

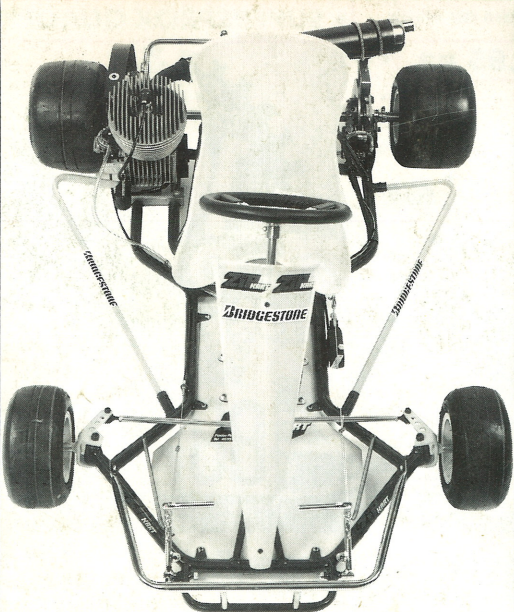
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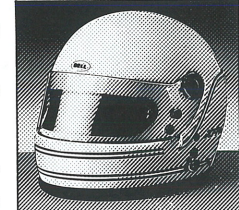
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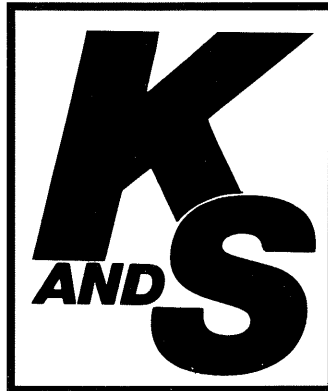
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FRONT COVER:

Keith Bisp, Formula E
RAC Short Circuit
British Champion
aboard the Langcourt
Dino at Shenington in
March.

(Pic: Doug Rees)

Inset Pic: Cadet Danny
Yeomans shows how
it's done at Tilbury.

(Pic: Ashley Holding)

MONTHLY

No. 109

Ed, Says!.....

The 1988 RAC Cadet Series got off to an inspiring start at the Little Rissington round on Easter Sunday 3rd April, the turnout encouraging with 25 Cadets lining up on the grid, amongst them a good sprinkling of Restricted drivers. The round at Pembrey was less well subscribed — 17 competing on the day, 6 of those Restricted plate holders. The total would have been 18, had not young Andrew Davidson been involved in an accident on Saturday and sustained a broken ankle, which has since been pinned to help speed recovery. The incident had nothing to do with the race programme although it did involve another Cadet who, it is understood, was trying out a Cadet kart mounted with a 100cc Parilla motor!

The Davidson incident aside, there have been reports of numerous accidents both at the Little Rissington and Pembrey rounds involving Restricted drivers and Yellow plated drivers, which has since prompted very real concern from a growing body of parents that, unless something is done now to police the situation in the class, there will be a serious accident in the not too distant future. It should be stressed at this point that neither club bears any blame for the instances listed below, most of which stem from investigations into the Pembrey round.

1. Reports of Restricted drivers mixed in with yellow plated drivers.
2. Matthew Davies was involved in two shunts with Restricted drivers who wandered off line.
3. There were instances of karts frequently upended on top of boys, described by an observer as 'utter carnage'.
4. It is reported that two particular Restricted drivers were the cause of most of the incidents.
5. Lots of wandering across the track by Restricted drivers during races, with no specific driving lines.
6. All the regular front runners were involved in shunts with lesser experienced Cadets.

Those are a few of the reports which filtered through and they may read like an indictment against Restricted Cadets. They are not meant to be, rather they are used to highlight the inadequancies in a system which has failed to cater for lack of experience.

Continued on page 2

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The RAC Long Circuit Championships opened at Snetterton on Sunday 27th March and Mike Smith was there...

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This month the Column focuses on the Super One, ex-karters in cars, returnees, carbs and a look at the Formula K meeting at Montpellier

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CLASSIFIED SECTION

NEXT MONTH'S FEATURES INCLUDE:- CADWELL RAC LONG CIRCUIT CHAMPIONSHIPS, THE SUPER ONE, THE RAC CADET SERIES — PEMBREY AND CHASEWATER, THE CLASS 1 COLUMN, PLUS LOTS MORE... (These items correct at time of going to press).

PUBLICATION DATE:- THURSDAY 2nd JUNE 1988

Ed, Says! . . .

(Continued from page 1)

The Cadet Register currently totals 87 drivers, a proportion of whom carry Restricted number plates. According to the RAC Cadet Series Regulations, the Series is open to any Cadet driver who holds an RAC Competition Licence, with the proviso that Restricted Licence holders are placed on the back of the grid for the heats as a safety measure. Sound policy one would say, however, some Restricted drivers racing in the Series have perhaps only a couple of races to their credit and, in instances, a few have been observed just trundling around in a world of their own. What can that be attributed to? Tenderness of age, lack of experience, lack of tuition and probably lack of confidence. In some cases they are being lapped twice during a race by the quicker, experienced drivers. Often nervousness (ie, not sure what to do when a faster driver bears down on them or attempts to overtake) causes them to move over — and bang — there you have it - the accident, usually just a visit into the tyre wall but the potential danger is very much greater.

Whilst in no way knocking these potential future champions, the wisdom of entering such inexperienced youngsters into a Series containing hardened campaigners with up to a year's racing behind them is called into question and is something parents should carefully consider, not only from their own offspring's viewpoint but those of their contemporaries.

A number of Cadets are from karting and motor sport orientated families, therefore, have been fortunate to benefit from first hand parental experience, whilst others are not so lucky. There are a number of Cadet parents who have never had any prior involvement with karting who therefore have come into the sport blind. It is for them that guidance and tuition must be given, to enable both Cadets and parents to enjoy karting in safety to the full.

Tuition is very important and it is sorely lacking in several cases at the present time. Restricted Cadets, where possible, should attend as many of their club practice days as they are able, to learn the skills of race craft. Clerks of the Course at club race meetings should take Cadets and parents aside on their own for a separate educational briefing into all aspects of racing, and to ensure what is taught sinks in. One point to bear in mind is, the younger a Cadet the more difficult it is to hold the concentration, especially in a semi-classroom situation and that must be taken into consideration when preparing to deliver the briefing. There is a vast difference in outlook and maturity between 8 and 11 year olds, therefore individual cases warrant individual consideration.

To alleviate the problem suggestions have been mooted that it might be better if the Series was split into one for full licence holders and, running concurrently, one for Restricted licence holders. However, that would necessitate additional heats and finals to be slotted into already full race programmes. If such an idea was adopted there would have to be a guaranteed minimum entry of Restricted drivers to make it worthwhile running the extra class. Another suggestion is to run separate heats within the Series for the Restricted drivers and those highest placed in the heats would, on merit, earn positions on the rear of the grid for the main final.

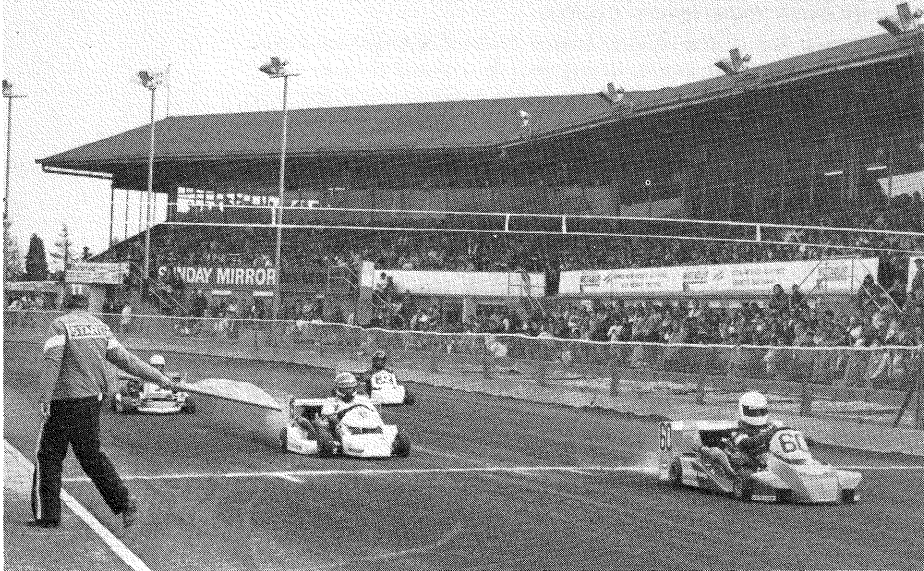
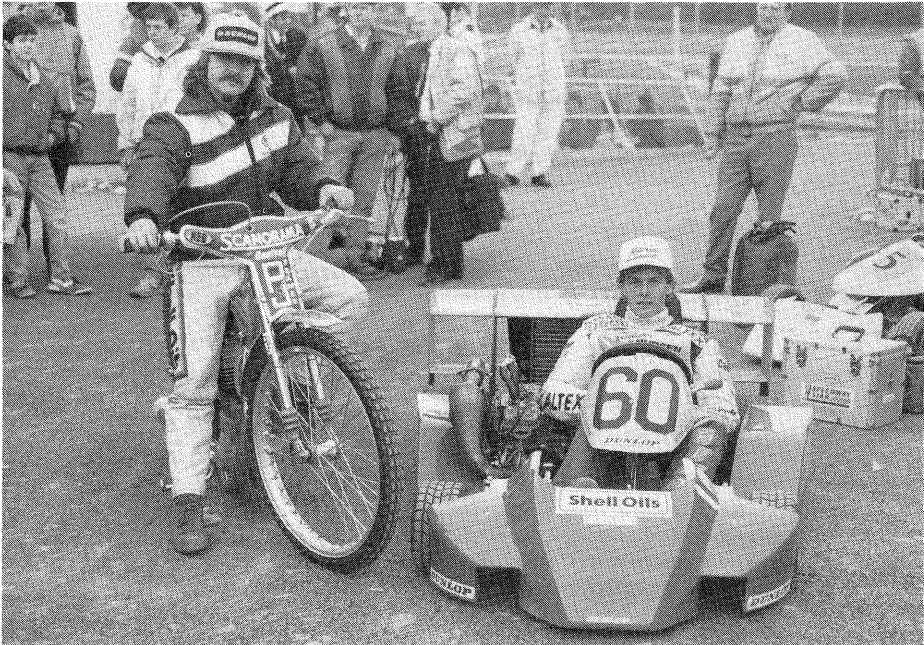
The situation that the current Cadet Series finds itself in is one of enigma. Restricted drivers have registered and paid the £25 fee, therefore are entitled, just as much as the full licence holders, to race in the Series. Not all Restricted drivers are the cause of problems, so it would be unfair to penalise all because of a few. The RAC is aware of the problem and has been lobbied from various quarters to take action. What the action will be remains to be seen. One must wait with trepidation as the remaining rounds unfold. . .

Ed. McCormick

SPEEDWAY KARTING

On Sunday 10th April four Formula E drivers — Colin Quigley, Bernie Roberts, John Bradburn and Gordon Darrow, in company of Ed Duckett, gave a demonstration at Coventry Speedway Stadium in front of 8000 people. The demonstration was a success, the karts attracted a lot of attention from the Speedway fans, before and after the event.

The Coventry team is headed by its 26 year old Danish captain, Tommy Knudsen, who has raced for the Team since he was 16. Last year he took Coventry to the Speedway League title — 22 matches without a single defeat. It is understood some of the Speedway riders would like to try their hands at karting. If something can be arranged it would certainly be good for the sport of karting.



WHERE AND WHEN

12th-15th MAY

Magione (Italy) — Formula K/Super Hundred Euro Champs Round 2

14th MAY (Saturday)

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) — National Schools Karting Association

14th-15th MAY

Mantorp Park(S) — International event.

15th MAY

Carnaby — (2 miles west of Bridlington, North Humberside) — Auto 66 Club
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) — 210 Challenge Round 4
Crail — (9 miles southeast of St. Andrews, Fife)
Felton — (7 miles from Morpeth on A1, Northumberland) — RAC Cadet Series & Border Championships (Practice Saturday 14th)
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road)

19th MAY (Thursday)

St. Sampsons — (Guernsey, Channel Islands)

21st May (Saturday)

Nutts Corner — (4 miles from Crumlin, Co. Antrim, Northern Ireland)
Finland — International Meeting.

22nd MAY

Lydden Hill — (7 miles southeast of Canterbury, off main A2 London/Dover road)
Birmingham — (Birmingham Wheels Adventure Park, Adderley Road South, Sattley, Birmingham, B8 1AD)
Blackbushe — (Via Cricket Hill (Off A30) and Vigo Lane, Yateley, Surrey)
Pembrey — (8 miles from Llanelli, on A484, Dyfed, South Wales)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroads)

27th MAY (Friday)

Nutts Corner — (4 miles from Crumlin, Co. Antrim, Northern Ireland)

28th-29th MAY

Donington Park — Formula E European Championship Round 1/RAC Long Circuit Championships Round 3/UK' Cup. (Practice Saturday 28th/Racing Sunday 29th).
Wohlen (CH) — European Championships — Intercontinental 'A' Zone South

28th-30th MAY

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

29th MAY

Larkhall — (Merriton Road, Larkhall, Hamilton, Strathclyde) — Super One Series Round 2
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Dunkeswell — (5 miles from Honiton, Devon)
St. Sampsons — (Guernsey, Channel Islands) — Closed Meeting.
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland)
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road)

30th MAY (Monday)

Ellough — (2 miles from Beccles, Suffolk) — East Anglian Race Meeting.

2nd JUNE (Thursday)

Newtownards — (County Down, Northern Ireland) — Newtownards Road Race.

4th-5th JUNE

Nogaro (F) — French Formula E Championships Round 3
Little Ringington — (RAF Station south of Stow-on-the-Wold) — RAC 100 Britain Champs

5th JUNE

Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Rye Road, Hoddesdon, Herts.)
Felton — (7 miles from Morpeth on A1, Northumberland) — Summer Challenge & Club Championships Round 3.
Larkhall — (Merriton Road, Larkhall, Hamilton, Strathclyde)

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CLUB SCENE

BROMSGROVE KC ANNUAL AWARDS

Saturday 30th January saw the Hayden Court Hotel, Staverton, Cheltenham the venue for Broms-grove Kart Club's Annual Trophy Presentations and Dinner Dance.

For their achievements during 1987 leading drivers not only received the annual trophies but prize money (which totalled almost £1,000) taken from the "Cash Bonus Scheme".

The evening began with a 3-course meal followed by the only speech of the evening from the Club's Chairman, Charlie Box, who welcomed Mr & Mrs Elmore and Mr & Mrs Clark from the Dunkswell Kart Club and outlined the Club's aims for 1988.

Trophy winners accepted their trophies from the President of the Club, Pete Klaassen, who then presented officials and officials' wives with gifts and flowers in appreciation of all their efforts and hard work during the preceding year.

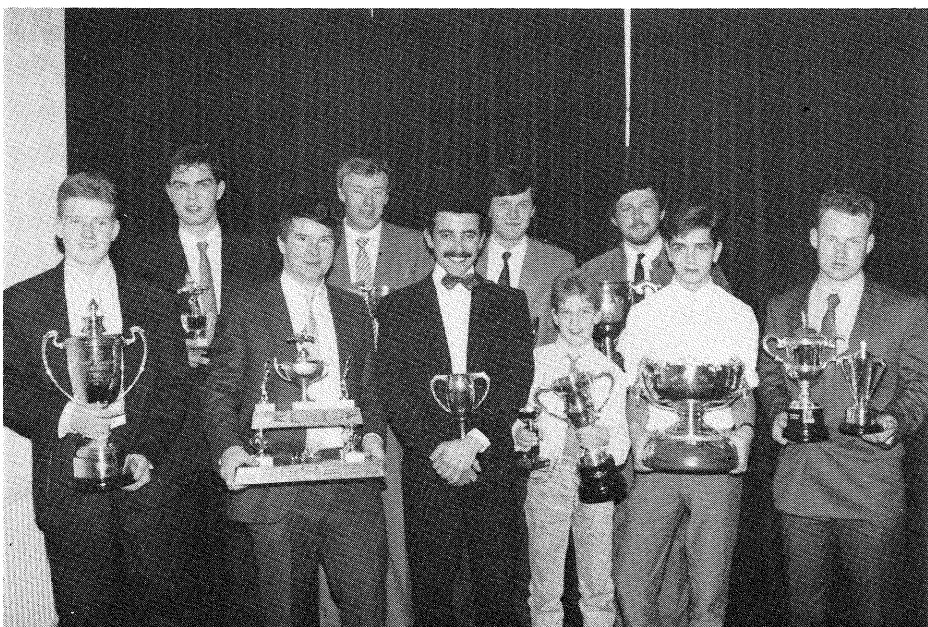
With the formalities complete dancing began and continued until 1.00am. For a cabaret the club saw the "Cadets", (drivers Leon Lerego & Giles Yeates), perform their dance routine to "Ghost-busters" — both are now looking for an agent!

The evening passed off very well and left everyone excited at the prospects of the forthcoming season.

(Info Pics: Courtesy Paul & Sandra Ogden)



Andy Cox receiving the Nigel Mansell Trophy from (left) Club Chairman Charlie Box, (right) Club President, Pete Klaassen



Bromsgrove Award Winners (l to r). Back: Vincent Young (100 Nat Award), Alan Jones (250 Int), Keith Summerill (100 Nat), Chris Bowers (210 Nat). Front: Andy Cox (Nigel Mansell Trophy), Chris Tomkinson (250 Nat), Simon Broad (100 Brit), Leon Lerego (Cadet), Stu Freeguard (Jnr Brit 'B') and Michael Morris (125 Nat and overall Champion)

1987 AWARD WINNERS CADET

- 1st Leon Lerego
- 2nd Giles Yeates

JUNIOR BRITAIN 'A'

- 1st Simon Spencer
- 2nd Nicholas Dudfield
- 3rd Jason Buck

JUNIOR BRITAIN 'B'

- 1st Stu Freeguard
- 2nd Andy Hunt
- 3rd Jonathan Cullum

100 BRITAIN

- 1st Simon Broad
- 2nd Gary Frost
- 3rd Andy Herring

100 NATIONAL

- 1st Keith Summerill
- 2nd Mark Falconer
- 3rd Richard Hartley

125 NATIONAL

- 1st Michael Morris
- 2nd Dennis Gale
- 3rd Maggie Dell

210 NATIONAL

- 1st Chris Bowers
- 2nd Mark Powell
- 3rd Steve Thornell

250 NATIONAL

- 1st Chris Tomkinson
- 2nd Kevin Mason

250 INTERNATIONAL

- 1st Allan Jones

OVERALL CHAMPION

Michael Morris

JUNIOR UP & COMING AWARD

Andy Hunt

100 NATIONAL UP & COMING AWARD

Vincent Young

LADIES CUP

Mrs Margaret Klaassen

GERDA HARRIS SHIELD

Phil Cox and Family

IKE HARRIS TROPHY

David White

PERSONALITY CUP

Charlie Box

NIGEL MANSELL TROPHY

Andy Cox



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on (0452) 26892**

MAINLY POLITICAL

In my column a few months ago I hinted that the Motor Sport Council was moving out of Belgrave Square. The move was subsequently announced officially and took place a few days ago on Tuesday 3rd May, the new location being Colnbrook, near Heathrow Airport. It is rumoured that the RAC ended up with three million pounds in the kitty, although the new accommodation is reckoned to have cost in the region of two million pounds. Let us hope that, since the RAC is supposed to be a non-profit making organisation, the balance of the monies, or at least some of it, will be used for the benefit of the members and not just frittered away on trivials and other things. It will be interesting to study the Balance Sheet this year just to see what does happen to our money.

One of the casualties of the change in location, Katrina Williamson who had been in charge of the Karting Section at Belgrave Square, is not making the move. One would not agree with every decision she has had to make during her career as Karting Manager, but she certainly did no lesser job or made more bad decisions than any of her predecessors. Until her term in office there had always been a man in charge, in fact she was Mr Robert Langford's assistant for four years, so she was doing the job of sorting the problems of karting which, until then, had taken two persons to do. Certainly all at Kart and Superkart wish her the very best of luck in any new situation she takes up. Many of the new generation of karters in the Cadet class will remember her for the effort she made to get this very popular class off the ground.

The RAC Motor Sports Association has already advertised in this magazine the vacant situation for Karting Manager. Not a situation easy to fill, certainly not a bed of roses job. I would suspect that no other job in the RAC is so thorny and it will take a good person a long time to get on top of it. Let us hope the Motor Sport Council make the right decision and obtain the right person...

What a complete mess the RAC made of the homologation of the chassis in the Cadet class. Let us hope the compromise that has now been agreed works out and we get no more stupid situations like the one we have just had, which did nothing but harm a very good class. All it needs now is a period of stability so that the class can grow and the children that are taking part in it, (after all, that's what they are) can enjoy themselves and grow up as sportsmen and women, learning the lesson that there have to be losers as well as winners, that an honest loser is far better than a cheating winner.

Mark Hines

UK CUP — CHANGE OF VENUE

In the best interests of the drivers and the prestige of the event, the 'UK' Cup meeting scheduled for Donington Park during weekend 28th-29th May, has been moved to Snetterton on Saturday 2nd July. The problems of running it at Donington Park arose when the CIK and RAC objected to the timetable for the meeting. Details of the Snetterton event will be notified in due course.

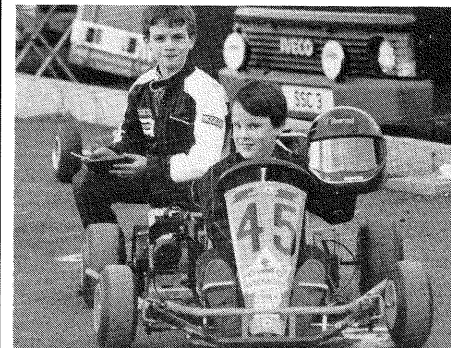
Donington Park will play host to the opening round of the Formula E European Championship and Round 3 of the RAC Long Circuit Championships. It has been advised that it will now be a full two day meeting, Formula E having two separate events — the European and the British. Had both been combined it would have been grossly unfair because some UK drivers would not qualify for their own Championship. Racing will commence from 9am on Saturday 28th May.

MACLAREN A-GO-GO!

Young Peter McLaren, son of Tom McLaren who heads Aviemore Raceway, scored his first Cadet class victory of the season in the Final at Crail on Sunday 20th March. He drove his Zip home ahead of Marino Franchitti (Sprint) and Alan Kirkcaldy (Dart). Peter followed that up with another win on 3rd April at Larkhall, again from Franchitti and Kirkcaldy, with less than a kart length between them.

Two weeks later, on 17th April back at Crail, he completed his hat trick, this time with Hans Christoffersen (AllKart) second and Alan Kirkcaldy in third.

Shortly Peter intends to compete in some rounds of the RAC Cadet Series this side of the border. If he continues the way he's going he could well pose a threat to regular English front running Cadets...



A NEW CIRCUIT FOR NORWAY?

Swedish Formula E driver, Carl-Eric Engman, wrote to us recently about a visit he made to Skjoldal in Norway, 40km south of Trondheim, where a track is being constructed there for Rallycross and karting. Whether the project will eventually cater for other branches of motor sport is not known at this time, but with a budget rumoured at £3,000,000 it seems most likely there will be a complex to include all forms of motor sport. The kart track is 460m with a maximum width of 10m to cope with 18 karts, whilst the Rallycross track measures 1150m. For Superkarts a track incorporating both the kart track and the surfaced areas of the Rallycross track can be used which will give a total length of around 1300m. The kart track is ready for use now, the rest will be completed by July of this year.

