.

Since the class started 11 months ago we have gained a wealth of knowledge from both the UK market and of course from Italy. We have even purchased some of our competitors' karts and put them through their paces on UK circuits under British weather conditions. Both circuit type and climatic conditions make a considerable difference to chassis design.

After exhaustive testing and development we have come up with what we consider is the ultimate Cadet kart for the next 3 years. It will feature many distinct advantages over its rivals and you will find many of the design faults that frustrated you at times, during the inaugural year of the class, have been removed.

We do not intend to explain in detail the many new features you will find in the new Zip Cadet because we do not want our competitors to take advantage of the development resources and technical innovations we have built into the new Zip.

The new kart will be on show from the 19th April and we promise you the best value for money in any Cadet kart.

We are the sole UK distributor for Comer engines and Vaga Cadet tyres and therefore have a close working relationship with both factories to ensure we have the latest development and performance information. We have now obtained from Comer the latest electronic control equipment and can now offer a full race-build service for Comer engines that will ensure maximum performance within the parameters laid down by the RAC Homologation Fiche.

If you are one of the many drivers who own a Zip Cadet we will be able to offer you a very special deal on the new Zip Cadet.

If you do not drive a Zip now, we are sure you might want to change that next month!

Finally, we would like to wish all Cadet drivers a super 1988.

Mark & Martin Hines
Zip Kart

1st	Daniel Wheldon	All Kart
2nd	Andrew Davidson	ZIP
3rd	Matthew O'Hara	All Kart

The Final 12 laps
'DW' on pole again, Davidson winning 'the toss' for grid 2 with O'Hara. Bell, Bogan and Meanwell completing the next two rows. Shambolic flag work saw half the field take the chicane and the rest go straight on! Three laps being needed to get these 'little demons' under orders. At the green it was...Wheldon (of course)... 'Welly'... Champion elect shadowed briefly by O'Hara... Poor old Matthew in carb' bother... coming to a standstill at the end of lap 1. Davidson now second driving the length of straight 'head in steering wheel' in pursuit of 'DW'. 8 seconds behind, Bell was giving 'the DAP' all he'd got. Claire 6 seconds behind a model of tidy driving... by contrast Davidson was 'throwing' his ZIP at the bends in spectacular fashion... opposite locking with one hand! Lap 10 Wheldon with a 20 second lead was scything through the back markers... lapping in 43's... 'Whirlwinding' Wells into a wild spin. The last two laps some 'close shaves' for the leaders as the blue flags seemed to get tired! John Goss retiring from a good mid field position with deranged tracking.

1st	Daniel Wheldon	All Kart
2nd	Andrew Davidson	ZIP
3rd	Doug Bell	DAP
4th	Claire Bogan	All Kart
5th	Neil Ozalins	All Kart
6th	James Meanwell	ZIP

PS: This was the last race for 85kg minimum weight limit. Drivers like Davidson and Bell can eat again!

DD

RYE HOUSE WINTER NATIONAL SERIES ROUND 3

SUNDAY 6th MARCH O'HARA'S DOUBLE

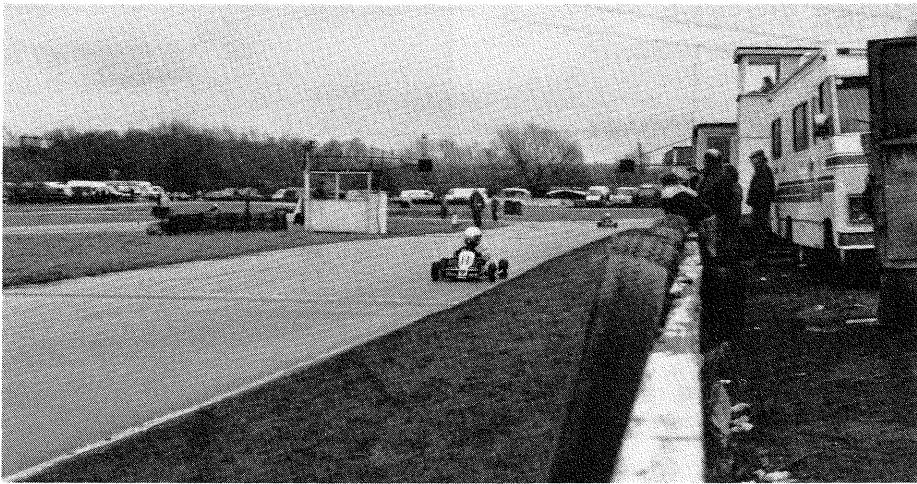
As last month 16 Cadets signed on: Series leader Daniel Wheldon with 158 points, Mark Taylor (running a temperature of 100) in second place with 141 points. Charles Butler-Henderson third with 130 points. Andrew Davidson and Matthew O'Hara joint fourth with 127 points a piece, Clair Bogan fifth with 124 points. Brendon Rawle making a welcome return after a short lay off (now driving an All Kart), as too was Doug Bell, John Goss and Kevin Hall; Johnathan Stilp, Danny Yeomans in Dart and Gillard respectively. Four restricted drivers making up the order, Richard Bishop, William Thornton, Daniel Bailey and new boy James Pears.

