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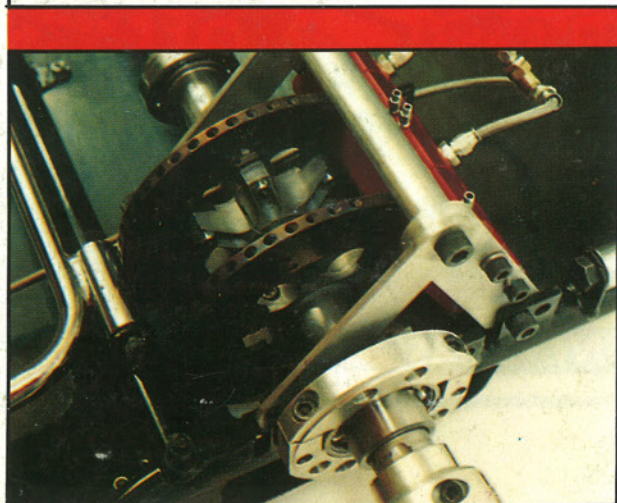
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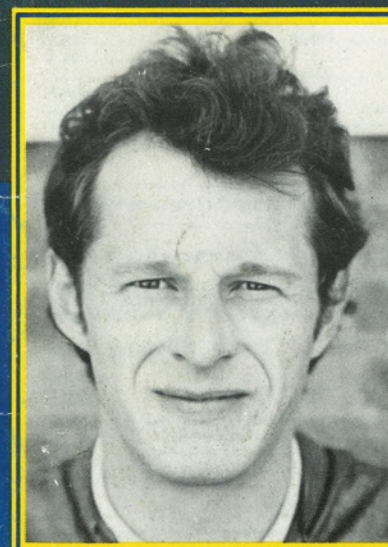
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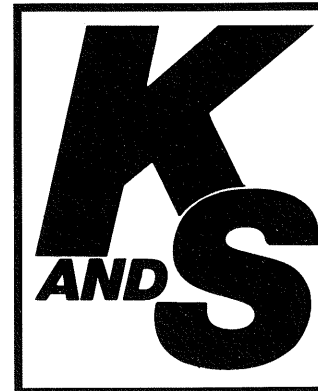
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## FRONT COVER:

The Gassin-Goff scrap at Donington Park on 29th May which lasted right into the final lap when Goff went out, leaving the Frenchman to collect top points in the European Championship.

**Inset: World Champion Eric Gassin.**

*(Pics: Doug Rees)*

MONTHLY

No. 111

# Ed, Says!.....

*Snetterton Kart Raceway was lost a few months ago to the sport when the track was ripped up to make way for a hotel. Recently rumours abounded that the popular venue Wombwell was also at risk of closing. Although the Wombwell Sporting Association is understood to be in some financial difficulties, the club strongly denies all rumours that the South Yorkshire club faces closure and a statement from its committee to the effect that 'all's well' is expected to be issued in the next few weeks.*

*The long circuit fraternity will be pleased to hear that the Dutch KC250 appears to have overcome the noise problems at Circuit Zandvoort which precluded the staging of the Annual Grand Prix at the venue last year. Sponsored by Lucky-Strike an Open International will take place at Zandvoort during weekend 20th-21st August. The event is open to Formula E, 125cc and 250cc National karts and there will be prize money (see page 7 for entry details). Although the noise problems seem to be sorted British drivers who intend to race at Zandvoort are seriously asked to respect existing noise levels as far as possible. There's no sense in aggravating the situation and it would be nice to think we could return to the circuit again next year — and the next.*

*On page 24 there is an evaluation of the RAC noise test day held at Clay Pigeon last month, although an official statement on the findings is yet to be forthcoming.*

*A few weeks ago Bob Pope's Playscape venture had a surprise visit in non other Royal Personage than Her Royal Highness Princess Diana, Princess of Wales, to try her hand at karting. She used the experience to great effect and resoundingly thrashed all comers! It is understood she now wants a cadet kart for one of her young Princes. It is wondered whether or not in the future one can expect to see a certain manufacturer advertising products "By Appointment to!..."*

Ed McCormick

**TYRE NEWS — see page 38. . . .**

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts.  
Telephone: Hoddesdon (0992) 444201 Telex: 266343 G. ZIP.  
Directors: M. A. and M. W. Hines

**EDITOR: ED McCORMICK**

**ADVERTISING: DAWN LINGER**

Distributed by Seymour Press Ltd. 334 Brixton Road, London SW9 7AG  
Typeset and printed by: The Enfield Printing Company Limited, Enfield, Middlesex.

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff. Conditions for acceptance of advertisements on page 8.

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# Mini Adverts Hoddesdon (0992)444201

**RANDOM BREATH TESTS**

The RAC MSA is to introduce random breath tests during the motor sporting season to back up its existing ‘No alcohol in motor sport’ regulations.

With immediate effect the RAC MSA will take a firm line with those competitors who participate in motor sport events following alcoholic consumption.

Competitors will be subject to random tests throughout the season and anyone found to have alcohol in their blood will be automatically prevented from participating and reported to the event Stewards.

Unlike the Road Traffic Act of 1972, which stipulates a prescribed limit of 80 milligrams percent alcohol in the blood, the RAC MSA will exclude any competitor attempting to compete at a meeting in the United Kingdom if any alcohol is found to be present on breath testing. Just one drink can impair speed of reaction and judgement; in motor sports this can be the difference between life and death.

The RAC MSA's concern over the problems of drink driving together with those associated with drugs is one highlighted by the Sports Council. The Sports Council has recommended that all sporting bodies take a close look at the effects of drugs and alcohol in their various areas. The RAC MSA has followed this lead along with that set by the World motor sporting authority, the FISA, and will be working closely with others in combating the problems.

A further announcement of the RAC MSA's plans of how to deal with the problem of drug abuse within motor sport will be issued shortly.

**1988 Yearbook — QM10**

**Crash Helmets**

A helmet, within its year of manufacture, gets a 4 year sticker. The year of manufacture ends at 31st December that year. Total life of a helmet is the year of manufacture plus three years.

**Foreign Racing**

Competitors are reminded that the MSA Visa/approval to take part in a foreign event no longer includes automatic Medical Insurance. Cover is available for a fee if required from the MSA brokers, and they should be contacted direct, either by individual competitors or Championship co-ordinators if blanket cover is required: Bowring Motor Sport, Marlowe House, 109 Station Road, Sidcup, Kent, DA15 7BW. Telephone: 01-300 7755. Telex: 897365.

**BRASSEY — NEW KART MANAGER**

As mentioned briefly last month, the RAC MSA has appointed Ron Brassey to replace Miss Katrina Williamson as the new Kart Manager. 39 year old Ron took up the post at the end of May. Ron has been involved in karting for 22 years and has been a member of the Kart Committee

for nine years, as well as a member of the CIK for a further five. He is experienced in all forms of motor sporting events. He is working from the new MSA offices at Motor Sports House, Riverside Park, Colnbrook and can be contacted on 0753 681736, extension 247.



(pic: Doug Rees)

**SCOTTISH CHAMPS**

A mention was made in the Class 1 Column in the May issue about the Scottish Championships at Summerlee Raceway, Larkhall. It should be pointed out to drivers south of the border that the Championship is only open to drivers registered and *resident* in Scotland. At all other meetings the Association of Scottish Kart Clubs is more than happy to welcome fellow karters.

(Info: courtesy G. Parks — ASKC)

\*125 National Long Circuit driver Steven Dunn from Cookham, Berkshire, announced that he receives engine sponsorship from Calvin Hurley and would like to thank Calvin for his assistance. \*At the RAC Championship round at Donington Park on 29th May 250 National driver Derek Rodgers who won the Final in fine style was running Burris wets...

**CUMBRIA KC**

Please note that the new Membership Secretary from the Cumbria Kart Club is Des White and Des can be contacted at: Midtown Farm Mawbray, Near Maryport Cumbria. Tel: (0900) 84433

For information Des is the leading light behind KM Fibreglass.

**DUTCH KART GRAND PRIX**

The CIK Formula E European Championship second round, to be held at the Dutch TT circuit in Assen during 23rd-24th July, will also incorporate the Dutch Kart Grand Prix and is open also to 125cc and 250cc National classes. Details from the **KC250 Club, PO Box 158, 3840 AD Harderwijk, Holland, telephone Ronald Bon on 010 34 13 1836.**

**CARNABY**

The dates for racing at Carnaby are not all as given in the Blue Book. The correct dates are as follows:-

June 19th Club Meeting  
July 31st Club Meeting  
August 21st Club Meeting  
September 18th Long Circuit Meeting  
September 25th Club Meeting  
November 6th Club Meeting.

**FORMULA E EUROPEAN CHAMPS — 1989**

It is reported from the CIK that the 1989 Formula E European three round Championship will differ from previous years, in that two of the rounds will take place on Long motor racing/bike racing circuits, whilst one round will be run on a kart circuit.

**MANCHESTER & BUXTON KC**

Please note the Competition Secretary for the Manchester & Buxton Kart Club is Mrs Sylvia Cullen who can be contacted on 061 338 6225. Mr Neil Woodhead is the General Secretary, not Comp Sec as previously advised.

**SUPER SWEDE’S M3 BLISTERS ‘EM!**

As reported in the March issue Lennart Bohlin, 1987 Formula European Champion, is now contesting the Swedish Touring Car Championship in Group A. Driving a factory BMW M3, tuned by Zakspeed, the car that took Belgian pilot Eric van der Poele to victory in last year’s German Championship, Lennart threw down an early challenge to the leading contenders with a fine win at the Mantorp Park opener on 15th May, finishing the course in a time of 20min 51.79, 8.53secs clear of second place Ulf Granberg.

The second round was at Knutstorp Ring on 29th May where Lennart set a fastest qualifying time of 1min 06.232 (112.992Km/h) for pole position on a 23 car grid. It was yet another victory for the BMW Team Sweden driver from Jarfalla. 24min 44.060(110.80Km/h average speed) he took to run the distance, winning by 2.912 secs from, again, Granberg’s Volvo 240T. Lennart also notched up the fastest lap of the race and set a new track record of 1min 06.640 (112.310Km/h).

**FUN KART DAY**

On Friday November 18th at Brands Hatch, **ASBAH** (The Association for Spina Bifida and Hydrocephalus) are holding a ‘Fun Kart Day’ to raise £10,000 for those disabled by Spina Bifida and/or Hydrocephalus.

One hundred people are needed to take part on the day in 100mph Superkarts, which have five gear and eight inch slick tyres around the Brands Hatch circuit. Each entrant must raise £115.00 before 1st October and all cheques must be made payable to **ASBAH**.

There will be fun heats throughout the day and many celebrities are expected to be taking part. \***Phone 01-388 1382** and ask for **Richard Poole** for further information on what promises to be a thoroughly enjoyable day, giving all entrants the thrill of a lifetime.

\*Matthew Winter, who for long has been actively involved in karting and is notable for his work with Racing for Britain, (the Playscape Celebrity races and suchlike), is now based at Donington Park as the new Marketing Manager for Jim Russell Racing Drivers School.

Matthew would be interested in speaking with kart clubs and commercial kart series organisers who might like to consider offering FF1600 test drives as prizes to their respective champions.

Matthew can be contacted on (0332) 811430 or (0332) 811440 at Donington Park.

**TEST DAY — SNETTERTON**

SRS is organising a test day at Snetterton racing circuit on Tuesday 26th July. It will be the last chance to test before the Silverstone Kart Grand Prix. Interested parties should contact: **Stuart Ziemelis on (0480) 860823 for details.**

Please note a deposit will be required.

**WHERE AND WHEN**

**12th JULY (Tuesday)**

St Sampsons — (Guernsey, Channel Islands)

**15th JULY (Friday)**

Bushmills (Northern Ireland)

**17th JULY**

Pembrey — (8 miles from Llanelli, on A484, Dyfed, South Wales)

**Clay Pigeon — (Midway Dorchester-Yeovil, on A37, Dorset) — Super One Round 4**

**Felton — (7 miles from Morpeth on A1) — RAC Short Circuit Gearbox Champs — 125cc/210cc National**

Crail — (9 miles southeast of St. Andrews, Fife)

**Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth) Shenington — (8 miles from Banbury, on A422, Banbury-Stratford road) — 210 Challenge Round 6**

**21st JULY (Thursday)**

St. Sampsons — (Guernsey, Channel Islands)

**22nd JULY (Friday)**

Portrush — (Co. Antrim, Northern Ireland)

**23rd-24th JULY**

**Assen — (NL) — Formula E European Championship Round 2**

**Croix-en-Ternois — (France) — French Formula E Championship Round 5**

**23rd JULY (Saturday)**

Cadwell Park — (Midway Horncastle-Louth, on A153, Lincs)

**24th July**

Birmingham — (Wheels Adventure Park, Adderley Road South, Saltley, Birmingham, B8 1AD)

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

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

Jurby — (Jurby Airfield, Isle of Man)

**Wombwell — (Cadet Series Round 9) — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)**

**27th JULY (Wednesday)**

Carrickfergus — (Co. Antrim, Northern Ireland — Road Races)

**30th JULY (Saturday)**

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

**30th-31st JULY**

**Liedolsheim — (West Germany) — (Formula K/Formula Super Hundred — European Championships)**

**31st JULY**

Carnaby — (Auto 66 Club — 2 miles west of Bridlington, North Humberside)

Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)

Dunkeswell — (5 miles from Honiton, Devon)

Golspie — (Little Ferry, Golspie, Sutherland)

Felton — (7 miles from Morpeth, on A1)

Shenington — (8 miles from Banbury, off A422, Banbury-Stratford road)

**5th-7th AUGUST**

**SILVERSTONE — (RAC BRITISH KART GRAND PRIX — FORMULA E WORLD CHAMPIONSHIP ROUND 1/RAC CADET SERIES — FINAL ROUND**

**7th AUGUST**

Little Rissington — (RAF Station south of Stow-on-the-Wold, Glos)

**Clay Pigeon**

— (Midway Dorchester-Yeovil on A37, Dorset)

Rye House — (Rye House Stadium, Rye Park, Hoddesdon, Herts.)

Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde)

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## CLUB SCENE

### 100 NATIONAL RESTRICTED

A full grid of restricted drivers battled through the heats and the results were, in the first heat, Clancy, Ambrose and Dunn and in the second, Idey, Attard and Martin. In the final, Vince Martin (Gillard Parilla) led in the early stages from Rupert Idey (Lane Parilla) and Glen Salmon (TKM Parilla). In fourth was Richard Dunn (TKM TKM) from Chris Butler-Smith (Superdart Arrow) and Chris Brown (Sprint Parilla). At two thirds distance Idey took the lead from Martin and that was the way they finished. Glen Salmon fell out leaving third place to Chris Butler-Smith.

### 100 NATIONAL

The first heat went to Yorke from Bailey and Goodwin with several of the Blackbushe regulars finishing well down the field or retiring. In the second heat, Booth won from Horrobin and Chris Stansbury. For the final, Chris Stansbury was on pole with a fourth and a third in the heats and Richard Yorke with a win and a seventh was alongside him. It was Richard Yorke (Lane Parilla) who made the best start and he led at the end of the first lap from Chris Stansbury (Sprint TKM) and Stephen Bailey (Dino Arrow). Next through were Simon Horrobin (Superdart Sirio), Steve Noades (Superdart/Parilla) and Craig Booth (Superdart/Sirio). For the first few laps, Yorke seemed to have the measure of his pursuers but Stansbury was not allowing him to get away. Meanwhile Booth was charging through the field and by lap four was up to third place followed by Horrobin, Martin Collard (Superdart Sirio) also moving up and then Steve Noades. Next through were William Hewland (Spring Arrow) and Stuart Crawford (Spring Sirio). Stephen Bailey had dropped to the tail of the field presumably due to a spin and at half distance the leader, Richard Yorke spun coming out of the paddock exit bend, handing the lead to Stansbury who had Booth inching closer to him all the time. Steve Noades was going well and had moved up to third with William Hewland closing on him slowly. Martin Collard had also gone missing while further back there was a good tussle between John Dicks (Superdart Arrow), Geoff Hall (PCR PCR) and Rowland Kinch (Dart Parilla). Meanwhile back at the front as Murray Walker would say, Craig Booth was still closing on Chris Stansbury and it seemed inevitable that he would take the lead. However, Chris was staying cool under this pressure and with some fortunate use of backmarkers was able to open a gap that Craig could just not close in the time left and so Chris Stansbury ran out the worthy victor of a very tense and exciting race.

Our thanks must go to the Officials of the day, the marshals and to St. John Ambulance who fortunately had a quiet day. Next month remember that karts will be checked again for compliance with the noise regulations.

### CADETS — 10 laps

1st	Jeremy Gumbley	Allkart
2nd	Steven Harvey	Allkart
3rd	Daniel Bailey	Zip
4th	Richard Jackson	Superdart
5th	Oliver Wood	Allkart
6th	Anthony Davidson	Zip

### JUNIOR BRITAIN — 15 laps

1st	Bobby Game	Lane/EME
2nd	David Robinson	Superdart/TKM
3rd	Marc Craddock	Sprint/Parilla
4th	Paul Evans	DAP/DAP
5th	Alec Liell	Superdart/Sirio
6th	Simon Short	DAP/Arrow

### SENIOR BRITAIN — 15 laps

1st	Martin Collard	Superdart/Sirio
2nd	Richard Wallington	Sprint/Arrow
3rd	Stuart Green	Superdart/Parilla
4th	Bob Stansbury	Superdart/Parilla
5th	Roger Hunt	Wright/Parilla
6th	John Saunders	Wright/Parilla

### 250/210 — 15 laps

1st	Dave Methley	Zip/Yamaha
2nd	Eric Delnevo	Zip/Rotax
3rd	David Ede	Lynx/Yamaha
4th	Stuart Parker	Barlotti/Yamaha
5th	John Mooney	Zip/Honda
6th	Bernie Tiller	Zip/Rotax

### 125 — 15 laps

1st	Russell Caldwell	Barlotti/Rotax
2nd	Gerry Wilton	Barlotti/TKM
3rd	Neil Dixon	Zip/Rotax
4th	Richard Thorpe	Zip/Rotax
5th	Steve Budd	Zip/Yamaha
6th	Philip Cooper	Zip/Yamaha

### 100 NATIONAL RESTRICTED — 15 laps

1st	Rupert Idey	Lane/Parilla
2nd	Vince Martin	Gillard/Parilla
3rd	Chris Butler-Smith	Superdart/Arrow
4th	Marco Attard	Sprint/Parilla
5th	Richard Dunn	TKM/TKM
6th	Paul Dickenson	DAP/Arrow

### 100 NATIONAL — 15 laps

1st	Chris Stansbury	Spring/TKM
2nd	Craig Booth	Superdart/Sirio
3rd	Steve Noades	Superdart/Parilla
4th	William Hewland	Sprint/Arrow
5th	Stuart Crawford	Sprint/Sirio
6th	Mick Elmes	Allkart/Arrow



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



Vince Martin (19) and Rupert Idey (4) lead the 100 National Restricted race.

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# THE IRISH KART GRAN PRIX—NUTTS CORNER

## Report: John Belshaw

The 1988 Dukes Transport-Stewart Painters (Antrim) Irish Kart Gran Prix held on Friday 27th and Saturday 28th May will most certainly go down as one of the best ever. This is the ninth year that the event has been organised by the Ulster Karting Club and held at the Nutts Corner circuit. Although there was an unfortunate clash with the National event at Three Sisters, 120 dirvers from all over Ireland took part in the 8 class meeting.

The Juniors and 100 National drivers race on the smaller 1109 yard circuit using the Horseshoe Loop, Paddock Straight and the chicane, while the rest race on the longer 1385 yard circuit, leaving out both Horseshoe Loop and chicane.

### Cadets

Due to the small number of Cadets entered, it was decided to let them run at the back of the Junior Restricted race. Throughout the heats the two main challengers, Richard Lyons and Nelson Rowe, had some good close racing. At the chequered flag in the Final the winner was Nelson Rowe.

### Junior Restricted

An excellent turnout of 'black plate' drivers took part in the three heats. Heat 1 saw Glen Johnston take an early lead, however, as the race progressed Gilbert Yates fought his way to the front and took the lead on the ninth lap. At the line Yates led Johnston with Adrian Pollock third. Heat 2 saw Yates spin off at the Paddock bend, allowing Johnston to take the lead from Pollock, with Timothy Pollock chasing hard on his brother's tracks. His chasing paid off, as he took the flag with Johnston second and Adrian Pollock third. In Heat 3, Gilbert Yates made sure that he got the first bend right and pulled a big lead from the rest of the field which he held to the line, with Timothy Pollock taking second.

The line up for the 12 lap Final had Timothy Pollock on pole with Glen Johnston beside him. The track, which was now a bit greasy after some rain, saw quite a bit of full opposite lock driving at the Paddock bend, with Timothy Pollock faring best and Gilbert Yates close behind. As Johnston appeared to lose ground Yates took the lead and started to pull away from Pollock with Andrew Brady now up to third. Yates led to the chequered flag, although in parc ferme he was disqualified for racing illegal tyres, thus allowing second past the flag, Timothy Pollock to take the title. Once again the emphasis lies on reading and complying with the Technical Regulations before starting.

### Junior Britain

With last year's champion now promoted to the 100 National class, the favourites looked like Johnathan Wilkinson and John Eastwood. Heat 1 however saw Michael Cremin on his IRL plated machine take an early lead from John Eastwood. A spin from Cremin on the third lap allowed Eastwood into the lead which he held all the way to the finish, with Dino Morelli second. Heat 2 saw Johnathan Wilkinson looking in better form as he held third after the first lap with Scotland's Lee Livingstone in second and Kevin

McGarrity in the lead. As the race progressed Wilkinson made a break into second, however McGarrity kept his right foot well down and led to the finish flag. John Eastwood also got stronger as the race progressed and by the line he finished second with Wilkinson third. Although he had two good results under his belt, Eastwood didn't slow up any for Heat 3, though did allow Livingstone into the lead on the third lap which he held to the flag. Eastwood took a contented second with Wilkinson third.

The Final had Eastwood on pole, Morelli alongside with McGarrity and Livingstone on the next row. Eastwood made the decisive break to lead the pack, with McGarrity close behind and Wilkinson in third. Wilkinson took second on lap two and then made a dive for the lead in lap four and succeeded. As Eastwood and Livingstone spun off in the six lap, Dino Morelli now pressed hard on the leader. A split second lapse of concentration by Wilkinson allowed Morelli into the lead. However disaster struck with two laps to go when Morelli spun which allowed Wilkinson another crack at the lead. A crack was all it was as McGarrity, who had been holding third for some time, squeezed past in the last lap to take the title, with Wilkinson second and Owen McAuley third.