SCANDINAVIAN DATES

News has just come through of the Scandinavian calendar for this season and the major dates are:-

- | | |
|----------------|--|
| 7-8th May | Jyllandsringen (DK)
Scandinavian
Championship |
| 14-15th May | Mantorp Park (S)
International Event |
| 21-22nd May | Abo (SF)
International Event |
| 11-12th June | Sodertalje (S)
Swedish Championship
Cup |
| | International (Short
Circuit) |
| 18-19th June | Jonkoping (S)
Swedish Challenge Cup
International (Short
Circuit) |
| 13-14th August | Gothenberg (S)
Swedish Championship
(Short Circuit) |

There will also be about 12 national Permit status races taking pace in Sweden this season with 40 or more drivers doing the rounds.

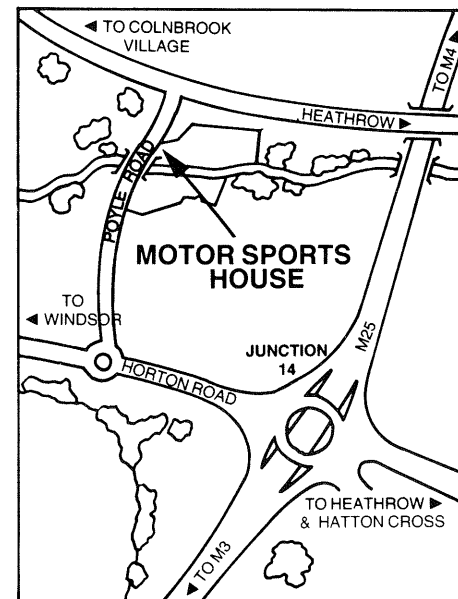
(Info: courtesy — Jan Strath)

**STOP PRESS
SUPER ONE — 1st ROUND
PAUL REES — ZIP INTERNATIONAL
ZIP ROTAX 1st
A VERY CONVINCING WIN!**

RAC MOVE

The RAC Motor Sports Association Ltd, moved premises from Belgrave Square on 3rd May to a new location at Colnbrook. The new address for communication is:

RAC Motor Sports Association Ltd,
Motor Sports House,
Riverside Park, Colnbrook,
Slough SL3 0HG.
Telephone: (0753) 681736
Fax: (0753) 682938
Telex: 847796 Racing G



JIMMY BROWN

Most of you will have read in the motoring press recently of the untimely death on 19th April of Jimmy Brown, Chairman of Silverstone Circuits Ltd. He had been ill for some time although had made strong recovery in recent weeks. Pierre Aumonier, Deputy Chairman of the Silverstone Group of Companies, has been named as Acting Chairman.

To Jimmy's family, his wife Kay, sons Hamish and Ian, Kart and Superkart extends its deepest sympathies.

Your Letters...

Dear Sir,

I have always been interested in karting, from the age of about 10. Twenty years later and after spectating at many events, I decided to give it a go. My local track is Tilbury and I went along to the kart racing school, run by Dartford Karting. It was money well spent and a great day out. Thank you, Dartford Karting. However, I then realised that with my weight (nearly 15 stone) driving a 100 National was not too competitive for me, so having got the bug, I decided to go for a gearbox class, preferably 250cc Formula E.

A Rotax was out of the question due to the expense involved with a limited budget, so I opted to buy the best I could afford, which was a Zip GP with a Yamaha 250cc. It was then that I discovered the kart was ineligible for racing and with a now even more limited budget, I had to decide what to do next. I eventually ended up (to cut a long story short) with a 125 Yamaha DT, as in the Blue Book. I carefully tuned it and set everything up to be competitive at Tilbury circuit, as that was going to be my main circuit.

On running in and testing my outfit I was most pleased with the results. I eventually ended up with an outfit lapping Tilbury at the same lap times and, a couple of times, one second quicker than all the gearbox classes I had been timing over the last couple of years.

So now I was ready to race and, I hoped, to be competitive. Great! No! This was May 1987, and from that day until this, there has been no

gearbox class racing at Tilbury and on asking around I have been unable to find any people who can give me a satisfactory answer as to why. So I would like to ask the London Kart Club — WHY?

It was mainly with Tilbury being so close that I decided to start racing, and now it has been quashed and, yet, LKCs still advertise racing for all classes. Will the LKC be racing gearbox classes again?

I would like to know as my outfit is now nearly one year old and never raced. May I also add an idea I've had kicking around. We have 125 P&R. How about a 250cc single-cylinder P&R class, where any 250cc single two-stroke could be used. I'd like to hear any readers' comments on this.

Yours faithfully,
J. Edgson,
27 Lydford Road,
Westcliff-on-Sea,
Essex SS0 7QX

P.S. I won't give up. Somehow I'll race...

Dear Mr Edgson,

Thank you for your letter. I have investigated the gearbox karting situation at Tilbury with the London Kart Club, although the following has been common knowledge, generally, for some considerable time.

For four years the London Kart Club had been at logger heads with the local council over the noise situation posed by gearbox karts at Tilbury and had managed to stall any decision being taken. Until, that is, early last year when the Council came back stating — stop the gearbox karts from racing at Tilbury or else the track will be closed. The London Kart Club, therefore,

had no option but to comply with the council's demands. Noise, unfortunately is an environmental issue which a number of Kart clubs up and down the country have to live with. At Tilbury the houses are only some 100 yards from the track and the consideration of the general public comes first. All is not lost though. How about trying Camberley Kart Club at Blackbushe which is situated near Yately in Surrey? They race gearbox karts. Admittedly you will have further to travel, but in that context, you are not alone. Anyone keen enough to race is prepared to travel.

The addresses of the club officials are in the current issue of the RAC Motorsports Year book.

On the question of another P&R class, well... Ed

SHORT CIRCUIT GEARBOX CHAMPS

Due to a clash with the RAC Long Circuit Championships round at Snetterton on Saturday 2nd July, the Northumbrian Kart Club, through the RAC, has put back the Short Circuit Gearbox Championships for 125cc and 210 National at Felton to Sunday 17th July. Practice facilities are available on Saturday 16th.

* Ray Davison is in the throes of moving house and is currently staying in temporary accommodation. Please note that, for the interim period, all Club communications should be directed to:- Mick Armstrong, No.1 Bungalow, Water Works, Horsley, Newcastle-upon-Tyne. Tel: (0661) 852756.

CLUB SCENE

100 BRITAIN

1st Anthony Cleal Boxer/Parilla
2nd Mark Smith Wright/Parilla
3rd Kevin Keith Zip/Parilla

100 NATIONAL

1st Lee Rennison Gillard/Parilla
2nd Russell Maple Dino/RM Dino
3rd Ian Hiscock Dap/Dap

125 OPEN

1st Ian Taylor Allkart/TM

125 NATIONAL

1st David G Langdon Anderson/Goff
2nd William A Young Rotax
Zip/Rotax

250 NATIONAL

1st A. Chalmers Zip/Yamaha

250 INTERNATIONAL

1st Trevor Harvey Zip/KMP Rotax
2nd Keith Bisp Dino/KMP Rotax

SENIOR BRITAIN

1st Martin Collard Superdart/Parilla
2nd Gary Chapman Wright Carr/Parilla
3rd Harry Handkammer Dino/Parilla
4th Nicky Watkins Wright/Parilla

100 NATIONAL

1st Andrew George Sprint
Parker/Parilla
2nd Martin Collard Superdart/Sirio
3rd Richard Hartley Gillard/TKM Rotax
4th Paul Mathews Kali/Parilla

125 NATIONAL

1st Graham Stephens Anderson
Goff/Rotax
2nd Steve Puddiphatt Zip Goff/Rotax
3rd Alan Dell Zip/Rotax
4th Maggie Dell Zip/Rotax

210 NATIONAL

1st Lionel Sifleet Dino/Invader
2nd Colyn Firth Barlotti/Longtune
3rd Edward Mellar Zip Villier
4th John Haigh Anderson Quantum

250 NATIONAL

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

125 OPEN

1st Colin Poole Anderson
Goff/Rotax
2nd Andrew Fleming Lazer SRS/Minerelli
3rd James Ponting Zip/Rotax
4th Paul Wagner Dino KMP/Rotax

250 INTERNATIONAL

1st Keith Bisp Dino KMP/Rotax
2nd Andy Fido Dino KMP/Rotax
3rd Robert Perkins Dino Rotax
4th Allen Jones Zip HR/Rotax



Steve Kite claimed Junior Britain honours (Pic: Doug Rees)



Graham Stephens — 125 National winner (Pic: Doug Rees)

Below: A healthy field turned out for the 210 Challenge round, likewise the Cadets were well supported (Pic: Doug Rees)

Shenington

SUNDAY, MARCH 20th

Entries to Lesley Allen, 1 Lisle Gardens, Bishop's Tachbrook, Leamington Spa. Memberships to Jill Wood, 18 Willow Rd, Gt Horwood, Milton Keynes.

Here we are back at Shenington for the first race of the season, and what a lovely start to the day. It was quite Spring like driving to the circuit, it was a shame it didn't last and we had to run some of our finals in the rain.

Thanks to some of our members putting in a lot of hard work at our work party weekend, the circuit looked really smart. Our old race control and lap scoring buildings have been demolished and the new buildings make the circuit look very tidy.

Now to the racing, with 181 drivers signing on, even though we clashed with the first round of the Super 1, we had good grids in all classes. Today was the first round of the 210 Challenge, and if the standard of racing today is anything to go by, the rest of the series looks to be extremely exciting. We were very pleased to see so many 250 Nationals and Internationals racing. We had enough for them to have their own races. I don't think that happened at all last season.

So that we can give our drivers as much racing as possible we have started signing on and scrutineering earlier, 8.30 am to 9.45 am. Any driver not signed on and scrutineered by 9.45 am may not be able to race, so please make sure you get to us as early as possible.

Our next club meeting is 15th May. For reasons of safety we have decided to give the Cadets their own hour at our practice sessions, when only they will be allowed on the circuit. The time proposed is the hour preceding our normal practice time.

Jill

CADETS

1st James Taylor Allkart/Comer
2nd Giles Yeates Allkart/Comer
3rd Daniel Wheldon Ferrari/Comer
4th Mathew Davies Gillard/Comer

JUNIOR BRITAIN

1st Steve Kite Wright/Parilla
2nd Andy Cox Wright/Parilla
3rd Daniel Stilp Superdart
4th Bobby Game Siro/TKM
Lane/EME



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1st Kimbolton (125 Short Circ)
2nd Cadwell Park (Superkart)

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— GRAHAM STEVENS — DAVID LANGDON
(125 SHORT CIRC)

GARRY TUPPER 1st Wombwell (100cc NAT)

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CLUB SCENE

100 National looked to be the class to produce the best racing, and they did not disappoint. The heat winners were Stewart Massie (Heat 1), Jeffrey Stewart (Heat 2) and Niall Smith (Heat 3).

With the heat winners plus Philip Paterson all on pace today the final was shaping into an exciting affair. First out of the hairpin was Massie followed by Patterson, Stewart and Smith. Massie was pulling away from the rest of the field on every lap and looked set for an easy win, but Smith pulled through to second and set off after Massie. Smith although closing slowly on Massie looked set to run out of laps, when in the final three laps, Massie's motor started to lose power, the result of a spark plug coming loose, and Smith passed him to win followed by Philip Patterson and Jeffrey Stewart. Three novices made their debut in 100 National, including one lady driver Naomi Horne.

125 National had a very poor turnout of drivers, some overnight snow causing some south drivers to not make the journey.

A two horse race was on the cards between Brian Goodall and Graham Gammie, Goodall was right on form as he romped home to three heat wins.

The final looked a one horse event and Mr Goodall must have thought so too as he held the lead from the start, with Gammie on his rear bumper, but unable to find a way past, that is until the very last lap, Goodall went wide on the hairpin and Gammie said thank you very much and went on to win. Goodall was second and Grant McLean a long way back in third.

JIM KINSELLA
Press Officer Grampian Kart Club

Ellough

SUNDAY, APRIL 4th

A very cold wind blowing off the east coast was the welcome that the thirty or so drivers had to face who turned up at the first meeting of the season at Ellough. Despite this, everyone was raring to go and an entertaining days racing was seen in all classes.

JUNIOR BRITAIN

Heat 1: 1st Jason Lane, 2nd Mark Craddock, 3rd Danny Honey
Heat 2: 1st Mark Craddock, 2nd Jason Smart, 3rd Danny Honey
Heat 3: 1st Mark Craddock, 2nd Jason Lane, 3rd Jason Smart
Final: From the flag, it was Mark Craddock who hit the front closely followed by Jason Lane and Mark Smart. By the third lap young Mark had gained a thirty yard lead over the rest of the field. There was then a good scrap going on for second place between Jason Lane and Jason Smart. These two took the attention of the watching crowd on lap six, by which time Mark Craddock had created a seventy five yard lead. On lap nine this scrap for second place got the best of Jason Lane whose motor stopped when entering the 'Esses.' By lap eleven Mark Craddock had gained a half a lap lead over Jason Smart in second place and Phillip Jarman in third. These were the positions at the chequered flag.

100 NATIONAL/SENIOR BRITAIN (combined)
Heat 1 (Nats): 1st David Adams, 2nd Richard Knowles
Heat 1 (Brit): 1st Nigel Ibbs, 2nd Ken Reay, 3rd

Dean Caswell

Heat 2 (Nats): 1st Richard Knowles
Heat 2 (Brit): 1st Dean Caswell, 2nd Nigel Ibbs, 3rd Peter Hollaway

Heat 3 (Nats): 1st David Adams, 2nd Richard Knowles

Heat 3 (Brits): 1st Dean Caswell, 2nd Nigel Ibbs, 3rd Peter Hollaway

Final: It was Nigel Ibbs in front at the first bend closely followed by Dean Caswell and David Adams. These three quickly pulled away from the rest of the field, where by lap three Caswell had taken the lead and was edging his way ahead. Adams however, showing all his usual driving skills was having none of this. By the seventh lap a real tussle took place as Adams tried to pass Caswell. The two leaders pulled a good half a lap lead over the third place man as Adams was pushing for first place. By the eleventh lap Caswell had the edge on power and was pulling away. At the flag it was Dean Caswell followed by Dave Adams and Nigel Ibbs.

125/210/250 NATIONAL (combined)

Heat 1 (125): 1st Mick Ariss, 2nd Bruce Miller, 3rd Neville Crisp

Heat 1 (210): 1st Tony Ayers, 2nd Ralph Mayhew

Heat 1 (250): 1st Mark Chilvers, 2nd Kevin Bridge

Heat 2 (125): 1st Bruce Miller, 2nd Neville Crisp

Heat 2 (210): 1st Tony Ayers, 2nd Ralph Mayhew

Heat 2 (250): 1st Mark Chilvers

Heat 3 (125): 1st Mick Ariss, 2nd Bruce Miller, 3rd Paul Tanner

Heat 3 (210): 1st Tony Ayers, 2nd Ralph Mayhew

Heat 3 (250): 1st Mark Chilvers, 2nd Kevin Bridge

Final: Mick Ariss made a flying start from the second row of the grid followed by Bruce Miller and Tony Ayers. While Ariss was creating a good lead for himself, Ayers was chasing Miller for second place. By the second lap Ariss had a hundred yard lead over Ayers who had overtaken Miller. Ariss maintained his lead to the final flag followed by Ayers and Miller.

JUNIOR BRITAIN

1st Mark Craddock Sprint/Parilla Arrow
2nd Jason Smart Sprint/Parilla
3rd Phillip Jarman Wright/TKM

SENIOR BRITAIN

1st Dean Caswell Wright/DAP
2nd Nigel Ibbs Wright/TKM
3rd Peter Hollaway Sprint/Parilla

100 NATIONAL

1st David Adams Superdart/TKM

125 NATIONAL

1st Mick Ariss Spyda/Rotax
2nd Bruce Miller Spyda/Rotax

210 NATIONAL

1st Tony Ayers Zip Villiers
2nd Ralph Mayhew Bullit/APM

250 NATIONAL

1st Mark Chilvers Lancer/Suzuki

Clay Pigeon

SUNDAY, MARCH 13th

RACE REPORT FOR ROUND 1
CLAY PIGEON CLUB CHAMPIONSHIP
Support and enthusiasm for Clay Pigeon's first meeting at its Dorset venue on Sunday

March 13th augured well for the Club's 1988 programme. Hard-working Ann Smith was inundated by 133 appearances out of 143 entries when she undertook her first meeting as Secretary. Nine drivers of the RAF Motor Sports Association were welcomed to Clay Pigeon. They were also competing in the round of the RAF 100 Series. Weather conditions stayed fairly good for most of the meeting, threatening rain clouds being kept on the move by strong, cold winds. Around 5.30 pm rain eventually prevailed and brought about several spectacular spins in the 100 National final.

CADETS

Four youthful contestants appeared in all three heats of the Cadet Class. James Taylor, by winning all three, established himself hot favourite for the final. Jenson Button, however, who came second each time, threw away the form book and completed the final with a gritty display of determined driving, to hold off the rapidly advancing James.

Happily, Oliver Taylor and Nelson Rowe were also trophy winners — a just reward for competing and persevering to take the chequered flag.

GEARBOX

Lap scorers Pat Wilson, Janet Gameson and Jo Godbeer, shivering in the secretary's trackside caravan, broke into a hot sweat when their viewing window was dramatically thumped by James PONTING's rear wheel as he unceremoniously left the tarmac near the finishing line!

An amalgamation of the four classes in this series saw Keith Bisp brilliantly justify his No. 1 accolade in all three heats. Trevor Harvey battled his way into second place on each occasion, then managed to turn the tables in the final. David Langdon and William Young were 1st and 2nd in the 125 National; A. Charmers took the 250 National, and Ian Taylor won the 125 Open.

JUNIOR BRITAIN

Avoiding a 5-kart pile-up on the first lap, Bobby Game held the lead throughout to win the first heat. He came to the front early in the final and held off a strong challenge by Paul Evans who, in his first heat, climbed cleverly through the grid to take second to Nick Moss.

Guy Nichols took the trophy for best novice.

100 BRITAIN

Winners of two heats apiece, Anthony Cleal and Mark Smith fought strongly with Andrew Clark for supremacy in the final, Cleal nipping through to take the verdict.

Robin Purkis, fourth behind Kevin Keith, earned the best novice award.

100 NATIONAL

Ploughing through falling rain and the gathering gloom, Lee Rennison tenaciously pursued leader Russell Maple for six laps prior to clinching the National final. Lee had won his first two heats. Winner of the best novice award was Frederick Powell.

Ray Williams

CADET

1st Jenson Button Zip/—
2nd James Taylor Allkart/Comer
3rd Nelson Rowe Zip/Comer

JUNIOR BRITAIN

1st Bobby Game Lane/—
2nd Paul Evans Dap/Dap
3rd Ralph Firman Wright/Parilla

Kart & Superkart

SNETTERTON, SUNDAY, MARCH 27th 1988

RAC LONG CIRCUIT CHAMPS ROUND 1

CENTRAL KART CLUB CHAMPS ROUND 1

The Central Kart Club had a good entry for Snetterton with around 170 names in the programme contesting the first round of the RAC Champs. The weather was, to say the least, somewhat mixed with heavy cloud giving way to both rain and sunshine.

Saturday had been a practice day and that did Martin Hines little good really, the British No 1 having an 'off' at the Bombhole resulting in some damaged ribs and a severely bruised right hand. Despite a suggestion that he should not race, the Zip Boss took to the track on Sunday.

The official programme didn't show up too many notable changes in equipment, etc., most of those 'likely to' being present. It was good to both see and hear Don Briggs back on the scene after missing the February Cadwell. He appears to have lost none of his ability to talk almost non-stop for five or six hours! Welcome back Don.

When the racing got under way it was as usual the Villiers lads who started the wheels turning in earnest. . .

BY GEORGE

After his somewhat nerve racking British Champs campaign last year, securing the No 1 plates at the final Donington, Scot George Bett looks as if he means to start gathering points a little earlier this year.

From an entry of just over 20 George claimed pole for the ten lap final by way of two heat wins. Mark Lockley and his EDR took the next spot on the front row with the Aero of Keith Trainer alongside. Yet another brand of chassis, the Stratos of Andy Martin, completed the front row.

The final over ten laps was run in rather wet conditions but that didn't deter George Bett for as the lights changed to green he was away first with Andy Martin trying to match him as they headed for Riches. At the close of that first lap the order was . . . Bett . . . Martin . . . Simon Quance. . . Gary Parker, Keith Trainer and Mark Lockley. Bett though was motoring well and during the second tour he pulled out a comfortable lead leaving Andy Martin to fall into the clutches of a hard charging Parker. After four laps Bett still led and looked to be under no threat from the chasing crocodile. Parker had edged Martin down to third with Quance in fourth. John Brennan was next up but he was to last only



New to 125 National, Graham Sykes is proving a force to be reckoned with. . .

May 1988



Roger Goff drove to nine Formula E points in the Final.

Roger Goff takes a second decisive win in the Superkart class after problems hampered his qualifying; Ian Shaw claims second spot from Brian Harvey, with British Champ Martin Hines fighting against the odds with hand and rib injuries coming home in fourth spot. Chris Stoney opens his 125 Open campaign with 9 points; Graham Sykes takes a fine win in 125 National; George Bett shows he means to hang on to those No 1 plates with a runaway win in the Villiers, whilst Mike Doble and his Honda score a well deserved victory in the 250 National class.

Story: Mike Smith

Pics: Doug Rees

one more lap, going missing at the half way stage.

The British No 1, George Bett went into lap six closing quickly on a couple of slower drivers and by the time lap seven was completed Bett, Quance and Martin, . . . in that order had put those two backmarkers between themselves and fourth placed Trainer.

Lockley, James Wallace and Igor Ashwell were filling the next three spots but as the race reached its close Bett had a very good lead and barring mechanical disasters 9 points were on their way to Scotland.

That was indeed how it stayed and Bett crossed the line some twenty seconds ahead of second placed Quance. Martin had hung on to third. . . Trainer claimed fourth from Wallace and Lockley.

1st	George Bett	Zip/Bett Villiers 14m 40.5s 78.37 mph
2nd	Simon Quance	Zip/Longtune
3rd	Andy Martin	Stratos/CKC
4th	Keith Trainer	Aero/CKC
5th	James Wallace	Zip/Bett Villiers
6th	Mark Lockley	EDR/KG Invader

Fastest Lap. . . George Bett 1m 26s 80.24 mph.

SYKED OUT!

A well supported 125 National class. . . around 45 entries. . . produced some good racing over two six lap heats and a ten lap final.

The front row for the final looked quite a line up. . . the Beardsley Spyda of Boyd Barrington on pole. . . ex 210 front runner Graham Sykes next. . . Grand Prix winner Colin Mason alongside with the row being completed by Mike Wilkinson and his Colin Fletcher prepared Rotax.

As the lights changed to green Boyd Barrington suffered a terrible blow as the Rotax simply refused to run smoothly and the pole man was left to limp off the line in 41st place! Graham Sykes, Colin Mason and John Heward made the early running and after the hectic opening lap those three appeared out of Russells to lead the horde into lap two. Barrington, meanwhile, was now getting the Rotax to really sing and after just two laps he was up to eighth place!

Four laps gone and Sykes still had the advantage over Mason, Steve Young had made his way into a short lived third spot, leaving the fray at half distance. Barrington then took over third spot and Mason began to increase the pressure on Sykes. A backmarker had safely been taken by the first three after six laps with Mark Thompson running in fourth ahead of a long line.

Lap seven and it all changed. . . Mason's efforts to overhaul Sykes only resulted in the GP plates slipping well down the order to finish lap seven just inside the first dozen.

By the close of lap nine. . . one to run. . . Barrington's excellent drive took him to within 3 or 4 seconds of the leader, Sykes.

