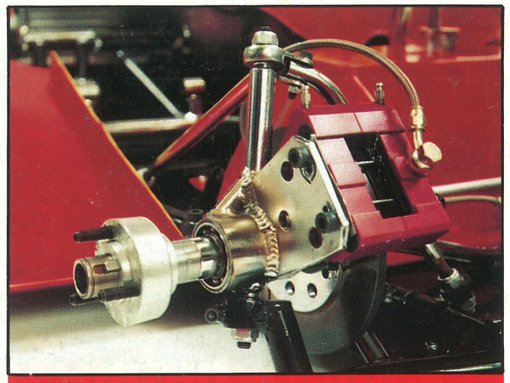


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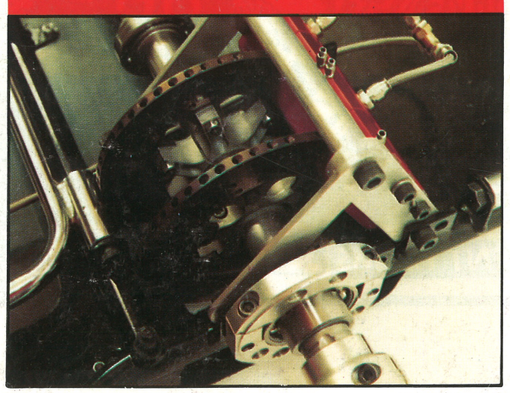
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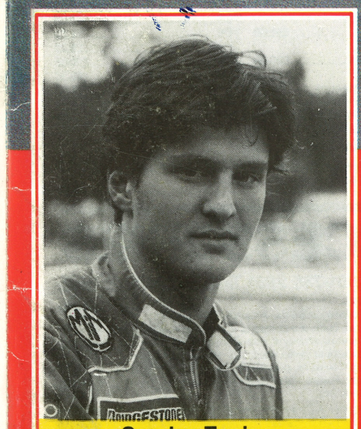
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K AND S
MONTHLY No. 112

FRONT COVER:
Four times World Formula K World Champion Mike Wilson, winner at Genk, 24th June in the European round.
(Inset Pic: Sandro Zani — 100cc winner Genk and Oppenrod.)
(Pics: Beverley Heath)

Ed, Says!.....

As the Silverstone Kart Grand Prix rolls around this weekend for its tenth anniversary the staff of *Kart and Superkart* send love and best wishes and a big "get well soon" to Martin Hines' daughter, young Kelly, who is currently undergoing hospital treatment. Kelly has been at every Grand Prix as long as I can remember to cheer her dad on. It would be nice to think she could be at this one.

Congratulations to Ashley Sinclair on winning the RAC 100 National British Championship and to Gillard driver Robert Schirle on his spirited drive to second place. Paul Rees was less than happy, having failed to finish, though his fine performance didn't go unnoticed. He did, however, get a great deal of satisfaction from his excellent victory in the Clay Pigeon Super One Round, winning the 'B' Final and driving through the 'A' from the back to take the chequered flag.

The Second Round of the Formula E European Championship at Assen on 24th July resulted in another victory for that man Eric Gassin. He took the Pre-Final and won the Final some 5 seconds clear of second placed Ian Shaw. Tim Parrott was third, followed by Poul Petersen, Perry Grondstra and Martin Hines. Bernie Roberts was next, the only other British Driver in the points, but more of that next month.

Next year's Championship shows a change of format (see Pit Talk), in that one round is at Paimio (SF), the second on the full Cadwell Park circuit (TV coverage mooted) and the third in the *town* of St Wendel (D), near Luxembourg (please iron out the bumps, Deutschland!). The World Series will take place at the customary venues — Silverstone, Nurburgring and Le Mans. News of interest to 250 National is the staging of a CIK Trophy meeting at Cadwell the same weekend as the European event. It is understood it will be run in two categories, Groups A and B, Rotary Valve and Piston Port Timed.

Well, it's Grand Prix time again, so all that remains is to wish everyone a safe and enjoyable Silverstone. See you there.