Davidson dominated the wet practice session running round the outside of all with visual ease, lapping in 51 seconds.

Heat 1 8 laps

With series leaders Wheldon, Taylor & Butler-Henderson at the back, Davidson on grid 3 needed the points. At the 'green' he was by Bell and Goss at stadium... past Pole man Hall going onto the back straight. For four laps Davidson held a slender lead over a determined Yeomans closely followed by a long 'crocodile' of Karts. But it all went wrong on lap five, when the Gillard 'mounted' the ZIP at hairpin... in a flash the pack streamed by the entangled duo.

O'Hara crossing the line first ahead of Wheldon... clear of Charles B-H... Clair... Yeomans... Bell... and Davidson a disgruntled seventh, Taylor being sidelined with electrical trouble.



O'Hara and Wheldon.

1st	Matthew O'Harra	All Kart	No. 11
2nd	Daniel Wheldon	All Kart	No. 8
3rd	Charles Butler-Henderson	All Kart	No. 90
4th	Clair Bogan	All Kart	No. 1

Heat 2 8 laps

The second heat, unlike the first, was completely dry, most Karts being Slick Shod. Lap one Wheldon on pole had Charles B-H for 'very close' company, Clair, Stilp and O'Hara jostled for third position, as Yeomans' Gillard 'got away from him' exiting stadium bend... Bell... Davidson... Goss and Hall... streamed by. Unlucky No. 13 'again' out of contention with 'mechanicals'.

Lap six O'Hara spun... leaving 'DW' and 'CBH' to fight it out. Davidson's ZIP led Bells All Kart (on wets), these two travelling in close formation in fourth and fifth place ahead of Rawle, Stilp and novice William Thornton.

1st	Daniel Wheldon	All Kart	No. 8
2nd	Charles Butler-Henderson	All Kart	No. 90
3rd	Matthew O'Hara	All Kart	No. 11
4th	Andrew Davidson	ZIP	No. 14

The Final 10 laps

After an energetic football match the Cadets got into their wet weather gear, overalls and whirly visors... on go the wets... adjusting this... loosening that... funny little 'mudguards' appeared on the leading All Karts. Four All Karts making up the first two rows, DW pole, O'Hara, CB-H and Bell. Two English chassis made up row three... Davidson's ZIP and Yeomans' Gillard. Novice Thornton on grid seven.

O'Hara grabbed an early lead, pulling out a useful margin over Wheldon, Davidson taking Yeomans and Bell on the inside of Stadium bend. As Matthew edged away from Daniel, Andrew

was looking for a way past Charles... side by side... down the back straight... 'close stuff', neither giving an inch... a slight touch of wheel rims under braking... and Davidson was third. Lap 5 Matthew spun the leading All Kart at the hairpin, recovering to still lead by 35 yards from Daniel, who in turn led Andrew by the same distance. Clair was now up to fourth ahead of CB-H who'd spun exiting stadium. The leading trio equally spaced out lapping the soaked track in the low 51's well clear of the field.