During the last tour he reduced the gap by a further two seconds but it was Graham Sykes who took the flag and nine points towards the RAC title. Sean Mellor crossed the line in third place but at the subsequent weight check he was unable to tip the scales enough and was excluded. Mark Thompson was duly elevated to third. . . Malcolm Clark took fourth. . . Mike Wilkinson had fifth and Steve Pridmore completed the points scorers in sixth spot.

Graham Sykes appears to have taken to the 125 class like the proverbial duck whilst Boyd Barrington will be hoping for no more tantrums from the power unit. . . particularly off the line! Once it was running he put in a storming drive and at least got six points for his efforts.

1st	Graham Sykes	Zip/Minarelli
2nd	Boyd Barrington	14m 19s 80.33 mph Beardsley Spyda/ CSK Rotax
3rd	Mark Thompson	Stratos/Minarelli
4th	Malcolm Clark	Zip/Rotax
5th	Mike Wilkinson	Zip/CJF Rotax
6th	Steve Pridmore	Stratos/CSK Rotax

Fastest Lap. . . Boyd Barrington and Sean Mellor 1m 24s 82.15 mph.

STONEY'S POINTS

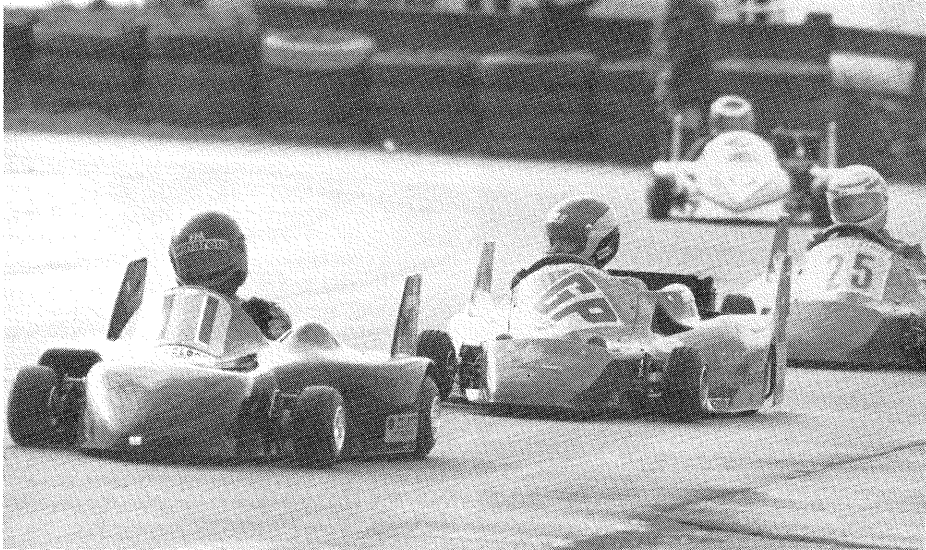
The Grand Prix title holder Chris Stoney certainly seems to have got the liquid cooled Rotax performing quite well and from an entry of just under 30 it was the Castleford driver who claimed pole position for the ten lap final.

A win and a second place also went the way of Graham 'Rocket' Roscoe and he lined up alongside Stoney on the front row. Ian Beaumont with the Zip prepared Rotax took the next spot on the front row whilst Bruce Moore and his Goff Rotax completed the line up.'

Both Stratos front runners Paul Molloy and Derek Price would start the final from row five with Simon Cullen and Stuart Mead for company.

By the time the grid formed up the rain had stopped, leaving a wet track under a cloudy sky but with the promise of better conditions to come.

At the change of lights it was Bruce Moore



The Final (125 Open) — Ian Mason (11) leads from Chris Stoney and Graham Roscoe, with Derek Price on the fringe before he went missing in the countryside.



A second for Boyd Barrington in National brought him six points in the Championship chase.

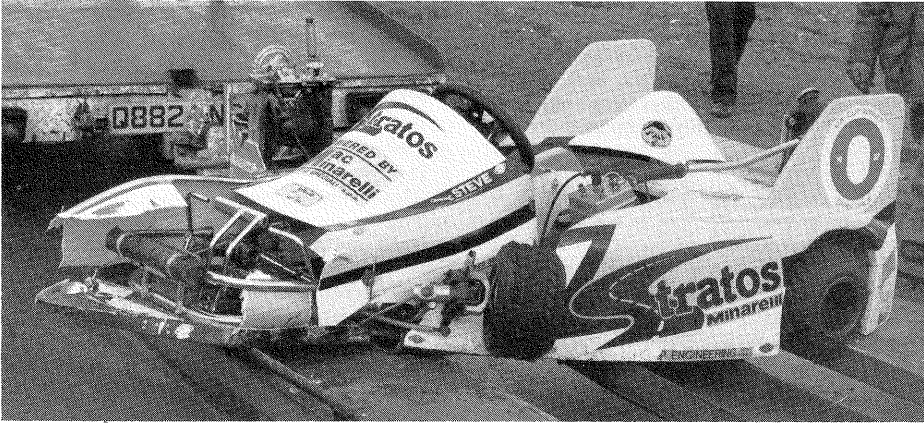
who got away first with Ian Beaumont being left in the pit lane. . . his motor refusing to do its duty. As the first lap got under way so out came the sun once again and as they appeared out of Russells for the first time Moore still had the lead from Graham Roscoe and Chris Stoney. Ian Mason and Derek Price were on the fringe with Mason looking the more likely to hit the front at this stage.

After three laps Moore led them through again as conditions improved. . . Mason had second spot ahead of Stoney with Price having relegated Roscoe to fifth.

As four laps were completed disaster fell upon

Moore as he pulled off at the start line with terminal problems. That gave the lead to Ian Mason. . . Stoney was now second. . . Price third and Roscoe fourth. Nigel Wigg and Roy Patterson were about to challenge 'Rocket' though and at the half way stage both had relegated Roscoe to sixth spot.

Mason was the next to hit trouble for as they completed six laps he was down to third and slowing! Chris Stoney was in his customary leading role and had pulled out quite a gap over new second placed driver. . . Roy Patterson. Nigel Wigg was about to drop Iean Mason another place and Derek Price had gone missing.



The result of Price's 'off' was a slightly redesigned Stratos

After eight laps Stoney was well clear. . . Wigg and Patterson were closely disputing second place. . . Mason had gone leaving Roscoe in fourth place. Ryan Baptiste had fifth but was a long way behind the leader Stoney, with Calvin Hurley holding sixth.

Two laps to go and Chris Stoney appeared to have no problems and duly took the flag in first place to collect nine points. Nigel Wigg had the better of Roy Patterson at the flag for second spot. . . Calvin Hurley had dropped Ryan Baptiste down a place to fifth and Graham Roscoe claimed the last points position.

1st	Chris Stoney	Zip/CSK Rotax
2nd	Nigel Wigg	13m 41.9s 83.96 mph Wright/CSK Rotax
3rd	Roy Patterson	Patterson/Rotax
4th	Calvin Hurley	Anderson/ Hurley Rotax
5th	Ryan Baptiste	Stratos/Minarelli
6th	Graham Roscoe	Zip/Rotax

Fastest Lap. . . Ian Mason. . . Nigel Wigg. . . Roy Patterson 1m 20.1s 86.15 mph.

100 BRITAIN

1st	Martin Collard	Dart/Parilla
2nd	Phil Hart	Gillard/TKM
3rd	Paul Scutchings	Zip/Goff TKM
4th	Richard Walton	DAP/DAP
5th	Derek Watts	Gillard/Parilla
6th	Glenn Taylor	Wright/TKM

MARSHALL AWARD

David Munns

Rowrah

SUNDAY, MARCH 13th

1988 began the same way that 1987 did; in the absence of the appointed MSA Steward, the fifth time in the past 12 months we have been put in this position. There is apparently no way of recouping any financial benefit from this matter which appears rather unfair.

Regardless, our entry was quite good, given the time of year and the weather conditions and included a number of novice drivers. One driver in particular gave a performance rather less novice-like than some of his compatriots.

This was the first time in what appears ages that the Junior class wasn't split in some way and we were delighted to kick off the season with them.

JUNIOR BRITAIN

In what was a display of great maturity, Darren Manning took pole with two wins and a 3rd. Joining him on the front row was Jason Raphael who was the winner of the other heat but runner up in the others. Mark Allison and Alan Mackay occupied the second row with Barry Armstrong and Robert Jenkinson on the third.

The final proved to be a benefit for Raphael as he asserted himself on the proceedings. Manning tried in vain to keep in touch but despite his best efforts had to be content with second place ahead of fellow Ogden-ite Alan Mackay, who was forced to remain in third ahead of defending Champion, Mark Allison. Andrew Bell was next up from Kevin Barton, Philippe Giujarro, Robert Jenkinson and Andrew Unsworth.

100 BRITAIN

Pole to Colin Shanks with three top three heat placings including the win in the second heat. He was joined on the front rank by Richard Connett, not a heat winner but gaining some useful results. Row two went to Tony Craig, winner of heat one and Michael Andrews running with BTR support. The other heat winner was Janet Armstrong, non-finishing the other two heats due to an inability to restart after spins. A sad state of affairs, given her usual turn of speed.

Colin Shanks led away the final but was shadowed by Connett for over half the race until the ingress of water into the latters engine caused him to fall away and eventually retire. The retirement rate overall during the meeting tended to the horrific and there were only four finishers in this final. Connett and Brockbank fell victim to the water whilst Armstrong spun out and was unable to restart herself.

The winner, by a convincing margin was Colin Shanks, followed home by Tony Craig, Michael Andrews and Robert Bouse.

100 NATIONAL

Reigning champ, Stu Davison took pole for this one with a 2nd and two 3rds whilst trying out

a new TKM slide carb. Next up was Kevin McBride, winner of two heats and driving better than for a long time. David Tooley and Shaun Power shared the same points and the second row with Lloyd Ross' TKM and the Sprint of Simon Lupton on the third.

From the lights, McBride shot into a determined lead from Davison, Tooley, Power, Ross et al. Davison and Tooley took a couple of laps to break free of Power's challenge, by which time McBride had built up a commanding lead, so much so that when Tooley passed Davison on the 5th tour, he was unable to pull more than a few yards back over the next five laps before Tooleys race ended with a blown big end. That high point of drama took the sting out of an otherwise excellent final and gave the win to Kevin by a good 50/60 yards over Stuart Davison with Shaun Power 3rd, Lloyd Ross 4th, Stewart Rawsterne 5th and Simon Lupton 6th, these six the only runners left in a rain/sleet soaked final.

125 NATIONAL

No watercooled outfits as yet but plenty of water which usually spells doom to rotary engines. Today was by no means different.

Pole went to Alan Tolson, with three top three placings from Brian Bird having some difficulty with the wet and non finished the first heat. The front row was completed by Chris Bell taking an excellent heat win but again suffered a water-related non-finish. The second row contained Tim Jones and Paul Modley with Dave Gunston and Michael Jackson completing the grid.

The final was weather dominated, two drivers failing to make it until part way through the race.

Tolson took up the initiative from the lights and was never headed despite a quick spin until his engine became waterlogged and he was forced into retirement. This left Brian Bird free and clear in the lead with Tim Jones secure in second and the two late starters, Chris Bell and Dave Gunston in third and fourth respectively.

210 NATIONAL

Pole to a novice driver, Mark Leybourne, with two wins and a DNF. He was joined on the front row by David Glynn and Paul Hunwick, both of whom showed promise in the heats. Heat one winner, Tom Earl, shared the second row with the other runner, Paul Kellett, a novice from Bishop Auckland.

Hunwick led away the final from the rest for the first four laps until a time consuming gyration dropped him behind the closely following Leybourne. That effectively decided the final as Glynn and Kellett were never really in touch and Earl disappeared on the 5th lap. So Leybourne won from Hunwick, Glynn and Kellett.

250 NATIONAL

Three heat winners again, with Terry Cullen, Andrew Cockburn (known to his friends as Hughie) and Alan Hope taking the heat honours. Hope was in line for all three but fuel and electrical bothers netted two DNF's from the first two heats. Cullen took pole from Cockburn and Phil Talbot with Hope and Malcolm Campbell lining up on the second row.

The final went with ridiculous ease to Alan Hope, belying his novice status with a shattering display of kart control on less than new equipment. He was using a Lynx chassis of indeterminate vintage, an air cooled KTM engine and his wet tyres caused some amusement too! The rears were Carlises and the front set an ancient marque which I do not recall seeing before. The only other driver to remain even remotely in touch was Campbell and after the

12 lapper, he was the only driver on the same lap as the winner. The others slithered round as best they could but only Phil Talbot and Terry Cullen survived to join the aforementioned duo Hope and Campbell.

RESULTS

JUNIOR BRITAIN

1st	Jason Raphael	Fullerton/White Arrow
2nd	Darren Manning	Gillard/SO DAP
3rd	Alan Mackay	Gillard/SO DAP
4th	Mark Allison	Gillard/SO DAP

100 BRITAIN

1st	Colin Shanks	Stratos/Parilla
2nd	Tony Craig	Gillard/Parilla
3rd	Michael Andrews	Zip/BTR TKM

100 NATIONAL

1st	Kevin McBride	Sprint/Ken L TKM
2nd	Stu Davison	TKM/TKM
3rd	Shaun Power	Wright/GPR Parilla
4th	Lloyd Ross	TKM/Parilla

125 NATIONAL

1st	Brian Bird	Stratos/CKC Minarelli
2nd	Tim Jones	Star/Rotax
3rd	Chris Bell	Phoenix/Minarelli

210 NATIONAL

1st	Mark Leybourne	Barlotti/Villiers
2nd	Paul Hunwick	Zip/Villiers
3rd	David Glynn	Aero/Villiers

250 NATIONAL

1st	Alan Hope	Lynx/KTM (a/c)
2nd	Malcolm Campbell	EDR/Yamaha
3rd	Phil Talbot	Zip/Yamaha

IAIN BLAIR

Boyndie

SUNDAY, MARCH 13th

The first meeting of the year on Sunday, March 13th, a reasonable grid turned out on what was a bitterly cold Sunday, although on the bright side, the rain managed to stay away.

The first out were the Junior Britains and the heat winners were Paul Douglas heats 1 and 3 with Stuart Mutch winning heat 2.

The final was sure to be a close run affair with the two heat winners battling together. Paul Douglas led for most of the race pulling out a gap from Stuart Mutch followed by Nick Fleming holding off a strong challenge from Alan Mutch.

The Senior Britains had Scottish champ Andrew Graham up for this meeting, and he dominated from the start, winning all three heats.

The final, with Andrew Graham on pole accompanied by Desson McDonald on the front row with Julian Kinsella and John Rattray on row 2, followed by Ian Douglas and Andrew Walker. On the green light McDonald swept into the lead followed by Rattray, Graham and Kinsella. Graham pulled through to second and Kinsella gained a place to third before spinning out leaving Rattray to take up third followed by Douglas. Andrew Graham eventually found a way past McDonald but could not shake him off his rear bumper. Rattray drove an inspired race to finish third, followed by Douglas.

CLUB SCENE

led the chasing bunch followed by Brian Brown and mike Fry the latter encountering mechanical problems on lap four and dropping down the order. Very few positional changes during the race Andy winning convincingly from Paul and Brian.

1st Andy Martin
2nd Paul Clapham
3rd Brian Brown

Stratos/Villiers
Zip/Villiers
Zip/Villiers

100 NATIONAL
Heat 1: 1st Andrew Stanton, 2nd Ian Williams, 3rd Paul Henderson
Heat 2: 1st Roy Dickson, 2nd Chris Armstrong, 3rd Paul Henderson
Heat 3: 1st Barry Hill, 2nd Stu Davison, 3rd George Turner

Final: After the first lap of the final Ian Williams was in a similar position to Andy in the 210's, he had opened up a sizable lead from Stu Davison and Paul Henderson which he increased with every lap. On lap four Roy Dickson was up to third place after a non finish in the third heat meant a mid grid start and by lap six he was leading the group chasing Ian. After early promise Stu Davison was beginning to drop back through the field. Just as Stu was dropping down the order Chris Armstrong was having a great time going the other way, after carb problems in the heats. He was certainly on the pace in the final starting at the back of the grid after two D.N.F's and a second place he was up to tenth at the end of lap one and proceeded to climb at least one place per lap in a great drive that was to eventually gain him third place. Ian and Roy are without doubt the two most experienced class one drivers in the club and as such knew that only mechanical problems for Ian could close the substantial gap between them. Although never happy to settle for second place Roy with laps rapidly running out and championship points at stake decided against any do or die stuff and was happy to settle for the runners up spot on this occasion. If only Williams, Dickson and Armstrong had been together on the grid it would have been a final to remember but karting is full of "if only's". At the flag a comfortable win for Ian from Roy with Chris an excellent third. Paul Henderson and Andrew Stanton filling fourth and fifth spots Stu Davison taking home the final trophy of the day.

100 NATIONAL
1st Ian Williams
2nd Roy Dickson
3rd Chris Armstrong

Dap/Dap
Sprint/Parilla
Dap/Dap

As a protest was lodged against the eligibility of two carbs being used on the day these results are only provisional.

M. Armstrong

Kimbolton

SUNDAY, MARCH 13th

Committee members have put in a lot of work during the winter. Tyres and marshalls posts have been repositioned to increase run off areas and visibility on corners; all corner launching has been painted and a new fence along the straight is nearing completion. The new safety measures paid off and in spite of the dreadful rain for the finals there were no serious spills. There have been a number

of marshal changes this year and the new boys did a good job under the guidance of Ian Sutch, all marshall posts have been raised above ground level to assist driver awareness of flag signals. Let's hope for some dryer days for the rest of 88.

JUNIOR BRITAIN
Heat 1: 1st G. Hession; 2nd O. Gavin; 3rd J. Lane.
Heat 2: 1st G. Hession; 2nd O. Gavin; 3rd J. Herbert.

FINAL
Gareth Hession and Oliver Gavin had dominated the heats and continued in the same vein in the final, Hession took the early lead and never looked like being caught, although Gavin grittily sat in his spray throughout; these two drivers should have an excellent season nationally and should be leading contenders for major honours. Hession's win for British Racing Karts first time out will please his new team and Gavin will be disappointed with second and looking to do better. With many drivers being lapped by the leaders it was difficult to keep count of the rest but when the spray had settled Jan Herbert and Jason Lane took the next two places, two new names for Kimbolton to keep on eye on in the future. The final two trophies were awarded to Mark Tomlinson and Philip Jarne.

210
Heat 1: 1st Nicky Amps; 2nd John Mobbs; 3rd Brian Holloway.
Heat 2: Nigel Phuddiphatt; 2nd Darren Vidler; 3rd Nicky Amps.

250
Heat 1: 1st No. 14 (R); 2nd Rod Widdowson; 3rd Wayne McKillop (R).
Heat 2: 1st Steve Pell; 2nd Rod Widdowson; 3rd Wayne McKillop (R).

FINAL
Widdowson took an early lead from No. 14 (could be Colin Smith) and Pell with Vidler in fifth place the first of the 210's. Pell took second place and reeled in the leader only to drop back, balked by the now, very heavy spray. After eight laps Pell got inside Widdowson, and out of the spray, at Kim and took the lead, holding it to the flag. Puddiphatt won the 210 race by driving well from the back and overtaking first Amps and then Vidler, who came in a comfortable second.

125
Heat 1: 1st Roger Goff; 2nd Steve Puddiphatt; 3rd Nick Whitehead.
Heat 2: 1st Roger Goff; 2nd Nick Whitehead; 3rd Steve Puddiphatt.

From my point of view, often from the centre of the track, it was very noticeable that the water cooled job of Roger Goff was much quieter than the rest. In spite of the argument of cost this must surely be a step forward, on the grapevine I hear he was trying a new exhaust, 125's do after all make a very formidable racket. With Goff the clear leader the race was for the National trophy, and Puddiphatt led this from Whitehead who relieved him of his lead on lap 4 and looked set to take first place when his motor petered out on the lap lap and he failed to finish. That left Puddiphatt with an easy win from Fleming and ex 100 driver Adams.

100 NATIONAL
Heat 1: 1st Simon Bucknell; 2nd Martin Collard; 3rd Graham Gannon.
Heat 2: 1st Ricky Flynn; 2nd Graham Gannon;

3rd Martin Collard.

FINAL
Gannon edged out Collard on the first lap to lead with Warner and Perry third and fourth. By the end of the second lap Flynn had fought his way through to fifth and started to reel in the leaders. Warner moved up to second at the expense of Collard as Gannon increased his lead. Flynn moved up to fourth but could make no impression on the leaders and with the heavy spray having its effect there were no further changes in the leading group.

100 BRITAIN
Heat 1: 1st Richard Walton; 2nd Jim Rainbird; 3rd Graham Wallace.
Heat 2: 1st Martin Collard; 2nd Chris Dagless; 3rd Darren Kinsey.
Heat 3: 1st Phil Hart; 2nd Jim Rainbird; 3rd Paul Scutchings.
Heat 4: Duncan Paterson; 2nd Martin Gilbert; 3rd Martin Collard.
'B' Final: 1st Iain Collins; 2nd Stew Petts; 3rd Mark Conroy (R); 4th Mark Coleman.

FINAL
With a full grid and steady rain this was always going to be the survival of the fittest, or should it be the wettest. Collard was the wettest as he had jumped in his machine straight from finishing the 100 National and showed his experience of the conditions by taking an early lead from Gilbert, Hart, Kinsey, Scutchings and Taylor. Paterson fought his way through the pack with ease, not surprising as he had incorrect wet tyres fitted and was disqualified. Walton moved up and was soon challenging Kinsey who finally spun out to rejoin one lap adrift. Gilbert disappeared on lap 7 having dropped back to fifth spot. Collard in the meantime was having a relatively easy ride up front and won comfortably from Hart, Scutchings and Walton. Watts ripped past Taylor with one lap remaining to take fifth place.

It is a tribute to all drivers that there were no major incidents in appalling driving conditions.

Duncan Taylor
JUNIOR BRITAIN
1st Gareth Hession
2nd Oliver Gavin
3rd Jan Herbert
4th Jason Lane

BRK/Parilla
SPrint/TKM Parilla
Gillard/Parilla
Wright/TKM

210 NATIONAL
1st Nigel Puddiphat
2nd Darren Vidler

Zip/Villiers
Stratos/Villiers

250 COMBINED
1st Steve Pell
2nd Rod Widdowson

GPE/250
Waddon/KTM

125 WATER COOLED
1st Roger Goff

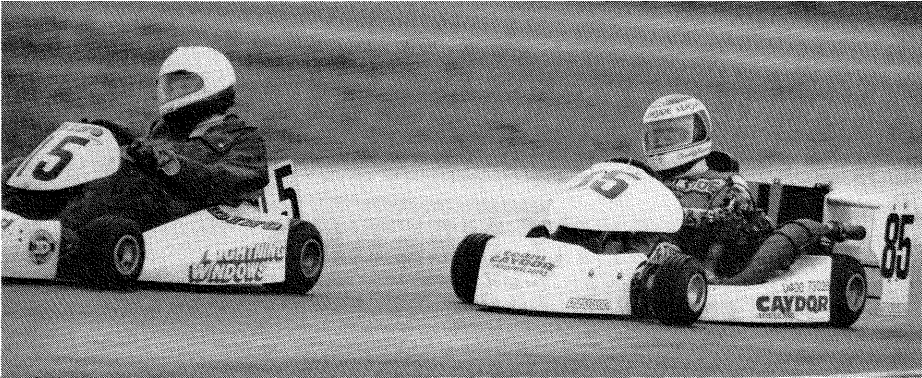
125 NATIONAL
1st Steve Puddiphatt
2nd Andrew Fleming (R)
3rd Reg Adams

Zip/Goff Rotax
Lazer/Minarelli
Waddon/Goff Rotax

100 NATIONAL
1st Graham Gannon
2nd Kevin Warner
3rd Martin Collard
4th Ricky Flynn
5th Richard Gregory

Wright/Sirio TKM
BRK/DAP TKM
Dart/Sirio
BRK/—
—/—

Kart & Superkart



Derek Rogers (85) chased Mark Allen home for fourth in 250 National

MIKE'S HONDA WINNER!