### 100 National

With a well packed grid a first class weekend's racing was going to be on offer. Heat 1 started at a furious pace, Roger Drumm taking an early lead with one of the favourites Gavin Cairns in second. A seven driver spin off at the Paddock bend caused by over-enthusiasm in the second lap gave the leaders a chance to make a break. Cairns slipped into the lead in the fourth lap as both Drumm and John West also spun off. Although Ricky Smyth now held second he was too far behind Cairns who led all the way to the finish. Luckily there were no spins in the second heat as Joe McCullough, Gordon Duncan and Gavin Cairns battled fiercely with one another. At the flag Duncan led, with McCullough second and Cairns third. Heat 3 showed that Duncan was out for the title as he took an early lead, with Andrew Lyons and Gary Shaw close behind. As the race developed John West came through to take the lead from a somewhat surprised Duncan. As Duncan's edge seemed to get blunter West extended the gap and held his lead to the finish. In the closing stages McCullough came through the pack to grab second, leaving Duncan in third.

The 18 lap Final saw front row drivers West and McCullough get off to a good start with Andrew Lyons chasing hard. In lap two West threw this chances away when he went wide in the Horseshoe Loop, allowing Lyons the advantage. Down the field Gary Gordon was beginning to show some promise. In lap six he got his chance to catch up on leader Lyons who got it all sideways, again in the Horseshoe Loop, and on the seventh lap Gordon made a decisive break and took the lead along the Strat/Finish straight. As the race progressed, Lyons fell back somewhat as the leaders, Gary Gordon, Gordon Duncan who had made up ground to take second, and Joe McCullough in third, started to move away from the rest of the field. Gavin Cairns and Paul Prentice battled for fourth almost the length of the back straight away from the leaders. With a few laps to go McCullough developed engine trouble and was forced to retire. By now Gordon

Duncan had taken a narrow lead at the top of the circuit and was under great pressure from Gary Gordon. In a last determined attempt to take the lead Gordon seized his engine at the Paddock bend, allowing Duncan to cruise home with the title, with Prentice a long way back in second and Cairns in third.

### 125cc Open

With the short circuit racing over, the long circuit drivers now had their chance. Heat 1 saw the favourite Trevor Roberts take an early lead, with his Dukes Transport Kart Team mate Michael Duke second and Brian 'Bogeyman' Kennedy close behind in third. As the race developed the two 'Dukes Drivers' pulled away, with David Purdy, Bryan King and Ronnie Beggs battling for third whilst Kennedy retired. At the flag Roberts won with Duke taking second. In Heat 2 Roberts stamped his mark as the man to beat when once again he pulled an early lead which he held all the way to the finish; Duke again took second. Heat 3 was a somewhat different race as it was Raymond Johnston who snatched the advantage to open up an early lead. However, as the race progressed, Roberts who was placed down the grid went on the attack and by lap six he had taken the lead. At the flag it was Roberts from Kennedy who raced well in the closing stages, and Johnston third.

The fifteen lap Final held no real surprises at the front, as poleman Roberts was swiftly out in front from Duke with Johnston running in third. A good race for fourth was developing between Bryan King and Gary McNeill with Richard McDonald close in tow. However in the fifth lap McDonald retired and McNeill lost ground, allowing David Purdy and Ronnie Beggs to battle it out for third spot. Towards the closing laps Leslie Currie made good ground and challenged Purdy for fourth in the last lap. A determined burst of acceleration along the Start/Finish straight gave Currie fourth at the finish, with Roberts the winner from Duke in second and Johnston in third.

### 125 P&R

Noel Strain and Roy Davison, the favourites in this class, took an early lead in Heat 1, however Joe Yates made his presence felt in the fourth lap as he took second and then the lead in the ninth. The order at the flag was Yates from Robert McMullan with Strain in third. In Heat 2 Davison, who had been winning the most this season, took a convincing lead and this time he held it from start to finish, heading Yates at the flag from McMullan. In Heat 3 however, Strain gave Davison something to think about early on and Davison in his efforts to take the lead spun out in lap seven. Strain then held on to the finish, Yates homing in second ahead of Rodney McFarran.

Consistent results in the heats had Yates on pole with McMullan alongside and Davison on the next row. With a damp track and a threat of more rain, pole man Yates was on wet tyres and McMullan opted for slicks. Yates was best off the line with McMullan behind. However, Davison made his decisive break into the lead on the third lap which he proceeded to extend as the laps rolled by. By mid way a tight battle was developing between McMullan and Mark Taggart for second. A brilliant overtaking manoeuvre by Taggart took him to second place at the Paddock bend, although it was short lived as McMullan

## CLUB SCENE

Heat 2: 1st Ian Barnard, 2nd Paul Marshall, 3rd Matthew Barnes.

Heat 3: 1st Andrew Mears, 2nd Ian Barnard, 3rd Mark Chilvers.

**Final:** It was Ian Barnard first away with Andrew Mears and Tony Ayers close on his heels. From the fourth lap Barnard was well ahead but the rest of the field were closely bunched. Mears was just holding onto second place with Mark Chilvers in third. By lap eight Mears was closing the gap on Barnard and pulling away from third place man Chilvers. However with it being only a ten lap final, he had left his challenge too late and Barnard was first to cross the line followed by Mears and Chilvers.

### CADETS

1st	Adam Kinney	Zip/Comer
2nd	Kevin Hall	Allkart
3rd	Tony Parfett	Superdart/Comer

### JUNIOR BRITAIN

1st	Jason Lane	Wright/TKM
2nd	Mark Craddock	Spring/Parilla
		Arrow
3rd	Lee Skelton	Gillard/Parilla

### SENIOR BRITAIN

1st	Nigel Ibbs	Wright/Arrow
2nd	Chris Pollard	Wright/Arrow

### 100 NATIONAL

1st	John Thompson	Dap/Parilla
2nd	Trevor Horncastle	Superdart/Parilla
3rd	Jeff Huffer	Wright/Parilla

### 125 NATIONAL (OPEN)

1st	Gavin Kershaw	Spyda/Minarelli
		(L/C)

### 125 NATIONAL

1st	Roy Gallant	Spyda/Rotax
2nd	Andrew Green	Wright/Goff-Rotax
3rd	Steven Thexton	Zip/Rotax

### 210 NATIONAL

1st	Andrew Mears	Bullit/Villiers
2nd	Paul Marshall	Barlotti/Villiers
3rd	Matthew Barnes	Zip/Villiers

### 250 NATIONAL

1st	Ian Barnard	Barlotti/KTM
2nd	Mark Chilvers	Lancer/Suzki

## Blackbushe

### 22nd May 1988

Camberley's May meeting was held in fine sprig weather with strong entries in most classes. The talk of the day was noise and all karts had to undergo a noise test before practice started. This was achieved by having karts do two laps after being released from the paddock at ten second intervals. The meter was placed on the right hand side of the karts and many interesting modifications appeared to combat vibration and noise. Those karts which were below the limits seemed to have concentrated on the induction side with large well padded noise boxes and covered exhaust springs. The testing took just over one hour but by pruning practice and by keeping things moving along. Mick Whitehouse got things back on schedule. Although there were some ragged starts, Mike Avenell got them away first time most of the time!

### CADETS

Heat one went to Bailey, Jackson and Wood and



David Robinson (37) and Marc Craddock (21) lead the junior final.

heat two went to Gumbley, Harvey and Bailey. On pole for the final was Bailey and he was joined on the front row by restricted driver Harvey after good heat performances. David Bailey (Zip) it was who led from the start followed by Oliver Wood (Allkart) and Steven Harvey (Allkart). Unfortunately Harvey dropped back after his first lap spurt but then staged a fantastic recovery to reach second place after being as low as seventh. What a drive! Meanwhile, at the front David Bailey looked comfortable but two laps from the end it went wrong for him and he fell to third. However, the star was Jeremy Gumbley (Allkart) who also fell back in the second lap incident and had to move his way back from seventh on lap two, sixth on lap four fifth on lap five, and fourth on lap seven. With William Thornton (Zip) falling back from second, it was Gumbley in front for the lap that mattered.

### JUNIOR

The first heat went to Evans, Game and Damon Cousins and the second heat went to Liell from Robinson and Craddock. On pole for the final was David Robinson (Superdart TKM) and alongside him was Alec Liell (Superdart Sirio). David it was who led from the start followed by Marc Craddock (Sprint Parilla) who made a good start, then Alec Liell and Simon Short (DAP Arrow). By the second lap things had settled down but the leaders were close together and Bobby Game (Lane EME) was up to fourth and looking strong. On the third, Game was in third place at the expense of Liell and Paul Evans (DAP, DAP) was up to fifth from a low grid start after one poor heat result. This leading group were still close together and no single driver seemed prepared to risk his place by attacking the one in front. Bobby Game used all his experience to find a way past Marc Craddock to take second place on lap eight and at the same time Sven Gibson (Superdart Arrow) moved ahead of Simon Short. The order at this halfway stage was Robinson, Game and Craddock followed by Liell, Evans, Gibson and Short. Bobby Game was looking for a way past David Robinson and on lap ten he found it, to take the lead which he held to the finish flag. Paul Evans was unable to get past Craddock and apart from the unfortunate Gibson dropping out, there were no more changes in the order.

### SENIOR BRITAIN

The first heat went to Bob Stansbury from Geraty and Collard. In the second heat the winners were Wallington, Collard and Green. The heats left Martin Collard (Superdart Sirio) on pole with Bob Stansbury (Superdart Parilla) alongside him.

At the start Martin grabbed the lead but Bob was not so quick away and Anthony Geraty (Superdart Parilla) took second with Stuart Green (Superdart Parilla) next through and followed by a carb twiddling Bob Stansbury. On the fifth lap, Richard Wallington (Sprint Arrow) was up to fourth in front of Bob Stansbury. Next through was Tim Murphy (Superdart Parilla) followed by Roger Hunt (Wright Parilla). Then Anthony Geraty spun coming out of the paddock entrance corner. All the others missed him and he restarted but way down the field. The order at half distance was Collard looking comfortable from Green and Wallington. Stansbury was fourth followed by Murphy, Hunt and Saunders. As Martin Collard extended his lead, Wallington closed on Green and eventually took an excellent second place. Stansbury finally got his motor to run cleanly but he was unable to improve on his fourth place. Roger Hunt continued to chase Tim Murphy and took over fifth spot when Tim fell out.

### 250/210

There was an intake of restricted drivers into the larger gearbox class which swelled the numbers. Winners of the first heat were Ede, Mooney and Delnevo, the second heat went to Delnevo from Mooney and Ede. In the final David Ede (Lynx Yamaha) took an early lead from John Mooney (Zip Honda) and Eric Delnevo (Zip Rotax). Unfortunately John Mooney then fell back through the field. Eric Delnevo, driving on black restricted plates seemed to settle down in second place but he was being threatened by fellow restricted man Dave Methley (Zip Yamaha). In the early stages, Dave Ede seemed to have the race in his pocket but he fell back into the clutches of Methley and then back to third behind Delnevo. In fifth, Stuart Parker (Barlotti Yamaha) was chasing John Mooney and eventually got ahead to claim fourth position.

### 125

The entry for this race was quite low and deprived the class of much of its usual interest. Heat one went to Hopgood from Caldwell and Wilton. The second heat was won by Caldwell, Wilton and Dixon. Pole was taken by Russell Caldwell (Barlotti Rotax) and from the grid, he took the lead and pulled away to score an easy win. Unfortunately Dave Hopgood was unable to challenge and his absence deprived the race of much of its interest. Gerry Wilton (Barlotti TKM) was second throughout and Neil Dixon (Zip Rotax) stayed in third although he disputed it with Steve Budd (Zip Yamaha) in the early stages.



# CLUB SCENE

Roscoe and Stephen Coward with local expert Andy Fairless National outfit not to be discounted. The heats went to Roscoe (2) and Sean Mellor with Coward changing to air cooled power after gobbling a gear box on his very rapid LC. Also to the front were Fairless and Rob Dickinson. In the final Roscoe got a good start from pole but Fairless appeared from nowhere to lead them into the first bend but Roscoe cooly drove round his outside to lead over the hill. At the end of the first tour Roscoe led Fairless, Mellor, Coward and Dickinson, but his joy was short lived as his hand flew into the air and he retired to the pits leaving Fairless at the front of Mellor and Coward disputing the lead. Lap 5 and Coward squeezed past Talbot over the hill and set about Fairless, Coward eventually found the gap on lap 7 as he took Fairless on the inside of the pit exit setting up a grandstand finish as the pair circuted in tandem. For the whole of the last lap the pair jostled for position. As they came off the last bend Coward held the tighter inside line and Fairless must have blown his motor way into the red to find those extra inches to steal it on the line by no more than the thickness of his number plate. Talbot came home third (but was excluded for noise), Mellor was next followed by Dickinson. All told 6 of the finishers lost their places thanks to their three figure noise levels giving the trophy list a rather different look.

## 210 NATIONAL

I have no doubt that the very energetic 210 Drivers Club will have put in a separate report and there is little point in me duplicating Ian Hunter's fine work. However the heats were won by the Quanton duo of John Haigh and Frank Williams (2) and the final order of the flag was Williams, Robinson, Peters, Clarke and Holloway. However, after another half a dozen noise exclusions the order was Robinson, Peters (then excluded for underweight!), Mellor, Sifleet and Warsop leaving the challenge organisers with a fair old problem.

## 250 NATIONAL

A nice healthy grid with some fiercely contested heats seeing two wins for Dale Spruce's Honda and one for Ray Hyde's Yamaha. Oldhams' Brent Prince took all three seconds with the KTM of Chris Clarke and Ian Ashworths Yamaha taking the other places. In the final Chris Clarke got flyer from Spruce, with the next five all glued together, however, just as the grid settled down a nasty accident involving Pete Smith and Andy Powell brought the proceedings to a halt both drivers were taken to Wigan infirmary and I hope they quickly recover. In the restart Spruce made no mistake to open up a healthy lead from Ray Hyde with pole man Prince back in fourth place. The order at the front remained unchanged with no one able to alter the gap to the man in front but Kirkman and Robert were locked in a Terrific struggle for 5th place with the honours eventually going to the latter .

## 250 E

A huge grid of these hairy monsters saw the need for 6 heats although sufficient had bit the dust to allow just one full grid for the final. The heat winners were Keith Bisp, Alan Jones, Ian Woodcock, Alvin Heatson (2) and Bob Kennings so all to play for in the final. The front row had Woodcock on pole with Jones and Bisp alongside ahead of Kennings, Alan Fid and B Turwick. Bisp showed them a clean pair of heels to lead Jones, Fid, Kennings, and Gordon Darrow round the first lap. The short circuit champion began to pull away leaving Jones fending of Kennings and both Trevor Cryes and John Ashe forcing their

way through the pack but on lap 5 Jones disappeared leaving Kennings in a comfortable second place. At the mid way stage Ashe had nipped past Cryer only to be retaken a lap later and Jones was starting to work his way through the pack after his misfortune. The last few laps saw Bisp pick his way cleanly through the tail enders but Ashe's challenge ended as Cryer nipped past track marker leaving the Liverpool rider stuck behind. So at the flag it was an easy win for Bisp from Kennings, Cryer, Ashe, Woodcock and Jones pipping Harvey by literally an inch.

## BRYNBITS

\*As drivers come face to face with authority over noise it's nice to see a success story. Oldhams' Brent Prince was excluded at Wombwell for 105db. He went back to his silencer maker and asked for a pipe which would meet the standard. At this meeting the RAC noise man recorded 92db which when wind noise was taken into account was rounded down to 90db — with a very competitive 250 National Brent's done it — so why not everyone else?

<b>1st</b>	16	Neil Ozalins	AllKart/Comer
<b>2nd</b>	7	Nicholas Critchley	Zip/Comer
<b>3rd</b>	26	P Moreton	AllKart/Comer

## 100 NATIONAL

<b>1st</b>	21	Ron Haywood	DAP/TKM
<b>2nd</b>	48	Mike Barnard	Fullerton/Parilla
<b>3rd</b>	34	Carl Ayriiss	Wright/Parilla
<b>4th</b>	25	Paul Grice	Dino/Dino

## 125 NATIONAL

<b>1st</b>	Andy Fairless	AllKart/Minerelli
<b>2nd</b>	S Mellor	Zip/Rotax
<b>3rd</b>	P Eyres	Zip/Rotax
<b>4th</b>	Julian Parry	Zip/Rotax

## 250 NATIONAL

<b>1st</b>	Dale Spruce	Stratos/Honda
<b>2nd</b>	Ray Hyde	Fastrak/Yamaha
<b>3rd</b>	C CLarke	Zip/KTM

# Ellough

## Monday 30th May

**A reasonable sized grid turned up for this Bank Holiday meeting. After a dull and cloudy start, the weather worsened as the rain fell quite heavy during practice and continued throughout the day. However it did stop just before the finals and it was a credit to all the drivers for sitting on the grid, let alone racing so competitively in such lowsy conditions. Starting lights were used for the first time which worked more effectively than that soggy Union Jack. Thanks must go to Club Member "ANDY ARRY" Mick Ariss who made these in his well equipped machine shop hidden somewhere in the sticks.**

## CADETS

*Heat 1:* 1st Tim Huffer, 2nd Adam Kinnley, 3rd Tony Parfett.  
*Heat 2:* 1st Kevin Hall, 2nd Tony Parfett, 3rd Adam Kinnley.  
*Heat 3:* 1st Adam Kinnley, 2nd Kevin Hall, 3rd Tony Parfett.

**Final.** Adam Kinnley took the lead from pole position followed by Tim Huffer and Kevin Hall. By lap four Tim had dropped back and allowed Tony Parfett to move into third. These three

pulled a good 100 yard lead over the rest of the field and it was anybody's guess who was going to stay in second place. On the last lap, Tony was pushing for first place but at the flag it was Adam first followed by Kevin in second and Tony third.

## JUNIOR BRITAIN

*Heat 1:* 1st Jason Lane, 2nd Mark Craddock, 3rd Philip Jarman.

*Heat 2:* 1st Philip Jarman, 2nd Mark Craddock, 3rd Lee Skelton.

*Heat 3:* 1st Jason Lane, 2nd Lee Skelton, 3rd Mark Craddock.

**Final:** Eleven drivers were on the grid for this ten lap final. Mark Craddock hit the front with Jason Lane and Lee Skelton very close. On the third lap, Lane was pushing for the front spot but just couldn't find a way past Craddock. These two pulled well away from the rest of the field with Craddock just holding on to the lead as the laps ticked by. However, on the last lap, Lane managed to get past Craddock and beat him to the flag followed by Skelton in third place.

## SENIOR BRITAIN

*Heat 1:* 1st Chris Pollard, 2nd Nigel Ibbs, 3rd Marion Rump.

*Heat 2:* 1st Chris Pollard, 2nd Nigel Ibbs, 3rd Marion Rump.

*Heat 3:* 1st Chris Pollard, 2nd Nigel Ibbs, 3rd Ken Reay.

**Final:** Only five drivers survived the rain for this ten lapper. After having three goes at the rolling start for approaching the line too fast, it was Nigel Ibbs who took the lead with Chris Pollard second and Marion Rump in third. By lap seven, Ibbs had pulled a good 50 yard lead over second and third. At the flag it was Ibbs first Pollard second and Marion Rump in third.

## 100 NATIONAL

*Heat 1:* 1st John Thompson, 2nd Trevor Horncastle, 3rd Alfonso Piccoli.

*Heat 2:* 1st Trevor Horncastle, 2nd Alfonso Piccoli, 3rd John Thompson.

*Heat 3:* 1st John Thompson, 2nd Trevor Horncastle, 3rd Alfonso Piccoli.

**Final:** Only eight 100's were on the grid and it was John Thompson first away followed by Trevor Horncastle and Alfonso Piccoli. By lap three Thompson had pulled away 50 yards ahead of the rest of the field. By the eighth lap Horncastle had started to close the gap on the leader. With only a few karts left running it was Thompson who took the honours followed by Horncastle in second and Jeff Huffer in third.

## 125 NATIONAL

*Heat 1:* 1st Steven Thexton, 2nd Roy Gallant, 3rd Andrew Green.

*Heat 2:* 1st Steven Thexton, 2nd Roy Gallant, 3rd Andrew Green.

*Heat 3:* 1st Steven Thexton, 2nd Roy Gallant, 3rd Bruce Miller.

**Final:** All eyes were on young Gavin Kershaw in his liquid cooled Minarelli. This was his first outing having previously raced in the 100's. With a grid of ten it was Kershaw who literally flew off the line with Roy Gallant in second and Bruce Miller in third. By lap three Kershaw had gained a good 100 yard lead and was catching backmarkers. Looking a good prospect for the Spyda team, Kershaw looked very calm and confident and was half a lap ahead of Gallant in second and Andrew Green now in third. Fourth place was taken by Steven Thexton. These were the positions at the flag.

## 210-250 COMBINED

*Heat 1:* 1st Paul Marshall, 2nd Mark Chilvers, 3rd Andrew Mears.

regained second along the back straight. In the closing laps Taggart once again nosed his way into second and pulled away from McMullan. A more determined than ever McMullan in the last lap stormed past into second, leavin Taggart in third, while Davison was some 10 seconds ahead in the lead.

## 250 National

Heat 1 saw the favourite Raymond Lyons take a short lead and he was soon under pressure from Stephen McAdam and Bill Forsythe. After losing the lead to McAdam on lap six, Lyons retook it on the eighth tour, there to stay until the finish. Heat 2 again saw McAdam and Lyons dominate the rest of the field and at the line Lyons came through for his second victory. Lyons, however, was not so lucky in the third heat, the race going to McAdam, although Forsythe and Drew Telford offered a good challenge in the closing stages.

With a front row of McAdam and Forsythe two rows ahead, Lyons was going to have a tough race. McAdam was smartly into the lead as Lyons took up second in hot pursuit. The current champion Alan Wallace also showed he meant business as he challenged Forsythe for third. In the ninth lap Lyons found a gap around the bottom of the circuit and grabbed the lead. Lap after lap McAdam searched for a gap but each time Lyons quickly shut the door, forcing the other to remain in second, albeit right on Lyons's bumper. Meanwhile, Wallace held third some distance back, although he lost it to Forsythe on lap twelve of the fifteen lap Final. On the last lap, at the bottom of the circuit, McAdam found the break he desperately wanted when Lyons missed a gear. So at the flag the title went to McAdam by only half a kart length from Lyons with Forsythe taking third.