Ed McCormick

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CLASSIFIED SECTION

NEXT MONTH'S FEATURES INCLUDE:- SILVERSTONE KART GRAND PRIX AND FORMULA E WORLD CHAMPIONSHIP ROUND 1; RAC JUNIOR BRITAIN CHAMPS CLAY PIGEON; CADWELL PARK; WOMBWELL & SILVERSTONE RAC CADETS; ASSEN FORMULA E; LIEDOLSHEIM FORMULA K/100 SUPER CENTO. (THESE ITEMS CORRECT AT TIME OF GOING TO PRESS).
PUBLICATION DATE:- THURSDAY 1st SEPTEMBER 1988.

C.I.K. NEWS
OFFICIAL COMMUNIQUE

The CIK Executive Committee met on July 8th 1988 in Pomposa/Italy, under the Presidency of Mr. Ernest C. Buser. Important decisions were taken, notably:

AMENDMENTS TO THE TECHNICAL REGULATIONS:

Article 24 — Transmission

Shall always be to the rear wheels. The method is free, but all types of differential, whether through the axle, the wheel mounting hub or by any other means is totally prohibited.

Article 30 — Noise checks (as from 1989)

30.3. Penalties — at CIK events the following penalties will be inflicted; the time established in timed practice will be increased by:

2,5/10 second for 87 ½ dbA
5/10 second for 88 dbA
10/10 second for 88 ½ dbA
20/10 second for 89 dbA
40/10 second for 89 ½ dbA

The classification of drivers whose Karts do not conform will be adjusted accordingly.

From 90 dbA onward for the classes without gearbox the driver will be excluded from the event.

A 2dbA reduction will have to be carried out from 1.1.1989 for the classes with gearbox.

Introduction of an "ADAC type" inlet silencer in Group 2 Intercontinental-a/B and Junior as from 1.1.1989.

Article 34 — Bodywork

Formula-C. The dimensions of the front panel in Formula-C will be the same as in Formula-K.

Article 37 — Engine

Variable ignition (advanced/retarding ignition system). *Any system whatsoever is forbidden.*

DRAFT FOR A REVISED GROUP 2 for 1992

A Working Group to be set up with the following mandate:

1. To consider the various National needs and their present Classes.
2. To have full involvement with the Manufacturers and give them a general warning that changes may happen.
3. To discuss its types of engine for the Offical CIK Classes and its technical specifications for Piston Port, Reed Valve and Rotary Valve type engines.
4. To consider the possible formation of a new International Class (possibly Piston-Port) which would involve a far greater participation by all Countries and make the CIK have a far greater welcome to the mass of Karters.
5. To put forward a scheme for CIK Classes and the basic technical requirements for International Karting from 1992 onwards.

ELLOUGH MEETING

The Beccles and District Kart Club advise that there will be a meeting at Ellough on Monday 29th August and that the September meeting is now on the 25h and not the 19th September.

PROVISIONAL CALENDAR CIK CHAMPIONSHIPS 1989, TROPHIES AND CUPS

European Championship	GP d'EUROPE	14/16.4.	Montepellier/F
	GP d'ITALIE	05/07.5	Jesolo/I
	GP of SWEDEN	02/04.6.	Göteborg/S
Formule-K	GP de FRANCE	23/25.6.	Fontenay-le-Comte/F
Formule Super-Cent	GP d'ALLEMAGNE	28/30.7.	Liedolsheim/D
World Championship			
Formule-K/Formula-K			
Formule Super-Cent/Formula Super-Hundred		15/17.9.	Valence/F
	Zone Nort/North	09/11.6.	Pipo Lahti/SF*
European Championship	Zone Sud/South	26/28.5.	Pomposa/I
Intercontinental-A	Finale/Final	25/27.8.	Jönköping/S
CIK Junior World Cup		07/09.7.	Zaragoza/E
European Championship	Intercontinental-B	30.9./01.10.	Mariembourg/B
World Championship	Formule-C	01/03.9.	Olomouc/CS
European Championship	Intercontinental-C	01/03.9.	Olomouc/CS
	Formule-E	05/06.8.	Silverstone/GB
World Championship	Formula-E	02/03.9.	Nürburgring/
		23/24.9.	Le Mans/F
	Formule-E	19/21.5.	Paimio/SF*
European Championship	Formula-E	01/02.7.	Cadwell-Park/GB
	*) Short Circuit	19/20.8.	St. Wendel/D**
	**) Street Circuit		
CIK Trophy 250 Singlecylinder		01/02.7.	Cadwell-Park/GB
CIK-TROPHY GRAND PRIX OF FINLAND			
Formula-K & Formula Super-Hundred (Non-Championship)		19/21.5	Paimio/SF
CIK-TROPHY GRAND PRIX OF NATIONS			
Formule-K & Formule Super-Cent		13/15.10	Parma/I
TROPHEE CONSTRUCTEURS FORMULE-K			
CIK ASIA/PACIFIC CHAMPIONSHIP			
Formula-K & Formula Super-Hundred Intercontinental-A		01/03.12.	Hong Kong/HK