Another excellent entry of 250 National...over forty...produced some fine racing over two heats and a ten lap final.

Mike Doble and Mark Webster each took a win from the six lap heats...with the Honda driver also collecting a fifth place. That put him in second place on the front row for the final with the Honda looking a better prospect with each outing. Webbie didn't have any luck in the other heat and he lined up for the final on row six.

Pole for the ten lapper was claimed by the BEN JOHNSON PRINTERS backed Colin Fletcher with a couple of second places. He had a narrow escape though at the close of one of the six lappers when a puncture pitched the outfit across the main straight in alarming fashion. The York driver held control though and crossed over in second place.

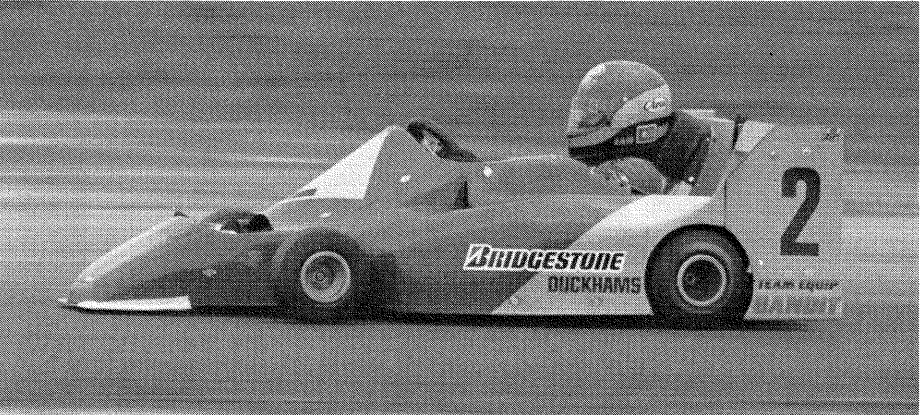
'Del Boy' Derek Rodgers is back in the hunt and his heat results earned him a front row start with the Anderson. Pete Morgan also picked up a couple of top six finishes from the heats and he completed row one. Dudley Martin, Paul Goodison and Bill Garner made up row two with Rob Johnstone on row four and the zero plate of Richard Boston on row six.

With the sun shining on a wet track Ian Rushforth flicked the lights to green and with Andy Martin failing to get away from his ninth row spot it was Mike Doble, Colin Fletcher and Derek Rodgers making the early break.

At the close of the first hectic lap Doble had the Honda in front...Rodgers was second...Fletcher had gone missing and Mark Allen was holding third from Mark Webster.

As the opening laps passed so Mike Doble increased his lead and by half distance Mark Webster had found a way through to claim second spot. Derek Rodgers was third...Mark Allen fourth and a charging Richard Boston held fifth.

The black clouds began to increase yet again but by the close of lap seven Doble was the clear leader...Webster was still second...Rodgers and Allen were still ahead of Boston.



A Formula E second for Ian Shaw at the end of the day

May 1988

One lap to go and the order remained as before...Doble was closing on backmarkers once more...both Rodgers and Allen were reeling in Webbie...Boston still had fifth and then there was a long gap before Bill Garner appeared ahead of Rob Johnstone.

The last lap produced only one change to that order...Mark Allen getting the better of Derek Rodgers to claim third. So Mike Doble took a fine win...it's taken him a year almost to get the Honda sorted and he looks as if he might just have succeeded...the signs were there at the final Donington last season.

1st Mike Doble
2nd Mark Webster

Zip/Honda
Anderson/
Cheetham KTM
Dino/KMP KTM
Anderson/
WOOD Yamaha
Zip/T/C Suzuki
Zip/KTM

Fastest Lap Mike Doble...Mark Allen and Derek Rodgers 1m 18.7s 89.68 mph.

GO-GO GOFF!

An entry of just over twenty Superkarts produced the usual high speed racing with the customary timed practice and two six lap heats to sort out final grid positions.

The timed session was a disaster for Roger Goff...being plagued by a misfire and recording a 1m 21.3 which failed to beat the cut off point! He was of course allowed to take part in the heats but more of that in a moment.

The man at the top of the list after the session against the clock was Salford's Ian Shaw with a time of 1m 7.2 aboard the Bandit. Martin Hines, despite that Saturday 'off' and the resultant injuries, was next with a 1m 9.2 whilst Peter Gray from Inverurie matched that time on his Anderson. Tim Parrott was fourth quickest on 1m 9.7 with Bernie Roberts next on 1m 10.9. Phil Glencross didn't have too good a time of it against the clock with a best of 1m 11.7.

So the two six lap heats produced two different winners...Roger Goff got it right first

time out to win from Shaw, Parrott, Gray, Alan Pritchard and Dominic Murray. Tim Parrott then ran away with the second heat...Shaw once more had second...Glencross claimed third...Goff took fourth...Gray was there again with fifth and Brian Harvey completed the top six.

When the final grid positions were posted Tim Parrott had claimed pole...Roger Goff was alongside...Ian Shaw was next and Peter Gray completed the front row. British Champion Martin Hines was not having a very good time of it...he failed to finish both heats and had to line up in last but one spot on the final grid.

So with the track beginning to dry a little Ian Rushforth sent them on their way under a cloudy sky. Goff and Shaw were first to show but the Anderson pilot was in determined mood and as they hurtled down the Revett Straight he really threw down the challenge and pulled out a huge lead. His first lap was a killer...not since Reg Gange won at Silverstone in 1982 have I seen such a tremendous opening lap. Roger Goff simply left the opposition behind and after two laps he had almost the length of the main straight advantage over team-mate Glencross. Ian Shaw had third from Bryan Harvey, Martin Hines and Tim Parrott. After three laps both Parrott and Glencross had gone...Goff was still striding out at the front with around six seconds over new second place man Shaw. Harvey still had the edge over Hines...the latter obviously struggling a little with those injuries. Peter Gray and Dominic Murray made up the top six at the half way stage. Backmarkers had been swallowed up by the flying Goff as early as lap four and as lap eight approached so more of the slower drivers were in his sights. His vast short circuit experience proved useful as he was quickly through the traffic with little loss to his huge advantage. Shaw continued to press on in a comfortable second place whilst Hines had a scrap on his hands in holding off the challenge from Harvey. Gray and Murray soldiered on in fifth and sixth places.

After nine laps Harvey had at last got the better of Hines to claim third...Shaw still held second and Goff was well clear and on his way to nine points. Out of Russells for the last time and Goff rocketed up the straight to take the flag after dominating the race from start to finish. It had been said that perhaps his Cadwell win would be his only one this year...it's happened to him the last two or three years...but after those qualifying problems Roger Goff showed clearly that he really means business this year. Ian Shaw had to admit that he couldn't live with Goff's first lap pace and settled for a comfortable second spot. Brian Harvey had third...Martin Hines fourth...Peter Gray fifth and Dominic Murray sixth. Superkart entries might be on the low side but if this is the sort of performance we are going to see in 1988 then it will be worth watching. A fully fit Martin Hines...a fully mobile Phil Glencross and Tim Parrott will add even more pace and interest.

1st Roger Goff
2nd Ian Shaw
3rd Brian Harvey
4th Martin Hines
5th Peter Gray
6th Dominic Murray

Anderson/
Goff Rotax
11m 13s 102.54mph
Silverstone Zip/
Zip Rotax
Anderson/
CDPT Rotax
Bridgestone Zip/
Zip Rotax
Anderson/
Anderson Rotax
Anderson/Rotax

Fastest Lap Roger Goff and Ian Shaw 1m 6.1s 104.40mph

Four Anderson chassis in the top six...nice one Russell!



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CLUB SCENE

Final: In the final, it was Wheten from Griffiths and the latter seemingly having trouble finding a way past. But he dived for the inside line at the top bend on the fourth lap and was never headed after. Joseph pulled up just before the chicane and his race was run. Wheten hung grimly to Griffiths but eventually locked a wheel, three laps from home and couldn't make up for the loss.

100 NATIONAL
Frank Holmes was experiencing problems with his Arrow engine and because of its temperament, elected to start at the back of grid, forsaking his pole allocation. With Huw Williams and Lee Middleton on the front row, heat one got underway. The race was stopped on lap four after a mid field pile-up resulted in karts being strewn, blocking the top bend. In this melee, Clay Pigeon driver, Eric Jones overturned, Eric sustaining superficial injuries to his left shoulder. When the race continued, it became a procession with Williams from Middleton, Steven Narberth, Mike Mitchell, Martin Baker and Brendan Sullivan completing the leader board.

It was Middleton all the way in the second race with a recovered Jones placed 2. Baker took Sullivan's third place on lap 3 and led him to the line, whilst Williams got off to a poor start but gradually worked his way into the top five, only to be penalised for leaving the circuit on the last lap.

Narberth led the first half of heat three followed by Williams and Mervyn Dowrick. Williams' promotion to the front was mirrored, two places back by Middleton. Jones too was going well and by half distance the pattern looked set. But then in two separate incidents these two were dropped from contention, allowing Baker and Sullivan to inherit their places.
Heat 1: 1st H. Williams, 2nd L. Middleton, 3rd S. Narberth
Heat 2: 1st L. Middleton, 2nd E. Jones, 3rd M. Baker
Heat 3: 1st H. Williams, 2nd S. Narberth, 3rd M. Dowrick
Final: The final set off in grand style with Middleton leading from Williams, Mitchell, Narberth and Chris Crayford. Dowrick and Jones were next and once this duo had dispatched Crayford and Mitchell they joined the battle for second place. Once passed Williams, Narberth pressurised Middleton for the lead. This tussle was fierce and in his efforts to pass, a heavy contact by Narberth at the top bend, put them both out on lap 8. Narberth managed to restart and used the rest of the event to elevate himself into third place. This incident gave Williams an easy win with Dowrick in second spot. Fourth was Jones and Tony Melding fifth.

JUNIOR CADET

Little Lee Maund looked a solitary figure circling steadily, but he busied himself with the job of reducing his lap times. He started the afternoon around 40 secs and got this down to 34 secs. A good days work. All he wants now is some opposition.

JUNIOR CADET

1st L. Maund Wright/Comer

JUNIOR BRITAIN

1st M. Dickson Dart/Arrow/Yamaha
2nd C. Harris Hutless/Arrow/Sirio

SENIOR BRITAIN

1st R. Phelps TKM/Arrow/Parilla

100 NATIONAL

1st H. Williams Gillard/Arrow/Parilla
2nd M. Dowrick Wright/TKM
3rd S. Narberth All Kart/TKM
4th E. Jones Dap/Dap/Yamaha

125 NATIONAL

1st M. Morris Zip Bandit/Rotax
2nd M. Goulding Barlotti/Rotax

125 P&R

1st R. John Zip/Yamaha

250 NATIONAL

1st P. Griffiths Zip GP/TKM

250 INTERNATIONAL

1st S. Joseph Zip/Yamaha

Keith Rann

Felton

SUNDAY MARCH 6th

March the 6th saw a return to racing after a 3 month Winter break. A bright dry day but a gale force wind made it feel quite cold, it also prevented some people from hearing paddock announcements with some drivers missing heats. IT IS A DRIVER'S RESPONSIBILITY TO BE ON THE GRID. Although some think officials have nothing better to do than go in search of them individually to let them know they are due to race.

The juniors got racing underway at 12.30 and for the first time in many years we had a full grid of drivers for a club meeting.

Heat 1: 1st Alex Jack, 2nd Chris Clark, 3rd Ralph Firman

Heat 2: 1st Chris Clark, 2nd Alan McKay, 3rd Lee Livingstone

Heat 3: 1st Lee Livingstone, 2nd Chris Clark, 3rd Ralph Firman

Final: From the start club champion Chris Clark quickly established a small lead from Lee Livingstone and Jason Yeoman, Scottish champion Alex Jack after winning heat one had an accident in heat two and a mechanical failure in the third heat meaning a long hard struggle from the back of the grid. By the end of lap four Clark had a substantial lead but Firman was up to second place and Livingstone in third had McKay climbing all over his back bumper. On to lap six and Chris was visably slowing as he went down to the hairpin where he spun out leaving Ralph with a sizable lead from Alan and Jason.

Alex meanwhile was up to seventh place but with no real chance of catching the leaders. Over the last few laps Alan tried his best but never got with in reach of Ralph who deservedly took the chequered flag making a long journey worthwhile. Second place went to Alan McKay and third to Jason Yeoman, Alex Jack finishing a good fourth. Chris Clark's "spin" was caused by a seized brake cylinder which surely robbed him of his first win of the season.

JUNIOR BRITAIN

1st Ralph Firman Wright/Parilla
2nd Alan McKay Gillard/Dap
3rd Jason Yeoman Wright/Parilla

100 BRITAIN + RESTRICTED

Heat 1: 1st David Greig, 2nd Chris Lee, 3rd Carolyne Byrne

Heat 2: 1st David Greig, 2nd Chris Lee, 3rd Kevin Broughton
Heat 3: 1st David Greig, 2nd Richard Connett, 3rd Chris Lee

Final: This was never going to be any thing other than a one horse race, David Greig was in a class of his own and won by a comfortable margin. Chris Lee led the chasing group for two laps before Dave Kelley took over the challenge. Lap five and Chris was back into second place with Dave slipping down the order. Kevin Broughton in third place until lap ten when Richard Connett took over after a good drive from the back of the grid.

1st David Greig Wright/Parilla
2nd Chris Lee Dino/TKM
3rd Richard Connett Gillard/DAP

A combined grid of 125's and 250's provided the first gearbox action of the day:

125's

Heat 1: 1st Willie Grieve, 2nd Andrew Sowerby, 3rd John Heward

Heat 2: 1st Andrew Sowerby, 2nd Willie Grieve, 3rd Chris Bell

Heat 3: 1st Willie Grieve, 2nd Andrew Sowerby, 3rd Malcolm Stewart

Final: Willie Grieve from his pole position led at the end of lap one from Andrew Sowerby and Paul Hobson. Willie had a 20 lengths lead by the end of the second lap which he doubled before the end of the third. Meanwhile Andy Fairless was making good progress through the field after a poor start, lap six and disaster for the leader when his seat stay snapped slowing him considerably. Sowerby began to eat away at his lead and three laps later he took over the premier spot. Andy Fairless was now up to third but only for two laps as he disappeared on lap nine. So at the flag a win for Andrew Sowerby which would make his journey back to Torquay a little more pleasant, second place going to an unlucky Willie Grieve. But the drive of the final was that of John Heward, last at the end of the first lap he gradually picked off the opposition one at a time to eventually finish in third place.

In the 250 Internationals Trevor Alexander had an easy victory over a small field in his immaculate Bandit carrying the colours of his new sponsor PRIORY GARAGES.

As the only 250 national in the field former 125 club champion Gordon Brown only had to finish to collect his trophy which he did beating the 250 inters and all but the leading two 125's.

125

1st Andrew Sowerby Anderson/Rotax
2nd Willie Grieve Zip/Rotax
3rd John Heward Zip/Rotax

250 NAT

1st Gordon Brown Stratos/Maico

250 INTER

1st Trevor Alexander Zip/Rotax

210 NATIONAL

Heat 1: 1st Andy Martin, 2nd Paul Clapham, 3rd Brian Brown

Heat 2: 1st Andy Martin, 2nd Paul Clapham, 3rd Brian Brown

Heat 3: 1st Andy Martin, 2nd Paul Clapham, 3rd Mark Leybourne

Final: The question in this final was could anyone stop Andy making it four in a row and the simple answer was NO. Andy (now a local TV star) simply drove off into the distance no one ever causing him any trouble. Paul Clapham

CLUB SCENE

who are not so fortunate and we can only pray that the RAC MSA do something positive for the general good of karting in general. The lucky three were Watkins, who thus won 250 Nat and the two 125 P&R's of Hunter and Robinson. Nevertheless the Series Trophies were still available for the 125's with Andy Bratley claiming first and Hemmens the second with Watkins a clear winner of the 250's.

WOMBITS

- ★ Over £700 worth of cash awards went to the leading drivers and the schools entries collected super trophies down to 10th place.
- ★ The remaining meetings this year will count towards the Club Championships and the Annual Awards are available to Club members only. Why not join now?
- ★ I spoke to a very experienced gearbox driver who got his 250 Nat very close to the noise limit only to find no enforcement of the rules at the RAC Champs so dispensed with what seed to be an answer to gearbox noise — what a pity.
- ★ Good to see club member Michael Mills winning the Kuwait Championships — I'll bet it didn't snow there!

RESULTS

CADETS — March Meeting

- 1st 11 Matthew O'Hara Allkart/Comer
2nd 10 James Meanwell Zip/Comer
3rd 79 Antony Hunter Zip/Comer

CADETS — Winter Series

- 1st 10 James Meanwell Zip/Comer
2nd 24 Gavin Richardson Wright/Comer
3rd 21 David Wandless Zip/Comer

SCHOOLS — March Meeting

- 1st 22 Gary Mottershead All Hallows Y2
2nd 20 Andrew Scholes All Hallows Fantic
3rd 69 John Hately Queen Eliz Y2

SCHOOLS — Winter Series

- 1st 20 Andrew Scholes All Hallows Fantic
2nd 22 Gary Mottershead All Hallows Y2
3rd E Val Fernandez Breezehill Y2

JUNIOR BRITAIN — March Meeting

- 1st 14 Daniel Liddle Boxer/Parilla
2nd A Guy Smith Gillard/Parilla
3rd 4 Stuart Capstick Zip/Comer

JUNIOR BRITAIN — Winter Series

- 1st 4 Stuart Capstick Boxer/Parilla
2nd A Guy Smith Gillard/Parilla
3rd 14 Daniel Liddle Boxer/Parilla

SENIOR BRITAIN — March Meeting

- 1st 9 Darren Gibbs Spring/Parilla
2nd 42 Michael Hair Boxer/Parilla
3rd 28 Chris Roscoe Zip/Parilla

SENIOR BRITAIN — Winter Series

- 1st 9 Darren Gibbs Sprint/Parilla
2nd 76 Simon Court Boxer/Parilla
3rd 42 Michael Hair Boxer/Parilla

100 NATIONAL — March Meeting

- 1st 80 Gary Tupper Anderson/Parilla
2nd 73 Dominic Connelly DAP/Parilla
3rd 19 Martin Jubb Wright/Parilla

100 NATIONAL — Winter Series

- 1st 73 Dominic Connelly DAP/Parilla

- 2nd 36 John Wilcock Mondial/Parilla
3rd 86 Dave Redfern Mondial/Parilla

125 NATIONAL — March Meeting Excluded

125 NATIONAL — Winter Series

- 1st 40 Andy Bratley Laser/TM
2nd 55 Martin Hemmens Zip/Rotax

250 NATIONAL — March Meeting

- 1st Michael Watkins Zip/Yamaha

250 NATIONAL — Winter Series

- 1st Michael Watkins Zip/Yamaha

210 NATIONAL

Excluded.

125 P&R

- 1st 60 John Hunter Sprint/Honda

Overall points winner (100 Nat) Dominic Connelly

Pembrey

SUNDAY, MARCH 27th

Following two or three weeks of dreadful weather, Sunday 27th March was a welcome relief, with many eventually leaving at the end of the days activities with sun-tanned faces. Yes, the first weekend of Spring was glorious. It's a pity that the size of the field was not as encouraging. But what the entry list lacked in size it made up for in aggression. Whether it was the 'Mad-March' sunshine or just the sap rising is not certain, but the 'silly season' overtook the most stable of our regular drivers, resulting in many incidents, none, fortunately, serious. If our entry list looked rather lean at least support in the race official scene is comforting, despite the alteration to the clocks catching at least one of them out. Welcome to Brian, thank you to the Wood's and better late than never Des.

JUNIOR BRITAIN

After an uninspiring practice, Marlyn Dickson announced her intentions of dominating the days racing by striking out into an unassailable lead in heat one. The all male opposition had to be content with contesting the minor placings. Andrew Price, Carl Harris and Matthew Jones led the rest, the latter two finally giving way to Julian Cooper.

In the second heat, Cooper spun entering the top bend on the first lap but quickly re-started. Meanwhile Julian Thomas was busy fending off the advances of Jonathon Downer and Harris, whilst in front, Dickson opened a gap between herself and Price. Having disposed of Downer on lap three, Harris kept the pressure on Thomas and eventually passed him on lap seven.

Marlyn completed her hat-trick in the third heat leaving a battle royale developing behind. This time Price led the rest from Shaun Fulford, Jones and Thomas. These last two swapped places lap by lap, settling in favour of Thomas as the leader began lapping the backmarkers. Heat 1: 1st M. Dickson, 2nd A. Price, 3rd J. Cooper
Heat 2: 1st M. Dickson, 2nd A. Price, 3rd C. Harris
Heat 3: 1st M. Dickson, 2nd A. Price, 3rd S. Fulford

Final: On form, the outcome of the final was a win for Dickson. And so it was. As for the rest, well they set off in hot pursuit of the leader, Fulford, Cooper and Downer being relegated to the back of the field in a first corner coming together, leaving Price, Harris, Thomas and Jones to give chase. Price ran wide exiting Kidwelly Hairpin allowing Harris to slip through. Six laps later on lap nine, Price shunted Harris at the same bend causing them both to spin. But Harris restarted quickly and maintained his second place to the end, Price managing a distant third after fighting his way back up the pack. After many silly mistakes in previous race days, Marlyn Dickson put on a polished performance which has marked her arrival in Junior Britain, and now looks the driver to beat.

125 NATIONAL and P&R

Mike Morris headed the field of four 'Nats' and Roy John in his usual manner. In the first heat, making a welcome return to Pembrey, Clive Hawkins joined the back of the line up from the pit lane following the green light, disposing of John and Dave Harvey in successive laps. Gradually he pulled in Mark Goulding of the Bromsgrove Club, slipping by on lap eight. At the flag he had closed the gap on Morris to only two Kart lengths.

The second heat had Morris and Hawkins circulating in close formation after passing first lap leader Harvey. Hawkins continuously searched for a way past but was met each time by the door being well and truly slammed shut.

In the final heat, Hawkins was making heavy weather of fourth place whilst Morris was out in front and next up were Harvey and Goulding, sharing the honours for second position. On lap four out of ten, Hawkins' Rotax coughed, clearing the misfire and Goulding consolidated his second place. With Harvey relegated to fourth and Hawkins settled comfortably, third, Goulding set about catching Morris who was coasting, doing just enough to stay in front but still tantalizing the opposition.

Heat 1: 1st M. Morris, 2nd C. Hawkins, 3rd M. Goulding

Heat 2: 1st M. Morris, 2nd C. Hawkins, 3rd M. Goulding

Heat 3: 1st M. Morris, 2nd M. Goulding, 3rd C. Hawkins

Final: The closest the pack got to Morris in the final, was when they lined up on the dummy grid. Once the race was underway, Morris was out on his own. For twelve laps, Goulding held off Hawkins, but at the top bend the next time around, the latter spun into the outfield and stalled. Lone P&R, Roy John, whose Yamaha sounded much crisper and purposeful than of late, cruised on to the end, two laps down on the leader.

250 INTERNATIONAL/NATIONAL

A combined class comprising only three karts; Paul Griffiths and Derek Wheten — Nat's and Simon Joseph with his water-cooled twin Yamaha. In the first heat, Griffiths leapt into a 30 yard lead by the end of lap one with Wheten next. A lap later however, he retired to the paddock where he remained until the third heat.