## Formula E 250cc

A good entry had turned out for the Superkart races which normally only field 5 or 6 machines. With the current two times champion Richard Bell recoving from a recent illness, Colin Menary and Raymond Lyons were being tipped as the favourites. Menary took an early lead at the start of Heat 1 although Lyons was soon on his bumper, with Ivan Fisher in third. Brian Kennedy was also up there, racing on Richard Bell's machine following his successful Easter series racing the same. The leadership changed by mid distance with Kennedy now up close on Menary. At the line Kennedy had made it to second, just behind Lyons with Menary settling for third. Although the track was damp for the second heat, all drivers stayed on slicks. This time Lyons had no intentions of hanging around and the early lead he took soon extended into a considerable advantage. One of the Southern Ireland's entrants, Dominic Murray, gave Menary and Kennedy a close race and by the finish Murray held second over Menary in third. Heat 3.... and Murray was up front this time, pulling away each lap from Menary and Lyons. As the track was now becoming wet Kennedy was content to stay in fourth rather than spin off on a machine which wasn't his own. At the flag it was Murray from Menary.

The first lap of the Final saw both Menary and Fisher go past poleman Murray into the first bend. Unfortunately for Murray his race ended abruptly as he spun off into the straw bales along the open Paddock bend on lap four. Lyons made a determined move into third ahead of Kennedy in lap six and although Menary and Fisher appeared to be extending a lead, by the time they had got the length of the back straight Lyons was up into second. Menary was now under real pressure though a few backmarkers prevented Lyons going around the outside at the back of the circuit. For the last three laps of the 15 lap

Final Lyons tried everything to get past Menary who was racing an identical machine. The final dash for the line saw Menary win with Lyons again beaten by only half a length. Kennedy held a good third from Fisher in fourth.

## Thanks

Once again the Ulster Karting Club would like to thank everyone involved in the running of the event — the St John Ambulance service, the RAC Stewards, 'Big D' the commentator and last but not least the drivers for a most exciting weekend's racing. The next big event for the UKC is the Cawoods sponsored road race at Carrick Fergus on 27th July.

## Cadets

**1st** Nelson Rowe  
**2nd** Richard Lyons

## Junior Restricted

**1st** Timothy Pollock      Boxer/TKM  
**2nd** Andrew Brady      Zip/TKM  
**3rd** Adrian Pollock      Boxer/TKM

## Junior Britain

**1st** Kevin McGarrity      Gillard/Parilla  
**2nd** Johnathan Wilkinson      Stratos/Minarelli  
**3rd** Owen McAuley      Chariot/Hewland

## 100 National

**1st** Gordon Duncan      Sprint/Parilla  
**2nd** Paul Prentice      Swiss Hutless/PCR  
**3rd** Gavin Cairns      Dart/Parilla

## 125cc Open

**1st** Trevor Roberts      Zip Bandit/Rotax  
**2nd** Michael Duke      Zip/Rotax  
**3rd** Raymond Johnston      Zip/Rotax

## 125 P&R

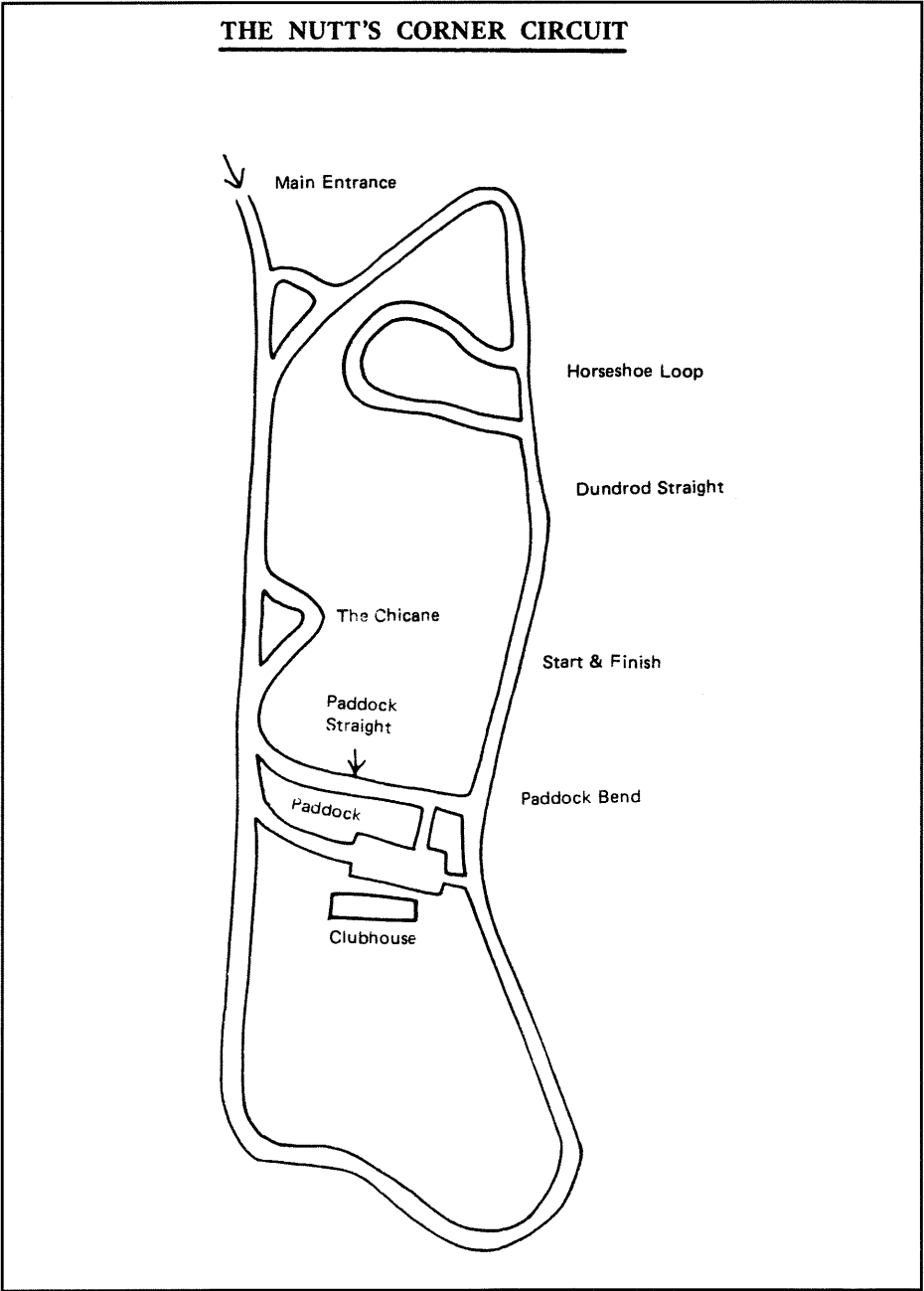
**1st** Roy Davison      Phoenix/Honda  
**2nd** Robert McMullan      AllKart/TKM  
**3rd** Mark Taggart      Barlotti/Minarelli

## 250 National

**1st** Stephen McAdam      Zip/KTM  
**2nd** Raymond Lyons      Zip Bandit/Cheetham KTM  
**3rd** William Forsythe      Zip/KTM

## Formula E 250cc

**1st** Colin Menary      Zip Eagle/Rotax  
**2nd** Raymond Lyons      Zip Eagle/Rotax  
**3rd** Brian Kennedy      Zip/Johnston Rotax



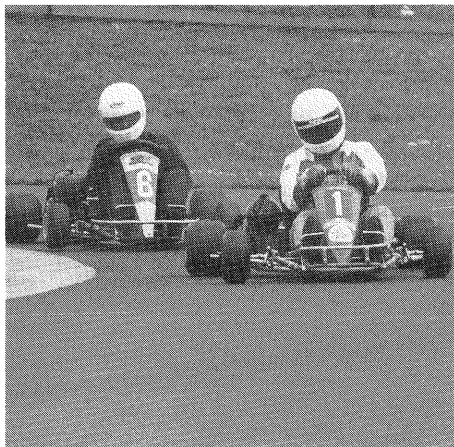




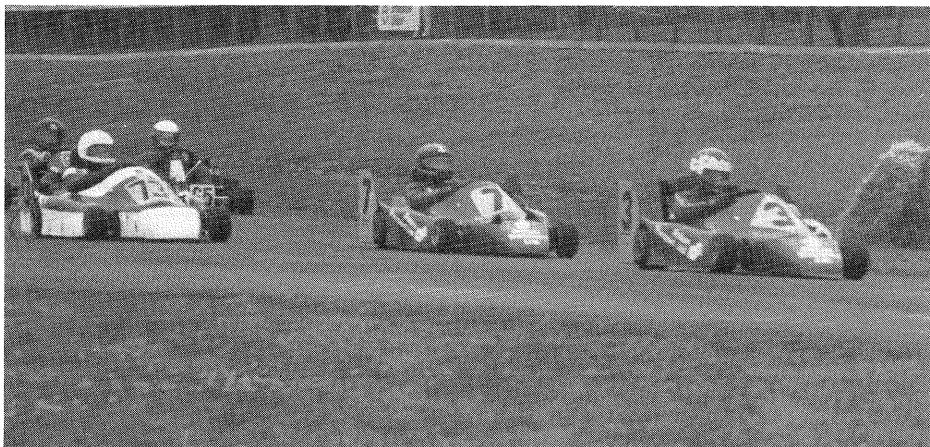
Colin Menary leading Raymond Lyons in Formula E



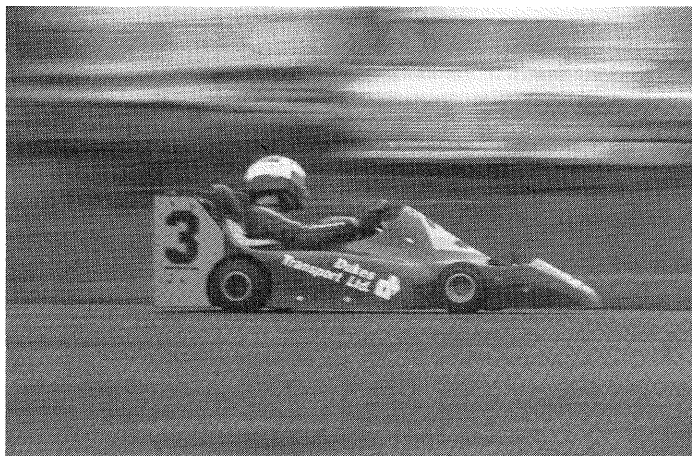
Jobnathan Williams ahead of a backmarker and Dino Marelli in the Junior Britain class



Gordon Duncan, winner of 100 National, leading Andrew Lyons around paddock bend



Trevor Roberts leading Michael Duke and Raymond Johnston off the line in 125 Open



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# CLUB SCENE

## Wigan

SUNDAY, MAY 15th

What glorious, warm, sunny day greeted the 140+ entry for a meeting which included three different gearbox challenge rounds, namely the 250E, 125 P&R and the 210 Nationals. Such was the demand for places, that the Junior Britain grid had to be cancelled and the 100 National, Senior Britain one had the lapscoreers working overtime.

### CADETS

All three heats were convincingly won by N Critchley on his Zipkart with his main challenge coming from N Didlin and novice P Moreton. In the final a first lap spin by the leader shook up the leading group allowing Didlin to power through and open up a huge lead. Critchley set about chasing the leader and eased his way up to 2nd by lap 8 but despite a desperate effort he ran out of laps and had to settle for the runner up spot behind Didlin with Moreton third.

### 100 NATIONAL BRITAIN

This huge grid, many with numbers hardly visible on nose cones, caused the lap scorers some headaches as the sun turned their front numbers into mirrors and the side and rear plates were often difficult to read at such a distance and high speed. However the heats saw three different winners in Ian Crankshaw, Nigel Critchley and Mark Barnard. In the final Ron Haywood got a flyer from the front to lead the pack round followed by Barnard, Ayriss, Crankshaw and Liversey. As the race settled down Haywood extended his lead and the main battle centred between Crankshaw, Critchley Livosey & Grice.

However Critchley and Crankshaw took to the pit fence and the first five became spaced out. As the flag approached Haywood had a comfortable cushion from Barnard but Ayriss, Grice and Liversey had joined together to dispute third. In a last ditch effort Liversey spun in the left hander after the pits and left the order at the flag a procession of Haywood, Barnard, Ayriss, Grice and Rawstone.

### 125 P&R

Wigan still attracts a healthy P&R grid so if you have a serviceable Yamaha or Honda outfit why not come and have a go? The heats again saw three different winners in the form of Dave Robinson, Gary Needham and Dave Peers, with Tom Slade and Mike Morris up in the frame. In the final TM driver Needham shot from the third row of the grid to lead into the first bend and rapidly opened up a commanding lead. Initially Dave Culley held second but Robinson TM soon powered past him to set off after Needham leaving the Japanese battle between Peers, Culley and further back Morris and Slade having their own private scrap. At the flag the order remained the same but second placed Robinson proved to be too noisy for Clerk of course Brian Waller and was excluded so the others moved up a place to leave the order, Needham, Peers, Culley, Smith and Slade.

### 125 NATIONAL & OPEN

It was nice to see a fair sprinkling of the yellow plates amongst a healthy National grid. The day looked tailor made for a battle between Graham

### 125 NATIONAL & P&R

Next out were the largest grid of the day and the heats produced a different winner every time. In the first heat it was Martyn Hemmens followed by the P&R of Colin Kay with Bernardette Stoney 3rd. The second heat winner was David Gilson with Bernardette Stoney 2nd from Colin Kay. The third heat proved a winner for Bernardette Stoney this time with David Gilson 2nd and Andy Bratley 3rd. With Bernardette on pole for the final Carnaby was looking for its first lady winner but at the chequered flag it was David Gilson over the line first with Bernardette Stoney 2nd and Andy Bratley 3rd.

### 210s & 250s

Paul Eaton's change of class from 125 to 250 obviously suited him as he won all three heats. The first two from Philip Hemmens and the third from John Denton making a return to karting after (\*\*\*) years! John also took a third in the first heat with that position in heat 2 and 3 going to Martin Cleveland. Paul Eaton continued his winning streak in the final crossing the line first followed by John Denton obviously getting back in the groove and 3rd place going to Martin Cleveland. Philip Whymark took the honours for the 210s.

### RESULTS:

#### JUNIOR BRITAIN

1st Gary Broughton	Gillard/Dap
2nd Antony McHugh	Gillard/Dap
3rd Darren Wandless	Newland/Parilla

#### 100 BRITAIN

1st John McKenzie	Gillard/SO Dap
2nd Neil Richardson	Sprint/Dap
3rd Stephen Wright	Boxer/Arrow

#### 125 NATIONAL & P&R

1st David Gilson	Zip/Minarelli
2nd Bernardette Stoney	Bandit/Rotax
3rd Andy Bratley	SRS Lazer/XM Rotax

#### 210 NATIONAL & INT

Philip Whymark	Lazer/Villiers
----------------	----------------

#### 250 NATIONAL

1st Paul Eaton	Phoenix/Yamaha
2nd John Denton	Zip/KTM
3rd Martin Cleveland	Zip GP/Suzuki
	Sandy Howarth

rules, were promptly and rightly disciplined.

Memories of the confrontation were quickly dimmed and placed in the right perspective by the exciting and keenly-contested programme which followed.

### 100 BRITAIN

Andrew Clarke, who dominated three of the four heats, led from start to finish in the 100 Britain Final, but it required all his skills to hold off the challenges from Darren Gibbs, Mark Smith, Anthony Cleal and Richard Page.

Having ousted Stephen Hall from the leading group, the "swash-buckling five" came together on the sixth lap to eventually take the flag in a tightly-knit group that mirrored all the sporting rivalry of the karting fraternity.

It was particularly encouraging to learn that Andy Clarke was awarded the Rob Francis Memorial Trophy and there must be "reflected glory" for the sportsmen who "pushed him to the line".

Previously in the "B" Final, Mark Cook led throughout to keep Rex Ireland (2) and James Tebbetts at bay.

### 100 NATIONAL

Darrell Beasley doggedly trailed Biff Harris for the majority of the second National heat before nipping through to victory on the final lap.

In the Final, their positions were reversed until split by Richard Weatherley, who then took the lead on the last three laps to win.

Heat winners Lee Rennison and Neil Hann took fourth and fifth places respectively.

### GEARBOX

The expertise and speed of Trevor Harvey in the 250 International Class was reflected in the leads of 15 seconds which he established over the second kart, once in the heats and again in the Final.

Other gearbox Final winners were Andy Griffiths (125 National) and James Ponting (125 Open).

### JUNIOR BRITAIN

Adequately demonstrating the belief that "boys love chasing girls", Jeanette Peek showed the lads a clean pair of heels in the first two heats and then confirmed her form in the Junior Britain Final.

Male egotism was partially mollified by finalists Simon Miller (2nd) and Jamie Patten (3rd) in the third heat when they encouraged Jeanette to accept third place.

Ray Williams

### RESULTS

#### JUNIOR BRITAIN

1st Jeanette Peek	Gillard/Parilla
2nd Simon Miller	Fullerton/Parilla
3rd Jamie Patten	Dap/Dap

#### 100 BRITAIN

1st Andrew Clark	TKM/TKM
2nd Darren Gibbs	Sprint/Parilla
3rd Mark Smith	Wright/Parilla

#### 100 NATIONAL

1st Richard Weatherley	Kali/Parilla
2nd Biff Harris	DAP/T75
3rd Darrell Beasley	TKM/TKM

#### 125 OPEN

1st James Ponting	Zip/Rotax
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#### 125 NATIONAL

1st Andy Griffiths	Zip/Rotax
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#### 250 INTERNATIONAL

1st Trevor Harvey	Zip/KMT Rotax
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## Clay-Pigeon

### CLAY PIGEON KART CLUB LTD

Clay Pigeon KC Secretary — Mrs P Newsham, 257 Preston Road, Yeovil, Somerset. Tel: 0935 71104.

Competition Secretary — Mrs A Smith, 68 Salisbury Road, Blandford, Dorset. Tel: 0258 55254.

### RACE REPORT FOR ROUND 2 CLAY PIGEON CLUB CHAMPIONSHIP

SUNDAY 10th APRIL 1988

Clay Pigeon's April meeting was blessed with an ample amount of Spring sunshine and an encouraging turnout of 93 entries.

A low-temperature breeze, braved by a large number of spectators, failed to cool the ardour and enthusiasm of a couple of early contestants who, having ignored the Marquis of Queensbury



Wombwell

SUNDAY, MAY 8th

Another 130 strong entry included a round of the Villiers 210 challenge and saw the second round of the club's annual championships greeted by a dry sunny day despite the worst forecasts from the supposed weather experts (although I must admit they're not often wrong at forecasting rain!).

CADETS

As usual now a healthy grid of those little tigers and with far more competition now as many of them have got to grips with keeping the revs on. In the wake of whispers that some competitors were having the numbers of teeth stamped incorrectly on hitherto blank sprockets the scrutineers kept an eye on this department but all were found to be honest! The first two heats went to Scottish Champion Craig Murray and James Mills took the other with Mathew Davies and Brenden Rawle always a close attendance. In the final Murray lead into the first bend followed by Davies and Rawle but Mills slipped upto third into the top bend. The leading four pulled out a sizeable gap back to novice Phillip Moreton who was fighting off Gavin Creber and Michael Blair. At the front Murray and Davies were crawling all over each other as they set about the tailenders. On lap 6 Mills slipped upto second round the pit bend as Davies was forced out by one of the tailenders but on the last lap the Essex youngster managed to regain his spot leaving the order at the flag of Murray, Davies, Mills, Rawle and Greber.

JUNIOR BRITAIN

Another large grid and the usual battle between the Kartsport due of James Matthews and Stuart Capstick, surely two of the quickest Juniors around. Not surprisingly they shared the heats between them with Matthews brace giving him pole for the final. Also in the frame were Nick Lamb, Ralph Firman and Paul Ibbotson. For the final Matthews grabbed the lead from Lamb Ibbotson and Capstick but with a couple of laps Capstick was through to second but unable to catch the flying Matthews and indeed very lucky to survive Darren Tuggs sieze immediately in front of him on the right hander. Meanwhile Lamb and Ibbotson were involved in a terrific scrap with Firman nicely placed to gain from any slip on their part. On the penultimate lap Craig Faunch and Nicholas Hemingborough scattered the crowd as they piled into the pit fence and Jon Greensmith eased himself up into the trophies ahead of Firman. Leaving the order at the flag, Matthews, Capstick, Lamb, Ibbotson, Greensmith and Firman.

SENIOR BRITAIN

The usual tough, competitive entry for the Senior Brits produced three different heat winners and seven different top three placings. Wins went to Steve Hazlett, Simon Redman and Richard Beecroft with Martin Verity, Richard Hair, Chris O'Hara, and Paddy Walsh also in with a shout. Hazlett lead the final round the pit bend but disappeared along with Hair and Stephen Quinn leaving Beecroft to bring the pack round for the first time well clear of Verity, Redman, O'Hara and Tim Pell. As the race wore on Beecroft extended his lead, Redman appeared to settle for comfortable second and it was left to Hazlett and Glen Forber to provide the entertainment although they were a lap adrift after their early events. At the flag it was Beecroft,

Redman, Steve Wild, John McKenzie and O'Hara and with twenty four still running and so many of the top ads a lap adrift I was glad of the lap sheets to sort my notes out!.

100 NATIONAL

Just three heats for the Nationals with wins going to Shaun Nicholson, Roy Dickson and Peter Olsson chased by Andrew George, Richard Hartley, John Wilcock and Michael West. As the pack charged into the first bend George spun causing some excitement but it was the old stager Roy Dickson who lead them up the straight to open up a very commanding lead from West, Hartley, Andrew Burslem and Dave Redfern. The main action was coming from John Wilcock upto 4th by the half way stage and on the ragged edge most of the time. As the race entered its later stages West had closed visibly on Dickson but the tailender opened up the gap again allowing Hartley to challenge West but at the flag the order remained unchanged as Dickson, Hartley, Wilcock and Robert Wolslencroft.