125 CHALLENGE

The Autumn 125 Challenge is progressing extremely well and already drivers are registering with the Organisers for the Series which starts at the Three Sisters circuit on 25th September. The kart trade has given magnificent support and so far the following firms have pledged support:-

DMA Racing
Zip Kart
Colin Quigley Motor Services (Dunlop Tyres)
Fastrack Karts
Shrewley Kart Centre
Surespeed Engine Developments
Motiv
Kart and Superkart Magazine
Kart Components
W.P.T.
K.M. Fibreglass
Anderson Kart Centre
Goff Racing
K.P.-Stratos
Steve Taylor (Trophy Supplier)
Langcourt Ltd
Karting Magazine

The Series is open to all 125 drivers and there will be a special award for the highest scoring driver who has a Restricted Licence. The registration fee is £5.00. made payable to "125 Challenge" and forwarded to the Series Organisers:-

Ian Hunter
1 Church Way,
Longdon Village, Or
Rugeley, Staffs.,
WS15 4PG

John Morrish
36 Park Road,
Willaston,
Nantwich,
Cheshire.

WKA/KIC KART EXPO

The WKA/KIC Kart Expo will be held on 28th-29th December 1988 at the Ocean Centre Convention Centre in Daytona Beach, Florida. This will be the largest karting show in the world with over 100 of America's leading manufacturers on hand to present their new product lines for 1989.

The show hours will be 4pm to 7pm daily for the Trade and 7pm to 10.30pm for the karting public. The show will be held in conjunction with the WKA National Kart Week, one full week of exciting karting events.

For further information on the WKA National Kart Week or the WKA/KIC Kart Expo, please contact:

Kart Industry Council
19819 Orchard Street,
South Bend
In, USA
Telephone: 219-272 0252
Fax: 219-272 3692

PLYMOUTH STREET RACE?

Following the proposal to run a street race in the city of Hull, published in the June issue, the Plymouth Kart Club tell us that they have been working away for the past eleven months on something similar. Les Needham of the RAC has told the Club if they can get the P.C.C. to get a bill through parliament the RAC *would* issue the Club a permit to run a National status event. More news next month after the P.C.C. has made a decision on what roads are to be 'pedestrianised'. *(Info courtesy John Kitson).*

Strictly Classified!

BRIDGESTONE

NEW

from the No. 1 kart tyre manufacturer, the YDS SL.

A top quality long life tyre (no cheap imitation).

Complies with race list C tyre regulations.

Available from Zip Kart at an unbelievable £60 + VAT per set.

BRIDGESTONE

ZIP GP 125 SRS ROTAX, excellent condition — £995.00 ono. Zip 250 Bultaco, just rebuilt — £395 ono. Kart trailer with tool box — £95 ono. Tel:- (0453) 48329.

MAGAZINES — KART AND SUPERKART, from number one to present. See how karting has developed over the years. Highest offer secures. Tel: 0494 25448.

100 BRITAIN WADDON KART, with reliable Manx engine, 1 year old, as new and ready to race — £350.00. Tel: (0908) 670447.

100cc TKM KART with trailer, will sell separately. Excellent condition — £200.00 for kart, — £100.00 for trailer ono. Tel: (0280) 815450.

ZIP 88 100 BRITAIN, good condition, 3 meetings old, spares include, stand, kart cover, sprockets, Tillotson carb, slicks and wets — £400.00. Tel: (0223) 89867.