Wheten spun into the tyre wall at the top bend on lap three of the next heat, stalling his Honda in the process, leaving sole finisher Joseph to limp across the line with a punctured nearside rear.

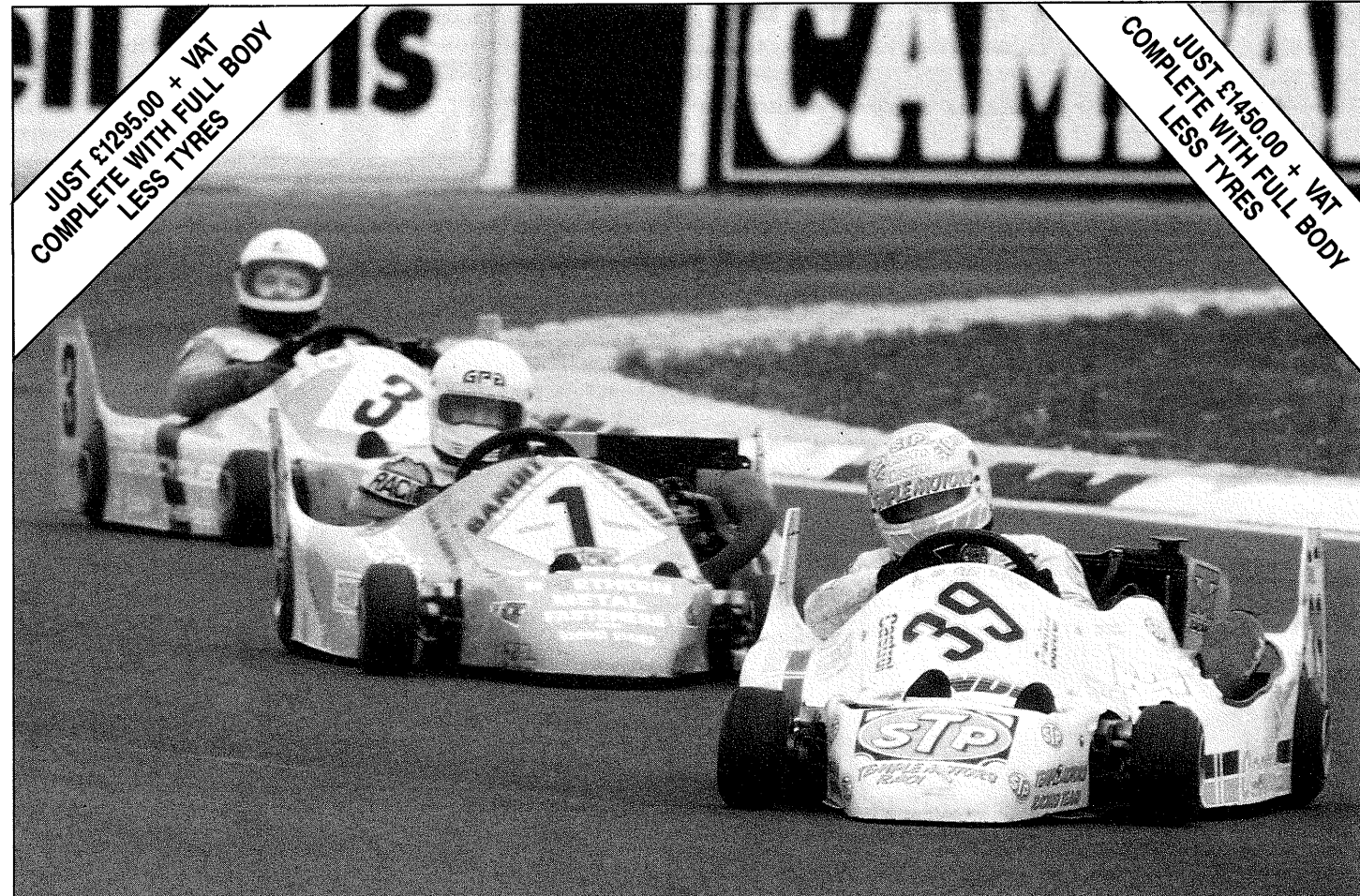
The third heat left Joseph in the pits and Wheten coasting for a finish whilst the rejuvenated Griffiths flew to an easy win.

Heat 1: 1st D. Wheten, 2nd S. Joseph

Heat 2: 1st S. Joseph

Heat 3: 1st P. Griffiths, 2nd D. Wheten

G.P.N v BANDIT



THE RESULTS SPEAK FOR THEMSELVES

CADWELL FEBRUARY

- | | | | |
|----------|-----|-------------|--------|
| 210 Nat | 1st | G. Bett | GPN |
| | 2nd | J. Wallace | Bandit |
| 250 Nat | 2nd | C. Fletcher | Bandit |
| | 3rd | M. Doble | GPN |
| 125 Open | 1st | C. Stoney | Bandit |
| | 2nd | G. Roscoe | GPN |

SNETTERTON MARCH

- | | | | |
|----------|-----|-----------|--------|
| 210 Nat | 1st | G. Bett | GPN |
| | 2nd | S. Quance | GPN |
| 125 Nat | 1st | G. Sykes | GPN |
| 250 Nat | 1st | M. Doble | GPN |
| 125 Open | 1st | C. Stoney | Bandit |

GPN = 11

BANDIT = 11

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IS YOURS**

SILVERSTONE APRIL

- | | | | |
|----------|-----|-------------|--------|
| 250 Nat | 1st | M. Doble | GPN |
| | 3rd | R. Boston | Bandit |
| 125 Open | 1st | C. Stoney | Bandit |
| | 2nd | G. Roscoe | GPN |
| | 3rd | I. Beaumont | Bandit |

CADWELL APRIL

- | | | | |
|----------|-----|------------|--------|
| 210 Nat | 1st | G. Bett | GPN |
| | 2nd | J. Brennan | Bandit |
| 250 Nat | 2nd | R. Boston | Bandit |
| | 3rd | S. Mathews | Bandit |
| 125 Open | 1st | C. Stoney | Bandit |
| | 2nd | G. Roscoe | GPN |

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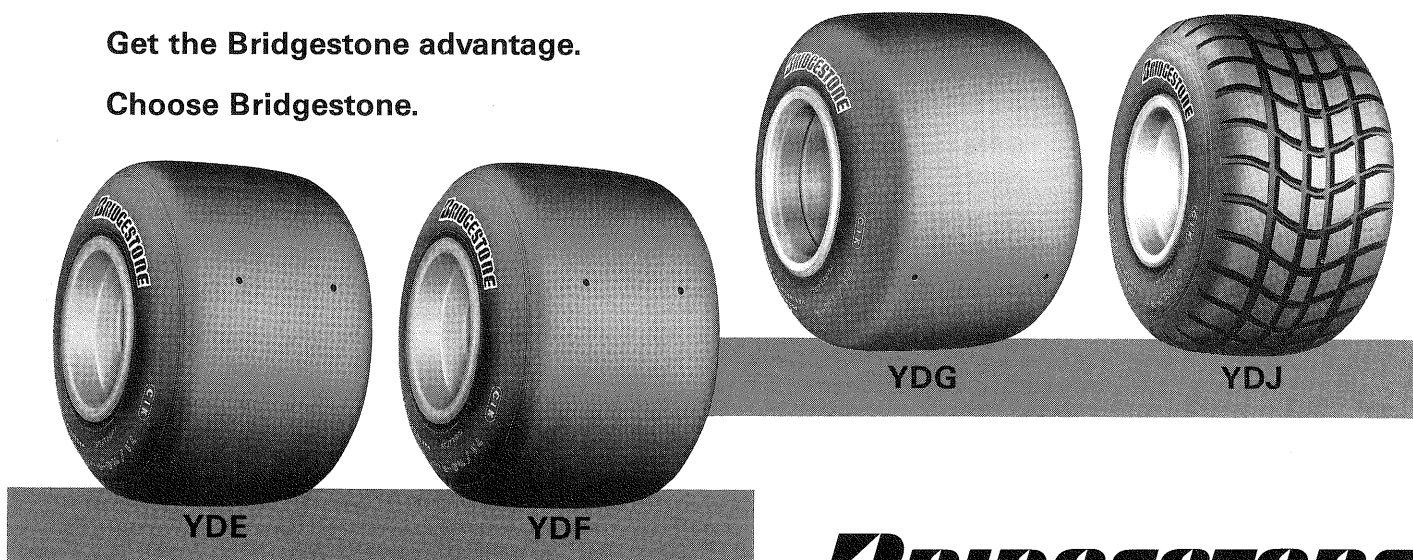
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BRIDGESTONE

CLUB SCENE

Wombwell

3rd Final Round Winter Series SUNDAY, MARCH 13th

I should have kept my big mouth shut; after singing the praises of the South Yorkshire weather for not dropping copious amounts of that flaky white stuff on our two previous rounds it more than atoned by dropping absolute bucketsful of the equally undesirable wet stuff on our final round. An unsuspecting 130 drivers, as usual from the length and breadth of the country, turned up to contest the last round of the Winter Series and our thanks go out to Kartsport, Hunter Haulage and Kirby Central for so generously supporting the Series.

CADET

The heats went to Matthew O'Hara and James Meanwell with Gavin Greber, Antony Hunter and Gavin Richardson taking the other places. In the final O'Hara shot off to open up an enormous lead from Meanwell and initially Scottish Champion Craig Murray lost the latters bad luck continued and he disappeared on lap 4. The only major movement was from Hunter who, from last on the grid, worked his way through to third at the finish. At the flag O'Hara had lapped all bar the first three and had an enormous lead from Meanwell, whose second clinched the Series win, and Hunter with the others well adrift.

JUNIOR BRITAIN

As usual a large competitive grid of Juniors giving heat wins for Gary Smith and Andy Cox but the most constant driver was Daniel Liddle with a second and a third giving him pole for the final. Other front runners were Steven Hunter, Antony McHugh, Chris Clarke and Stuart Capstick. In the final Smith got the drop from the outside to lead Liddle, Clarke, Cox, Melville, James Matthews and Paul Ibbotson up the straight. Disaster struck in the top bend with Karts disappearing in all directions. As they emerged from, would you believe, the first sprinkling of snow Liddle had a healthy lead from Melville, Matthews, Ibbotson and Capstick with three of the early leaders missing. Liddle began to pull away and on lap 3 Melville disappeared, Matthews spun and Capstick passed Ibbotson for second. Throughout the early laps Smith was charging through the field making up for his first lap spin, 12th on lap one up to third by lap nine and by the start of the last lap he was on Capstick's bumper and beautifully through to second up the inside of the pit exit bend. Liddle presumably coasting, came home 20 yards ahead of Smith and Capstick followed by McHugh, Matthews, Jonathan Greensmith and Nathan Ferriday. After an anxious wait Capstick was declared winner of the series from Smith and Liddle but it was oh so close at the top.

SCHOOLS 50cc GEARBOX

The schools races started under a cloud as it was finally announced that St Wilfrids series leader had been excluded from the last meeting for prematurely using a modification subsequently accepted by the governing body. However this didn't dampen the enthusiasm we have come to expect of these doughty battlers and the heats went to Gary Mottershead (All Hallows) and Greg Butler (St Wilfrids) with the other places going to John Hatley (Queen Eliz), Andrew Scholes (All

Hallows) and Val Fernandez (Breezhill). The two Series leaders Simon Ganghan (St Wilfrids) and Valerie Lord (Breezhill) had to be content with mid grid final positions after both failing in one heat. From the lights Mottershead grabbed the lead from Fernandez and the two Y2's began to pull away from Scholes, Ganghan, Butler, Stephen Grundy and Butler. Lap two and Ganghan's chance of the title disappeared as he ground to a halt whilst Valerie Lord kept her hopes alive as she moved steadily up the field. At the half distance Mottershead had shaken off Fernandez who was now under pressure from Scholes and Hatley but then with a large gap back to Lord who was being given some very close attention from Chrisletons Fewtrell and must have been very thankful of her obvious speed advantage up the straight. On the last lap Fernandez contrived to spin and let Scholes and Hatley through but managed to recover to hold off his team mate Lord who was followed by Fewtrell, reigning Champion Butler and Simon To?????

The Series title went to All Hallows Andrew Scholes who, although without a win on his Fantic, had finished all nine races in the top four and showed that consistency is what series racing is about. Second went to Mottershead and third to Fernandez followed by Toby Halton (Market Weighton) and Valerie Lord (Breezhill).

SENIOR BRITAIN

Three heats were required for the usual healthy grid of Senior Britains. Two wins went to Steve Haslett, now back to his winning ways, with the other going to the ever green Darren Gibbs. Other front runners were Chris O'Hara, Michael Hair, Simon Court and Gavin Hogg. The front row of the final saw Hazlett and Gibbs with O'Hara and Court on row two. From the lights Hazlett got the drop only to go past the pit exit bend and lose several places, thus Gibbs led the pack up the straight. The top bend claimed several karts and as they emerged from the snow clouds Gibbs had a commanding lead from Hair, Roscoe and Hogg, who was to disappear a lap later.

Hazlett, presumably furious, was absolutely rocketing through the field and taking Roscoe up the straight and Hair in the pits hairpin to trail Gibbs by just 8 secs on lap 6 closing to 6 secs on lap seven only to disappear a lap later just as we were expecting a grandstand finish. His loss left Gibbs with an enormous lead from Hair who was in turn well clear of the younger Roscoe with less than half the original starters still running. At the flag Gibbs won from Hair, Roscoe, Dave King and Glen Forber. Winner of the 'B' final James Kitching came through to a creditable 9th.

100 NATIONAL

A bigger entry here than in the Britains, it does seem that, with National tyres so much cheaper than Britain tyres, the cost difference between the classes has been reduced to such a low level that more and more are turning to National and its hard to remember times not too long ago when we could hardly raise a decent grid. Three heats required along with two finals and victories went to Gary Tupper (on the new Anderson) Dominic Connelly and Paul Rees. Seconds to Peter Olsen, Andrew O'Hara and John Wilcock with the thirds going to Wilcock, Jamie Hunter and Stephen Sykes. The 'B' final started with only five participants and when one fell by the wayside Ken Wright quickly called the remaining four to join in the back of the 'A' final and save valuable time, a gesture which proved very wise because as the 'A' final grid rocketed round for the customary "rolling lap" the snow

was beginning to stick on the tarmac as well as the grass now white over. They fairly whistled past starter Dave Butcher who was having none of it so round he went again amidst angrily waved flags only for Wilcock to grab an absolute flyer off grid 2 but get on the grass to let Tupper lead the pack up the straight. At the end of the first tour Tupper led Wilcock, Connelly, Martin Jubb, Olsen, Martin Prior and Hunter and for a couple of laps Tupper pulled away from the six kart scrap behind him but on lap 4 Connelly took Wilcock into the top bend and Jubb began to look for his way through. A lap later he found it coming out of the top bend and set about Connelly squeezing through into the top bend only to be retaken out of it but not to be denied the Barnsley youngster was back in front at the old pits hairpin only to relinquish the position up the straight. A late drive on the brakes saw Jubb through into the top bend only for Connelly to get the better line and regain the lead out of it. Just as all this seemed to be too much for the nerves a tailender got in the way allowing Connelly to open up a gap and take the heat out of the situation. Meanwhile Tupper was heading for the flag with a ten second margin from Connelly, with Jubb back on his tail and a healthy gap back to Wilcock, Prior, Hunter and Olsen. After all the points were totted up the Series went to Connelly from Wilcock, Dave Redfern and Peter Blake.

GEARBOXES

The usual mix of gearbox classes with a healthy sprinkling of Villiers, once the dominant engine at Wombwell, but just beginning to recover from a very lean spell. The heats went to Martin Hemmens and Michael Watkins whilst other front runners were novice Alan Taylor (2 seconds) and Andy Bratley.

In the final front row man Nick Guy seemed unable to disengage his clutch and was obliged to nip round the short circuit missing the start. Taylor grabbed the lead only to be passed early on by Hemmens and as they completed the first lap Bratley, Gilson and Watkins led the chasing bunch. Gilson after disappointment in the heats had clearly sorted out his problems and was third on lap two, second a lap later and inherited the lead as Hemmens spun at the pit entrance. However the Humberside drivers joy was short lived as he retired to the pits on lap seven to leave Hemmens back in front well clear of Taylor who was coming under pressure from the 250 Nat of Michael Watkins who used his extra cc's to power past on the straight but too far adrift of the leader to hope for victory. At the flag Hemmens was some 30 yards clear of Watkins and Taylor who had almost half a lap cushion from fourth placed man Andy Bratley. Colin Sanderson's 5th place gave him yet another Wombwell Villiers win with the two 125 PVR's of John Hunter and Mark Robinson the only other finishers. Before anyone could start rejoicing at their series positions the news hit the window that all bar three of the Gearbox brigade had been excluded for excessive noise and poor old Ken Wright bore the wrath of the unhappy drivers. I have sympathy for both sides.

Every member of the Wombwell Committee faces court action for any further breach of the planning regulations committed at the circuit and we must all rely on Ken to see that noise, the biggest complaint from the local residents, is given very close attention, yet one has to feel sorry for drivers who are allowed to produce several times the maximum level at other circuits without any form of penalty or even notice. Surely it must be wrong for clubs without their own noise problems to allow flagrant breaching of the rules which endanger the future of clubs

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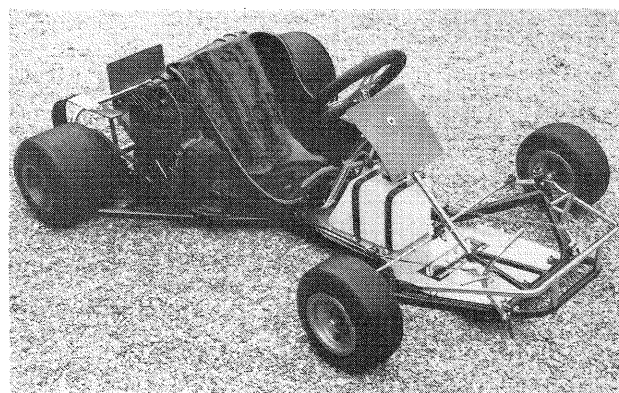
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THE CLASS 1 COLUMN

NEWS

Oops!...

The mystery Ex-Junior British Champion returning to karting, as omitted last month, was of course the well known printer's error *Kevip Warmer!*

Steve Tillet's retirement was even briefer than anticipated... He is rumoured to be racing in the first Super One Round on a Hutless/RKD set-up courtesy of the jovial Ked and Viv of Red Dragon Racing. The Swiss Hutless Chassis has been available here for some time but has yet to make an impression outside Wales, although the company could count itself one of the biggest and most successful in Europe with a top line works team in 135 FK of Ex-World Champion Peter de Bruyn and the gifted Guiseppi Bugatti.

Swiss Hutless products are in fact widely used by British Karters, particularly the ubiquitous 5 litre floor tank, extended 35ml hubs and, of course, the monostar mag wheels used by Sprint, for instance. RKD, on the other hand, is a relative newcomer, but this French motor has also proved very successful in Europe where it finished 2nd and 4th + 8th in the CIK overall 100cc Championships.

Steve Brogan's lurid accident at Fulbeck was a timely reminder of the risks involved in karting and that it is complacent to think that nobody ever gets hurt. In the view of some the race should have been stopped sooner, but of course the assumption that Steve would just walk away inevitably delayed a decision. Steve in fact suffered temporary Paralysis of his legs due to crushed vertebrae and stayed 2 nights in hospital at Grantham under observation, but hopes to be sufficiently recovered to drive in the FK 135 Race at Monpelier.

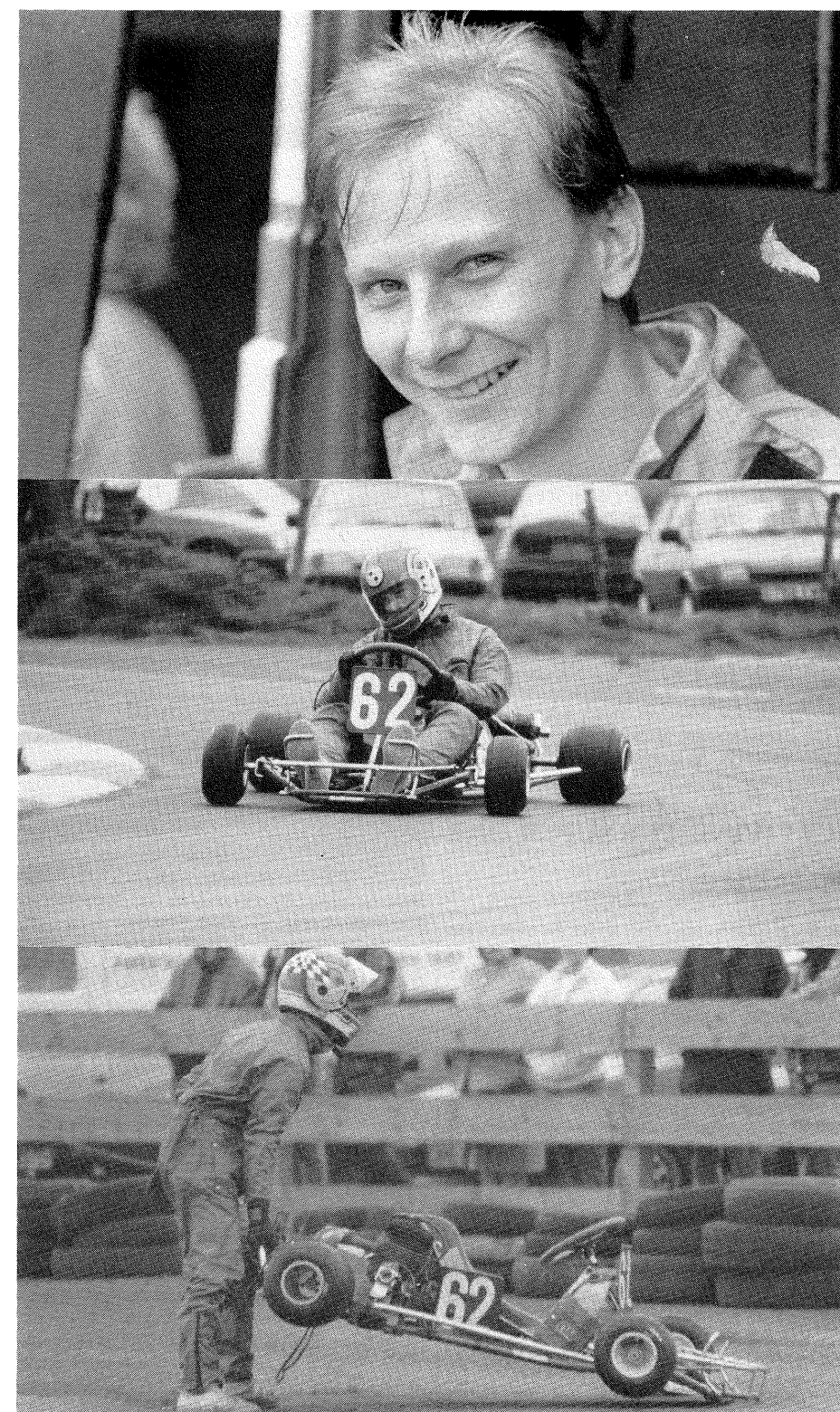
A brighter aspect of the Fulbeck meeting was the form of Scotland's Bryce Wilson, again this year on TKM/TKM equipment, whose heat wins also showed that slide carbs are not the only way to go...

There have been teething troubles in 100 National with the newly introduced slide carbs (100 Super used them last year) some makes of which resolutely refuse to "4 stroke". This problem is understood to be often caused by too small a bore check valve and passage; it should be 2 millimetres in diameter. In addition to last year's homologation of slide carbs (Simon Wright, Gillard, TKM and the venerable Redhill or is it Dartford?), Deavinsons, Kart Components, Red Dragon and South West Karting have also introduced units this year.