COMBINED GEARBOX

It was terrific to see that many of those excluded for noise at the last meeting were not only back again but had made a real effort to reduce the noise levels. I know that I keep refering to our struggle to keep the peace with our local residents whilst trying to be reasonable with our gearbox members and I'm more than pleased that the RACMSA have at long last been seen to do something about it but nevertheless their efforts seem to have served to lump another major problem onto clubs. We started off sending the gearbox karts out at 10 sec intervals as required by the MSA but by the end of the first lap they were in two's and in groups at the end of the second practice lap thus making individual renderings almost impossible and with time nearly as big as enemy as noise to us it is an action we can do without. It does seem to me that we need the MSA to do two things:-

ONE — provide a static test requirement for gearbox karts that equates to the run-past test for non gearbox karts and TWO take run past test at a greater distance than 10 metres so that you can eliminate mechanical noise (which does not upset the residents who only hear the pipe noise). Anyway back to the racing the heats went to Graham Roscoe, Phillip Hemmens and Barry Sheriff with Martin Hemmens, Bill Clark and Julian Parry the other front runners. Another sizeable group failed to make the final grid having been excluded for noise and those that started went down like flies leaving Roscoe to win by over half a lap from Bill Clark and Martin Hemmens with only Paul Eaton on the same lap. The noise man, Mc Harrison and clerk of course Ken Wright spent another long time talking to some very angry gearbox men who seem to have redirected their anger at the silencer manufacturers for producing some very expensive and noisy pipes which they now find are no use to them. We may not yet have an answer to their problems but at least today showed that several competitors have taken huge steps in the right direction.

210 VILLIERS CHALLENGE

As usual I won't cover the step by step exchanges as I know there will be a separate report but the heats went to Glen Glarke (2) and Colin Firth with John Haigh taking the final from Clarke, Graham Payne and Brian Johnson.

WOMBITS

\* Noise again! Novice Jamie Robinson reduced his noise from 107db to just 93db by using a plastic flip top bin to shield his A/C Rotax

and by adding the oil filter off a stacker truck to the end of his exhaust. So simple and so inexpensive — it just shows what can be done it people try!

\* Just to show how we measure the wrong things in noise — a very quiet sounding Tim Plant whacked up 100 db on the meter although I would have said that it was one of the quietest Karts present — obviously the meter heard the mechanical noise — not the peaceful pipe!

Brian Lord

RESULTS

CADET

1st	5	Craig Murray	AllKart/Comer
2nd	2	Mathew Davies	Gillard/Comer
3rd	12	James Mills	Jeta/Comer

JUNIOR BRITAIN

1st	34	James Matthews	Boxer/Parilla
2nd	4	Stuart Capstick	Boxer/Parilla
3rd	15	Nick Lamb	Jeta/DAP

SENIOR BRITAIN

1st	11	Richard Beecroft	Gillard/DAP
2nd	81	Simon Redman	Fullerton/PCR
3rd	27	Steve Wild	Boxer/DAP

100 NATIONAL

1st	31	Roy Dickson	Sprint/Parilla
2nd	72	Michael West	Mondial/Parilla
3rd	14	Richard Hartley	Gillard/TKM

125 NATIONAL

1st	25	Graham Roscoe	Zip/Rotax
2nd	69	Bill Clark	Zip/Rotax

250 NATIONAL

1st	54	Paul Eaton	Phoenix/Yamaha
-----	----	------------	----------------

210 VILLIERS

1st	88	John Haigh	Anderson/ Quantum
2nd	4	Graham Payne	Barlotti/KMP
3rd	42	Brian Johnson	Aero/Villiers

Carnaby

With the circuit really being spruced up ready for the two day televised motorcycle meeting the following weekend and a bumper number of entries exceeding last month's highest number so far things looked set for a good day's racing at Carnaby and we weren't disappointed.

JUNIOR BRITAIN

First and second place in all the heats went to Gary Longbottom and Gary Broughton respectively, with thirds to Darren Wandless, Michael Simpson and Richard Blackburn. This sent Gary Longbottom out on pole position but an unfortunate spin relegated him to the back of the grid from where he managed to come back through to fifth. Winner in the final was Gary Broughton with Antony McHugh coming through from the back of the grid to take 2nd from Darren Wandless.

100 BRITAIN/NATIONAL

Winner in all three heats was John McKenzie with Neil Richardson taking 2nd and Darren Hill 3rd in the first heat; Darren Hill from Stephen Wright in the second and Darren Hill again, this time with Wayne Douglas in the third. It was John McKenzie first across the line in the final too with 2nd place to Neil Richardson and 3rd to Stephen Wright.

BRITISH 210 NATIONAL LONG CIRCUIT CHALLENGE 1988

RESULTS AFTER ROUND THREE

Pos	Driver	Points
1.	George Bett	65
=2.	Simon Quance	58
=2.	Keith Trainer	58
4.	John Brennan	49
5.	Igor Ashwell	47
6.	Mark Jonson	44
=7.	James Wallace	39
=7.	Mark Lockley	39
9.	Jeremy Pinny	32
10.	Mike Gilmartin	31
11.	Graham Jones	28
12.	Gary Parker	26
13.	Tom Thacker	23
14.	Steve Jones	22
15.	Glyn Jones	21
16.	Brian Borwell	20
17.	Peter Farr	19
18.	Dave Thacker	17
19.	Rod Stallan	13
20.	Charles Morris	12
21.	Jack Ball	8
22.	Robert Stewart	6
23.	Terry Percival	2
=24.	Paul Ricketts	2
=24.	Tony Lee	2
Administration, Mark Lockley		
15 Watling Street, Churchbridge		
Cannock, Staffs WS11 3JY.		

THE 1988 KART RACING REVIEW

First there was DRIVE IT! LONG CIRCUIT KARTING and for the last two years a KART RACING CALENDAR, now the duo of Mike

Smith and Rodger Calvert are planning THE 1988 KART RACING REVIEW.

Offering the very best in words and pictures they will produce full coverage of all major events — World and European — RAC Championships — Super One Series — Cadet and Schools Karting, together with relevant facts from the 1988 season.

The book, size A4, will have a full colour laminated cover and 120 pages of text with black and white photographs and will be priced at around £8.00.

Publication will be in February 1989, in time for the International Kart Show and copies will be available from Mike Smith or Rodger Calvert and selected Traders. There will be limited advertising space available on a first come, first served basis. The authors will accept orders for quarter, half and full page adverts. In addition colour advertising will be available on the inside covers. Advertising rates will be:

Quarter page.....	£50
Half page.....	£90
Full page.....	£185

(Payment *must* be made with order).

In order to assess and plan advertising requirements your commitment is needed now. All those interested in taking advertising space should contact Mike or Rodger at the addresses given below. Final copy will be dealt with at a later date when your requirements can be fully discussed.

Be part of the 1988 KART RACING REVIEW — advertise your successes and offer your support NOW!

Mike Smith  
13 Winifred Road  
Farnworth  
Bolton BL4 0HH  
Tel: (0204) 26926

Rodger Calvert  
27 Richard Road  
Darton  
Barnsley S75 5NP  
Tel: (0226) 382002

The 125 Challenge

Details are being finalised for a ten round 125 Challenge on short circuits in 1989. Exciting developments are taking place and a very substantial prize fund is promised, with the kart trade in particular showing a very keen interest in supporting what should be an extremely popular and outstanding series.

In view of the interest shown by the trade and drivers it is proposed to run an autumn series this year over five rounds with the dates as follows:

Round 1	25 September	Three Sisters
Round 2	2 October	Little Rissington
Round 3	16 October	Shenington
Round 4	13 November	Kimbolton
Round 5	27 November	Birmingham Wheels

Best three rounds to count

It will be necessary to register for the series and the registration fee will be a nominal £5. A good end of series prize fund should be available, tyres will be as per RAC "blue book" but next year it is possible that a special tyre deal can be reached with a tyre manufacturer, negotiations are already proceeding along those lines and, if successful, should benefit all the participating drivers.

The organisers are Barbara and Ian Hunter (who have organised the 210 Challenge for the last six years) and Sue and John Morrish (who are involved with the organisation of the highly successful Kart Show).

The £5 registration fee (made payable to "125 CHALLENGE") should be sent to either: Ian Hunter, 1 Church Way, London Village, Rugeley, Staffs WS15 4PG.

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                  Telex:     NL-53444  
                  Telephone: NL-5921-43528

Please quote:  
Name, address, engine  
kart and which formula

All drivers competing notify Ron Brassey  
RACMSA on (0753) 681736 extn. 274.

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kart and which formula  
There will be prize money.

Entries to Ron Brassey, Kart Manager, for  
stamping and visa issue.



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KM Fibreglass  
Colin Quigley (Dunlop Tyres)  
Zip Karts  
Surespeed  
Roger Goff Racing

This list of Traders will be updated as soon as possible.

# Your Letters . . .

**Dear Ed,**

Kart and Superkart have clearly climbed to new heights in journalistic achievement in employing the talents of that eminent psychologist, M. Armstrong. We must all be pleased that our learned friend not only reported on the racing at Felton Super One Qualifier, although a little short sightedly (more of that later), but saw fit to give us the benefit of his judgement as to the mental state of one of the Senior Britain drivers. This could set a trend for the future: perhaps we could have race reports from a Racewear Designer — ‘Zip boots with their low drag coefficient gave the edge down the straight but Bell helmets and their low centre of gravity gave superior cornering, although the rest of the driver and kart tended to go straight on due to indifferent adhesion of Sparco suits and Tillett seats’, or how about this from an NSPCC official — ‘The Junior Britain driver was obviously from a deprived home, showing classic signs of under-nourishment — only one new kart every four meetings, engine every six — and was taken into care’. (I nearly included a boxing commentator but after Fulbeck it was a little close to the mark!).

But to get back to reality, I don’t know if M. Armstrong has a grudge against Steve Cook-Martin but it certainly appears so. It was unfortunate that he commented on several ‘contacts’ when in fact there were only two: one in the Final, when he was used as a brake by an experienced driver who should know better, resulting in a three kart pile up, (unfortunately not reported by M. Armstrong) and one in Heat 4 after taking the inside line on exiting pit bend, the driver cut across throwing Steven and kart up into the air, his rear wheel landed in a puddle splashing the watching spectators, (sorry about that!).

Clearly, according to our expert taking the ‘inside line’ is to be regarded as an indication of mental disorder and based on what I have seen happening at all the race meetings I have attended perhaps we need ‘white coats’ on duty as well as ambulance men. Incidentally the other driver carried on as if nothing had happened and Steven managed to keep going to finish 5th from grid 18, described by M. Armstrong as the drive of the heat.

Just to complete the story, when he rejoined the Final after being shunted off he found himself just in front of the two leaders whom he waved through on the back straight and then tagged on to, (‘refused to give way?’). At no time on from then were blue flags waved to warn him of following drivers, (‘blue flags waving all

around the circuits?’). No. M. Armstrong, let’s stick to race reports, and criticism of drivers where necessary, but let’s base these judgements on fact and not prejudice (of which there seems to be a lot about, going by the gossip in the pits) and equally let’s avoid personal remarks of the type that you and now I are guilty of.

**Regards,**  
**Dave Cook-Martin**

**Dear Ed,**

Could I please make us of your magazine to extend thanks to Brian Kennedy, his parents and friends for looking after us so well during our visit to the kart meeting at Nutts Corner at the end of May.

To all of those enthusiasts who have not yet ventured across the water, the racing is generally very close over their notoriously bumpy circuits and most classes are well supported. The club-house at Nutts Corner offers well prepared local delicacies, (try the egg soa at around 55 pence) and the bar fills to overflowing after the racing to give people the opportunity to see on video where they went wrong!

Thanks again to one and all, and best wishes to Brian and fiancée Kay for their wedding in September.

**Geoff & Maria Slater,**  
**Langcourt Ltd.**

**Dear Kart & Superkart,**

Never in my life have I felt the need to put a complaint onto paper, but after the meeting on 22nd May run by Chasewater KC on the new Wheels track at Birmingham, I feel I must.

The noise meter was in use throughout all

practices and heats. Nearly all drivers were supposedly over the limit but after informing the Cadets that they were running at 87Db/A how on earth did they expect a 250cc Rotax to conform to 90Db/a?

After causing an uproar all day not one driver was told he could not compete and by the Finals the noise meter was not even in use. However, during the Finals, drivers were systematically picked out and black flagged for noise. Neither me nor my husband are spoilt brats or trophy hunters, in fact we could keep Chasewater KC in trophies for a couple of years at least, but when the driver that was winning (one of the Committee Members of the KC I believe), was proved to be running at a single Db/A lower than my husband all day was *not* black flagged and my husband was, and even another driver who was the lowest recorded all day, 94Db/A, was also black flagged, this does not seem right.

The officials concerned all stood in a little group chatting away on the startline and discussed between themselves who sounded noisy and who didn’t. How can anyone disqualify a driver fairly for being too noisy without the use of a meter. Surely six pairs of ears can’t be that accurate. If people are going to be disqualified, surely it should be before the Finals and by means of using proper methods. The rules on noise stated in the Blue Book are there for a reason and officials should not be allowed to make up their own rules as they go along.

**Yours,**  
**Sylvia Ashe (Merseyside)**

\* Due to late receipt and general lack of space several reports have had to be held over until the August issue. Contributors are reminded that copy deadlines must be adhered to, in order to meet the printer’s demands.

**SHENINGTON CHANGES**

Please note the following changes of Competition Secretary for the Shenington Kart Club:-

For the months of July and August *ONLY*: Entries to:- Steve Chapman, 16 Hedgerley, Chinnor, Oxfordshire, OX9 4TN.

September onwards, entries to: Sonya Game, 16 Graham Road, Bicester, Oxfordshire.



**SMITH & GENK**

Guy Smith, last year’s Junior Britain ‘A’ British Champion, took class honours in the Benelux Cup during weekend 22nd-23rd May at Genk in Belgium. He was the only entrant from the UK in the event and also, at 13, the youngest competitor. That European visit was part of his preparation for the Junior World title to be held at Pomposa, Italy, during 8th-10th July.

Guy, from Hull, is sponsored by Swift Caravans and enjoys additional sponsorship from the magazine “Cars and Car Conversions”.

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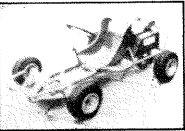
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1. News — Part 1.
2. News — Part 2.
3. Magione.
4. Tillotson's New Carb, including important (by Hoddesdon P Chainlube) paragraph at end.
5. Super One Fulbeck — Pictorial by Beverley Heath.
6. Super One Comment.

Next Month: Noise! Fuel! Intercontinental 'A' Oppenrod. 100 National RAC Champs Preview.

## NEWS

### Part 1

Nigel Edwards has stepped down as Super One Series Co-Ordinator due to his increasing commitment to car racing in the Austin Rover Series this year. This will be a great loss to karting, the enormous amount of work he and his wife Sarah have done and Nigel's fair mindedness will be difficult to replace, but we wish him luck in his Metro.

Series Organisers remain Gerry Cotterill and Neil Hann but Pat Connelly (Dominic's mother) and Steve Clayton, both experienced Super One stalwarts, will be taking on more prominent roles in the future.

Vicenzo Sospiri, 1987 100cc World Champion (DAP/DAP/DAP/DAP . . . . etc) is attracting interest from major sponsors CAMEL cigarettes with competitive Formula Ford outings in this country and looks set to follow Senna and Modena into Formula 3 and upwards. Modena in fact is hotly tipped to be destined for Ferrari in 1989, although this year with Euro Brun won't further his career much . . .

### Part 2

To Mr & Mrs Dave Button — congratulations on the birth of their daughter Kimberley, well worth missing Fulbeck for!

As we go to press a strong British contingent heads for Oppenrod in Germany for the North Zone Intercontinental 'A' round, as follows:-

G. Moynihan	Wright	Vega
	/Parilla	
S. Nicholson	Wright	
	/Parilla	Vega
P. Rees	Zip/Rotax	Bridgestone
C. Parker	zip/Rotax	Bridgestone
J. Cotterill	Sprint/Rotax	Vega
M. Windle	Sprint/Sirio	Vega
S. Day	DAP/DAP	Vega
D. Coulthard	PCR/PCR	Bridgestone

With heavyweight support from Paul Carr, Simon Wright, Dave Boyce amongst others, Europe should see some competitive British qualifiers in this class too, complementing Richard Weatherley and Steve Brogan's 135 success, and Cotterill, Cuff and Connelly in Super Cento — a healthy improvement on two years ago!

Congratulations to Gary Chapman on his truly remarkable achievement of three consecutive 100 Britain RAC British Championships. Also of course to Paul Carr who prepares Son of Shoestring's Wright kart and Parilla motor . . . well done.

Kevin Warner's achievement of coming through the D, C and B Finals to the main Final should not go unmarked, his British Racing kart equipped with the same S.W.R.D. Parilla throughout, borrowed for the occasion from Roy Hession; young Gareth's dad.

Larkhall Super 100 National winner Johnny

# Class

# 1

# Column

MacDonald did well to race at all; he fell down a hole two weeks before and broke his arm!

The Minarelli 100cc motor has been with us in some form for a while now but, apart from a brief gold painted appearance on Doug



Gary Chapman, three times Champion (Pic: Doug Rees).



Kevin Warner (22) — a fine achievement for British Racing Karts (Pic: Doug Rees).

Spencer's Sprint two years ago, has not been conspicuously successful in this country despite showing considerable potential. Kartpro Stratos are now the sole importers (along with the popular 125 gearbox motor) and have every intention of developing the motor whilst providing a full back-up and parts service. A short-stroke design, the Minarelli should make a good Britain motor (it's very successful in Ireland) at the basic price, while Dave Banbury will be happy to supply a fully tuned National version for a few dollars more . . . Interestingly there is a new Minarelli kart available for National which is of the fashionable 'A' frame design and also available (as raced by) Dave Banbury.

## Part 3

### MAGIONE

The second round of the CIK European Championship for 135cc and 100cc Super Cento was held at Magione, Italy.

In the 100cc class Jeremy Cotterill was on his best continental form and having been fastest in timed practice and winning the pre-Final was extremely unlucky that his Rotax ingested something in the Final, leaving Gert Munkholm, the works PCR driver, to take his second consecutive victory. Dave Cuff (DAP/DAP) ran seventh for some time before the sudden but expected late afternoon downpour wrong-footed the 5th and 6th place men who took him with them.

1st G. Munkholm (DK)	PCR/PCR
2nd M. Keene (NL)	Bridgestone
3rd M. Orsini (I)	Tony/Rotax Vega
	DAP/DAP
4th J. Boullion (F)	Bridgestone
	Alpha/Parilla
	Bridgestone
5th M. Papis (I)	PCR/PCR Vega
6th M. Rinta-Jaskari (SF)	Birel/Parilla Vega

Munkholm now leads the championship comfortably but is not yet unassailable with three rounds yet to go.

The 135cc Formula K event was hard fought with reigning champion Zanardi finally losing out to the PCR duo of Simoni (World Champion) ►



and Rene Bollingtoft, while Richard produced a fine drive after a disastrous time trial put him at the back of the field.

**Formula K Final**

1st	G. Simoni (I)	PCR/PCR Bridgestone
2nd	R. Bollingtoft (DK)	PCR/PCR Bridgestone
3rd	R. Weatherley (GB)	Kali/Komet Bridgestone
4th	F. Gemmo (I)	Tecno/Komet Bridgestone
5th	G. Cazzago (I)	Kali/Komet Bridgestone
6th	A. Zanardi (I)	CRG/Komet Vega

**Part 4**

**THE NEW TILLOTSON  
CARBURETTOR**

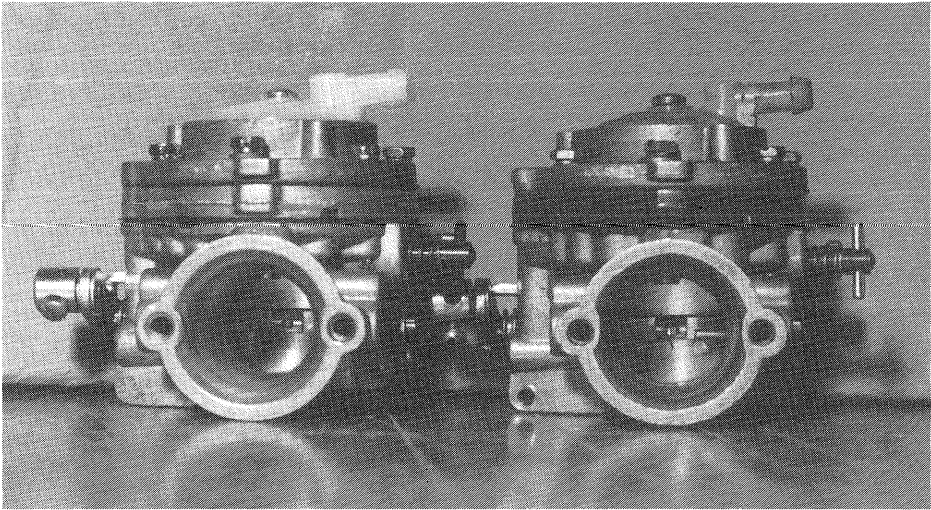
**By: Hoddesdon P. Chainlube**

Tillotson's announcement of a new carburettor for karting has aroused quite some interest since the recent wholesale move to slide carbs has been shown as not necessarily the way to go, notably by the speed of Biff Harris, Bryce Wilson, Kerry Thorpe and others . . . The manufacturers claim that they have never before produced a carburettor specifically for karting, chain saws are their conventional market, but it is certainly true that some versions have been far more suitable than others. Older carbs have very much more metal surrounding the venturi and are thus more suitable for the sometimes wild increase in bore when tuning modifications are carried out, the current HL317 being very thin by comparison.

The shortcomings of recent stock Tillotsons in this regard have been recognised for some time, and compensated for with araldite or plastic padding, but the new version marks in some ways a return to the older design. There is added metal around the venturi and at the base of the flange next to the motor, affording greater protection from the chain as well as more scope for boring. That unloved addition to later models, the butterfly spot pin, often removed and blocked with epoxy, has been replaced by an external stop in common with older versions. More controversially there is an additional channel across the metering chamber which acts as a reservoir (another popular modification) and the spring well depth has been reduced . . . The most interesting feature however is that the HL 334A as it will be known, is to CIK specifications (25.5mm throttle bore, 19.8mm venturi diameter) for use in Europe where butterfly carbs are mandatory in International A 100cc and in Juniors on reed valve motors . . .