1st	Matthew O'Hara	All Kart	85kg+	205 pts
2nd	Daniel Wheldon	All Kart	85kg+	235 pts
3rd	Andrew Davidson	ZIP	90kg+	194 pts
4th	Clair Bogan	All Kart	85kg+	183 pts
5th	Charles Butler-Henderson	All Kart	85kg+	195 pts
6th	Danny Yeomans	Gillard	85kg+	
7th	William Thornton (novice)	ZIP	90kg+	
8th	Doug Bell	All Kart	90kg+	
(points subject to official confirmation)				

PS: As only half of the entry turned up prepared for the new 90kg weight limit, HKC decided to run the races at the old 85kg limit. Unfortunately not all 90kg runners could remove the extra 5 kilos!

Dear Dawn,

My name is Matt Pinny and I am eight years old. I go to Moulton Primary School and my favourite subjects are Maths and Art.

My hobbies are Cubs, American Football and eating. When I grow up I would like to be a Mechanic.

Please put my name on the Cadet Register.

Thank you

Matthew

3 Ashley Lane, Moulton Northampton (0604) 46448

(PS: My race number is 87.)



Davidson, Butler-Henderson, Bell, Yeomans and Rawle.

THE 1987 210 CHALLENGE — A SEASONS SURVEY

The 210 Challenge of 1987 will go down as one of the best ever, with closer racing, bigger grids and more winners than ever before. The ten rounds held saw eight different drivers taking victory with only one of them, Charles Morris, managing to win more than one round. Six circuits were visited during the course of the season, ranging from the tight and twisty to the fast and open, thus putting emphasis on drivers' all round ability. The format was very much as before with 'A' & 'B' final results used to score points, the best seven out of ten rounds to count. Such was the success of the series (47 drivers entering the last round for example) that it must be acknowledged as the premier gearbox series on short circuits; to win it is certainly a major achievement. "Imitation is the sincerest form of flattery", so the saying goes, and in the case of the 210 Challenge it must be true, just look at all the various "Challenges" that have sprung up over the last few years but this one is still the biggest, the most competitive, the hardest to win and the best!!!

Shenington Kart Club started the ball rolling in March when the cream of short circuit 210 drivers assembled for round 1, and after a long, hard, fascinating season it was back to Shenington in October for the tenth and last round with four drivers still with a chance of winning the series and amazingly only one point covering the first two drivers!

He was Champion in 1985, Champion again in 1986, could John Haigh pull off a remarkable "hat trick" in 1987? The answer is yes! Entering the last round at the top of the points score he proceeded to start the 'A' final from the front row and keeping his rivals for the Challenge title behind him he drove a fine, careful, calculated race to ensure his name went on the trophy for the third time. The series was probably his hardest year ever and only one round (the first at Shenington) was won outright, but he was usually there or there abouts. Mid-season he did seem to start to struggle somewhat, slipping to 8th position in the overall points score at one stage, but John, if nothing else, is a fighter and by the end of the year he was getting back towards top form. His remarkable success was achieved on a Phoenix chassis, the Quantum engine was tuned by Frank Williams and the mechanicing was in the capable hands of Simon Green, an extremely talented team indeed. It's been said before and it's still true now, that to win the 210 Challenge you must first beat John Haigh and hopefully he will be back again this year to defend his title when I am sure more successes will come his way.

Second overall in the Challenge was taken by Graham Payne, this his first attempt at the series. An ex-single seater Formula Ford driver he took to the Challenge like a "duck to water", competitive from the very first round. I tipped him for a win midway through the season, whereby he jokingly 'had a go' at me, saying he would probably never win anything ever again!! Luckily he proved himself wrong and myself correct by winning round 9 at Three Sisters when he started from pole and 'tigered' all the way to the chequered flag to take a superb win. Always cheerful in the pits he nevertheless takes his racing seriously and 1988 should see him in the winner's circle again when he must start the Challenge as one of the favourites to win it outright.

Another ex-single seated racing driver turned 210 racer Dave Rowbotham had a highly successful season, finishing third overall. He started the

series on Black plates (although refused to be considered for the best Challenge Novice because of his previous racing experience) and as the year progressed he became more and more a threat at each round, just failing on quite a few occasions to achieve that elusive Challenge win. Make no mistake, this driver has a lot of talent and not only should he win at least one round this year but he must be yet another driver who could be the overall winner.