EX KARTERS IN CARS

Derek Higgins' progress in Motor Racing has been well documented since he made the transition from 100 Super last year and won both the Junior Formula Ford Series. He is now the works Van Diemen/Duckhams entry in the Senior Series and after a double win at Silverstone recently looks set to continue his success.

Almost as high profile has been Ex-Super One Junior Champion and RAC 100 Super Champion Allan McNish whose Ecurie Eccosse supported efforts gained enough interest to win Marlboro backing in the new Vauxhall Lotus Formula, the opening round of which at Thruxton he won. There were, however, two other karters in the



Shenington Super qualifier Dave Button was cheerful despite a troubled meeting and circulated just one tenth of off Jeremy Cotterill's lap record of 40.18. He won the first heat but was out of luck later... (Pics: Beverley Heath)

top six in that inaugural race. In third place Belgian Phillippe Adams, familiar to Intercontinental 'A' Ghent visitors ("Future Home", the sponsor, is his dad), and in fifth place was former works Deavinson driver Dougie Spencer whose undoubted talent should be apparent in this evenly matched formula.

The cars, called Lotus but designed by Adrian Reynard, are flat bottomed with relatively low downforce and clearly the lessons of 'CAR' con-

trol learned in karting can be exploited to considerable advantage.

The 2nd round of the VLC at Silverstone was won by Ex 135 Birel driver Mika Hakkinen...

In Formula Ford this year there are some Ex karters although last year they were numerically stronger. Higgins, McNish, Charlie Brown (now Saloon Car Racing) Emily Newman and Mark Salter have been joined by Nicky Hart (another

British Junior Champion), Kurt Luby (again!) and rather surprisingly double 100 and 125cc gearbox World Kart Champion former works DAP man Vincenzo Sospiri.

In Italy, where karting enjoys a hugely greater status and level of public awareness, it is not unusual for kart champions to Leapfrog lower forms of Car Racing and go straight into Formula 3.

Recent exponents are Gianni Morbidelli, Giuseppe Bonnano, Andrea Gilardi (twice Junior World Champion) and Stefano Garelli.

Formula 3 in this country has amongst many ex karters Gary Ward, Rowan Dewhurst, Thomas Danielson and former ZIP 135 karter John Alcorn who is now making an impression in his Middlebridge Reynard Toyota. This year Formula 3000 boasts Gabrielle Tarquini (125cc Champion) and Britain's best hope for a very long time Ex-Junior RAC Champion Johnny Herbert who has been unlucky to miss out on the Benneton Formula One drive despite proving himself faster than the other aspirants.

Stefano Modena is karting's most recent gift to Formula One having dominated Formula 3000 last year and seeming destined to go the way of Prost, Rosberg, and Senna. He was quoted recently as saying the drivers he most admired were Senna and Terry Fullerton. Ayrton Senna himself, who raced for DAP as Ayrton de Silva, is also on record as saying he would still like to win a World Karting Title!

Karting remains however under acknowledged as the major source of polished driving talent in this country; other countries it seems know better. . .

SURVIVING THE SUPER ONE

“LARKHALL”

For the second round of the series the Super One circus crosses the border into Scotland and heads for Summerlee Raceway at Larkhall, under the shadow of Ravenscraig Steel Works.

The Super One first came here only last year but the meeting was highly successful and had a remarkably jovial atmosphere engendered equally by good weather, friendly officials (who seemed genuinely pleased that people had made the journey) and excellent facilities, most popular of which was the ‘proper’ licensed bar!

In fact these facilities are partly the result of a grant from the Scottish Sports Council who, about four years ago assisted the West of Scotland Kart Club with improvements to the track and in building probably the most civilised club house in the British Isles; good toilet facilities, the bar of course, and cheerful catering (‘Bridies’ are particularly recommended) all housed under one roof.

The circuit itself is interesting and very demanding of both driver and equipment; first time visitors can rarely match local knowledge and the grippy but uneven surface is hard on the ribs. Setting up the kart is difficult too, although one consideration might be some extra padding in the seat, but tyre wear is low, and even Vegas has a long usable life.

Club races at Larkhall are held on the first Sunday of the month with the Scottish Open Championship scheduled for June.

This year too the RAC Scottish Championship itself is at Larkhall in September for all RAC Classes when the coveted “S” plates will be won.

Although there is no Kartshop on the circuit just 800 yards up the road is Larkhall Autopoint home to Dave Boyce Engineering. Dave, who has been around karting a long time, offers a comprehensive racing service including full engine building facilities and is ZIP distributor for Scotland.

His technical advice is respected by David Coulthard, Ian McLiesh & Alex Jack, all three Scottish Champions past or present. . .

Most people camp when racing at Larkhall although it is within striking distance of Edinburgh, about 50 minutes of fast roads away, or Glasgow, about 30 minutes on A72 and Motherwell.

West of Scotland Kart Club, Larkhall, entries to: R Miller, 579 Chapel Street, Airdrie, Scotland ML 6LE. Tel: 023 64 55642.



Paul Ozanne (Zip/Parilla) in 100 National at Shenington (Pic: Beverley Heath).

MONTPELLIER EURO

During the weekend of 16th-17th April the opening round of the European Championship for Formula K and Formula Super-Hundred took place in France at Circuit Montpellier. The weather remained partly dry giving mixed circuit conditions for the 26 Formula K and 30 Super-Hundred drivers congregated. Representing Britain in Formula K were Kali mounted Richard Weatherley and Steve Brogan aboard the Sprint. Weatherly was to fare better than Brogan in the Final, running home second to Italian winner, Federico Gemmo. Past World Champions Mike Wilson (Kali/Komet) and Jorn Haase (TonyKart/Komet) finished sixth and eighth respectively, whilst 1987 World Champion Giampiero Simoni came a lowly seventeenth. Steve Brogan ended his race in twentieth place.

Points are awarded on the basis — 15, 12, 10, 9, 8, 7, etc., down to 1 point for 12th place. The final classification was:-

		Pts
1st	Federico Gemmo (I) Tecno/Komet/Bridgestone	15
2nd	Richard Weatherley (GB) Kali/Komet/Bridgestone	12
3rd	Maurizio Mediani (I) Tecno/Komet/Bridgestone	10
4th	Richard Combes (F) Tecno/Komet/Vega	9
5th	Nicklas Johansson (S) Birel/Komet/Vega	8

6th	Mike Wilson (I) Kali/Komet/Dunlop	7
7th	Martin Bott (D) Birel/Komet/Bridgestone	6
8th	Jorn Haase (I) Tony Kart/Komet/Dunlop	5
9th	Gherardo Cazzago (I) Kali/Komet/Bridgestone	4
10th	Thomas Rabe (D) Kali/Komet/Dunlop	3
11th	Jonas Carlsson (S) Birel/Komet/Vega	2
12th	Robert Kumpen (B) Techno/Komet/Vega	1

In the Super-Hundred event Britain was represented by Champion Jeremy Cotterill (Sprint/Rotax/Vega), Gary Moynihan and David Cuff (DAP/DAP/Vega), Cotterill was 5th in timed practice. Testing was dry, heats wet. Cotterill was to the highest placed, taking second to Denmark's Gert Munkholm. Moynihan managed ninth, whilst Cuff was amongst the tailenders. Points were again awarded on the same basis as Formula K and the result sheet looked thus:-

		Pts
1st	Gert Munkholm (DK) PCR/PCR/Bridgestone	15
2nd	Jeremy Cotterill (GB) Sprint/Rotax/Vega	12
3rd	Eddy Coubard (F) Dino/Dino-Rotax/Bridgestone	10
4th	Emmanuel Collard (F) Kali/DAP/Dunlop	9
5th	Olivier Couvreur (F) Kali/RKD/Vega	8
6th	Marc Goossens (B) Swiss Hutless/Sirio/Bridgestone	7
7th	Didier Cottaz (F) Kali/RKD/Bridgestone	6
8th	Andrea Boldrini (I) DAP/DAP/Vega	5
9th	Gary Moynihan (GB) Wright/Parilla/Vega	4
10th	J-Christophe Bouillion (F) Alpha/Parilla/Bridgestone	3
11th	Massimiliano Papis (I) PCR/PCR/Vega	2
12th	Sandro Zani (NL) Swiss Hutless/Bridgestone	1

In the ‘Race of Champions’ Mike Wilson was to show his old form, taking his Kali home to a fine victory, ahead of Johansson and Haase. Weatherley managed a fifth this time out, whilst the Netherlands Peter de Bruyn claimed 14th, Simoni 24th and Brogan 27th.

		Pts
1st	Mike Wilson (I) Kali/Komet	15
2nd	Nicklas Johansson (S) Birel/Komet	12
3rd	Jorn Haase (I) TonyKart/Komet	10
4th	Rob van Es (NL) Swiss Hutless/Komet	9
5th	Richard Weatherley (GB) Kali/Komet	8
6th	Gert Monkholm (DK) PCR/PCR	7
7th	Jonas Carlsson (S) Birel/Komet	6
8th	Thomas Raabe (D) Kali/Komet	5
9th	Roccardo Dona (CH) TonyKart/Komet	4
10th	Jacques St Guirons (F) Birel/Komet	3
11th	Stefania Seyd (I) PCR/PCR	2
12th	Olivier Couvreur (F) Kali/RKD	1

waiting for and was through to lead. Try as he may over the remaining two laps there was no way Keith could regain the lead, so after one of the best Britain races I’ve ever seen Martin Verity took the flag from Kevin Keith and Dene Roberts with Anthony Cleal in fourth place. One driver in this class caused a little confusion by the way he had fixed his rear number plate, the position of the washers gave it a totally different appearance than the others on his kart and when this was pointed out to him he admitted he knew this but didn’t think they used the rear plate to lap score. He must have thought it was there so everyone knew who they were overtaking.

1st	Martin Verity	Wright	Parilla
2nd	Kevin Keith	Wright	Parilla
3rd	Dene Roberts	?	?
4th	Anthony Cleal	Boxer	Parilla

100 NATIONAL

A total of 40 National drivers requiring five heats to sort out final grid positions.

Heat One: Martin Jubb led this one from start to finish pursued the whole race by Paul Rees. With third place going to local driver Roy Dickson. In Saturday’s practice these three had looked very quick and the result of the first heat seemed to confirm this. Another local making the most of his track knowledge was Ray Davison up from the very back of the grid to finish in 10th place.

Heat Two: From a second row start British Racing Karts driver Kevin Warner led this one all the way to the flag. Roy Dickson literally cruising in second place and not risking anything for the sake of one extra point. Gary Till held second until deposed by Roy on lap five and eventually finished third just ahead of Martin Moore.

Heat Three: Stuart Davison led this one for five laps until Craig Booth took over, Stu then

as with Roy in the previous heat was quite happy to settle for second place. Chris Hogben finishing third in a fairly static race with not many drivers making progress with the exception of Ricky Flynn who came through from grid 24 to finish an excellent tenth.

Heat Four: Craig Booth led this one all the way until the penultimate lap, as he came out of paddock his motor died and a grateful Russell Maple took over and led to the flag. Second place going to Paul Mace with Peter Stevens finishing third. (The cause of Craig’s problems, his main jet fell out).

Heat Five: We had the unusual sight of a driver in a mid grid position driving through on the rolling laps to ask the pole man to speed up the pace as his motor was beginning to oil up. He was then “involved” in an accident which broke one of his track rods and still won the heat. Once the race was eventually started it took Paul Rees only five laps to hit the front and once there no one could catch him. Russell Maple tried his best but had to settle for the runners up spot, with the winner of heat one Martin Jubb finishing third.

“B” Final: Seventeen drivers to fight it out for the privilege of moving forward to the “A” final. Richard Smith took an early lead from Lee Rennison and Jamie Hunter, after three laps Carl Antrobus and Martin Riman joined these three and all five began to open up a sizeable gap over the rest of the field. With five drivers chasing four places the action was fast and furious. On lap five it all got a little too tight down the back straight and there were karts spinning off in all directions, Smith, Hunter and Antrobus were all out. This left Rennison with a clear lead. Gary Powell was now up to second with Riman in third, Robert Scherle occupying the final qualifying place. This was the end of the real action and places remained the same to the flag.

1st Lee Rennison
2nd Gary Powell
3rd Martin Riman
4th Robert Scherle

“A” Final: With a front row of Maple and Jubb with Rees and Warner filling row two this was certainly a final to look forward to. Unfortunately Paul’s race was over as soon as the lights changed as his motor oiled up, this also held up several drivers on the inside row. Jubb meanwhile got a great start and led at the end of lap one from Maple and Warner. On to lap three and Martin and Russell had opened up a small gap and local driver Stu Davison was making good progress in sixth place but a seize ended his day on lap seven. One driver making ground quickly was Dartford Karting’s Craig Booth starting near the back he was up to eighth after only five laps and was undoubtedly the quickest man out there. The order up front remained the same with Warner now a distant third. Lap ten and Booth was up to sixth but surely couldn’t catch the leaders, on this lap Darren Maple spun out after holding fourth place since the end of the first lap his position being taken by Chris Hogben. These placings remained the same to the flag. Of the qualifiers from the “B” final only Lee Rennison made any noticeable headway eventually finishing tenth.

1st	Martin Jubb	Wright	Parilla
2nd	Russell Maple	Dino	Dino
3rd	Kevin Warner	B.R.K.	?
4th	Chris Hogben	?	DAP

The end of a great day for the WRIGHT camp making a clean sweep of all the “A” finals. I hope you all enjoyed your weekend up North and look forward to seeing the lucky ones for the SUPER ONE proper in August if not before.

M. Armstrong

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

SUPER ONE QUALIFIER

FELTON 3rd April 1988

One Hundred and five hopefuls had entered the second qualifying round of the super one series at Felton over the Easter weekend. Many drivers arriving on Friday and settling in before Saturday's practice. As many of them had not raced at Felton previously the practice sessions were always very busy. The organisation on Saturday was excellent and everyone seemed to get sufficient practice time to both find their way around and set up equipment.

Race day dawned very wet at Felton with everyone thinking that the SUPER ONE JINX had struck again but by 9:30 it had dried out enough to allow some to use slicks in their first practice and before racing began at 11:00 conditions were perfect for both the drivers and approx 600 spectators who lined the circuit.

JUNIORS

The Juniors were first into action with five heats needed to sort them out.

Heat One: Guy Smith dominated this one, he led from lap two and was never headed but perhaps a sign of things to come was an excellent second place for Ralph Firman from grid 17. Johnathan White finishing in third, James Mattens also had a good drive from grid 18 to finish 6th.

Heat Two: James Mattens started this heat where he had finished his first, in excellent form. From a mid grid start he was up to second on lap three and led after seven laps. Second place went to an equally quick Richard Westbrook who had led until deposed by Mattens. Ralph Firman completed the top three and certainly looked the man to beat.

Heat Three: Superb victory for Ralph starting on the second row it took him six laps to hit the front but once there he was never in any trouble. Runner up spot went to Mark Blair with James Mattens in third, drive of this heat from the very back of the grid to sixth place in only ten laps came current club champion Chris Clark in his first heat of the day.

Heat Four: Darren Manning winning this one in a good race with Nick Dudfield. Philip Whaley showing in the top three for the first time just holding off a fine challenge from Paul Ibbotson. Winner of heat one Guy Smith starting from the back made it up to 10th place before the flag.

Heat Five: Three different drivers led this race. Philip Whaley led for the first couple of laps then Chris Clark led until lap six when Guy Smith took over and held it to the flag. Richard Westbrook again showing he was on the pace finishing 7th. After being held up over the first few laps he made rapid progress through the field during the middle and latter part of the race to finish a good 7th from a grid 20 start.

"B" Final: B finals have a habit of being hectic and this one was no exception with sixteen drivers in search of those top four places. Nick Moss it was who led for the first few laps followed by Brad Litern and D. Doherty. On lap four Moss spun out and Doherty took advantage of the confusion to take the lead. Henry Stanton was up to second and going very well with Steve Hunter also making a charge looking for a top four spot. On the penultimate lap Stanton was through to lead and Hunter had taken over fourth place at the expense of Stephen Warburton. So at the flag the four to move forward to the 'A' final were Stanton, Doherty, Litern and Hunter.

"A" Final: The winner of this final was going to come from one of the four drivers Firman, Smith, Mattens and Clark they were visibly the

quickest on the day. At the end of lap one the order was Mattens from Firman, Clark and Smith. A mistake on lap four dropped Mattens to fourth place as Firman took over at the front from Smith and Clark. On to lap seven and disaster for our current club junior champion as Chris went into the hairpin Richard Westbrook took the inside line to the corner and their karts touched resulting in Chris spinning out, he was quickly restarted but in a field of this class had no chance of making up the lost ground.

Out front Ralph and Guy had opened up a sizeable gap from the rest of the pack and were lapping the circuit as if they were glued together, James Mattens was still a lonely third with the consistent Darren Manning in fourth. At the end of a very exciting twelve laps Ralph Firman won by less than a karts length from Guy Smith (the "established" junior Britain drivers will certainly have to watch these two) with James Mattens third and Darren Manning in fourth place.

1st	Ralph Firman	Wright	Parilla
2nd	Guy Smith	Gillard	Parilla
3rd	James Mattens	Boxer	Parilla
4th	Darren Manning	Gillard	Dap

100 BRITAIN

It took only four heats to sort out the twenty eight Britains who had entered.

Heat One: Victory in the first Britain heat of the day went to Martin Verity from Steve Cooke Martin and Chris Dagless. All the first three had mid grid starts and made early progress to the front.

Heat Two: Cooke Martin took this one from Verity after the latter had led for the first four laps. Janet Armstrong held third place from lap two to the flag. Janet who is under the wing of former super kart driver Duncan White showing she is a force to be reckoned with.

Heat Three: Lights to flag victory for Tony McCarthy, three different drivers held second

place but Derek Watts was there when it counted. Third place going to Anthony Cleal in a good drive from grid fourteen.

Heat Four: The winner of this heat came from grid seven, Dene Roberts making steady progress and grabbing the lead three laps from the end. Second place going to Kevin Keith who had led until lap seven and Anthony Cleal rounding off some good heat results with a third, drive of the heat had to be that of Steve Cooke Martin who came through from grid 18 to finish fifth and secure pole position for the 'A' final.

"B" Final: Eight drivers looking for four places and we actually had four leaders during this race. Nick Spilker led at the end of lap one until Richard Mortimer took over to lead until the end of lap four. The Mark Hudson thought he would have a go but the man who led at the flag was Andrew Graham. Two of the early leaders having problems failed to qualify. Hudson and Spilker finishing in sixth and seventh place respectively. The four going through to the 'A' final being Graham, Mark Smith, Mortimer and Simon Davidson.

"A" Final: All the good work of the heats was to come to nothing for pole man Cooke Martin as he failed to appear at the end of lap one. Kevin Keith led from Martin Verity and Anthony Cleal. These three in a tight bunch with first of all Jason Bird then Dene Roberts leading the chasing group. On lap five Cooke Martin rejoined the leading bunch but despite blue flags waving all around the circuit he refused to give way to anyone. I can't understand his mentality as on more than one occasion he came into contact with other drivers. The leading group now consisted of six karts including the lapped driver with every one looking for the opportunity to gain a few places but such was the pace it looked as though they would have to rely on someone else's mistakes to make any ground. For lap after lap there was no change in the order then with two laps left Verity spotted the gap he had been



Ralph Firmin (Wright/Parilla) won the Junior Britain Final (pic: Beverley Heath).

SHENINGTON SUPER ONE QUALIFIER — PICTORIAL REPORT BY BEVERLEY HEATH



Jason Yeomans (Wright/Parilla) in Junior Britain.



Chris Hawes tried Ricky Grice's Colt instead of his usual Superdart.



Ricky Flynn (BRK/TKM) leads Martin Moore (Fullerton/Parilla) in the final for 2nd and 3rd places.



Robert Shirle (Sprint/Rotax).



Peter Rayner (Sprint/Parilla) looking mean in 100 National...



The three way battle between Martin Verity, Kevin Keith and Michael Hair for 100 Britain honours.



Excellent racing in the Junior Final as James Matthews, the eventual winner, leads Guy Smith and Ralph Firman.



Eventual winner Paul Rees (11) presses leader Peter Stephens during their epic dice in 100 National.

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KARTINGS MOST STABILISED CLASS

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28th March 1988

Dear Sir,

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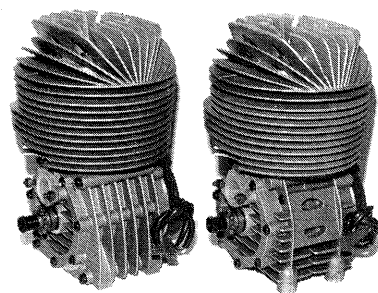
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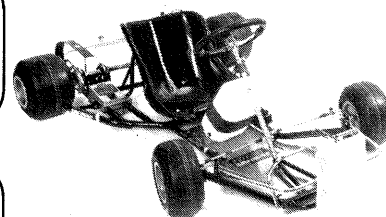
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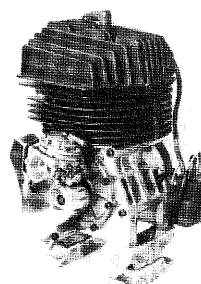


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Engine: _____
Race Number: _____

If you wish to race 125, 250 Nat or Formula E, do you wish to race in Europe:
YES/NO

EASTER KART PARADE

STORY: ED McCORMICK

PICS: IAIN BLAIR

Following on last year's success the BRDC at Silverstone repeated its invitation to Long Circuit drivers to race in the annual Easter Monday event on April 4th. This time the invitation was extended to include 210 and 250 National as well as 125cc and Formula E. The weather could have been better, rather than cold, windy and heavily overcast, although on the plus side the rain did keep away. Racing was on the 1.608 mile Club Circuit, where previously only the 125cc and Formula E had had the opportunity to establish lap records — 125cc by Chris Stoney at 1min 03.90sec — 90.59mph and in Formula E Tim Parrott with a 56.4sec — 102.63mph. Whether or not those records would be smashed remained to be seen as the total of 115 drivers of the four classes arrived to add to the throng in an already crowded paddock... Each class would compete in one 10 lap race, the starting order established from times taken during the practice sessions commencing at 11.30am after scores of protective straw bales had been strategically placed at hazard points around the circuit.



For Roger Goff the victory trail continues...

A small grid of 210 National led out the practice sessions and, when the allocated 15 minute period had lapsed, Simon Quance had notched up the quickest time and the list looked thus when posted:

Simon Quance	1min 08.01 — 85.11mph
Mark Lockley	1min 09.05
Steve Jones	1min 09.83
Igor Ashwell	1min 11.82
Graham Poultney	1min 12.04
Steve Adams	1min 13.01

Three drivers failed to record qualifying times — Terence Wildish, Terry Percival and Mark Johnson, all of whom would start from the back of the grid.

A good field of 39 drivers on a mix of air and water-cooled machinery drove the second practice period and it was Chris Stoney with the CSK Rotax who headed the list. Already it was beginning to look like Stoney's previous record would fall under the hammer when racing started.

Chris Stoney	1min 02.13 — 93.17mph
Steven Webb	1min 04.30
Nigel Wigg	1min 04.36
Graham Roscoe	1min 04.41
Bruce Moore	1min 04.79
Ryan Baptiste	1min 05.05

Again, a number of drivers failed to record times, notable amongst them being new-comer to the class Graham Sykes, Richard Fenton and Colin Poole.

250 National had the second largest grid of the day, with 33 drivers signed on. Dino pilot Mark Allen, although in attendance, was not racing,

back problems precluding him from taking part. All the regular Long Circuit faces were present to show the public what the single-cylinder category was capable of producing. Sanderstead's Mike Doble proved quickest, the Honda motor running sweetly throughout the session...