There is of course no class in this country which requires anything like this specification but the added metal should make this carb the new basis for almost all *non* Britain and Junior Britain tuned carburettors. In Europe there are a number of manufacturers now making Tillotson style butterfly carbs, not legal here, notably KILT (Belgium), DAP and PCR (Italy) and IBEA (Switzerland) which provide stiff competition for the original article, albeit at a premium price — perhaps the HL 334A will redress the balance.

**It is worth asking whether with the introduction of a standard carburettor to this specification, consideration shouldn't be given to adopting the CIK version in this country for National, and Super National with a correspondingly lower weight limit, in the name of greater parity with the**



*The "new" Tillotson HL 334A on the left, standard 317 on the right (Pic: Beverley Heath).*

**continent. The introduction of UK made only slide carbs into National classes was in hindsight a questionable move, although possibly justified on economic grounds (an IBEA 3 jet slide costs upwards of £145 . . .) perhaps now as only CIK Super Cento permits slide carbs it is time to think again?**

**Part 5**

**SUPER ONE SERIES — ROUND 1  
FULBECK**

**Surely some mistake . . .**

The opening round of the Super One Series was run very successfully for the most part with full grids and excellent racing in all classes, fully vindicating the commercial series concept and the tremendous amount of work by the organisers and participants that makes it all possible. It is unfortunate then to record that in one class, the Super National of course, there is cause for serious concern if competitive fairness and the long-term future of the class are to be safeguarded.

Timed qualifying was used in Super One racing for the first time (the RAC Super National Championship employed it successfully last year), a move which is to be applauded if the consensus is that Super should be as close to the continental model as possible. With a limit imposed by the Super One organisers of 24 it was clear that with 30 entries there would be six disappointed Super drivers who, for whatever reason, would not be on the grid. Certainly everyone should have considered this grim possibility before setting off but no doubt felt "it couldn't happen to me".

It would be as well then, to consider the implications of six of the country's top drivers failing to make the cut and whether it is for the long-term good of the sport to send them home without racing.

In continental racing no-one gets sent home, or at least not at that stage, if there are say 80 entrants, then timed practice only determines the starting order for sufficient heats to accommodate that number. Participants are divided into groups A, B, C, etc, all of whom will race against each other in the heats. It does not mean that those who qualify in the lower orders are eliminated but race on, despite low grids for each heat. When the heats have determined the grids for the Pre-Final the remainder will contest a Repechage (2nd chance heat) and the first 4 or 6 will be put onto the back of the Pre-Final. For the others there will be a race of lesser stature called the Federation Cup or something similar if there are sufficient drivers to make it worthwhile. If timed practice is to work properly then it must be set in the complete framework

of the continental system — it's no good expecting to emulate something by only adopting half of it. How long will people remain committed to a sport which arbitrarily decides whether they spend so much time, money and effort participating or spectating?

**Tyres 1**

Two years ago after an opening round at Wombwell was dominated by one manufacturer's karts the 'parc ferme' system was introduced to satisfy those who felt that tyres were the source of this superiority. One set of new Vega SL's were submitted by each competitor and he would be issued then with someone else's tyres; a theoretically fair and random process. Once on rims, a task performed within the 'parc ferme', the tyres would be removed and re-fitted to the kart before and after each race under an official's control and not taken to the paddock thereafter. This, in essence, is the system successfully used on the continent which hitherto has worked reasonably well here. At Fulbeck however it became apparent that everyone was getting the same set of tyres back as they put in, the explanation being that some people were unhappy at getting 'inferior' tyres out of the pool, i.e. that people were putting in obviously duff tyres and gambling on not getting them back. That this happened on occasion is undeniable but the error of logic is that exactly the reverse could attain — if you put 'good' tyres in you might get them back, indeed if you had prior knowledge of this new system you certainly would! The solution is surely to inspect each set of tyres as they are submitted and mark them with that competitor's number and then pool them for re-distribution so that any problem can be traced.

**Tyres 2**

The first heat at Fulbeck was wet and, as everybody knows, one set of CIK Vega wet tyres per the Blue Book are permitted — or do they? Three drivers, all of whom had just been to Montpellier, lined up for the race on non-standard Vega wets marked WW as issued to them for the French race. The fact that they had cleared this with the organiser is entirely beside the point — the tyres were not specified by the rules; which say they must be freely available from four outlets to all would-be purchasers, rule 1.6.5, Kart Technical Regulations. This sort of thing is in clear contempt of not just the letter of the regulations, but the intention and spirit of them too and must be sorted out before a class within a class emerges.

*Kart & Superkart*

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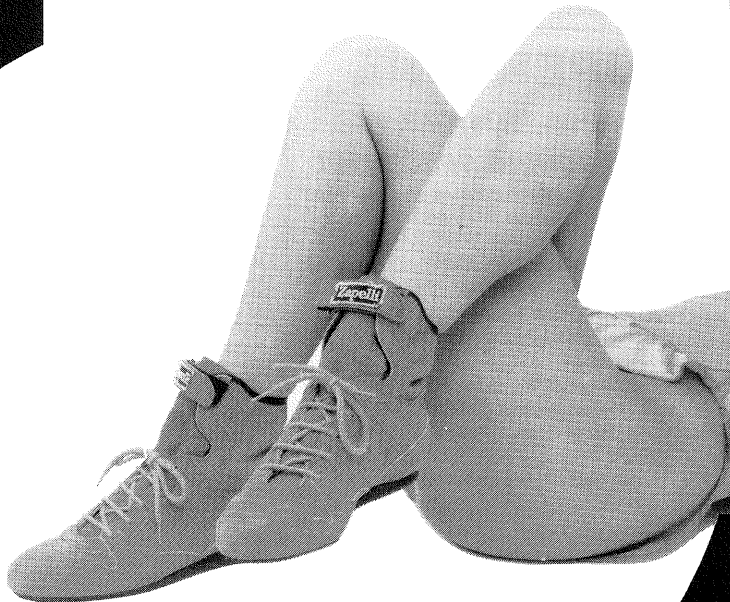
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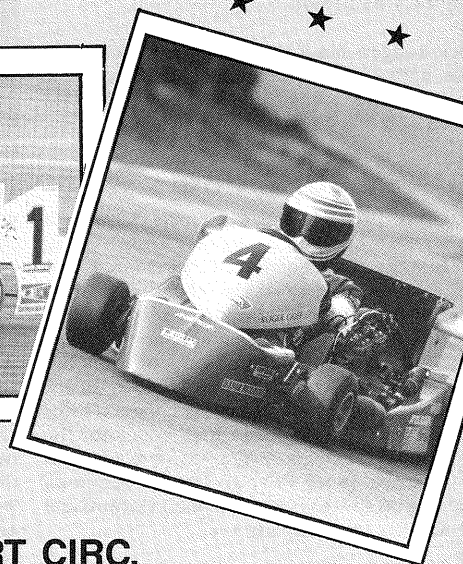
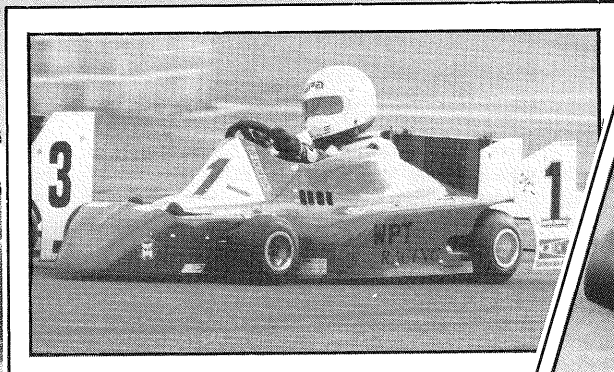
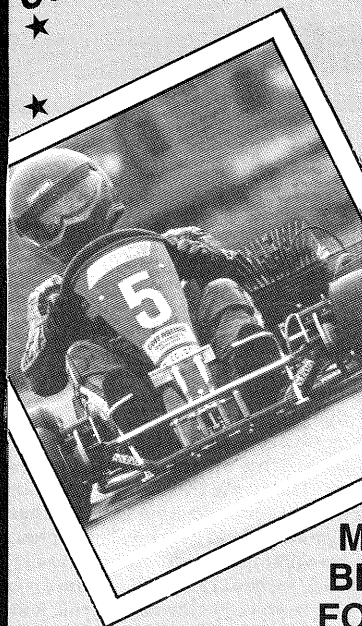




# ANDERSON



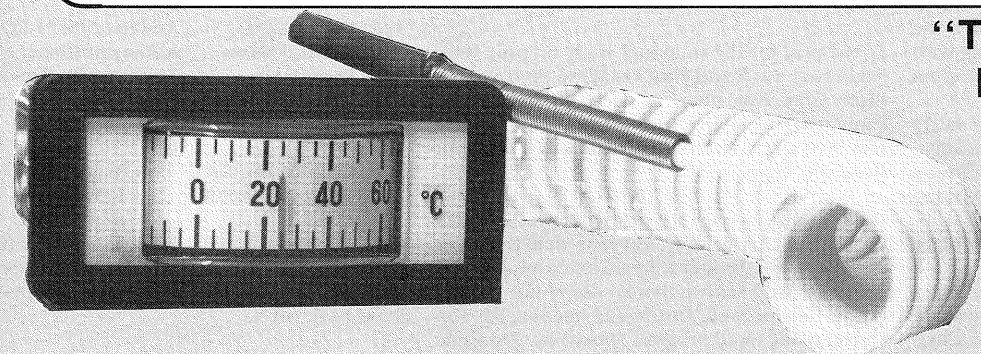
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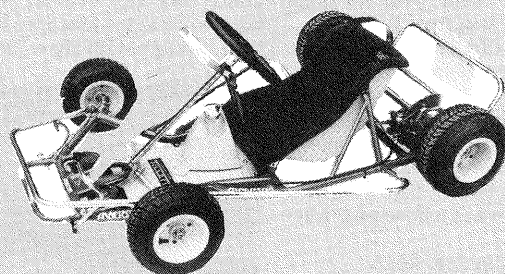


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Part 6

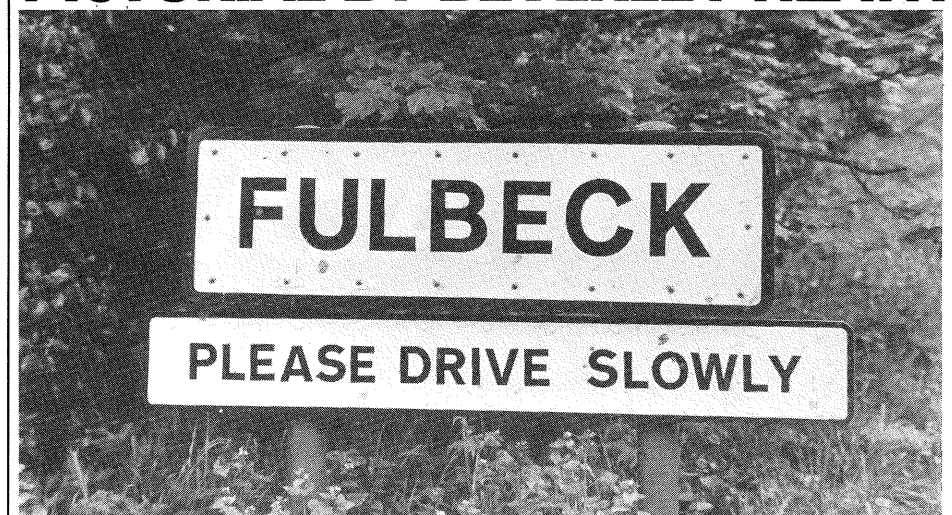
## SUPER ONE COMMENT

An additional complication at Fulbeck was that after timed practice three of those who had qualified well within the 24, were excluded for being underweight. Since all three protested vigorously that they had weighed before going out for timed practice and had obviously altered nothing since, it must call into question the consistency of Fulbeck's venerable, portable scales which do not allow a kart to be stood properly upon them.

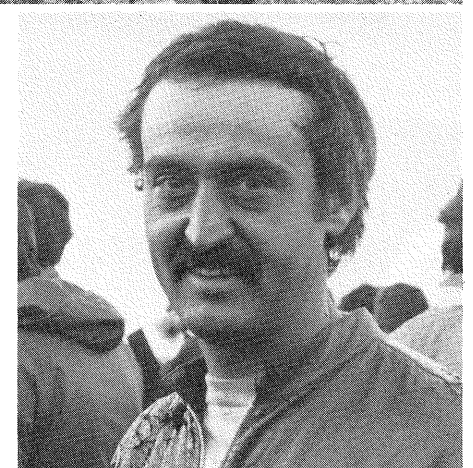
At Larkhall of course there was no such problem, where they must have the best scales in the country, allowing a kart to be set flat upon them and accompanied by the mandatory lead weights in case of any dispute.

Although the tyre problems mentioned in the foregoing now seem to be resolved and a modified qualifying system for Supers adopted, the sphere of scales and their accuracy would benefit from closer scrutiny.

## PICTORIAL BY BEVERLEY HEATH



B.T.R. Racing's Tom Wilson looks pleased with his Larkhall winner — Bryce Wilson (TKM/TKM) 100 Super and Johnny MacDonald (DAP/TKM) 100 National.



Biff was quite pleased with his win in 100 Super.



Richard Weatherley (Kali/Parilla) ran strongly all day but did not finish the Final.



Biff who? What d'you mean he used to beat you too Paul?



Darren Manning (Gillard/DAP) chased by Simon Spence (DAP/Sirio) and Andy Cox (Wright/Parilla).



Jonty Millward made a welcome return on Lane/PCR equipment.



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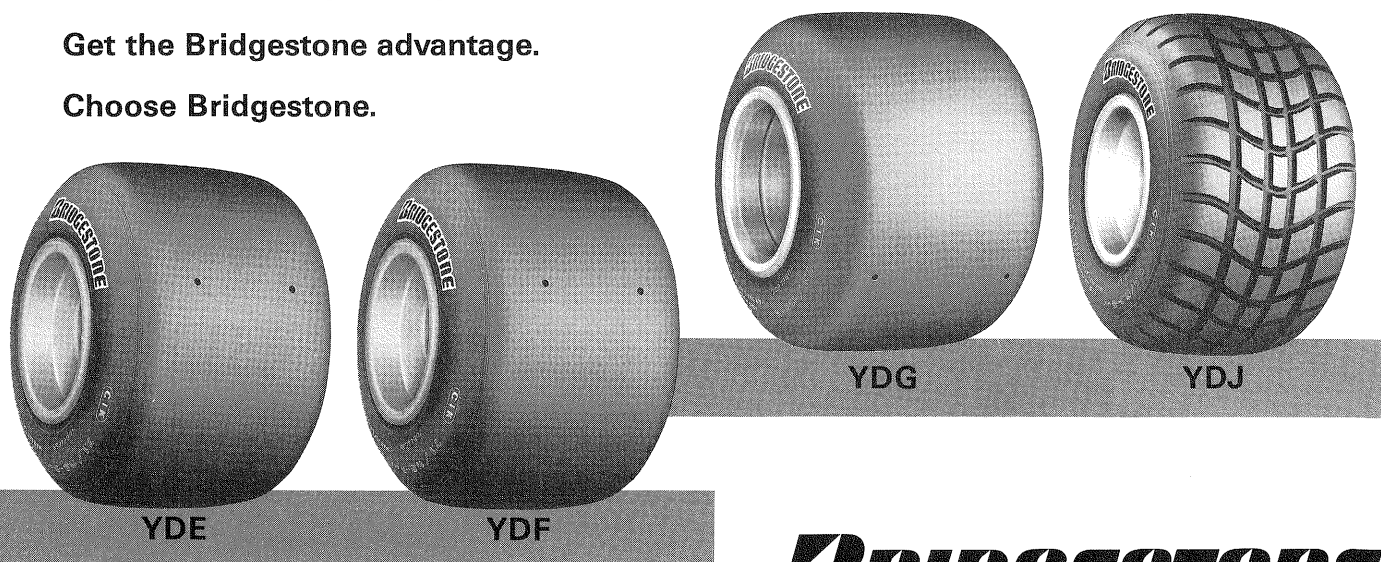


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## BRIDGESTONE

over the last lap to take fifth. Paul Goodison took the last points position in sixth.

1st	Derek Rodgers	Anderson/Yamaha
2nd	Colin Fletcher	Kelgate Zip/CJF KTM
3rd	Mark Allen	Dino/KMP KTM
4th	Mike Doble	Zip/Honda
5th	Mark Webster	Anderson/Cheerham KTM
6th	Paul Goodison	Zip/KTM

Fastest lap of the final: Colin Fletcher  
1m 22.3 85.61mph.

Derek Rodgers has a clear lead in the RAC title chase, with 21 points after 3 rounds. Mike Doble is next on 12 whilst Mark Webster, Richard Boston and Mark Allen each have 8.

### STONEY SURPRISE

No real surprises in the 125 Open class, with Chris Stoney once again dominating proceedings. The Castleford Ace scored two wins from the heats to take another pole position start for the Final. His winning time in heat one was just under seven seconds quicker than second placed Simon Cullen. Second time out he had a four second advantage over Bruce Moore. Ian Beaumont had a couple of good heats and he lined up alongside Chris Stoney for the final. Steven Webb and Bruce Moore completed the front row. Derek Price and his red zero took up a spot on row two with Stephen Coward and Roy Mclean for company.

Ten laps then with Stoney looking to be the man to beat and it was Stephen Coward who got the best of it at the green. It all went wrong though into Redgate for the first time, as Webb, Beaumont, Coward and Pettigrew all tangled, Coward managing to get away again.

Out of the Chicane for the close of lap one and... you've guessed the 'GP' plates of Chris Stoney were out in front. Derek Price had second from Boyd Barrington but Stoney was quickly into his now customary rapid pace. As the Castleford Ace stretched his advantage so Derek Price hung on to that second place over the opening laps. Graham Roscoe was chasing hard in third spot with Ian Mason, and Simon Cullen next up.

By half distance the field had become fairly well spread around a wet Donington... Barrington had spun exiting the Chicane... losing three or four places whilst Stoney was looking unbeatable yet again.

By lap eight Colin Poole had made third place his... having a clear gap back to fourth placed Mason. Stephen Coward had got going again after that opening lap meleé but was running well down the field. Two laps to go and Chris Stoney duly completed them with no great problem to take his fifth win from five starts... three of those being RAC Championship rounds.

Graham Roscoe came home in second place... 9.5 seconds down on the leader. Colin Poole had hung on to third from Ian Mason, Simon Cullen and Paul Hobson. Boyd Barrington had recovered from his spin to claim seventh spot. On the running down lap Chris Stoney had what you might call a slice of luck when a hose gave way!

1st	Chris Stoney	Zip/CSK Rotax
2nd	Graham Roscoe	Zip/Field Rotax
3rd	Colin Poole	Zip/Goff Rotax
4th	Ian Mason	TCR Statros/TCR Minarelli
5th	Simon Cullen	Zip/CSK Rotax
6th	Paul Hobson	Zip/CSK Rotax

Fastest lap of final: Chris Stoney  
1m 26.3 81.64mph.

July 1988



Chris Stoney collected a further 9 points to top the 125 Open Championship trail.

After three maximum scores Chris Stoney is walking away with the RAC title chase on 27 points. Graham Roscoe is the only other driver in double figures with 13; the next highest is Nigel Wigg on 6.

### A PARROTT AND THE EAGLE

Twenty one drivers were credited with times after the session against the clock for the third round of the British Championship and it was the Zip of Ian Shaw which covered the Donington tarmac the quickest with a time of 1m 10.1. The Anderson duo of Phil Glencross and Roger Goff were next with times of 1m 10.3 and 1m 10.6. Defending Champion Martin Hines was fourth fastest on 1m 11s, whilst Tim Parrott on the Eagle recorded a 1m 11.1.

Just two heats on the Saturday would decide final grid placings and it was Ian Shaw who dominated both six lappers in style. Some tremendous battling with the Anderson pairing of Glencross and Goff was enjoyed by the onlookers before the flag signalled the win for Shaw each time. Martin Hines was looking a little off the pace but secured a fourth place from each heat.

So the grid for the final had Shaw on pole with Glencross, Goff and Hines making up row one. Peter Gray was on row two and with Steve Papworth and Alvin Heaton. Tim Parrott was on row five after a non-finish and an eighth spot from the heats.

With Sunday being a day of rather wet weather the slicks were put away and wets were the order of the day. On the green light Glencross and Goff got away well with poleman Shaw not getting off the line too well. During the opening lap Tim Parrott made rapid progress aboard the Zip Eagle and as they appeared out of the Chicane to start lap two he led. Glencross, Goff and Hines were next through with Shaw just inside the top half dozen.



To Richard Dean a Formula E 4th . . . . .

Richard Dean and Bernie Roberts were up there too but at the close of three laps Ian Shaw was into the pit lane and out of the race!

Just one more lap gone and Martin Hines was the next to call it a day joining Shaw into retirement.

Parrott meanwhile was still leading and looking good. Glencross was a clear second from Goff with Roberts, Dean and Gray disputing the next three places.

Into the second half of the race and Tim Parrott really had the Eagle soaring leaving Glencross to fend off the increasing pressure from Goff. The flying Parrott continued on his way to reel off the remaining laps without any apparent problems and take a well deserved win.

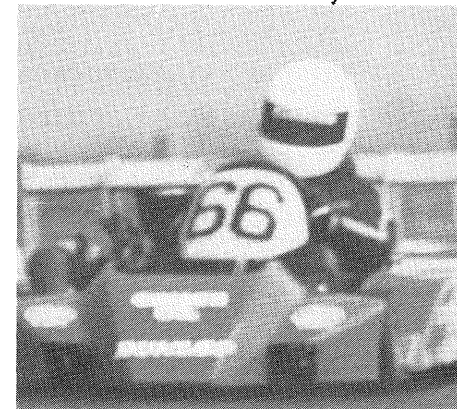
The strangehold of Goff and Glencross had been broken. Richard Dean came home to collect fourth spot from Peter Gray and Bernie Roberts. Tim Parrott had a 5.2 second cushion after ten laps with Glencross and Goff just 2/10ths of a second apart. Dean was a further 8 seconds adrift in fourth.