Glen Clarke in 4th was the last remaining driver who could have won the Challenge at the last round, which says a lot about his talent and skill. Taking full points at Kimbolton in June he showed a fine consistency all season. I hear an extensive winter development programme has been undertaken and this year Glen could well spring some surprises.

How nice it was to see Rob Peters in a fine 5th place. Rob and his family are true enthusiasts, racing at each round and always putting in good performances. After the running of the first two rounds he was in a lowly 16th position, so did extremely well to finish in the top five and should do well once again this year.

In the 1986 review, I said Ed Mellor didn't do himself justice in the 210 Challenge, last year he made amends by finishing 6th overall. Expect him to be competitive again this year.

Paul Savage had a good season finishing 7th but alas we shall not see him this year as he has changed class. We wish him well and we will all miss him.

Two drivers started the Challenge on black plates and finished only three points apart in 8th and 9th. Steve Adams in 8th amazed everbody by finishing a remarkable 5th in his first ever race, a highly competitive Challenge round and, although seemingly losing a little form mid-season, he still has lots of ability and will be worth watching this year. The other novice Barry Stokes also did well and almost won the Challenge best novice award, leading at the last round until unfortunately having mechanical problems and pulling out.

Colyn Firth should have been higher than 10th in the overall points score but a season dogged by bad luck conspired to keep him out of the points. Extremely fast, he led on more than one occasion and with new chassis for this season he should pose a serious threat for outright honours.

That completes the top ten, however there are a few drivers who didn't make the prestigious first ten but merit a mention. Charles Morris in 11th competed in only 6 rounds and scored an impressive three 1sts, (the only driver to win more than one round), two 2nds and a 4th. Paul Robinson who was extremely competitive for the first few rounds, (leading the Challenge after round four) then disappearing for half a season to re-appear for the last two rounds. Both of these drivers would be among the favourites to win the 1988 Challenge if they raced at all 10 rounds. Philip Jones, Stuart Warsop, John Morrish and David Barradell all putting in good drives at various times in the season. Phil Davis and Brian Holloway having more than their share of bad luck, going into the last round both with an equal chance of winning the Challenge 'hard luck' away until Phil Davis made sure of the trophy by breaking his collarbone!! Mark Allen showing all his skill to win the one round he competed in. Current British Champion Andy Martin totally dominating round 4 at Wombwell, Bill Mee travelling huge distances from Northumberland to race, the list is endless...

So ended another great season with, once again, some fine memories. Who can forget some of

the tigering drives put in by the Challenge competitors, some of the ten-tenths racing making your skin tingle just to watch — remember after the first two rounds there had been 11 changes of leaders — the torrential rain washing out the finals at Kimbolton for round 5, then as we packed up to go home the sun came out — the large entries at each round especially Shenington — the close points score — the friendliness etc etc...

And what about the 1988 Challenge? Who will win? Will the trophy be moving from Garstang for the first time since 1985 or will that man John Haigh retain it for the fourth season? Only time and the ten rounds will tell. Whatever happens it's going to be another superb season.

Ian & Barbara Hunter

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Here is a list of the top 30 finishers:

1st	John Haigh	250
2nd	Graham Payne	240
3rd	Dave Rowbotham	237
4th	Glen Clark	235
5th	Rob Peters	221
6th	Ed Mellor	219
7th	Paul Savage	188
8th	Steve Adams	184 (N)
9th	Barry Stokes	181 (N)
10th	Colyn Firth	176
11th	Charles Morris	151
12th	Philip Jones	149
13th	Paul Robinson	147
14th	Stuart Warsop	134
14th	John Morrish	134
16th	Phil Davis	132
17th	David Barradell	118
18th	Brian Holloway	114
19th	Alan Poole	101
20th	Chris Bowers	91
21st	Peter Higgins	81
22nd	Bill Mee	79
23rd	Steve Hurst	66
24th	Glyn Jones	63
25th	Rob Perkins	62
26th	Mark Powell	52
27th	Phil Hemes	48
28th	Tom Thacker	47
29th	Mark Allen	37
30th	Andy Martin	37



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PEMBREY SEASON OPENS

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Mrs D. Kilgour,
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Llanderyn,
Cardiff.
Tel: 0222 733348.