Mike Doble	1min 01.70 — 93.82mph
Mark Webster	1min 01.81
Colin Fletcher	1min 01.87
Richard Boston	1min 02.51
Peter Morgan	1min 02.65
John Taylor	1 min 03.14

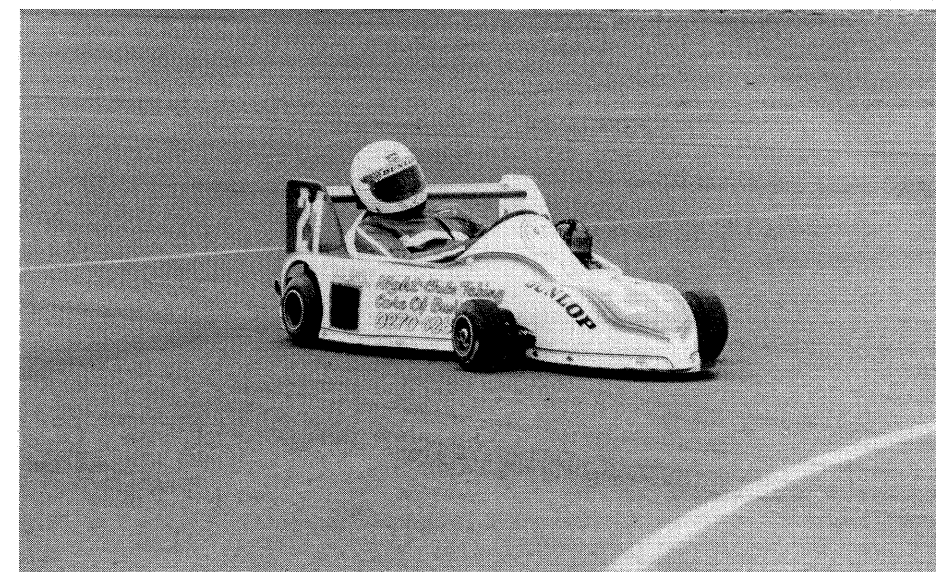
An entry of 25 Formula E contenders ran against the clock in the remaining session before the lunch break, Zip boss Martin Hines, driving the Bandit, notching up the fastest lap, clipping eight-tenths off Tim Parrott's previous year's time.

Martin Hines	55.58 — 104.15mph
Tim Parrott	55.97
Ian Shaw	56.07
Roger Goff	56.11
Phil Glencross	56.11
Bryan Harvey	56.71

The grid formation was 5 x 4, with a Zip in each class having earned pole position, the Villers being the first race of the class, commencing at 2pm...

210 NATIONAL

The lights switched to green and it was Quance and Lockley vying for the lead as they headed into Copse for the first time, with Ashwell trying to duck up outside and grab an early advantage as the corner loomed. Along to Maggotts it was Quance in the lead but coming under pressure from Lockley, Ashwell and Steve Jones. Down the Club straight heading into Woodcote Quance took a wide line and spun which let the majority



Steve Jones took his Villiers home 11 seconds ahead of anyone else



Steve Jones

of the field through and he was forced to rejoin the proceedings well down the order. Jones now had command from Ashwell and Lockley as they disappeared under the Sheel Oils footbridge. Steve Hurst, after starting from the second row, was the first retirement, grinding to a halt on the grass run-off. The end of the second lap Jones still dominated, Lockley was into second, a demoted Ashwell close in tow, followed by Poultney, Morris, Adams, Glynn Jones, Tom Thacker, Jeremy Pinney and Simon Quance; Johnson and Percival were running at the back.

The third tour gone and the only change to the order was Quance's self-promotion by three places to seventh. Out front Jones looked quite comfortable in the lead but Lockley and Ashwell were hotly disputing second place, resolved in Ashwell's favour by the time the next lap closed, Lockley hanging on in the tow. Morris had moved into fourth, Poultney the filling in the sandwich between himself and Quance who was making serious inroads on the conflict.

As the laps unfurled Jones gradually extended his lead until he had some six seconds advantage. Lockley and Ashwell continued the dispute over second place, exchanging positions regularly until Lockley unfortunately pulled into retirement under the Shell bridge with mechanical troubles. Morris, in fourth, was holding his own well against Quance and did so for a further couple of laps until the latter broke the tow, found the line and was through to take up third place which left Morris to bring along the rest of the field — Adams, Tom Thacker, Pinney, Glynn Jones and Dave Thacker; Rodney Stallan and Phil Jones brought up the rear order.

Steve Jones was to maintain his lead to the flag, crossing the line 11 seconds clear of second placed Igor Ashwell. Charles Morris eventually retook third place, leaving Simon Quance to collect a deserved fourth after earlier slip. Jones also recorded the fastest lap, a 1min 08.72, 84.23mph, a Villiers lap record for the Club circuit.

1st	Steve Jones	Stratos/CKC Villiers
2nd	Igor Ashwell	Aero/Longtune
3rd	Charles Morris	Stratos/CKC Villiers
4th	Simon Quance	Zip GPN/Villiers
5th	Steve Adams	Anderson/INvader
6th	Tom Thacker Jnr	Stratos/Invader

125cc OPEN

Stoney's time put him on pole with Webb, Wigg, Roscoe and Moore also sharing the front row. The second rank had Baptiste, Barrington, Beaumont and Colin Mason, therefore an interesting ten lap race was on the cards when the grid paraded out shortly before 2.30pm.

It was Webb who got the jump from Stoney, Moore and Roscoe to lead into Copse for the first time. On the exit down towards Maggotts though it was that man Stoney who had the lead with Roscoe in second, Webb and Moore following closely.

The opening lap complete and that was still the order of the leading quartet. Shaun McLaughlin led the rest of the field, heading a tight bunch of karts — Ian Mason, Graham Barker, Ian Beaumont, Steve Young and Boyd Barrington.

Halfway through the second lap Stoney had a one and a half second advantage over the battling duo of Roscoe and Webb.

Whilst the leader motored into the next tour Roscoe was successful in wresting second place from Webb but couldn't shake the latter from his slipstream. Moore was still in fourth leading McLaughlin, Ian Mason, Beaumont and Barrington. Louth driver, Graham Barker, had dropped back a couple of places and appeared next out of Woodcote leading Calvin Hurley, Colin Mason and a demoted Steve Young.

Stoney's advantage had increased, now almost to three seconds. Roscoe and Webb were still locked in dispute over second and both Ians, Mason and Beaumont had deposed McLaughlin and Moore, Barrington hanging on close in eighth. Hurley was next along with Simon Cullen putting in an appearance in tenth.

The halfway point and Stoney was a good 200 yards out in front. Roscoe and Webb were still at it but Webb went a little wide at Woodcote and got into a slide which allowed Roscoe to shake him off. Fourth place was being hotly contested by Beaumont but Ian Mason wasn't giving anything away. McLaughlin headed the rest of the field, having deposed Moore for sixth.

With three laps to go, Stoney out on his own, Roscoe almost overcooked it at Woodcote, he left his braking very late and with plenty of tyre smoking slid wide but managed to recover before Webb could capitalise on the error. A lap later Webb, unfortunately, was in trouble and forced to retire from the battle.

Chris Stoney hammered down the Club straight, a clear 15 seconds ahead of Graham Roscoe, to take the flag. The dispute for third place was resolved in favour of Ian Beaumont who flashed home some one and a half seconds ahead of Ian Mason. Bruce Moore held onto fifth with Shaun McLaughlin grabbing sixth.

Chris Stoney smashed his own record of the previous year by two seconds — 1min 02.02, 93.33mph.

1st	Chris Stoney	Zip Bandit/CSK Rotax
2nd	Graham Roscoe	Zip Bandit/Rotax
3rd	Ian Beaumont	Zip GPN/Zip Rotax
4th	Ian Mason	Stratos/Minarelli
5th	Bruce Moore	Zip GPN/Goff Rotax
6th	Shaun McLaughlin	Anderson/Goff Rotax



Who can stop that man Chris Stoney!

250 NATIONAL

With Doble (pole), Webster, Fletcher, Boston and Morgan on the front row it went without saying there would be plenty of fireworks. The second rank showed John Taylor, Dale Couzens, Arthur Thompson and Steve Matthews as a threatening backup. The pace vehicle drew into the pit lane and Couzens grabbed the advantage when the lights switched to green but Doble was hot on his heels as they raced into the first corner. The exit and down to Maggotts Fletcher took over at the front, leading Boston, Doble, Webster and Tomlinson as Couzens slipped back a little during the course of that first hectic lap.

The tour complete Fletcher still had control, Boston, Doble and Webster in close company. Couzens had recovered and was running in fifth ahead of Morgan, Tomlinson and Paul Goodison.

Fletcher's lead had extended — nine-tenths. Boston was down to third behind Doble and fighting a running battle with Webster whilst Morgan had relieved Couzens of fifth and was homing in on the Anderson outfit of Webster. The order to the rear of the leading six was — Steve Matthews, Barry Tomlinson, Paul Goodison, Paul Fox, Martin Pluck and Dudley Martin, even though Fox did execute a spin out in the country he recovered well.

The leading quartet of Fletcher, Doble, Boston and Webster began to draw away from the rest, Fletcher coming under increasing pressure from Doble whilst Boston and Webster waited for an error. . . Morgan clung onto fifth but had a determined Matthews to contend with. Goodison and Couzens maintained a controlling hand over a long string of following karts.

By the halfway stage it was still Fletcher from Doble but there was very little in it. Webster had managed to demote Boston to fourth, the latter hanging on in the slipstream, only fractions of an inch from the Anderson bumper. Morgan was still defending fifth place from Matthews and the pair had extended a gap of some three kart lengths from Goodison and Couzens, with Martin, Tomlinson, Pluck, Fox, Harvey and Widdowson following.

Another lap under their belts and there was a change at the front. Doble managed to find a flaw in Fletcher's defence and was through to take up the running, leaving Fletcher to scrap it out with the determined pair — Webster and Boston. Out of Woodcote Fletcher was back in control once more, Webster had moved into second and Doble was down to third, a shade ahead of Boston.

With only a couple of laps left Doble had retaken the lead, Webster benefitting from his tow to move into second. Fletcher was on his tail with Boston ready to pounce should an error of judgement occur. . . Morgan and Matthews

CADET COLUMN

KIMBOLTON

10th April 88

13 Cadets signed on to compete in 3, 8 lap heats and a 10 lap final on a bright sunny but somewhat fresh day. 3 All Karts, Andrew Davidson No14, Matthew O'Hara No20, John Goss No55. 2 Wright karts, Tim Huffer No15, and Charles Butler-Henderson. 5 ZIP Karts, Darren Goff (novice) No11, Kevin Sale No16, Daniel Bailey No17, Jeremy Gumbley (novice) No48 and Jenson Button No6. 1 Dart kart, Matthew Pinney No48 and an Anderson kart, Justin Saint (novice) No69 Kevin Hall No18 having scratched after a nasty spill on Saturday at Stowe Corner.

Heat 1

John Goss led a rather speedy rolling lap from pole, Charlie Goff doing his best to slow 'em down, Kevin Sale waving at Goss to "Cool it"! At the green it was Goss leading from O'Hara, Davidson third. O'Hara 'powered' by on the straight, Davidson dived inside Goss at Stowe but John firmly shut the door. Davidson broadside . . . Charles B-H skilfully dodging him! . . . Huffers Wright slamming into the prone All Kart. Out of the Willows it was O'Hara . . . CB-H . . . Huffer with throttle pedal jammed full on! Bailey . . . Button . . . Gumbley and Davidson, pointing at his throttle pedal — "look Dad 'Cruise Control' " (jammed solid like Huffers). Lap 4 O'Hara lapped No12 as Charles got the better of Goss. O'Hara extended his lead to 50 yards over Butler-Henderson who in turn led Goss by the same distance. These 3 crossing the line followed by Sale and Bailey. Novice 48 spun and was collected by 6 who 'turned turtle' without injury.

1st	O'Hara	No.20
2nd	Butler-Henderson	No.90
3rd	Goss	No.55

Heat 2

O'Hara led from pole followed into Stow by Davidson, Bailey, Butler-Henderson and Goss. Out of the hairpin 20, 14, 90 breaking away from the pack, O'Hara extending his lead down the straight. Lap 2 and Charles "Parker Powered" past Davidson at the line, Andrew retaking him going into Stowe on the inside, to lead out of the Willows. Lap 3 O'Hara extends his lead, lapping in 33.80, as Charles took Andrew approaching the hairpin, but Andrew retook him around the outside. Further back, Goss was stuck behind Daniel Bailey having his first race at Kimbolton and (first as a yellow plate). Lap 4 Goss took fourth entering Stowe this order prevailed until the last lap. 11, 69, 6 scrapping for last place, were shown the blue flag at Kimbolton corner as O'Hara reeled them in.

1st	O'Hara	No.20
2nd	Butler-Henderson	No.90
3rd	Davidson	No.14

Heat 3

Butler-Henderson from pole followed by Davidson, Huffer, Goss, Sale, Pinney and O'Hara. Lap 2 and CB-H with Andrew 2 lengths behind well ahead of the pack, Goss locked onto Huffer's bumper. Lap 3, O'Hara stopped at Ron's feet for some mechanical attention. Butler-Henderson lapping unchallenged in 33.70. Lap 7 and John Goss got past Tim Huffer on the line followed by Bailey, Pinney & Button.

1st	Butler-Henderson	No.90
2nd	Davidson	No.14
3rd	Goss	No.55

The Final

Charles Butler-Henderson, Goss, Davidson and O'Hara . . . as Charlie sent them around again "too fast"! At the green it was 90 . . . 55 . . . 20. . . 14. Lap 2 and O'Hara dived down the inside of Goss who 'over defended' O'Hara and Davidson slicing through as one! But it was CB-H on his own as Davidson struggled to stay on terms with O'Hara . . . Goss Langing on grimly in Andys wake. As Charles prepared to lap novice 48 'Marshal of the day' . . . Richard Snider waved the blue but naughty No48 pinched the leader in, Charlie bouncing the curb at the hairpin and slowed in trouble . . . O'Hara and Davidson sweeping by followed by Goss and Bailey. Poor Old Charlie stopping at Dad's feet for attention. At the line it was O'Hara easy from Davidson clear of Goss, next up was Bailey under pressure from 8-year-old Matthew Pinney who 'stole' the last trophy off him right on the line!

1st	O'Hara	All Kart	No.20
2nd	Davidson	All Kart	No.14
3rd	Goss	All Kart	No.55
4th	Pinney	Dart	87
D.D.			

PS: Novice dads, for all the kids' safety, please make them understand what to do when shown the blue flag.

It's noticeable in recent meetings that novices being lapped tend to defend "*their*" line, often challenging the leaders passing. Please Dads, make sure your 'budding front runner' survives to achieve it. Ask them if they understand the blue flag means move "off the racing line" or stay in the middle . . . "you're in the way" (this time). Let's keep this kids' class safe.

KNOW YOUR FLAG SIGNALS!

With a large number of Restricted drivers now in the Cadet class, some with only one or two races to their credit and others actually going out on the track for the first time under real racing conditions, we thought it might be appropriate to take a look at the different flags displayed during the course of a race and explain their meanings, because they play a very important role in the safety aspects of a race. On observation, it is apparent that some of the less experienced Cadets are unaware of the importance of flag signals. This is in no way aimed as a criticism that there is any lack of parental guidance on the matter, rather it is intended as a general educational lesson from which both Cadets and parents can jointly benefit.

Flag signalling is used in all forms of motor racing — from karts to cars and the following information is taken from the current RAC Motor Sports Association Yearbook, paragraph L.2.7.

START

Most kart tracks up and down the country now employ Red/Green starting lights but, in the absence of lights or when the lights may not be in operation for some reason, the country's National Flag (Union Jack) is used to start a race.

BLUE FLAG

Held stationary — means another driver is following you close by. Waved — means another

driver is trying to overtake. He or she may be a faster, more experienced competitor, therefore when the Blue is waved it is customary to indicate by pointing which side will be safe for the other driver to overtake. DON'T FORGET — once you have indicated, do not change your mind and move over — you may cause an incident!

YELLOW FLAG

Displayed stationary — there is danger ahead, slow down, NO OVERTAKING. Waved — there is great danger ahead, slow down, NO OVERTAKING, be prepared to stop. *(Whether the Yellow Flag is stationary or waved, obey the signal. Overtaking on the Yellow Flag is an OFFENCE and under paragraph F.5.2.23 may lead to exclusion from the race if it is ignored. There will be no overtaking until the GREEN (All Clear) Flag is displayed and passed).*

YELLOW FLAG

with Red Stripes

Stationary — means slippery surface ahead. Waved — means slippery surface imminent.

GREEN FLAG

All Clear, at the end of the danger area controlled by Yellow Flags. The Green Flag is also used to signal the start of a warm-up lap.

RED FLAG

Displayed at the Start/Finish line. Immediately stop racing and proceed slowly and with maximum caution to the Pits or Startline, obeying Marshal's instructions — be prepared to STOP should the track be blocked. (This is a very important flag — DON'T FORGET ITS MEANING).

BLACK FLAG

Displayed at Marshal's post — Race stopped.

BLACK FLAG

with Orange Disc

Displayed with a white number — means warning of mechanical failure. Driver must call in for repairs.

BLACK & WHITE

Rectangular Split Diagonally

Displayed with white number — means a warning that behaviour of the driver is suspect and that the driver may be Black-Flagged on further reports.

BLACK FLAG

Displayed with white number — the driver must stop at his/her Pit within one lap and report to the Clerk of the Course. Possible exclusion penalty.

BLACK & WHITE CHEQUERED

Signifies end of race or finish.

Learn the flags, their colours and what they mean. Disobeying can cause you trouble. Always be alert and obey the flag instructions — that way you will have safer and more enjoyable racing.

SIDEPODS

Although the RAC MSA Yearbook stipulates in paragraph S.3.1.3. that Sidepods or Side Panels are forbidden, there have been comments from several quarters that they should in fact be allowed in the interests of safety as they would prevent wheels interlocking. Of course the original idea was to minimise costs in the class as far as possible, but if the items could be retailed at a realistic price fixed by the RAC MSA, then it might not be a bad idea . . .

Your thought would be appreciated.

Cadet

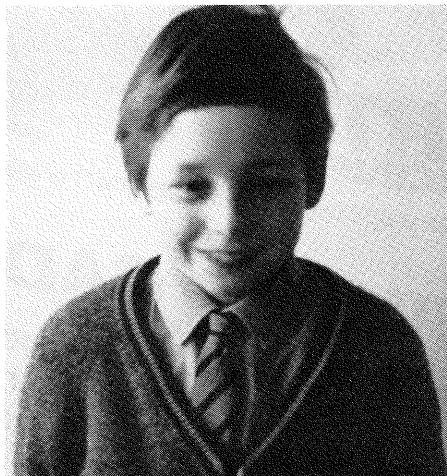
Dear Madam,
I am writing to you to tell you what my hobbies are and what I would like to be when I grow up.

Firstly, my hobbies are swimming, working on the farm and playing with my Hornby train set. I am aged nine and I am going to be ten on the 25th June. When I grow up I am going to be a farmer or a Formula 1 driver.

I am a day boy at Cranleigh Preparatory School for boys, which is in the northwest of Cranleigh. My favourite subjects are Maths and Art.

Please find enclosed a recent photograph as requested and I would be grateful if you would add me to your Cadet Register.

Yours faithfully,
Jeremy Gumbley,
Ridge Farm, Rowhook,
Horsham, W Sussex



Jeremy Gumbley — Aged 9

Dear Dawn,
My name is Andre D'Cruze. I am 11 years old. I go to Tubbenden Junior School and my favourite subject is sport. My hobbies are Scaletic racing at a club and playing football.

I want to be a Formula 1 World Champion, driving for Ferrari or Lotus, (ps. Enzo Ferrari — please keep me in mind!). I also enjoy reading the Cadet Column.

I have just started Cadet racing in a kart supplied by Playscape Racing and hope to do Junior Britain next year.

Please include me on the Cadet Register.

Andre D'Cruze,
58 Marlings Park Avenue,
Chislehurst,
Kent BR7 6RD



Andre D'Cruze — Aged 11

Dear Dawn,
I am Oliver Wood. My daddy drives a C1 Porsche 962 in the World Sports Prototype Championships.

I started karting at the end of last year when I was just 8 years old. I drive a Zip kart. My school is called Great Houghton and I like Maths and eating lunch. I also like rugby, football and athletics. I live in Northampton and I am 1.34m high, and weigh 27 kilos. When I leave school I want to run kennels for dogs and cats when people go away. I also want to race at Le Mans for Porsche.

My favourite tracks are — Camberley, Little Rissington and Hoddesdon. The problem is that there isn't any more lead from the church roof to make my kart up to the Cadet limit. I have sponsors from: LB Footwear, Cosmik Racing and DemoMan, so I must try very hard this season, whilst I am learning, to keep it for next year's RAC Championships.

Best wishes,
Oliver James,
Seymour Lodge,
47 East Park Parade,
Northampton NN1 4LA

Folio

Dear Miss Linger,
In the March edition of Kart and Superkart you requested names and addresses of new Cadet drivers, plus some general details which I give below. Although I have only just started and cannot enter the RAC Cadet Series because of my Dad's work not letting him take me away a lot until next year, he would be interested in letting me race in the occasional promotional race, if given more than two weeks notice.

My name is Wesley Crankshaw and I am 8 years of age. I go to Crookings Lane Primary School, Penwortham, Preston. My interests other than karting are — football and skate-boarding. My ambitions are to be British Champion in karting and to be a Formula 1 driver.

Thanks,
Wesley Crankshaw,
1 Marshall's Brow,
Penwortham,
Preston, Lancs



Wesley Crankshaw — Aged 8

Dear Dawn,
In response to your request in the Cadet Column, I am pleased to supply you with the information you require.

My school is Hagley First School, Park Road. My favourite subjects are — Art, English and Maths. I am 9 years old. My hobbies are — swimming, hockey and playing on the computer. When I grow up I want to be a scientist or a mechanic.

Would you please include me in your Cadet Register.

Yours,
Matthew Andrew Edwards,
31 Lodge Crescent,
Hagley,
West Midlands DY9 0ND



Matthew Edwards — Aged 9



A third for Temple Motors' Richard Boston

continued the dispute over fifth, likewise Goodison and Couzens as Martin eased away from Tomlinson and joined the action.

The closing stages and Fletcher executed a sleek move and retook the lead from Doble, Webster and Boston chasing in the wake of the pair. A short-lived lead for Fletcher, Becketts was his 'waterloo', he left his braking fractionally too late, spun out and ended his chances on the grass. Doble was back in control with Webster only six-tenths of a second adrift but his race almost ended in disaster when he had a near miss with a backmarker at Woodcote! That was the order as they crossed the line. Boston held out for third whilst Matthews scraped through to beat Morgan on the last dash to the flag. Dudley Martin homed in for sixth ahead of the Goodison-Couzens scrap; Barry Tomlinson and

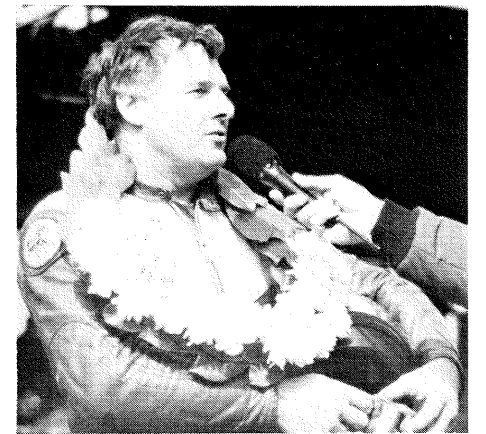
Paul Fox snatched the other two places.