1st	Tim Parrott	Zip Eagle/Goff Rotax
2nd	Phil Glencross	Anderson/Anderson Rotax
3rd	Roger Goff	Anderson/Goff Rotax
4th	Richard Dean	Anderson/Rotax
5th	Peter Gray	Anderson/Anderson Rotax
6th	Bernie Roberts	Zip/CDPP Rotax

Fastest lap of the final: Tim Parrott  
1m 18.5 89.76mph.

Roger Goff still heads the RAC points table on 22 after three rounds; Tim Parrott moves into second place on 13 with Martin Hines and Ian Shaw both on 9.

That then was the British element of the weekend's racing, if you would now like to know what happened in the European Championship first round... that's another story!



. . . . . and Bernie Roberts a 6th.



the pit lane and out of the race. That left Brennan in first spot with Steve Jones chasing.

With conditions not good the field soon became very spread out and Brennan quickly found himself some 100 yards ahead of the rest. George Bett was obviously in difficulties for the No 1 began to slip down the order and out of the top six by half distance.

Brennan was in amongst the backmarkers by lap seven and had the length of the straight lead over Steve Jones. Gary Parker was making progress and as they closed lap nine he had moved up two or three places to secure third spot behind Jones.

Brennan went into the last tour still with a huge lead over Jones and duly emerged from the chicane to take the flag with twenty seconds plus advantage over the rest. Gary Parker had found that little extra to get the better of Steve Jones whilst Mark Lockley held fourth place at the finish. Keith Trainer came home in fifth spot and Simon Quance picked up yet another top six finish to collect the last point.

A handful of 125 P&R drivers shared the tarmac with the Villiers and at the close of the final Joanne Hurst headed home Kelly and Howlett to take the honours.

<b>1st</b>	John Brennan	Zip/Villiers	15m 43.2 74.70mph
<b>2nd</b>	Garry Parker	Aero/CKC	
<b>3rd</b>	Steve Jones	Stratos/CKC	
<b>4th</b>	Mark Lockley	EDR/KG Invader	
<b>5th</b>	Keith Trainer	Aero/CKC	
<b>6th</b>	Simon Quance	Zip/Longtune	

Fastest lap of final: John Brennan  
1m 31.2 77.26mph.

Despite being out of the points with his 8th place finish George Bett still leads the RAC title chase with 18 points. John Brennan now has 15; Simon Quance is the only other driver on double figures with 10.

## MASON THE MASTER

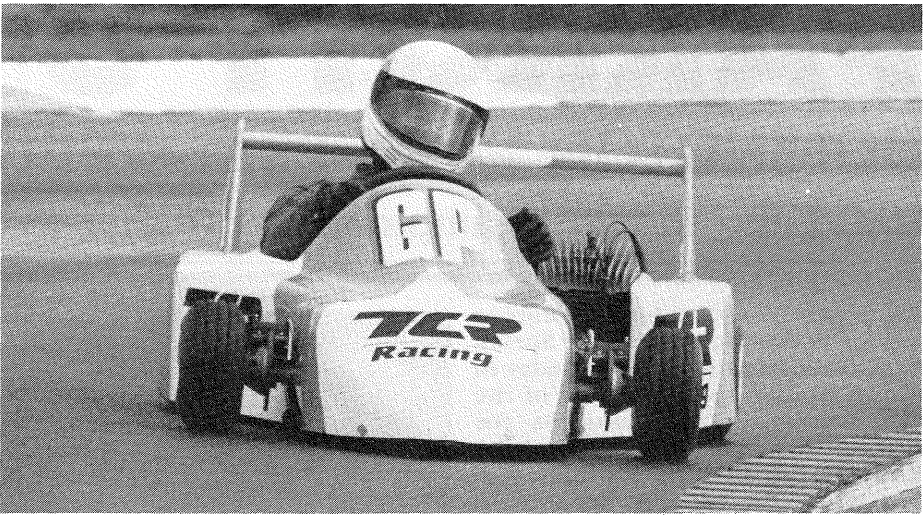
A well subscribed entry of 125 Nationals contested two heats and a ten lap final and it was Malcolm Clark from Prudhoe who claimed pole in style with a win each time out. Jonathan Williams lined up alongside on the final front row with Steve Young and Andy Blakeley completing the row. British No 1 Neil Willetts was in the middle of row two whilst ‘GP’ winner Colin Mason could only qualify for a fifth row start.

As the green appeared it was Jonathan Williams who made the best of it on a wet track but into Redgate for the first time and the Brecon driver ran wide and lost his advantage. Steve Young it was who then picked up the challenge and after one lap he led out of the chicane... Willetts was in second spot with Sean Mellor ahead of Williams. Mason had put in a good first to move into sixth spot as they went into lap two.

Mellor was the man on a charge for this one and as lap three started the Warrington driver was leading the field. By the end of lap three he had pulled out a fair lead but Mason was still charging hard and had slotted into second place with a tight scrap going on for the next few places.

Former 210 driver Graham Sykes was amongst the contenders for third place but after five laps... half distance... it all changed up front. Mellor was OUT and the ‘GP’ plates of Colin Mason were at the front. He quickly established a cushion over the scrap for second with Clark, Sykes, Willetts and Wilkinson battling it out in close formation.

After seven laps Sykes had the better of the second place fight whilst Mason was striding it out at the front. Gary Cordner from Morpeth was in sixth place with Young leading the chase.



To Colin Mason — the 125 National spoils.

With Mason looking comfortable out front the question was who would claim second spot and as they came into view round the Honda stand for the last time it was the No 1 plates of Neil Willetts who followed Mason home for that second place. Mike Wilkinson had third... Graham Sykes fourth, Steve Young fifth and Frank Hynds sixth.

<b>1st</b>	Colin Mason	TCR Stratos/TCR Minarelli	15m 8.2 77.58mph
<b>2nd</b>	Neil Willetts	Stratos/Minarelli	
<b>3rd</b>	Mike Wilkinson	Zip/CJF Rotax	
<b>4th</b>	Graham Sykes	Zip/Minarelli	
<b>5th</b>	Steve Young	Stratos/Minarelli	
<b>6th</b>	Frank Hynds	Anderson/Anderson Rotax	

Fastest lap of final: Mike Wilkinson  
1m 27.8 80.25mph.

After three rounds Colin Mason leads the RAC points table with 18. Both Graham Sykes and Mike Wilkinson have 12 with Mark Thompson on 8.

## RIGHT FOR RODGERS

The increasingly popular 250 National class again provided some excellent racing from full grids. ‘Del Boy’ Derek Rodgers annexed pole for the final after a win and a fourth place in the heats. Due to fly off to the sun a couple of days after the meeting Derek was under strict orders not to damage anything! The Honda of Mike Doble lined up alongside after a win and a

seventh spot from the heats whilst Dave Griffiths and Pete Morgan completed the front row. Mark Webster’s problems continued and he would start the final from a lowly ninth row.

With the cloud increasing yet again rain looked likely as the lights flicked to green to send the huge grid on its way. Dave Griffiths over anticipated the change of lights and streaked away from the rest but right under the nose of Clerk of Course Peter Carter!

However, the opening lap brought some sort of order to the proceedings and as they appeared out of the Chicane for the first time it was No. 85 Derek Rodgers in the lead; Mark Allen, Colin Fletcher, Adrian Wilcox, Dave Griffiths and Mike Doble came through next.

One more lap completed and Del Boy had a comfortable lead... Fletcher was up to second from Allen and Griffiths. Richard Boston joined the fray rather late... tagging on to leader Rodgers.... and then proceeded to spin out of the race under the Honda stand.

By half distance the order was... Rodgers... Fletcher... Allen... Griffiths... Doble... Goodison... Morgan then Webster.

After seven laps it was raining again but Rodgers still had the edge over Fletcher and he in turn had about eleven seconds advantage over Allen in third place.

Rodgers was in amongst backmarkers after eight laps with Fletcher doing likewise during the next tour.

So after ten laps Derek Rodgers it was who took the honours... Fletcher tried hard enough but on the day couldn’t match Del Boy. Mark Allen claimed third place from Mike Doble whilst Mark Webster managed to find a bit extra



Derek Rodgers drove to another 250 National victory but sbredded a set of Burris wets in the process.

# GASSIN’S BRITISH CRUSADE

## CIK FORMULA E EUROPEAN CHAMPIONSHIP ROUND 1

### Donington Park, Sunday 29th May 1988

A good entry of 46 drivers turned out to contest the opening round in this year’s Formula E European Series, the event hosted by the Central Kart Club and Two-Four Wheel Sport. It was the first time that karts had raced at Donington Park since the track had been completely resurfaced during the quite months, the circuit now covered with the new self-draining tarmac. The weather on Saturday 28th was fine and sunny, if a little windy at times, whilst race day itself took a turn for the worse although the squally showers stayed away for both the Pre-Final and Final.

Saturday was devoted to scrutineering, practice, heats for the british Championships round incorporated in the programme and Formula E qualifying for the European, which took up the bulk of the afternoon. Noise checks were also carried out on all classes and, of the CIK entry, all but a couple ranged between 102 and 109 Db/A, which was within the tolerances allowed by the CIK. Thanks must go to all drivers for their co-operation during the noise checks, it was most appreciated by the officials concerned.

During CIK open practice in the morning session Gassin, Hines, Goff, Glencross, Serfatty and Grondstra all looked quick and their official times during afternoon qualifying reflected as much.

Ian Shaw (GB) Zip/Zip Rotax	— 1min 09.31
Perry Grondstra (NL) Zip Eagle/Zip Rotax	— 1min 09.41
Thierry Serfatty (F) Zip Eagle/Zip Rotax	— 1min 09.48
Eric Gassin (F) Nissag/Rotax	— 1min 09.50
Roger Goff (GB) Anderson/Goff Rotax	— 1min 09.81
Phil Glencross (GB) Anderson/And Rotax	— 1min 10.03
Poul Petersen (DK) PVP/Rotax	— 1min 10.42
Bernie Roberts (GB) Zip Eagle/CDPT Rotax	— 1min 10.72
Martin Hines (GB) Zip/Zip Rotax	— 1min 10.98
Rainer Wimmer (A) Zip/SK Rotax—	1min 11.07
Peter Gray (GB) Anderson/And Rotax	— 1min 11.35
Gun Gun Malm (S) PVP/Rotax	— 1min 11.60

On Sunday morning, after a free practice warm-up session, the karts rolled out for the eight lap Pre-Final, the first few rows of the 4 x 3 4 grid looking thus:-

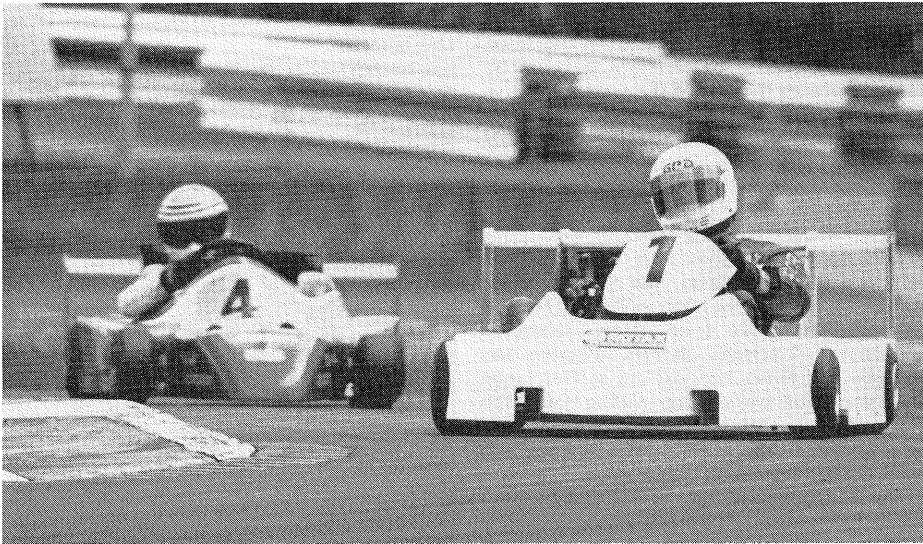
Gassin	Serfatty	Grondstra	Shaw (Pole)
	Petersen	Glencross	Goff
Gray	Wimmer	Hines	Roberts
	Tschanz	Girardet	Malm
Parrott	Wollerich	Hartog	Standing
	Dean	Heaton	Pritchard
Ljunglof	Wall	Krosby	Knvia

## PRE-FINAL (8 Laps)

A shade before 11am the pace car brought the grid round to the lights and turned smartly into the pit line. . . .

On the green it was Shaw from pole with Glencross off thesecond row who made the best of the break, but Gassin from the outside of the front rank swept across the grid on the approach to Redgate and quickly took up the running.

One tour complete and Gassin still had the edge from, now, Goff then Shaw, Petersen, Glencross, Wollerich, Serfatty, Hines and the rest of the field. As they came around again Gassin still held control and was trying to establish a buffer over second placed Goff. Petersen had moved ahead



Goff (4) hassles world champion Gassin in the final.

**World Formula E Champion, Frenchman Eric Gassin aboard his Nissag convincingly won the Pre-Finale and set a target for the rest to follow in the main event. His nearest opposition was Bedford’s Roger Goff who led the mid part of the Final for five of the 15 laps before eventually succumbing to engine failure two-thirds way through the last lap.**

**Report: Ed. McCormick**

**Pics: Doug Rees**

of Shaw into third, the latter with Glencross trying to get the better of him. Serfatty, now in sixth, led Wollerich and Hines. At that juncture Chris Willie and Milan Knezevic both pitted.

By the end of the third tour Gassin looked reasonably comfortable in the lead. Goff still held second place, chased hard by Petersen, Shaw and Glencross. Hines, by this time, had forged ahead to sixth at the expense of both Serfatty and Wollerich. Austrian Rainer Wimmer was next along with Peter Tschanz, Peter Gray and Tim Parrott in tow.

As they neared the halfway stage, with Gassin out front, was coming under pressure from Petersen and Shaw, Glencross waiting in the wings. Serfatty had relegated Hines, then it was Wollerich, Wimmer, Tschanz, Gray and Parrott. Bernie Roberts was into the pits at that stage.

Gassin was driving well and it seemed that there was little Goff could do to alter the situation, apart from that he had the flying Dane, Petersen, climbing all over this rear bumper. These three had edged noticeably away from the battling duo of Shaw and Glencross, followed by Serfatty, Wimmer, Hines relegated again, Parrott climbing well, Tschanz, Wollerich who had lost ground, Gray and Gun Gun Malm leading the rest of the field.

Gassin still dominated, Goff and Petersen, Shaw and Glencross were *in situ*, whilst Serfatty in sixth had broken away a fraction — from — Hines who had demoted Wimmer, and Parrott next along. Wollerich had gained a place at the expense of Tschanz; Gray and Malm led the rest.

The penultimate lap, with Gassin looking good for victory, Goff chasing hard, Petersen then threw away his chance of a high place finish by going wide at Goddard Corner which gave both Shaw and Glencross the opportunity they’d been waiting for. Serfatty, Hines and Wimmer followed behind the Dane. Parrott held station ahead of Wollerich who was to drop out of the running before the end. Peter Tschanz was next along with

Gray and Malm in tow.

Into the last lap and at it unfolded the fight for the places was on. Gassin and Goff took the flag in first and second. Glencross beat Shaw back to fourth by a whisker and they were followed by Petersen in fifth. Grondstra, who everybody thought would prove a threat, retired with a seize early on. Serfatty was next along leading Wimmer and Parrott, both of whom had bettered Hines during the last 1.957 miles. Peter Tschanz and Peter Gray grabbed the next couple of places.

<b>1st</b>	Eric Gassin
<b>2nd</b>	Roger Goff
<b>3rd</b>	Phil Glencross
<b>4th</b>	Ian Shaw
<b>5th</b>	Poul Petersen
<b>6th</b>	Thierry Serfatty
<b>7th</b>	Rainer Wimmer
<b>8th</b>	Tim Parrott
<b>9th</b>	Martin Hines
<b>10th</b>	Peter Tschanz

With just over two and a half hours left before the 15 lap Final there were a number of drivers and crews with a lot of work to do, notable amongst them Mr Perry Grondstra, ensured of a rear grid start.

## THE FINAL (15 Laps)

With the Final scheduled to take place promptly at 2pm on Sunday, the competitors were summoned to the dummy grid about 10 minutes before the end of the lunch interval, the first three rows of the grid as follows:-

Shaw	Glencross	Goff	Gassin (Pole)
	Petersen	Serfatty	Wimmer
Parrott	Hines	Tschanz	Gray

On the green it was Shaw from the outside who made a quick blast down to Redgate to grab an



early lead, Gassin, Glencross, Goff and Hines keeping close company. Down through Old Hairpin, McLeans and round Coppice Shaw fought to hold Gassin at bay, but on the exit to Goddards the Frenchman was through into the lead, Shaw now having to contend with Goff as they headed down the Wheatcroft Straight, Redgate loomed and Goff was through on the inside into second and chasing the white Nissag. Glencross in fourth led the next group — Serfatty from the second row, Parrott from the third, Wimmer and then Hines. Petersen was close by, homing in with the rest of the field following.

By the end of the second tour it was still Gassin from Goff, Shaw, Glencross, Serfatty, Parrott and Wimmer. Petersen had demoted Hines to ninth ahead of Grondstra and Gray as they commenced the next lap.

Gassin was still charging out front, Goff trying to pick up the tow. Shaw and Glencross were furiously disputing third, the Salford driver striving to shake off the attentions of the Monroe colours. The next four places remained unchanged — Serfatty, Parrott, Wimmer and Petersen, but Hines had lost out to Dutchman Grondstra. Gray was next up leading Malm who held a brief twelfth, brief because she nearly visited the Redgate gravel trap when she slid wide and tumbled down the order.

The next tour saw Gassin and Goff with a reasonable advantage over Shaw and Glencross, Goff gradually hauling in the French pilot. Serfatty continued in fifth and Grondstra had out-braked Parrott, Wimmer and Petersen for sixth, the order of those three changing as Petersen followed him through to head the Kelgate man and the Austrian. Hines lay in tenth ahead of Gray. Leo Wollerich was now making inroads to the mid-field, Peter Tschanz and Bernie Roberts giving chase.

There was no change in the first seven places during the next lap, but eighth was under dispute, eventually settled in Wimmer's favour over Parrott and, further back, Roberts gained two places at the expense of Tschanz and Dutchman Wollerich to move into twelfth.

Out on their own Gassin and Goff continued to do battle with Goff finally finding the inside line and taking the lead at Redgate Corner. Shaw was gone from the action out in the country with suspected tyre problems, whilst Grondstra had fought his way through into, now, third place ahead of Serfatty and Glencross. Petersen held sixth, Wimmer, Parrott and now Hines in front of Gray, all in hot pursuit.

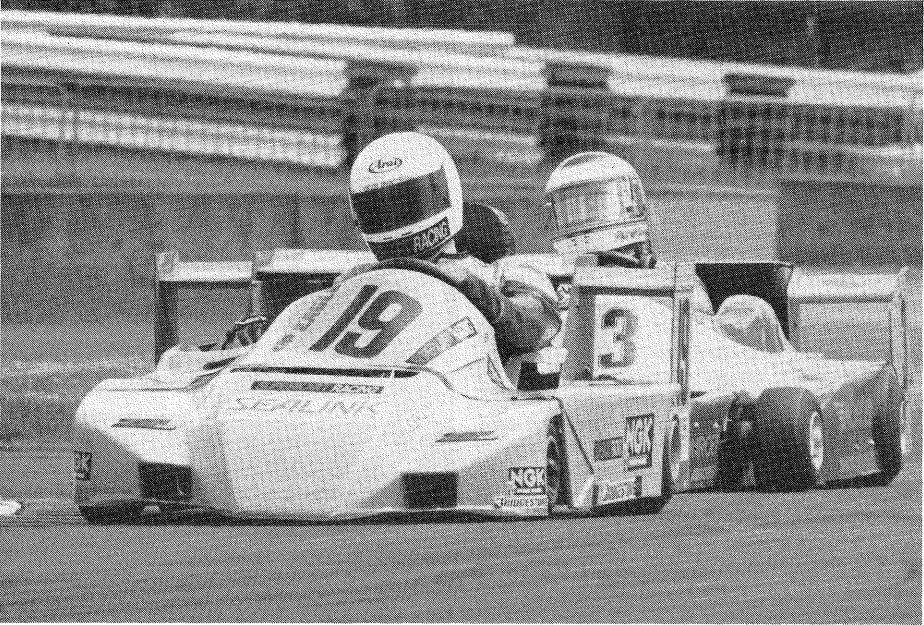
The halfway point of the race and Grondstra too was gone from the section, his second seize of the day. Goff still led from Gassin — just. Glencross had moved ahead of Serfatty and everyone else was elevated — Petersen to fifth, then Wimmer, Parrott, Hines and Gray, followed by a short gap back to Roberts in tenth, Tschanz, Wollerich, Dean, Bisp and Ljunglof. That order was to continue for another lap, but by the time the next tour was over Serfatty had beaten Glencross back to fourth and was giving chase on the fighting duo of Goff and Gassin. Petersen was motoring well in fifth, Parrott was in sixth having bested Austrian Wimmer and then Hines.

There was little change, if any, during the course of the next couple of laps, although there were a couple of retirements — Alan Pritchard on the tenth, also regrettably Phil Glencross with a seize on the eleventh from a useful fourth place. The running order now showed — Goff still leading, Gassin, Serfatty, Petersen, Parrott, Wimmer, Hines, Roberts Tschanz, Wollerich and Gray, whilst Richard Dean, Thorbjorn Ljunglof, Keith Bisp, Glen Standing and Piet Hartog followed, the field having been depleted to around half by that stage.