250 NATIONAL BARLOTTI/BULTACO ENGINE, completely rebuilt, new piston and liner. Ready to race. 2 spare engines, 2 spare exhausts, loads of spares, too many to mention. Would suit beginner. Absolute bargain — £475.00 the lot. Tel: (0280) 4637 (eve), (0860) 378678 (day).

HAVE YOU GOT ANY BITS TO SELL OR SWAP?
WHY NOT USE THE COUPON BELOW!
ONE WORD PER SPACE

Don't forget to include your TELEPHONE number in the box!

Name.....
Address .....
.....
Access/Barclaycard No.....
Advertisements to:
KART & SUPERKART, PINDAR ROAD, HODDESDON, HERTS EN11 0DE

125 ZIP 925 ROTAX — 10 meetings old, Kelgate brakes, spare barrel, rev counter, 3 sets slicks, wets. PMP and Merlin pipe plus much more with this very fast reliable trophy winning outfit — £900 ono. Tel: 0222 791365.

125 P&R PHOENIX RED ROCKET, HONDA — Huxley pipe, spare engine, 2 spare bare chassis, extensive spares — £800.00. Tel: (0925) 723182.

MADELIENE DESIGNER KNITS
FOR
Your own personalised sweater made to measure with your name, logo, kart emblem.
In fact whatever the customer desires.
Contact:
076 387 335

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

STRATOS 125 AIR COOLED MINARELLI
One of the quickest around. Kelgate brakes. Immaculate — £1,750.00. Many spares if required. Tel: 01-661 4383 anytime. (Ryan Baptiste).

BURRIS TYRES
£40 PER SET
Plus postage and packing.
Phone (0224) 722354

WRIGHT 04M3 KART — 3 months old, used 3 times, immaculate condition, Tillett seat, quick release bearings, 1 piece rims etc. Complete and ready to race — £625 ono. Tel: Carl on 061-747 9234 (after 6pm).

1986 BANDIT, 1986 250cc Goff Rotax, power valve engine, short circuits only. Quick reliable, wets etc — £2350 ono. Will exchange, good 125. Tel: (0427) 880976.

210 VILLIERS ZIP GP — many spares, full set wets and slicks, engine rebuilt, full bodywork. Ready to race — £800 ono. Tel: Oswestry (0691) 772775.

ZIP GP, GOFF 256 ROTAX
Long and short circuit bodywork, spare wets and slicks on one piece wheels. Stand and many other spares — **£1,250.00 ono**
ZIP GP 250 TZ YAMAHA
S/C bodywork, few spares — **£450.00 ono.**
Tel: (0604) 831843

IMMACULATE DINO INTERNATIONAL, raced 8 times, trophy winner, tuned D type Arrow newly rebuilt, Devco Parilla, spare SS20TT. New one piece Mag wheels, Vegas, Bridgestones, wets etc. Spares include tuned carbs, axles, mag spares, braking systems, box trailer, helmet, suit etc. Best offer secures. Tel: Jon, 01-805 8189.

ZIP GP YAMAHA TZ 250, excellent condition. Many extras including 35mm hollow rear axle, KP carriers, Zip high back seat, racing pipes, short circuit bodywork. Many spares including tyres and rims, including wets. Must go — hence £895.00. Tel: Kev on (04207) 318 or (0836) 587588.

Mini Adverts Hoddesdon (0992)444201

CLUB SCENE

Final: As the lights changed to green, it was Kevin Hall who hit the front closely followed by David Scott and Oliver Wood. After two or three laps to sort themselves out, Kevin Hall had pulled well clear of Tony Parfett in second who himself was well clear of the rest of the field with Chaz Parfett holding onto third. By lap eight, there was a tussle going on for third place between Chaz Parfett and David Scott. With one lap to go Kevin was half a lap ahead of Tony in second place and David had managed to edge into third. These were the final positions.

JUNIOR BRITAIN
Heat 1: 1st Jason Lane, 2nd Patrick Miller, 3rd James Beales.
Heat 2: 1st Jason Lane, 2nd James Beales, 3rd Scott Kinnley.
Heat 3: 1st James Beales, 2nd Patrick Miller, 3rd Scott Kinnley.
Final: There was only a few Juniors who made the warming up lap for this final. Quickest away was Jason Lane who got to the front from the back of the grid followed by Scott Kinnley and Patrick Miller. By the third lap, Lane was a good half a lap ahead of the rest of the field. James Beales was by this time threatening Kinnley and eventually passed him on lap five to take second place. Way out in front with four laps to go, Lane spun coming out of the hairpin but restarted well before Beales arrived. Positions were then unchanged to the flag with an easy win for Lane with Beales taking second place and Kinnley third.