Mike Doble was accorded the Club circuit lap record for the class — 1min 00.49sec — 95.69mph.

1st Mike Doble	Zip GPN/Honda
2nd Mark Webster	Anderson/ Cheetham KTM
3rd Richard Boston	Zip Bandit/Suzuki
4th Steve Matthews	Zip Bandit/ Cheetham KTM
5th Peter Morgan	Zip Bandit/KTM
6th Dudley Martin	Zip GP/KTM

FORMULA E


Martin Hines' time gave him pole for the Formula E event, the last kart race of the day before the Silverstone Racing School Parade. Sat



It was Mike Doble who snatched the 250 National honours

alongside him were Tim Parrott, Ian Shaw, Roger Goff and Phil Glencross. On the second row were — Bryan Harvey, Bernie Roberts, Alan Pritchard and Ricky Miller.

The completion of the rolling lap and the pace car into the pits lane, the lights flicked to green. It was Parrott who had the edge down to Copse with Hines and Shaw chasing hard and the rest of the pack tumbling into the corner. Shaw managed to gain the advantage on the exit and head them down to Maggotts, but through Becketts and onto the Club straight, it was the blue and yellow outfit of Roger Goff that decisively hit the front. The tables were turned — Parrott came through next, with Hines, Shaw and Glencross in close company. Into Woodcote and Shaw relegated Hines to fourth, Glencross had fallen back to sixth in favour of Harvey. Alvin Heaton led the next group — Ricky Miller, Alan Pritchard and Peter Wall. Out in the country Goff was consolidating his advantage, Shaw had



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CADWELL — 24th APRIL

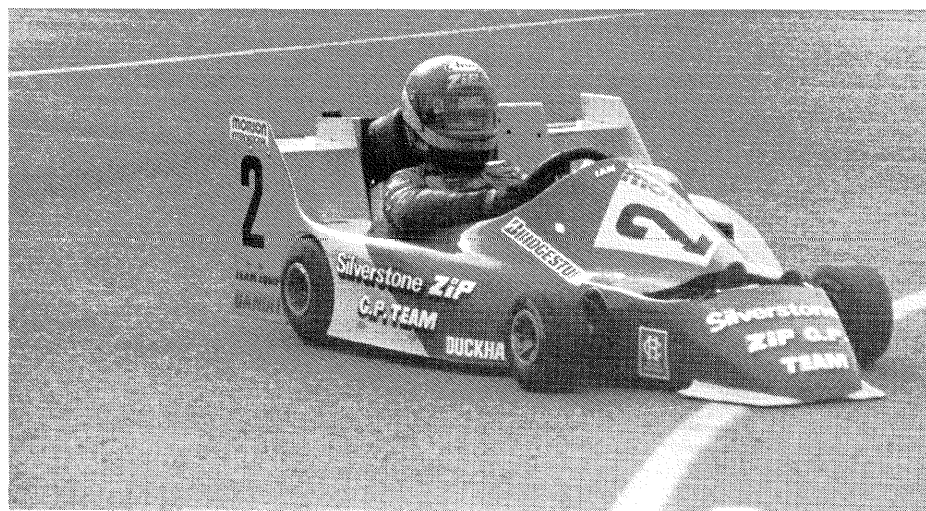
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LATE NIGHT THURSDAY



Ian Shaw took the Bandit home second to Roger Goff

beaten Parrott back into third and was chasing hard on the leader; Hines still raced in fourth followed by Harvey and Glencross. Another tour complete and Goff's lead was just over one second, Shaw, Parrott and Hines *in situ*. Glencross had forged ahead of Harvey to take up station in fifth, leaving the latter to fend off Miller, then came Pritchard, Wall, Atherton, Gosling and Lyon. That lap saw the demise of Heaton, he drew off onto the grass at Maggotts, his race terminated.

By the end of the next tour Goff had extended his advantage by a further half a second. Shaw, Parrott and Hines were running a tight formation, Parrott trying to get the better of Shaw and shake off Hines at the same time; Glencross ran a little adrift, in charge of the rest of the field.

By halfway stage Goff was out on his own, the Rotax literally flying. Shaw ran alone, having managed to shake off the attentions of Parrott, the latter coming under extreme pressure from Hines, the Bandit man eventually clearing him for third before the end of the lap, though Parrott was still there, a threat in his slipstream. Glencross and Harvey, keeping close company and much on the same pace, led Nutley who was soon to go missing, Pritchard, Papworth, Wall, Roberts well down after his second row start, Atherton, Gosling, Jackson and Eastwood. Both Miller and Lyon had spun and, in consequence, were running at the back. John Bradburn was into the pits with some terminal engine problems.

Nearing the end of lap six and Shaw had closed the distance on Goff, now to 0.38 seconds. Hines was looking a little more

comfortable in third, now that he had managed to shake off the attentions of Parrott and was gradually gaining some ground on the leading duo. Glencross, Harvey and Pritchard were next up with Roberts heading the rest of the field.

A couple of laps from the end Goff was still running well, putting backmarkers between him and Shaw which gave him an added margin of safety. Hines now had around a second advantage on Parrott, whilst Glencross was some four seconds adrift in fifth. The penultimate tour and Goff negotiated a backmarker at Woodcote, the backmarker slid wide, almost losing it in front of a charging Shaw, forcing Shaw to take evasive action to avoid what could have been a very nasty incident.

Roger Goff ran the remaining lap untouched to the flag, 1.7 seconds clear of Ian Shaw. Martin Hines finished third ahead of Tim Parrott, followed by Phil Glencross and Bryan Harvey. The other places went to — Alan Pritchard, Bernie Roberts, Ricky Miller and Charles Atherton.

Goff and Shaw established a new joint lap record of 55.14sec — 104.98mph, beating Parrott's previous year record, 56.40sec — 102.63mph, by 1.26 seconds.

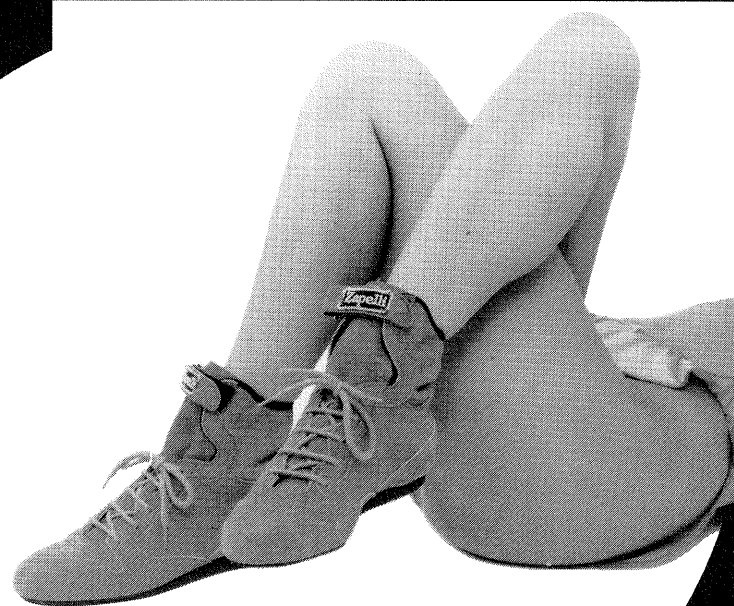
1st Roger Goff	Anderson/Goff Rotax
2nd Ian Shaw	Zip Bandit/Zip Rotax
3rd Martin Hines	Zip Bandit/Zip Rotax
4th Tim Parrott	Kelgate Zip/Goff Rotax
5th Phil Glencross	Anderson/Rotax
6th Bryan Harvey	Anderson/GDPT Rotax



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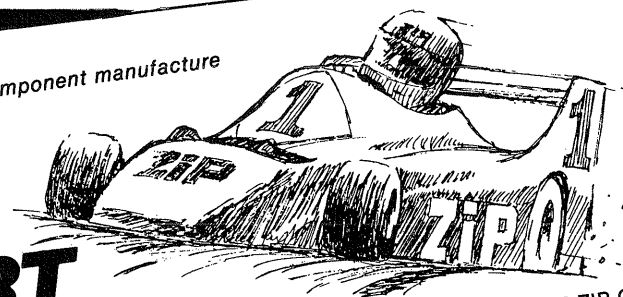


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down the inside, Murray sliding out on the marbles, side-swiping the tyres. Davidson passed Rawle for second on the 5th lap at the 'Loop'. Into lap six and Davies now a big lead over Davidson, hotly pursued by Rawle, equally closely followed by Butler-Henderson, then a gap to James Taylor and another gap to Wheldon, followed by a recovered Murray.

As Davidson came up to lap No. 77 for the second time, the restricted driver 'wrong footed' him, not once but twice. As Davidson bounced over his wheels the pursuing duo of Rawle and Butler-Henderson sliced through into joint second.

At the flag it was Davies by 50 yards from the battling trio of Rawle, Butler-Henderson and Davidson, with James Taylor making a last second bid at the line, followed by Murray and Daniel Wheldon, an uncharacteristic and distant 7th.

1st	Matthew Davies	Gillard
2nd	Brendon Rawle	Allkart
3rd	Charles Butler-Henderson	Allkart
4th	Andrew Davidson	Allkart
5th	James Taylor	Allkart
6th	Craig Murray	Allkart
7th	Daniel Wheldon	Allkart
8th	Nelson Rowe (restricted)	Zip
9th	Malcolm Smith	Wright

RAC Cadet Scrutineer David Webb impounded the heat winners and the six finalists engines and took fuel samples.

POINTS		
1st	Matthew Davies	32
2nd	Charles Butler-Henderson	29
3rd	Brendon Rawle	28
4th	Andrew Davidson	26
5th	Craig Murray	24
6th	James Taylor	19
7th	Daniel Wheldon	17
8th	Matthew O'Hara	16
9th	Giles yeates	15
10th	Danny Yeomans	13

BOGAN'S BEST RYE HOUSE

SUNDAY 3rd APRIL

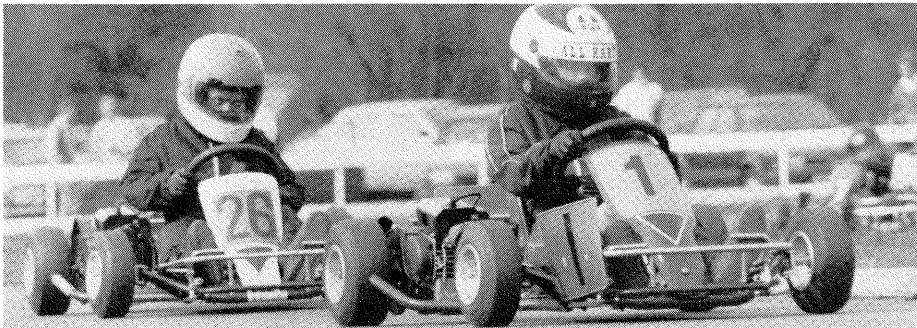
Even though Little Rissington played host to the opening round of the RAC Cadet Series 12 drivers out of a programmed entry of 17 turned out for the sunny Rye House event on the Easter weekend. The entry was an even mix of full licence holders and restricted. Those missing were Tim Huffer, Mark Taylor and Daniel Yeoman's, Lindsay Coultard and James Ellis. Featuring amongst the names was a current British Champion Clair Bogan, hoping for better fortunes than during her Kimbolton meeting on March 13th.

The Heats

Two eight lap heats followed by a ten lap final was the order of the day for the Cadets. In the first outing Bogan had pole and, on the green, put it to good use by leading the field away from the line down to stadium, Stilp, David Scott, Kevin Hall and young Bell chasing hard.

One tour complete and Bogan was securely entrenched at the front, Stilp still had second, Hall had moved in third and Bell was next up. Restricted pilot Scott Tupper had demoted David Scott to sixth, then the order was — William Thornton, Dean Panrucker, James Pears, Daniel Bailey, Richard Bishop and Oliver Smith.

Bogan consolidated her lead, quickly stretching out an advantage over the rest. Stilp was to hold second place only for another lap before taking a too wide line at stadium which tumbled him down the order thus promoting



Doug Bell (26) was Clair Bogan's closest rival in the qualifying heats and the Final (Pic: Ashley Holding)

Hall, Bell and Tupper. On the same tour Thornton spun into retirement.

By mid distance Bogan was out on her own with Hall, Bell and Tupper bunched close together, struggling over second place. Stilp was running a lone fifth, from Bailey who led the rest of the field.

Very little change during the next couple of laps, Bogan was sailing away into the distance. But as the last lap board vanished the battle for second place began to hot up. Hall was fighting off the attentions of Bell with Tupper trying to get in on the act, Bell eventually getting the better of Hall at the top bend and pulling away. Hall was to remain in third with Tupper in close attendance.

An easy victory for Bogan from Bell, Hall, Tupper, Stilp and Bailey.

The second heat and this time it was Bell on the pole with Panrucker annexed alongside; Bogan languished in the middle of the grid.

On the green light Bell sped away leading Hall, Stilp, Scott and Bogan into the first corner. The close of one lap Bell still had the edge — just — from a threatening Hall and Stilp. Bogan had gained a place, now fourth with Scott, Thornton, Bailey, Tupper and the rest strung out behind.

Another lap gone with no change in positions of the first four but Thornton had ousted Scott from fifth and was trying to haul in Bogan who was involved in a scrap with Stilp, the latter losing out by the time the next tour was complete. The order now — Bell, Hall and Bogan, soon to be — Bell, Bogan and Hall when the young lady outflanked the second spot pilot at stadium. Now it was Bell's turn to come under pressure as Bogan closed right up, ducking and weaving, looking for a way past.

It came as lap six closed and they motored into stadium on the penultimate tour. Bell left a gap on the inside and Bogan was through, driving tactically to the flag and her second win of the day. Bell lost out on second place as Stilp clawed his way up from fifth. Fourth place went to Hall, ahead of Thornton and Bailey.

THE FINAL (10 Laps)

Clair Bogan sat on pole position, alongside sat Doug Bell, a second and third having earned him

that spot. One warm up lap, in correct grid order, led them round to the lights. It was Bogan and Bell neck and neck to the corner, Bogan holding the inside line forced Bell to duck in behind; Hall, and Stilp followed with the rest of the field.

One lap complete it was Bogan from Bell, Hall and Stilp whilst Tupper headed the rest — Bailey, Thornton, Scott, Panrucker, Bishop, Smith and Pears.

By the end of the second tour Bogan still controlled the proceedings from a very close Bell, Hall and Stilp in situ. Tupper was holding his own with Thornton after the latter deposed Bailey. Scott was looking after the remainder of an unchanged field.

Bogan and Bell were the focus of attention, Bell like a limpet, emulating each move made by Bogan in the hope of pressuring her into a mistake — but no Stilp was doing likewise to Hall, the attempt seeming futile.

By mid distance Bogan and Bell had a commanding advantage, Hall had managed to shake off the attentions of Stilp for a respite whilst Tupper, Bailey and Thornton held station.

Panrucker was running in eighth with the rest of the field spread thinly behind.

For the remaining laps Bell fought vainly to relieve Bogan of the lead, trying every trick in the book but nothing paid off. She ran under the chequered flag with Bell about half a kart length adrift. Stilp eventually got the better of Hall on the run up to the line. Young Scott Tupper was next home, leading the restricted brigade, followed by Daniel Bailey and William Thornton. Dean Panrucker, David Scott, James Pears, Richard Bishop and Oliver Smith completed the field. The whole entry running the distance, under-lining the general reliability of the class.

Report EM

1st	Clair Bogan	Allkart/Comer
2nd	Doug Bell	Zip/Comer
3rd	Jonathan Stilp	Dart/Comer

Restricted		
1st	Scott Tupper	Anderson/Comer
2nd	Daniel Bailey	Zip/Comer
3rd	William Thornton	Sprint/Comer



David Scott (Pic: Ashley Holding)

CASTROL CREATE-A-KART

STANDARDS HIGHER THAN EVER AT 1988 CASTROL CREATE-A-KART FINALS



Everyone a winner. A line up of prize winners with their Karts at the 1988 Castrol Create-A-Kart finals held at Donington Park Race Circuit on 9th-10th 1988.

Donington Race Circuit in Leicestershire played host to the finals of the Castrol Create-A-Kart competition on April 9-10. Ninety-two teams and 360 children from schools all over the UK brought their Karts to compete for glory, awards and prizes.

Dawn Adams, who is responsible for Castrol's Educational Division said "We became caught up in the electric enthusiasm of the children which was mirrored by the teachers, mums and dads alike".

There were three competition classes — The Playground Kart, The Kart Component and The Racing Kart. Within each class prizes were awarded separately to NatSKA (National Schools Karting Association) members and to non-members.

During the weekend (which included a snowfall, giving a cold night to all those camping at Donington), all the entrants had the opportunity to drive their Karts around the Donington track and had the chance to meet Ramon Ferreyros Rally driver of the Castrol Sierra Cosworth and Sean Brown Racing Driver of the Castrol Sierra Cosworth Production Saloon.

All the judges agreed that ingenuity of design, standards of performance and manufacture of the 1988 Karts were very high. Among the entries was a particularly fine three-wheeled kart (Edmonton School) which the judges praised as being "exceptionally manoeuvrable and of a very practical design".

Richard Price, Manager-External Affairs, Castrol UK Limited, commented today "It was a great weekend. The standard of entries in all classes was exceptionally high, and the work that went into all the entries was tremendous. Castol is very proud to be associated with NatSKA and the Create-A-Kart competition".

The full list of prize winners was:

1. Playground Kart

Non NatSKA

1. The Harwich school, Dovercourt, Harwich.
2. Ramsden Boys School, Orpington, Kent.
3. Princes Risborough County Secondary School, Princes Risborough, Bucks.

1. Playground Kart

NatSKA members

1. Edmonton School, London N9.
2. Market Weighton School, Market Weighton, York.
3. Hampden Park Secondary School, Eastbourne, East Sussex.

2. Racing Kart

Non NatSKA

1. Elgar High School, Worcester.
2. Belgrave High School, Tamworth.
3. Maclor School, Wrexham, Clwyd.

2. Racing Kart

NatSKA members

1. Wycliffe Community college, Leicester.
2. Brigshaw Comprehensive School, Castleford, W Yorks.
3. The Windsor Boys School, Windsor, Berks.

3. Kart Component

Non NatSKA

1. Elgar High School, Worcester.
2. Moseley Park School, Bilston, West Midlands.
3. St Josephs School, Wrexham, Clwyd.

3. Kart Component

NatSKA members

1. Barnhill School, Hayes, Middlesex.
2. Valley Comprehensive School, Worksop, Notts.
3. Cheshunt School, Cheshunt, Herts.



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Bell RS (Open Face)	RAC Legal £120.00
Bell Aerosol (Full Face)	RAC Legal £120.00
Bell Motorsport (Full Face)	RAC Legal £125.00
Bell GT2 (Full Face)	RAC Legal £150.00
Bell XTRM (Full Face)	RAC Legal £299.00
Simpson Bandit (Full Face)	RAC Legal £199.00
Simpson R32 (Full Face)	RAC Legal £199.00
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Arai GPN (Full Face)	RAC Legal £225.00
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Rawle was poleman for the first outing but he was soon overtaken by Davies and pursued by Goss, Yeates, Wheldon, Butler-Henderson, Yeomans, Meanwell, O'Hara, Murray, Edwards and Davidson. The second lap and Davies extended his lead over Rawle as Wheldon made contact with Goss after passing Yeates. The disappointed Goss rejoined in 11th place behind Davidson, who passed Edwards as O'Hara and Murray dropped Meanwell, also to be passed by Davidson. Wheldon had pulled clear from Yeates but was unable to catch Rawle before the flag. Davies won by a convincing margin.

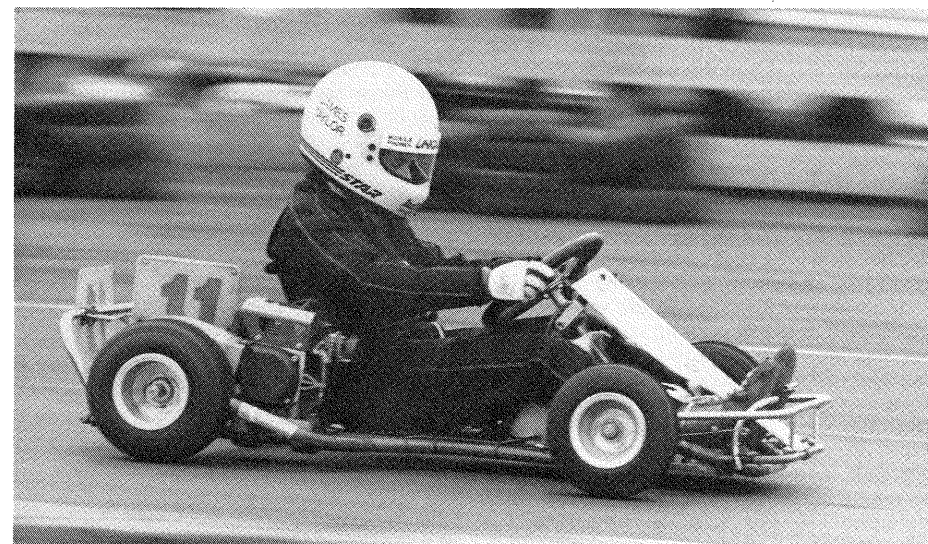
O'Hara from pole led Mark Taylor as Davidson passed Murray for third, Meanwell, Yeates and Yeomans in hot pursuit. The second lap and Murray repassed Davidson on the back straight as Davies passed Charles Butler-Henderson for 10th spot. The third tour and Yeomans passed Meanwell's Zip and, whilst entering the 'Loop', Wheldon bounced over Yeates' wheels and

landed on the grass, losing a lot of time, eventually regaining the circuit in last place. The fourth lap it was No. 13 Mark, Mike (Fulmar) Taylor's son leading at the 'Elbow' from O'Hara, Murray and Davidson. Taylor's lead only lasted to the back straight where he slowed with engine trouble. Murray took command as Davidson and O'Hara engaged in some energetic wheel-banging at the new 'Kink' section. As they started the last lap it was Murray, Davidson, O'Hara, James Taylor, Davies looking at the inside by 'Top Bend', the order changing at the line — Murray, O'Hara, Taylor, Davidson, pursued by Davies, Yeomans and Rawle.

1st	Craig Murray	Allkart
2nd	Matthew O'Hara	Allkart
3rd	James Taylor	Allkart
4th	Andrew Davidson	Allkart
5th	Matthew Davies	Gillard
6th	Danny Yeomans	Gillard

Andrew Davidson had earned pole position for the Final, his first time out in an Allkart, whilst alongside sat Brendon Rawle's version. On row two was Scottish Champion Craig Murray with grid four being a credit to nine year old Danny Yeomans. With Davies on 8th grid and Wheldon further back on 14th, the pair had a lot of work to do. . .

Davidson and Rawle controlled the pace for a first time start. At Paddock Bend it was Rawle, Davidson, Yeomans and Murray side-by-side. Several karts made contact at the 'Loop', amongst those involved were Yeomans, Mark Taylor and Edwards. On the second lap the order was — Rawle closely followed by Davidson and Murray, a gap then to James Taylor, another gap then Davies, Butler-Henderson, Yeates and some distance back Wheldon in 8th position. On the third tour Murray got past Davidson into second . . . Davies looking at Davidson's inside. . . as Yeomans retired unable to continue, having sustained some damage on the first lap. Davies found a gap and passed Davidson on the back straight. As they started lap four it was Murray in control from Rawle, Davies and Davidson, then James Taylor and Charles Butler-Henderson, with Daniel Wheldon in seventh, Butler-Henderson soon to take Taylor and set his sights on Davidson. Close stuff, as Davies challenged Murray entering the 'Kink', diving



James Taylor — a fifth in the Final (Pic: Doug Rees)

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