Sunday 28th February saw the start of the Karting calendar at the Pembrey Motor Sports Centre, home circuit of the Cardiff Kart Club. Following a week of varied weather, race day was dry, cold and buffeted by winds which made the very act of standing upright, difficult.

Closed season work had revamped the circuit layout in response to the wishes of club members. Gearing for the 100's is now much more of a compromise, featuring slow bends and long straights. It was intended that the gearbox brigade should follow the same circuit, but in a post practise discussion the organisers accepted the majority view from drivers, and opened the main straight during racing. In line with the changes, race distances have also been increased and normal racing now features 10 lap heats, and the final over 15.

With three of the 34 entries not appearing, our 1988 account was under way.

JUNIORS

Of last years Juniors, Lee Middleton was missing from the line-up having 'come-of-age' and thus finding himself in the ranks of the Nationals. Even so, a grid of six karts is very encouraging.

Steven Warburton stamped his mark by winning all three heats and leading all but 5 of the 30 laps. Andrew Price tried to get on terms in the first heat and passed him for 2 laps following a slight indiscretion, but had to satisfy himself with second place.

In the 2nd heat, Warburton led from start to finish with Shaun Fulford a distant second and newcomer, Julian Thomas in third place. Price and Marlyn Dickson had a coming together and all but eliminated themselves.

The last heat saw a vastly improved Dickson hold down a second spot, whilst Warburton dislodged the ailing Price from the lead on lap three. Thomas came in third again.

Heat 1: S. Warbuton, A. Price, S. Fulford.

Heat 2: S. Warburton, S. Fulford, J. Thomas.

Heat 3: S. Warburton, M. Dickson, J. Thomas.

It was Warburton all the way in the final with Dickson grimly hanging on to second position. Thomas held onto third place until a poor start-ing Price, suffering from a lap 1 excursion, finally

caught and passed him on lap 10.

JUNIOR CADET

Sole entry in this class was the third generation of Maund, eight year old Lee, son of Harry's boy Steven. Despite having the circuit to himself, Lee's only regret was that the outings were not long enough. Hopefully as the year progresses, more youngsters will come along and swell the ranks, providing the competition required.

125 P&R/NATIONAL

The P&R's of Roy John and Richard Thomas taking on the Rotax of National Mike Morris, had something of a 'David and Goliath' look about it. In the first heat, Morris simply ran away with the result, but in the second it quickly became obvious that Thomas wasn't about to be over-awed, and even began challenging Morris. Whilst in the third heat, Thomas actually led for the first two laps, and when finally out-dragged by Morris, was never very far away. The luckless vetren, Roy John had a terrible start to his season suffering from many problems in the engine department. He failed to finish in two heats.

The final looked set for some Giant killing and in the opening laps, this appeared a strong possibility. But then fate intervened. Thomas lost the edge off his precise handling as he began controlling the AeroKart one-handed. Gear linkage failure necessitated him operating the box 'by hand' as the lever no longer had any effect. And really that was that.

250 NATIONAL/INTERNATIONAL

Allan Jones, who looked equally happy on both circuits, started 1988 exactly where he left 1987, in front. Shennington's R. Perkins, the only other International finished each race but never offered a serious challenge. In fact National driver, Paul Griffiths overtook him in consecutive races taking second place overall. Derek Wheten stopped on the first, managed fourth a lap down in the next and third in the third.

Heat 1: A. Jones, P. Griffiths, R. Perkins.

Heat 2: A. Jones, P. Griffiths, R. Perkins.

Heat 3: A. Jones, R. Perkins, D. Wheten.

Griffiths held the lead for the first two laps in the final. But when Jones took over, he expanded the gap to the length of the main straight and consolidated it.

100 NATIONAL/SENIOR BRITAIN

Mike Marner and Frank Holmes led the pack around on the first heat but at the green light, both were swallowed up almost immediately. Huw Williams it was leading on the first time round with Mike Mitchell and a rapidly closing Peter Stevens. National 'new-man', Lee Middleton came next, whilst trailing at the back was the sole Britain, Richard Phelps. By lap 4, Stevens was leading and Steven Narberth had displaced Middleton. Marner completed the leader board.

A slow start from Mervyn Dowrick didn't cause him too much distress because at the line he

found himself in 5th place after passing Marner and Middleton dropping from contention after shedding engine parts on the circuit.