SENIOR BRITAIN/100 NATIONAL (COMBINED)
Heat 1: 1st Richard Knowles, 2nd Ken Reay.
Heat 2: 1st Richard Knowles, 2nd Ken Reay.
Heat 3: 1st Richard Knowles, 2nd Ken Reay, 3rd Christopher Wildey.
Final: With a very depleted grid it was Ken Reay first away with Richard Knowles and Christopher Wildey in hot pursuit. However, Reay's lead was very short-lived as Knowles took the lead on the fourth lap going through the ''sways''. From this point he never looked back and was increasing his lead by the lap. The race eventually turned into a Procession with Knowles taking the flag well ahead of second place Reay and Wildey in third.

125 NATIONAL/OPEN
Heat 1: 1st Garry Thexton, 2nd Roger Barrington, 3rd Mick Arris.
Heat 2: 1st Garry Thexton, 2nd Roger Barrington, 3rd Roy Gallant.
Heat 3: 1st Roger Barrington, 2nd Garry Thexton, 3rd Roy Gallant.
Final: With a good entry of 125's on the grid, it was Garry Thexton first away from pole followed by Roy Gallant and Mick Ariss gettng into third from the back. By lap three, Thexton was being threatened by Gallant for the lead, with Ariss still third very closely followed by Gavin Kershaw. Having had some disappointing results in the heats Kershaw was now putting his act together and managed to pass Ariss to take third place. However, there was no catching Thexton and Gallant who were quite well ahead of the rest of the field. With this tussle for first, the large crowd of spectators were now seeing quite a scrap for fourth place between Steven Thexton and Roger Barrington. With three laps to go Garry Thexton was still holding off Gallant in second place and Kershaw third in the only liquid cooled, whilst Steven Thexton had won the battle for fourth when Barrington stopped. These were the positions at the final flag.

210-250 (COMBINED)
Heat 1: 1st Ian Barnard, 2nd Tim Ayers.
Heat 2: 1st Dave Durance, 2nd Nick Artherton.
Heat 3: 1st Dave Durance, 2nd Ian Barnard.
Final: From the back of the grid it was Paul Marshall first away very closely followed by Dave Durance and Nick Artherton. Marshall's lead only lasted half a lap when his motor stopped and Durance hit the front with Artherton and Tony Ayers behind. By lap six Durance was about the only driver to have not spun out or stopped and restarted. He was however really going well but by the ninth lap there was only two karts running. So it was an easy win for Durance with Ian Barnard finishing second.

CADETS

1st	Kevin Hall	Allkart/Comer
2nd	Tony Parfett	Superdart/Comer
3rd	David Scott	Superdart/Comer

JUNIOR BRITAIN

1st	Jason Lane	Wright/T.K.M.
2nd	James Beales	Zip/T.K.M.
3rd	Scott Kinnley	Superdart/T.K.M.

SENIOR BRITAIN/100 NATIONAL (COMBINED)

1st	Richard Knowles	Zip/Parilla
2nd	Ken Reay	Gillard/T.K.M.
3rd	Christopher Wildey	Zip/Parilla

125 NATIONAL (OPEN)

1st	Gavin Kershaw	Spyda/Minarelli

125 NATIONAL

1st	Garry Thexton	Anderson/Rotax
2nd	Roy Gallant	Spyda/Rotax
3rd	Steven Thexton	Zip/Rotax

210-250 (COMBINED)

1st	Dave Durance	Spyda/Rotax
2nd	Ian Barnard	Barlotti/T.K.M.