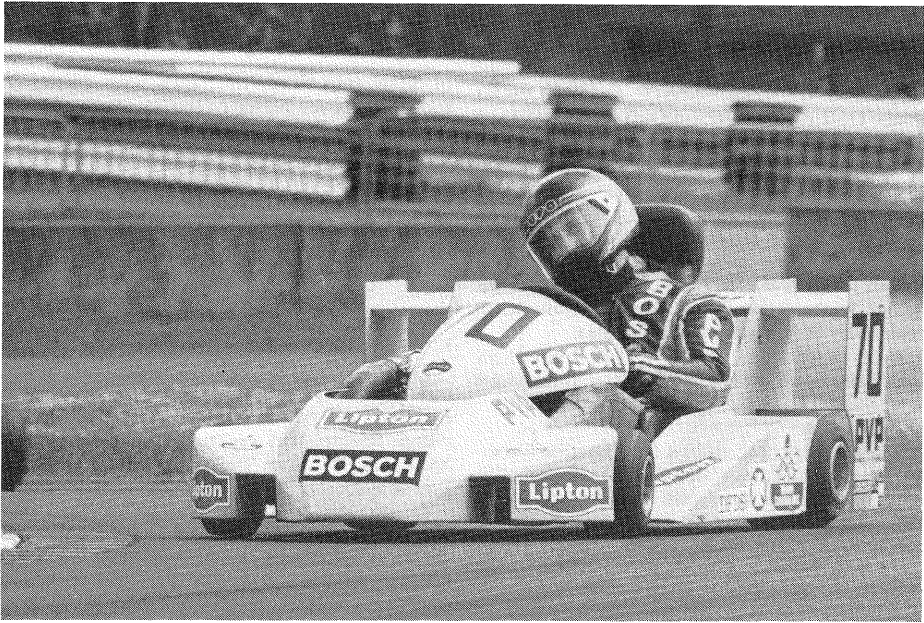
With time and distance fast running out Gassin hounded Goff until he finally managed to regain the lead but he still wasn't able to break away from the Bedford man. The last lap and Goff was

still trying for those valuable 15 points. That's when fate struck an unfair blow, he was gone from the battle on the exit to Coppice with a blown motor.

It was an elated Gassin who took the chequered flag, Sergatty running home 10 seconds adrift in what was still a fine second place. Petersen was third, then Parrott, Wimmer and Hines. Roberts led the other five to finish in the points — Tschanz, Wollerich, Gray, Dean and Ljunglof.



Serfatti managed a fine second, here leading Glencross.



For Petersen an encouraging third.

Formula E European Championship Round 1			
Results and Points			
			Points
1st	Eric Gassin (F)	Nissag/Rotax	15
2nd	Thierry Serfatty (F)	Zip Eagle/Zip Rotax	12
3rd	Poul Petersen (DK)	PVP/Rotax	10
4th	Tim Parrott (GB)	Kelgate Eagle/Goff Rotax	9
5th	Rainer Wimmer (A)	ZIP/SK Rotax	8
6th	Martin Hines (GB)	Zip/Zip Rotax	7
7th	Bernie Roberts (GB)	Zip Eagle/CDPT Rotax	6
8th	Peter Tschanz (CH)	Zip/Rotax	5
9th	Leo Wollerich (NL)	—/—	4
10th	Peter Gray (GB)	Anderson/And Rotax	3
11th	Richard Dean (GB)	Anderson/Rotax	2
12th	Thorbjorn Ljunglof (S)	Zip/Rotax	1

The meeting was concluded with the presentation of awards by Ron Brassey in the Redgate Lodge. Unfortunately Eric Gassin was unable to be present as he was forced to rush away to keep a date with a cross channel ferry, therefore CIK Steward, Yves Marguet accepted the trophy on his behalf. One thing is certain the British front runners will have to come up with the goods at Assen next month if they are to prove any kind of threat to the strength of the continental challenge. . .

# PARROTT'S PLACE

## DONINGTON PARK 28th–29th May 1988

### RAC Long Circuit Championships Round 3

The Central Kart Club hosted a double header at Donington over the Spring Bank Holiday, Saturday and Sunday in May, with the opening round of the CIK European Championships for Formula E and the 3rd round of the RAC Long Circuit Championships. Also included in the full programme were rounds of the Central Club Champs.

The European Championship round is dealt with elsewhere in this issue so, for the moment, we will concentrate on the domestic scene with the half-way point of the 1988 British Championships.

#### PIT PATTERN

An excellent entry had been received by the Central Club with all RAC clases well represented. The Donington circuit has recently been completely resurfaced and the Superkart drivers reckoned that alone had probably knocked a second and a half off lap times. The National lads didn't feel they had got the same advantage but nevertheless some quick times were reported. The weather of course played its part... with the half expected rain duly appearing on Sunday and slowing things down considerably for the finals.

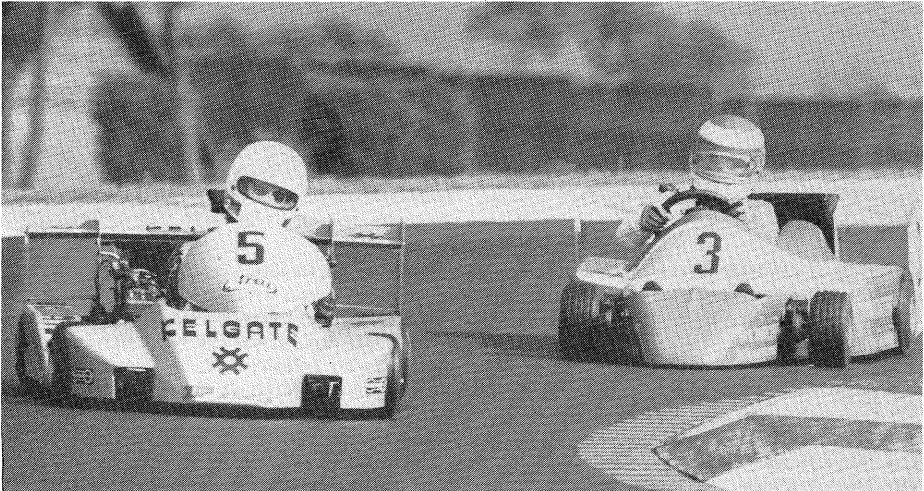
The large entry list didn't contain too much new in the National stakes... John Newton was back in the fold for the first time this year and it looks likely that the former Champion will take in only selected events in an effort to simply get as much enjoyment as possible. As John pointed out the pressure is off then... and he can look upon any success as a bonus!

That old campaigner Malcolm Turner was out in the Superkart class and such is his enthusiasm that he was delighted even to have put in three laps of practice. If he got no more he said he would go home to Devon happy!

250 National Champion Mark Webster, having got his gearchange problems solved, was suffering engine maladies and going through KTM barrels as though they were Smarties. Ray Grimes was having a run out in the Coward Fastrak outfit in the 250 National class but not having a very happy time of it.

Missing from the 125 Open ranks was none other than Paul Molloy... away in sunnier climes... but Derek Price was flying the Stratos flag and hoping to end the dominance of one Mr Chris Stoney. The Castleford Ace was quietly confident as usual...

The one thing that did bring about some interesting chatter was the announcement that Ron Brassey was to take over as Kart Manager at The RAC MSA. Sunday was the day the regulation suit came out and it will be interesting to see what Ron has in mind over the coming months. He realises he is there to be shot at... it cannot be an easy task... but I'm sure all involved will wish him well. The general feeling was that if he is ALLOWED to manage, then he



Phil Glencross chased Tim Parrott home for second place in Formula E.

Tim Parrott scores with the Eagle in the Superkart class; Derek Rodgers takes a maximum in 250 National; Chris Stoney does it yet again in 125 Open; Colin Mason takes the 125 National honours whilst John Brennan wraps up the 210 Villiers final.

REPORT: MIKE SMITH

Pics: Doug Rees

is capable of doing a very good job. Time will tell.

So to the racing, with each class having just two heats to decide final grid positions, the 210 Villiers were, as usual, first out.

#### BRENNAN BEST

John Newton may only be racing for fun now but he certainly wasn't there to run at the back of the field. For the first six lap heat he was just 6/10ths of a second adrift of winner John Brennan at the close. He improved on that in the second heat to win by four seconds from the always consistent Simon Quance; John Brennan had to settle for third. British No 1 George Bett only finished one heat so he had to line up on

row five for the Final. Newton had pole for the ten lapper with Brennan alongside. Igor Ashwell had a couple of good heats and he lined up next to Brennan on the Final front row; completing the row was Mark Lockley. Gary Parker, Keith Trainer and Andy Martin joined Bett on row five.

Ten laps then were on the cards for the final and... surprise... surprise... it was wet! At the change of lights Newton and Brennan were first to show and after one lap Newton had pulled out a considerable lead over the rest. Steve Jones was up to second place... George Bett had made it to third... Igor Ashwell was next with Brennan heading Lockley and Mark Johnson.

Newton's advantage wasn't to last long though for as he emerged from the Chicane for the second time, up went the hand and John was into



John Brennan — top points scorer in the Villiers Final.



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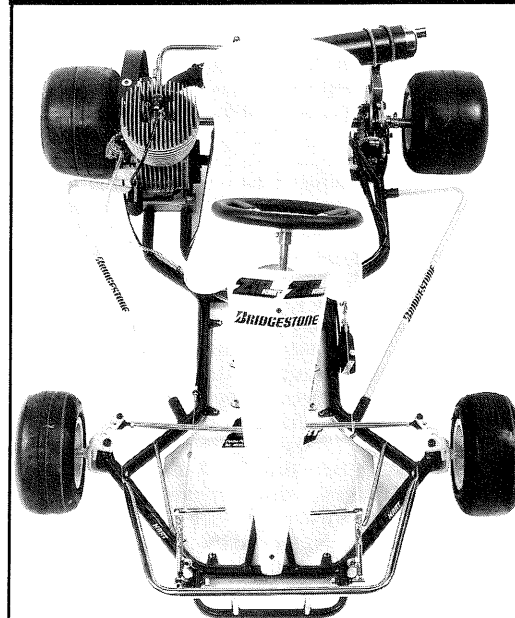
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# JUST ADD WATER

## SUPER 1, ROUND TWO LARKHALL, 29th MAY 1988

From the moment that the Supers took to the track for their timed practice, the weather was always to have the last say. An early draw was essential as the drivers in the last third encountered damp conditions and poor Richard Weatherley was caught out on slicks on a streaming wet surface as he went for his quick one. According to the rules, Richard should have been packing up but the entry was split three ways for the heats and in he stayed.

In spite of the weather (or maybe because of), the racing was first class with real driver talent being allowed to shine. This was particularly true of the Junior Britain clan who kicked off proceedings as usual.

### JUNIOR BRITAIN

#### Heat One

Dario Franchitti pulled away to win the first one with some ease as pole man, Paul Evans fended off Jamie Spence for second. Graeme Melville put in a stunning drive to take 4th from Bobby Game and Simon Spencer.

#### Heat Two

Stuart Capstick drove very well to win this one from row five with polesitter, Nick Lamb retaining 2nd to the flag. Darren Manning was next up ahead of Guy Smith, Ralph Firman and Daniel Stilp.

#### Heat Three

Following on from his previous heat performance, Daniel Stilp took the third heat from Steve Kite and Nick Dudfield with the top six completed by Jeanette Peek, Mark Blair and Bobby Game.

#### Heat Four

As in the previous heat, the polesitter did the necessary and won with the placing going this time to Graeme Melville. Daniel Liddle from the next row took 2nd from Stuart Capstick with Paul Ibbotson, Ralph Firman and Richard Westbrook filling the top six places.

### “B” FINAL

Following his heat two shunt which caused the race to be stopped, Jamie Spence was sufficiently recovered to line up in this race. Early fears of a broken arm turned out to be nasty bruising and we were all pleased to see Jamie out on the track.

He lined up on grid 3 with Andy Cox for company and Steve Hunter and Gareth Hession on the front row.

Hunter took up the lead in this one but soon had Spence for company but Jamie spun off at the Esses two laps later dropping behind Cox and Paul Ibbotson in the process. As the race progressed, so Spence regained some of the lost ground and finished third behind Andy Cox who took the lead as the race drew to an end, Hunter dropping to second and Oliver Gavin taking the last qualifying place.

### “A” FINAL

Capstick had pole for the main event with Bobby Game's consistency rewarded with a front row place. Steve Kite and Nick Dudfield lined up on row two with Paul Evans and Guy Smith annexing the third. Scottish hopes rested on Graeme Melville on the 4th row, Dario Franchitti on the 5th with current Scottish champ Alex Jack having a bad time of it on the 9th rank.

The first attempt at a race was greeted with



Heat action in Junior Britain, starring eventual winner Guy Smith (A).

a false start flag so we tried again, successfully this time. As the field approached the end of the first lap the order was Game, Capstick, Kite, Dudfield, Smith, Evans and Melville with Franchitti right with him.

The quarter distance saw Game still leading from Capstick with Dudfield now up to third from Smith and Kite. Within a few laps that had changed as Smith took Dudfield for third and Evans deposed Kite from his 5th spot. While all this was going on, Dario Franchitti and Ralph Firman had tangled in the Esses with Firman restarting and Dario looking like a retirement case. However, he eventually got going and at the same point of initial contact, Firman went off. Were the two incidents connected? I think we should be told.

Soon after, Smith, obviously the fastest thing on the track, caught and passed Capstick for 2nd and immediately set about chasing the leader for all he was worth. Evans had improved another place and was sitting fairly comfortably in 4th position from Dudfield and Kite. Then came a very pleasant surprise, Jamie Spence into the top ten and going like a train. Soon after we lost Capstick at the bottom end of the circuit with what I presume were mechanical problems. Evans had also gone moving Dudfield and Kite up a place from Melville, Blair, Hunter and Spence. By this time it was becoming obvious that traction out of the bottom corner was the thing to have and that very property enabled Smith to get a run at and pass Game as they entered the Esses. There there was a six-second gap back to Duddfield in 3rd who led Kite with him. Three seconds then separated them from Melville and Blair whilst Spence had broken clear in 7th but would run out of laps before he could make an improvement.

From then on in, the only trouble Smith had was with Simon Spencer who failed to heed the blue flags for a time. So Guy Smith returned to Larkhall in triumph with the win from Bobby Game, Nick Dudfield, Steve Kite, Graeme Melville, Mark Blair and Jamie Spence an excellent 7th.

1st Guy Smith

2nd Bobby Game

3rd Nick Dudfield

4th Steve Kite

5th Graeme Melville

6th Mark Blair

Gillard/Gillard

Parilla

Lane/Parilla

Wright/Carr Parilla

Wright/Parilla

Wright/BTR TKM

Wright/Carr Parilla

### 100 BRITAIN

#### Heat One

Terrific win here for Darron Gibbs from a mid-grid position. He was followed home by Mark Beddall and Chris Dagless with Graham Wallace, Michael Hair and Simon Court completing the top six.

#### Heat Two

The first sight of reigning British Champ Gary Chapman brought a win from his front row start. Tony McCarthy wound up in the runner-up spot from Anthony Cleal, Simon Redman, Darron Gibbs and Graham Wallace.

#### Heat Three

Another win for Gibbs, this time from the front row on opposite pole. Court took a good 2nd with Redman third. Completing the top six were Mark Smith, Ivan Turner and Chris Roscoe with Chapman just out of it in 7th.

#### Heat Four

Steve Hazlett showed some of his old form and an indication of things to come by winning this heat from the third row. Steve Cook-Martin used his front row start to good effect by finishing second with Chapman just edged out in third. Richard Beecroft, Chris O'Hara and David Greig completed the top six runners with early leader, Ade Coles sadly not finishing.

### “B” FINAL

Some very famous names in this race and unusual to see them in a qualifier. On the front row was Paddy Walsh, row two had Michael Mills (maybe praying for the sunshine of Kuwait), and the fourth row was the property of Ade Coles and Andrew Clark.

In the race, the first to show was Chris O'Hara from pole with Walsh, Marcus Gavin, Robin Chuter, Mills and Anthony Geraty. Coles began to pull up a few places and by lap four was right with Mills and challenging for his 4th place. Within a lap, Coles was into 4th and pressing the battle for 2nd between Walsh and Gavin and with Clark taking station at the rear of that bunch, we now had a five kart scrap for three places. Coles soon elevated himself further and move into 2nd some four seconds behind O'Hara in the lead whilst Gavin dropped three places in a lap to 5th and out of the qualifiers.

Clark dropped Gavin still further as Mills moved into 3rd and Andrew began to challenge

# G<sup>OFF</sup>

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# RAC Noise Test Day — Clay Pigeon 8th JUNE 1988

The RAC held a noise test and silencer evaluation test day at Clay Pigeon. All members of the Kart Trade Association were invited to attend and to produce any noise reduction device that they considered effective. The attendance level was poor to say the least only four traders turned up but at least some progress was made.

Noise is a very emotive subject at present and as usual 99% of the blame is being laid at the door of the RAC and their Kart Committee. The 90 db rule has in fact been in the regulations of the sport for 18 years and has from time to time been enforced. The latest purge has certainly been the most unpopular with the competitors and has caused a great deal of ill will within the trade as well. At least the level of publicity be it good or bad has managed to alert the whole spectrum of participants in a very short space of time! At last every member of the sport is aware that something has to

be done to quieten karts in every class — Now!

The noise test day at Clay Pigeon did prove that at least one exhaust system, submitted by Tal-ko did prove a significant improvement as did two forms of induction filter, another proved to increase the induction noise marginally over an open carburettor. The exact details of the noise test day are to be kept confidential at present until more testing has taken place to prove the most effective and efficient of the 'quiet pipes'. Goff Racing also submitted two add on silencers both of which reduced the decibel level. There proved to be very little drive chain noise and so the competitor must look at intake and exhaust levels, there seems no doubt that to deflect the noise so that it is not directly faced with the noise meter does have the desired effect, however such a solution is not ultimately satisfactory and will only appease the environmentalists for a short time I think.

There are no technical dimensions of exhaust systems available as yet nor are there any approved induction or exhaust systems listed — the only stipulation is that the kart must measure 90 db or less when giving maximum performance.

The Rule Book clearly states that any infringement of the regulation will result in the exclusion of the competitor.

I know it sounds tough but to save our circuits we have to solve this problem, three circuits are presently under imminent threat of closure. There are members of the kart trade, the Kart Committee and the RAC Technical Committee working hard to ensure the future of the sport. Any driver or mechanic who thinks he has a wizard solution is invited by me to submit their systems to this magazine or to any member of the Kart Committee. Let's have all the ideas in the hat as soon as possible so that we can get on with racing again.

G.R.

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100 Britain winner, Steve Hazlett

for 4th and the last grid on the main final. The object of his interest was Walsh and a fraught last few laps was on the cards. So it was that as Chris O'Hara crossed the line some seconds clear to win the last gasp effort from Clark was to see Walsh spinning off and Andrew join the rear of the 'A' Final. Coles reduced the winners lead in the final laps and finished second a considerable distance in front of Mills.

### "A" FINAL

Gibbs held pole from Chapman with Court and Hazlett sharing row two ahead of Chris Dagless and Ivan Turner. All potential winners with very many quick men behind them.

After some VERY slow rolling laps courtesy of Darron Gibbs, the final eventually got under way with Gibbs the first to show from Chapman, Hazlett and the rest. Halfway round the first lap, Chapman showed he was in no mood to be trifled with as he muscled his way into the lead, pushing Gibbs down a spot. Within seconds, the loss of momentum that Gibbs had showed as Hazlett too pushed him down a place and both Chapman and Hazlett began to pull away slightly from the rest.

Pretty soon, Hazlett was visibly closing on Chapman and exerting a fair degree of pressure on the No 1 to wrest the lead away from him. The change in leadership wasn't long in coming as Hazlett sliced through and into the clear air of the lead. In third was still Gibbs but he was having fun fending off Court and Beecroft, these three easing away from the remainder of the pack.

Gibbs was soon dropping back further, though, as Beecroft and Court pushed him down to 5th with Beecroft not wasting any time in chasing after Chapman. The scrap between these two was a frantic but very clean affair and an example of how to conduct a fierce battle in the wet, the pair swapping places frequently. Up to sixth and right with the Court/Gibbs battle was last years Rowrah winner, Mark Beddall, hoping for some repeat of his success at that venue. After Beddall there was a slight gap to Steve Cook-Martin, Coles and Chris Dagless, motoring on very quickly and catching the rest.

Into the last third of the race and Court broke the tow from the furious fight for places going on behind him which eventually resulted in the warning board for Daren Gibbs and Steve Cook-Martin. Places were being changed several times per lap among this bunch making life difficult for yours truly and, I imagine, even worse for the drivers. The chequered flag fluttered a few laps later for the winner, Steve Hazlett with Gary Chapman getting the nod for 2nd over Richard Beecroft, Simon Court made it in 4th from the

epic efforts of Coles, Gibbs, Cook-Martin and Beddall. That was some race!

1st Steve Hazlett	Knight/Patron Parilla
2nd Gary Chapman	Wright/Carr Parilla
3rd Richard Beecroft	Gillard/DAP
4th Simon Court	Boxer/KS Parilla
5th Ade Coles	DAP SL/Tabor DAP
6th Darron Gibbs	Sprint/Deavin Parilla

### 100 NATIONAL

#### Heat One

First race of the day to Patrick Smith, through from row two from Philip Wells who made excellent progress from mid-grid. Third was Chris Hogben from Peter Stephens, Ashley Sinclair and Gary Till making a comeback. Good to see him back on the circuit.

#### Heat Two

Victory here to Craig Booth from local hope, Johnny MacDonald with Kevin Warner (another returnee) in third. Fourth was Lee Rennison from Patrick Smith and Neil Hann with Zip teamster Paul Rees a long way down after suffering persistent coil wire problems in the race.

#### Heat Three

Andrew George took a good win here from row five with Paul Ozanne coming in 2nd ahead of Booth, Ricky Flynn, Paul Mace and Chris Dalton.

#### Heat Four

In what turned out to be the only completely dry race, Johnny MacDonald took an easy win off pole with fellow front rowee, Chris Hogben a strong but fairly distant 2nd. Rees put in a

better race to finish third from the very back row and passing Kevin Warner in the process who finished just behind him. 5th was last years No 6 Russell Maple with Gary Till again in sixth.

### Heat Five

The last National heat gave another win to George with Martin Jubb at last showing some of last years form in second. Third was Martin Moore off the front row from Rees, MacDonald and Gary Till with another sixth. Very consistent Gary!

### "B" FINAL

With 20 on the grid fighting for four 'A' Final places, this was going to be tough. Matthew Payne had pole from Martin Jubb with Garry Powell and Lee Rennison on row two. Others of note in this one were Stu Davison on the 4th row and Neil Hann way back on the 8th.

Jubb took the early lead in the qualifier with Rennison, Payne, Richard Smith, Davison, Sinclair and Jamie Hunter. As the leading pair began to pull slightly away, Payne was getting some close attention from Smith and Davison whilst Garry Powell spun out of his own accord. On the first turn of the 4th lap, Payne, too spun out leaving Smith and Sinclair in 3rd and 4th with Stu Davison right with them in the hunt. At this stage, it was looking only a matter of time before the duel between the last two qualifiers would end in tears. As it was, poor Stu Davison copped it at the bottom end of the circuit and his race was run. The only other move was by Ashley Sinclair over Richard Smith for 3rd and 4th places. So the win went to Martin Jubb from Lee Rennison, Ashley Sinclair and Richard Smith.