From the front of the grid, Stevens led comfortably all the way in the second heat. Mitchell led the 'also-rans' to the line. Dowrick was next in line until Narberth relieved him of the responsibility. Cheekily, while these two were scrapping, Phelps jumped both, the glory was short lived, a mishap relegated him to the back of the field. Williams and Camberley's G. Cantello completed the first six.

Heat three saw Middleton in front on the initial lap but he was only keeping the place warm for Stevens, who took over on lap 2. Mitchell, Williams and Marner followed, the former being demoted to fifth place on lap 5. At the line it was Stevens well clear from Williams, Marner and Mitchell.

Heat 1: P. Stevens, H. Williams, M. Mitchell.

Heat 2: P. Stevens, M. Mitchell, S. Narberth.

Heat 3: P. Stevens, H. Williams, M. Marner.

From his pole position, Stevens took up an immediate lead which he proceeded to extend lap by lap. Williams lost his front row advantage to Mitchell, but regained it on lap 2. Mitchell then quickly lost ground to Narberth, Dowrick, Middleton and Marner and eventually retired altogether. The last two hounded Narberth and Dowrick and once passed, opened sufficient air space as not to be bothered further.

RESULTS

JUNIOR CADET

1st L. Maund Wright/Comer

JUNIOR BRITAIN

1st S. Warburton Wright/Parilla
2nd M. Dickson Dart/Arrow/Yamaha
3rd A. Price Dart/Arrow/Parilla

100 NATIONAL

1st P. Stevens Fullerton/Sirio
2nd H. Williams Gillard/Arrow/Parilla
3rd L. Middleton Dap/Sirio
4th M. Marner Wright/Parilla

SENIOR BRITAIN

1st R. Phelps TKM/Arrow/Parilla

125 NATIONAL

1st M. Morris Zip/Rotax

125 P&R

1st R. Thomas Aero/Honda

250 NATIONAL

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

250 INTERNATIONAL

1st A. Jones Zip Bandit/Rotax
Keith Rann

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THREE SISTERS WINTER CHAMPIONSHIP ROUND 3

SUNDAY 21st FEBRUARY Wheldon sets the pace

Threatening weather during practice passed over to bring welcome, sunny, mild skies over the longest, fastest track Cadets run on.

Although the entry of only seven was disappointing, this was a class field, consisting of series leader No. 8 Daniel Wheldon, No. 2 Matthew Davies, 'S' Craig Murray, No. 90 Charles Butler-Henderson, local driver No. 7 Nicholas Critchley, No. 14 Andrew Davidson, and lone novice No. 12 Wesley Crankshaw.

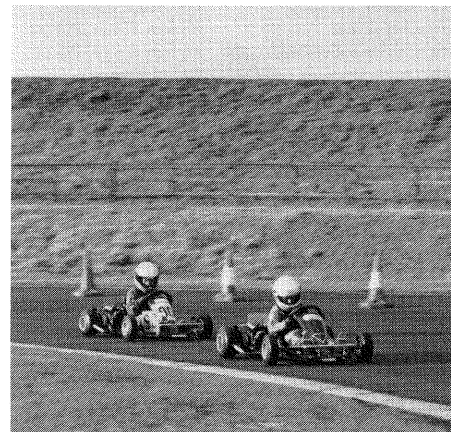
Heat 1 8 laps

A most bizarre incident occurred in the first heat when a Cadet father was knocked down by the leading kart, breaking the man's arm. The new leader to his credit drove with his hand up, requesting a restart, this didn't happen despite suggestions by the fathers.

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

Heat 2 8 laps

Davidson led away from pole, being passed by Wheldon and Butler-Henderson at turn 1. Davidson clearly in handling trouble then being passed on either side by Murray and Davies, Andrew forcing his way back into third the same



Wheldon (8), eventual winner and Butler-Henderson.

lap. As Daniel and Charles pulled out a good lead, for 8 laps these two seasoned campaigners put up an impressive "close" high speed display, lapping the 1086 yard track in 52.5 seconds. A 100 yards back Davidson's amazingly wide ZIP was keeping the two champions at bay, earning the applause of the marshals on the slowing down lap. Critchley's ZIP sixth, and novice Crankshaw's Wright a lapped seventh.

1st Daniel Wheldon All Kart
2nd Charlie Butler-Henderson All Kart
3rd Andrew Davidson ZIP

The Final 10 laps

Butler-Henderson led the pack away from pole position with 'DW' alongside, Davidson on grid 3 had Murray for company and Davies behind. The race rapidly split into three groups, Charles and Daniel 30 yards ahead of Craig and Matthew 'locked in combat'. Further back Andrew led Nicholas, the former looking impressive, holding full power oversteer (Dad's fault, never been here before).

Lap 6 Butler-Henderson trying the wide line at turn 1 ran onto the 'marbles' getting trapped on the grass bank, 'Dad to the rescue'... as

CADET COLUMN

EDITED BY DAWN LINGER



Davies (2) tailed by Scottish Champ, Murray.

Davidson 'zipped' through into fourth place. With 'DW' now on his own attention now centred on the 'battle' for second place, the two champs dicing furiously... exchanging places every 100 yards on this very wide circuit. Daniel consolidating his points lead with all others vanquished, well ahead of... Murray who just pipped Matthew Davies for second spot.

FULBECK CRYSTAL WINTER SERIES ROUND 2

SUNDAY, 28th FEBRUARY "DANIEL'S TREBLE"

An excellent entry of 17 Cadets signed on for Lincolnshire Karts Club "Crystal" meeting, bright sunshine, and a stiff northerly wind dried the track completely for...

Heat 1 10 laps

Pole sitter; No. 11 Matthew O'Hara in his new All Kart, No. 12 James Mills (Jeta), sharing the front row. Row 2, No. 20 Gavin Creber (Jeta), No. 31 Matthew Edwards (Gilliard). Row 3, No. 55 John Goss (All Kart), No. 16 Neil Ozolins (All Kart). Row 4, No. 39 Michael Blair (Wright), No. 21 David Wandless (ZIP). Row 5, No. 8 (Series leader) Daniel Wheldon (All Kart), No. 5 Darren Wells (out of hibernation) (Wright). Row 6, No. 26 Doug Bell (DAP), No. 14 Andrew Davidson (ZIP). Row 7, No. 79 Anthony Hunter (ZIP), No. 51 Johnathon Stilp (Dart). Row 9, Lone novice



Matthew O'Hara.

Davidson a very lonely fourth clear of the charging Charles B-H fifth, Critchley sixth, and the only novice Daniel Crankshaw well earning his signature, completing this final lap on his own "driving like the Clappers", hanging over the side of his machine like a 'cycle racer'.

1st Daniel Wheldon All Kart
2nd Craig Murray All Kart
3rd Matthew Davies Gillard
4th Andrew Davidson ZIP
5th Charles Butler-Henderson All Kart
6th Nicholas Critchley ZIP

PS: This was the only meeting this weekend... where were all the cadets? It's only three hours up the motor way from London.

D.D. (the menace)

No. 29 Gavin Richardson (Wright).

By the second lap Wheldon up from grid 9... was right with the leader O'Hara, next up was Davidson's ZIP from... grid 12! Bogan too was climbing steadily up the field from 14th, Mills and Creber were defending well keeping Bell at bay. Wells 'a bit rusty' after a three month break had a spin. Edwards and Ozolins slipped down the order, as O'Hara tried to stay on terms with Wheldon, 'DW' in devastating form... as ever... 20 yards back Davidson held a safe 3rd lapping consistently in the low 44's.

1st Daniel Wheldon All Kart
2nd Matthew O'Hara All Kart
3rd Andrew Davidson ZIP

Heat 2 10 laps

Poleman Stilp and Meanwell led heat 2 away, at the first corner Wheldon (from the fourth row) made a bid for the lead. But it was Davidson (from grid 5) who took the lead, driving around 'DW' on the outside... It was still Davidson at the pits... the ZIP losing out to the 'works' All Kart at the next bend. Stilp, Meanwell, Bogan and Bell disputing third place in a race long duel, Meanwell managing to break away from the slip streaming trio. As Wheldon extended his lead over Davidson, O'Hara was making impressive progress from the back of the grid... picking off Bell... Bogan... Stilp... and Meanwell by lap 8. Wells retiring with carb trouble.

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