### "A" FINAL

Pole here went to Johnny MacDonald with Craig Booth alongside and Hogben and Patrick Smith on the second row. Gary Till and Rick Flynn had row three with Paul Rees and Kevin Warner annexing the 4th.

On the rolling laps there were problems for Chris Dalton as he called at the pits for a plug change but was able to join in his correct grid for the start.

On the start, the first to show was MacDonald from Booth, Hogben and the rest. After about five laps the positions had stabilised slightly and were MacDonald, Booth with a couple of seconds to Gary Till, Hogben, Rees, Warner, Flynn and the amazing Martin Jubb from the qualifier. 6th was destined to be as far up as Rees was to go as he began to fall away from the two in front of him and into the clutches of those behind. Warner was the next to gain the advantage over Rees but in trying to get back, Paul drifted off line and allowed Flynn through. Hogben was now getting more ambitious and had a look down the inside of Till at around 1/3rd distance, forcing a rare error from Gary who slid wide and dropped two places to Hogben and Warner. Flynn was still ahead of ▶



Johnny MacDonald (35) shadowed by Craig Booth ran to the flag in that order in National.





Paul Rees, a day to forget in 100 National

Rees but now Martin Jubb was looking to improve his lot and succeeded very soon afterwards. Martin's joy was shortlived, however, as he hit a massive puddle at the entrance to the Esses and spun out. Another spinner had clouted a marshals post and caught the poor official unawares, winding him. After a few minutes rest, I am delighted to report that he was OK. Back on the track, we had gone just over half distance and Booth was the closest to the leader he had been since the start, but it was all to no avail as MacDonald pulled away again to maintain his advantage. Ricky Flynn and Kevin Warner were having a good dice with Gary Till looking on interestedly and waiting for any developments. Rees meanwhile was continuing with his nightmare and Dalton was reeling him in. Gary Till finally gained the advantage over Flynn but at the very moment he did so, the gremlins intervened and forced his retirement.

The chequered flag came out over a delighted MacDonald with Craig Booth in 2nd from Hogben in 3rd. 4th was Warner from Flynn with Dalton and Ashley Sinclair next up ahead of Rees.

1st	Johnny MacDonald	DAP/BTR TKM
2nd	Craig Booth	SuperDart/DK Sirio
3rd	Chris Hogben	DAP/DAP
4th	Kevin Warner	BRK/JAG RKD
5th	Ricky Flynn	BRK/TKM
6th	Chris Dalton	Wright/JAG TKM

## 100 SUPER

The first bother to get out of the way was the timed practice session in which an early draw seemed essential to gain a decent time. When the spray had settled the first few places on the grid would look like this:

Connelly	39.80
O'Hara	40.02
Cuff	40.14
Thorpe	40.36
Wilson	40.38
Nicholson	40.42
Tillett	40.43
Day	40.56

## Heat One A vs B

With the drivers split into three groups; A, B and C, it was the first two who raced each other in this one.

Steven Day took the win in the first heat from his grid six start with Darrell Beasley 2nd from grid nine. Third was Bryce Wilson from David Coulthard, Steve Tillett and Steve Brogan whose disastrous practice session meant a poor start for each heat.

## Heat Two B vs C

Andrew O'Hara from his pole spot made no mistake to win the second heat with David Cuff

Moynihan, Wilson, Weatherley, O'Hara, Brogan, Forsyth and Connelly. This would be how they lined up for the biggie.

## FINAL

Beasley led off the line but as the field sped back up the hill, Wilson made his move and muscled through into the lead. Brogan had third from Moynihan, Weatherley, O'Hara and Forsyth with Connelly, Coulthard and Prior all showing well. Moynihan fell away slightly as he played with his engine and Brogan got ahead of Beasley for 2nd.

As the leader streaked away to an untroubled win, the rest of the top six were breaking away slightly from the rest of the pack who seemed to be clumped together. Their number included Ian Williams who started at the back of the grid after his non start of the pre final.

There now seemed to be a problem with fuel being spilt on the circuit to add to the drivers woe and Steve Tillett was trying desperately to restart following a spin. The two Boyce runners, Coulthard and McLeish were now running neck and neck before Coulthard went out with a seized motor which blighted his day somewhat. Then there was real drama as Brogan went missing to reappear at the tail of the pack following a spin. In his haste to regain as many places as possible, he was to spin again before the final was over. This promoted Richard Weatherley to 2nd and a place he richly deserved after the aborted practice runs. Beasley was back up to third from Moynihan, Forsyth and O'Hara. Round on the last lap and although Weatherley had made up some ground on the leader there was never any real danger of Wilson losing the lead at this stage of the race. Weatherley was duly second and a long way clear of Beasley in third. Moynihan finished 4th from Forsyth, Biff Harris who put in a storming final, Steve Day, Andrew O'Hara and Connelly.

1st	Bryce Wilson	TKM/TKM
2nd	Richard Weatherley	Kali/Parilla
3rd	Darrell Beasley	TKM/TKM
4th	Gary Moynihan	Wright/Wright Parilla
5th	Jim Forsyth	Gillard/White DAP
6th	Biff Harris	DAP '87/JM DAP

Report and Photos by  
IAIN BLAIR  
Photographer, Superstar, All  
Round Good Egg

(The opinions expressed here are not necessarily those of the editor and staff!).



100 Super winner Bryce Wilson (15) fends off O'Hara in the early stages of the final.

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- 1st Time out on his "Zip Cadet 88" Birmingham Wheels — James Goode 1st
- 2nd Time out at Fulbeck 1st Heats and Final — Doug Bell
- 2nd Time out at Larkhall 1st Matthew Davies with his "Zip Race Built Comer 60"

THE PROOF OF THE PUDDING — DOUG BELL (26) AT FULBECK

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Dear Ed,

I'm very concerned by the 'unsporting' driving I've witnessed in Cadet racing. The Cadet class is a great concept and has brought a lot of much needed blood into kart racing, which needs careful management and supervision.

I'm looking to the individual clubs to pay more attention, and actively discourage and correct unsporting driving — IS karting a contact sport? Some new dads are disillusioned.

You can't keep blaming the fathers either — remember without them there is no Cadet Racing! — The dads *are* racing out there too! Only their 'over' enthusiasm needs curbing.

Remember today's Cadets are tomorrow's Juniors . . . next week's Nationals . . . next month's Supers . . . next year's . . . ?

Motorsport is the only sport which we as a nation are any good at. Let's invest in some world class drivers who are good 'sports'.

I'm looking to the clubs who take my entrants fees to give us a fair days 'sport'.

**Denis Davidson**  
father of Andrew and Anthony



Top:- Oliver Wood; Bottom:- Scott Tupper (Pics: Ashley Holding).



Matthew Shaw, Three Sisters (Pics: Doug Rees).



Nicholas Critchley.



Philip Moreton.

# RAC SHORT CIRCUIT CHAMPIONSHIPS 250 National & 250 Formula E

Saturday and Sunday June 11th and 12th 1988

Cheshire Kart Club . . . Three Sisters

Success for Ian Shaw at last as he powers the Zip Eagle to the Short Circuit Championship in fine style. Early leader and defending Champion Keith Bisp was in trouble and dropped down the field leaving Ian Shaw to dominate the fifteen lap final and earn some reward for all the years of effort.

Mark Webster gave the Anderson chassis its first Championship success after a thrilling race long scrap with Andy Martin. For Webbie success was sweet . . . three years in succession he has taken the short circuit No. 1 and after a somewhat lean long circuit season to date this was looking much better.

The entry was quite good for the Nationals with 37 names listed but the 250 E lads numbered just 18 with Ian Shaw on the Eagle and Keith Bisp on the Dino looking the most likely candidates for success.

The weather over the two days was good with plenty of warm sunshine. The meeting overall lacked atmosphere though . . . it didn't feel like a Championship event . . . there was no commentary on the Sunday and that did nothing to help the small gathering of spectators understand what was going on.

The Championship classes were supported by a mixture of gearbox and non-gearbox races, with the two main finals taking place at the end of the day on Sunday. It seemed a long wait but as it turned out it was worth waiting for.

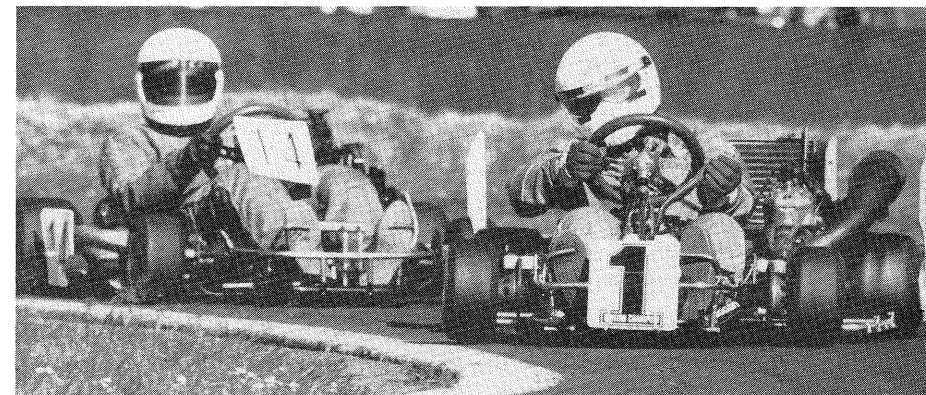
## WEBBIE'S THREE IN A ROW

A healthy entry of 250 Nationals contested five eight lap heats to sort out final grid positions and after all that it was Current No. 1 Mark Webster who claimed pole for the fifteen lap final.

He earned that with a couple of wins on Sunday and a second place on Saturday. The Anderson chassis with Cheetham KTM was certainly performing well and Webbie was quietly pleased with the way things were progressing. He was certainly throwing the outfit around with some enthusiasm and treating onlookers to some sideways action!

Andy Martin looked quick and tidy when winning the second heat on Saturday but perhaps the biggest talking point was the entry under No 3 in the programme. That belonged to Chris Stoney . . . he finished third in last year's Short Circuit 250 National . . . and he was back to try again . . . with a 125 air cooled Rotax! The rules allow it so all the moaning was pointless.

Dale Spruce took a heat win on Sunday and Mark Allen had a couple of second places with Adrian Wilcox also featuring fairly well up the



Retention of the Championship for Mark Webster, with Andy Martin (14) running home second (Pic: Doug Rees).

order so it looked good for a fifteen lap final with a full grid of 30. Chris Stoney sat alongside Webbie on the front row of the grid with Andy Martin making up row one. Chris Tomkinson and Chris Clarke made up row two with Mark Allen on row five.

Once the green light appeared Webbie was quickly into his stride . . . and into first place. Ray Grimes made second spot during the opening lap with Tomkinson third from Pete Morgan.

By the close of lap two Andy Martin had moved through to second . . . Stoney was in the top five as was Mark Allen . . . but Webbie was really going for it and making Martin's task a difficult one.

By half distance Webbie and Andy Martin were in amongst the first of the backmarkers . . . Stoney had gone, the 125 Rotax having cooked

a piston, Ray Grimes was in third place and going well with his Mikeck backed Fastrak . . . Mark Allen held the next spot from Pete Morgan. As the second half of the race progressed so Andy Martin began to get closer to the flying Webbie. Slower drivers were encountered all around the circuit making the leader's task that little bit more fraught. Both Webster and Martin threaded their way through with apparent ease . . . Webster perhaps looking the little more comfortable in traffic than Martin. It was entertaining stuff though and Andy Martin tried all he knew in the hope that Webbie could be forced into an error.

Two laps from home and it got tighter . . . a small blanket would have more than covered them both . . . but Webbie then played his ace. Through the infield section for the last time and the British Champ tightened his line . . . slowed



Mark Allen (15) eventually bettered Ray Grimes for third place (Pic: Doug Rees).



his pace just a fraction . . . and Martin had nowhere to go . . . his only course was to shadow the No. 1.

As they hit the finishing straight for the last dash to the flag Webbie still had the line . . and he had that little reserve of power to lead Andy Martin over the line and take his third successive Short Circuit Title.

Mark Allen came home in third from Ray Grimes . . . Pete Morgan had fifth with Dale Spruce sixth.

A fine win then for Mark Webster . . . perhaps his fortunes will now swing decidedly upwards . . . Andy Martin gave it his best but on the day Webster got it right.

SHAW FOR SURE

Just eighteen 250 Formula E drivers contested the Championship and three eight lap heats were on the cards before the final grid was sorted. Three different winners emerged from the qualifiers . . . Keith Bisp took heat one . . . Trevor Cryer heat two and Bob Kennings heat three.

Ian Shaw aboard the Zip Eagle had a second and a third coupled with a non-finish from the third heat when an engine mounting gave way. So pole for the fifteen lap final was taken by defending No. 1 Keith Bisp. Barry Tolson had done well in the heats to claim the middle spot on row one with Bob Kennings taking the outside berth.

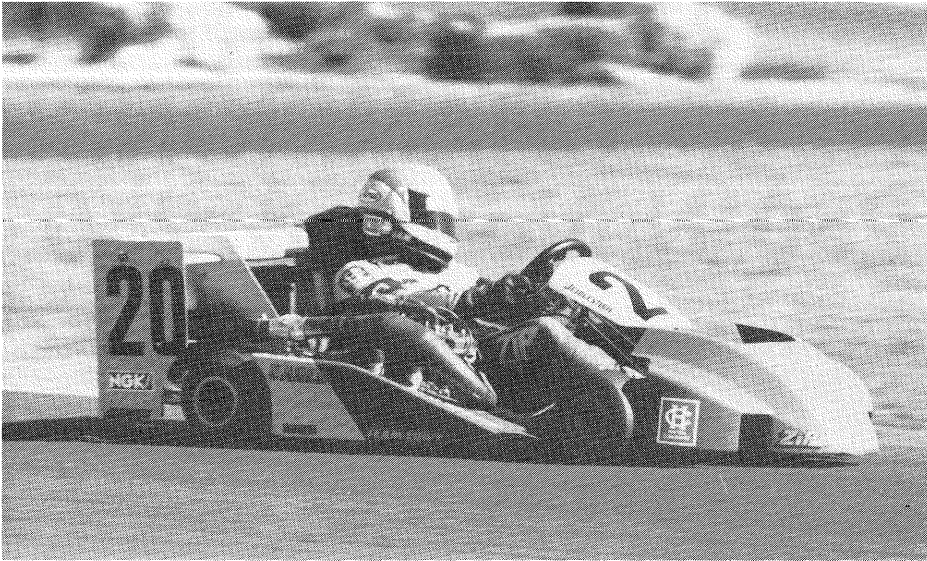
John Ashe and Trevor Harvey made up row two with Trevor Cryer, Ian Shaw and Alvin Heaton on row three.

At the green light it was No. 1 Bisp who made the best of it to lead into the opening lap. Short Circuit specialist Bob Kennings was in second place and Ian Shaw was third. After two laps Shaw was up to second . . . Bisp still led and was motoring well when after four laps it all went wrong. On the uphill section at the end of the main straight Bisp suddenly slowed . . . Shaw powered through and the No. 1 was swallowed up by the rest as the problem at first looked terminal.

Shaw was now out on his own . . . Kennings was gamely hanging on in second place but the Eagle was really flying with Shaw showing superb control as he tackled the demanding twists and turns of Three Sisters. As half distance approached Shaw was taking the first of the slower runners . . . Bisp was still running but at the back and as the race progressed so he too looked in danger of being lapped by Shaw. Kennings was still in second spot though he was making no headway in his chase of Shaw . . . the gap remained steady . . . Shaw was driving well and picking off backmarkers with apparent ease. Into the second half and whilst Shaw was well clear . . . Carl Atkinson had third spot behind Kennings with Trevor Cryer trying all he knew to make progress. Keith Bisp was still struggling on at the back but beginning to make a bit of progress.

Trevor Harvey and Robert Perkins had the next two places but there was no doubt about the leader. Ian Shaw reeled off the laps in style . . . Kennings could do nothing about it and had to sit in second place. Trevor Cryer managed to find a little bit extra as the race reached its close and at the end of fifteen laps he had relegated Atkinson to fourth.

Ian Shaw then crossed the line in style . . . his first major Championship and a first for the Eagle. Have we a new winning combination? The opposition may not have been too strong but at the final count . . . to win anything you first have to be first . . . and Ian Shaw was that without any doubt. It was a well deserved victory after many years of having had to settle for second. This time it was FIRST.



For Ian Shaw his first major Championbip (Pic: Doug Rees).



Bob Kennings gamely held on for second (Pic Doug Rees).



Trevor Cryer finally mastered Carl Atkinson (6) to finish in third place (Pic: Doug Rees).

MIKE SMITH

CADET COLUMN  
EDITED BY DAWN LINGER

CADET SERIES  
ROUND 4  
FELTON 15th May

A very hot day dawned at Felton with 22 cadets on the programme — most of them having travelled hundreds of miles and putting in several hours of practice on the Saturday. Charles Butler-Henderson putting up consistent times of around 41.60 seemed the quickest of the day.

Heat 1

Daniel Yeomans was on pole and alongside him Matthew O'Hara. Matthew Davies and Peter McLaren occupied grids 3 and 4. At the start Charles Butler-Henderson stormed from grid 5 into the lead, closely followed by Davies. Davies (driving a DAP for the first time) slipped down the field from 2nd to 6th. This let Mark Taylor move up and close on Craig Murray (on an Ecosse kart) "Zip in sheeps clothing" who was 4th. Murray eventually passed Yeomans, who was closely pursued by Taylor, Wheldon and Rawle. At the front O'Hara briefly took the lead, but lost out to Butler-Henderson who took the flag.

- 1st Butler-Henderson
- 2nd O'Hara
- 3rd Murray
- 4th Yeomans

HEAT 2

Craig Murray, Scottish Champion, sat on pole with Mark Taylor. John Goss and Wheldon behind. At the first bend some karts came into contact with Butler-Henderson unfortunately coming off worse and slipped back down the field. The first few laps were a tussle between Wheldon, Murray and O'Hara. As the race drew to a close O'Hara and Murray clashed and dropped down a few places. It was Wheldon who crossed the line first with Mark Taylor driving well to finish 2nd followed by Yeomans, Bogan, Murray and O'Hara.

- 1st Wheldon
- 2nd Taylor
- 3rd Yeomans
- 4th Bogan

HEAT 3

For this heat Jamie Wall was on pole with his new Zip (English version) with British Champion, Clair Bogan, alongside. 2nd row was occupied by Brenden Rawle with Gavin Creber then Butler-Henderson and Wheldon. Clair Bogan had a good start followed by Wheldon, Rawle, Taylor and Wall. Murray had problems and pulled up in the centre of the track (later to get going again). Wheldon took the lead on lap 2 and pulled away from Rawle, Bogan, Taylor and Butler-Henderson all contending for 2nd place. In the chicane before the straight a novice slowed the 2nd man causing the 3rd, 4th and 5th karts to close within 2 kart lengths of each other and at the end of the straight on the last lap it became a "do or die" battle for 2nd place. Unbelievably they all came out in one piece. At the flag it was Wheldon well clear from Rawle, Bogan and Butler-Henderson.

- 1st Wheldon
- 2nd Rawle
- 3rd Bogan
- 4th Butler-Henderson

HEAT 4

After this heat, Brenden Rawle was "ticked off" for making gestures to the novice who held him up — naughty, naughty.

FINAL

	POLE
13	8
1	20
90	10
2	9
40	S
22	45
55	15N
11N	47N
17N	77N
99N	33N
28N	30N

On pole sat Wheldon and a brilliant drive from Mark Taylor had put him on 2nd. At the start it was Wheldon who took the lead with O'Hara, Bogan and Taylor. On the 2nd lap Taylor unfortunately spun and got hit by a novice which ended his day. Murray also came to grief and slipped down the field. Rawle who had slipped to 9th after the first bend was rapidly moving up and on the 3rd lap it was Wheldon, O'Hara from Bogan and Butler-Henderson and Rawle. On lap 8 O'Hara slipped back (running it too weak)? The last 2 laps yet again were a tussle between Bogan, Butler-Henderson and Rawle for 2nd place. At the flag it was Wheldon well clear of Bogan with a rapidly closing Rawle, Butler-Henderson Yeomans and O'Hara.

- 1st Wheldon
- 2nd Bogan
- 3rd Rawle
- 4th Butler-Henderson
- 5th Yeomans

Clair Bogan was awarded "Driver of the Day". After 4 rounds it is now becoming clear who is contesting for the title and the top 5 are pulling away from the rest.

Vivienne Rawle

RAC CADET SERIES  
POINTS AFTER 5 ROUNDS

	Points
Daniel Wheldon	154
Matthew Davies	142
Matthew O'Hara	128
Brendon Rawle	122
Charles Butler-Henderson	112
Craig Murray	79
Clair Bogan	68
Daniel Yeomans	62
Jamie Wall	52

ROWRAH BANK HOLIDAY  
BONANZA

Cumbria Kart Club advise us that on Sunday 28th August, during the Bank Holiday Bonanza meeting at Rowrah, entry for the Cadet drivers is FREE. This measure has been taken by the Club to help promote and encourage the class. The entry fee for Cadets at Rowrah for other meetings from now on has been fixed at £6.00. All you intending Cadet visitors are reminded that the sprocket size for Rowrah is 85 tooth.



Clair Bogan, second at Felton (Pic: Ashley Holding).

CADET PROFILE  
ANDREW DAVIDSON

All Kart driver

No. 14

Age: 11 years

Hemel Hempstead,  
Hertfordshire.

Hi !

I'm Andrew Davidson. I'm eleven. I gave up competitive swimming to race karts last September.

This year I've been 2nd 9 times, 3rd 8 times and 4th 6 times . . . no wins! I had hoped to do well in the RAC Series after getting on pole in round 1 . . . but fell over a backmarker and came 4th. Then at Pembrey I hit another kart head on at 40mph breaking my ankle, it wasn't anyone's fault, a sea fog blew in across the practice runway.

I've raced at nine circuits, and I've made a lot of mates. My favourite driver is Jamie Spence . . . I can't wait to get in a 100cc J.B. later this year, my Cadet's getting a bit of a tight fit these days,

My biggest fan is my 74 year old granny.

I'd like to thank my Dad and my Uncle Selwyn for their support . . . Oh and my crutches.

See ya

Andy