WHERE AND WHEN

9th AUGUST (Tuesday)
St Sampsons (Guernsey, Channel Islands)

12th AUGUST (Friday)
Portrush — (Car Park, Portrush, Northern Ireland)

13th-14th AUGUST
Gothenberg(S) — (Swedish Championships)

14th AUGUST
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)
CLAY PIGEON — (MIDWAY DORCHESTER-YEOVIL, ON A37, DORSET) — RAC JUNIOR BRITAIN BRITISH CHAMPIONSHIP
Boyndie — (3 miles west of Banff, Grampian)
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)

20th-21st AUGUST
Zandvoort (NL) — Lucky-Strike Open International (Formula E/125/250 National)

21st AUGUST
Carnaby — (Auto 66 Club, 2 miles west of Bridlington, North Humberside)
Pembrey — (8 miles from Llanelli, on A484, Dyfed, South Wales)
St Sampsons — (Guernsey, Channel Islands)
Jurby — (Jurby Airfield, Isle of Man)
Crail — (9 miles southeast of St Andrews, Fife)
Felton — (7 miles from Morpeth on A1, Northumberland) — Super One Round 5
Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth)
Shenington — (8 miles from Banbury, off A422, Banbury-Stratford road)

27th AUGUST (Saturday)
Birmingham — (Birmingham Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD)

27th-28th AUGUST
Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs)
Valence(F) — Intercontinental 'A' European Championship Final

28th AUGUST
Blackbushe — (Via Cricket Hill (Off A30) and Vigo Lane, Yateley, Surrey)
Rowrah — (4 miles from Frizington, Cumbria)
Dunkeswell — (5 miles from Honiton, Devon)
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad, Notts)
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland)

29th AUGUST (Bank Holiday Monday)
Ellough — (2 miles from Beccles, Suffolk) — Pride of the East Meeting
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Rowrah — (4 miles from Frizington, Cumbria)

30th AUGUST (Tuesday)
St Sampsons — (Guernsey, Channel Islands)

2nd-4th SEPTEMBER
Kecskemet (Hungary) — World Champs Formula 'C'/European Champs Intercontinental 'C'

3rd SEPTEMBER (Saturday)
Cadwell Park — (Midway Horncastle and Louth, on A153, Lincs) — Autumn Champs
Nutts Corner — (4 miles from Crumlin, Co. Antrim, Northern Ireland)

3rd-4th SEPTEMBER
NURBURGRING(D) — FORMULA E WORLD CHAMPIONSHIP — ROUND 2
Little Rissington — (RAF Station, near Stow-on-the-Wold)
Felton — (7 miles from Morpeth on A1, Northumberland) — Tyneside Trophy

4th SEPTEMBER
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts.)
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde).



OBITUARY — PETER HAMMOND

It is with deep regret that we announce the tragic and untimely death of Peter Hammond, RAC MSA Chief Executive, in a road accident near Silverstone village on Thursday morning 7th July. The accident occured prior to the FIA Formula 1 World Championship event. Peter had taken over the role of Chief Executive upon the retirement of Peter Cooper on 1st October 1987, a post which he had filled with distinction.

He was suitably qualified for his new role, he was previously Managing Director with the Erdman Communications Group, a company concentrating on marketing, recruitment, promotional and advertising which brought him into close contact with manufacturers with interests in motoring and motor sport.

Peter had spent 25 years in the Royal Air Force prior to entering business, retiring in the rank of Wing Commander after a distinguished career which included experience as an Operational Commander and Staff Officer in the United Kingdom ground based and airborne nuclear deterrent forces.

He also enjoyed some success in club rallying in a Saab 96 as part of the RAF Motor Sports Association. He was just 54 years old with a charming manner and his positive outlook was introducing a new image to the RAC MSA at its new headquarters at Colnbrook. He had recently been appointed by FISA to head a working group co-ordinating International Truck Racing activities.

During an emergency meeting of the RAC MSA at Silvertone on Sunday 10th July the decision was made that his duties as Chief Executive would be assumed by the company's General Secretary Terry Lankshear, under the direct control of the Administrative Committee, comprising Michael Limb, Chairman of the RAC Motor Sports Council; Keith Douglas, Chairman of the RAC MSA Race Committee and Michael Southcombe, Chairman of the RAC MSA Ltd. Action has already been taken to appoint a new Chief Executive. To his wife Diana and children Faye and Richard. *Kart and Superkart* extends its deep sympathy.

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

A TOUCHING GESTURE

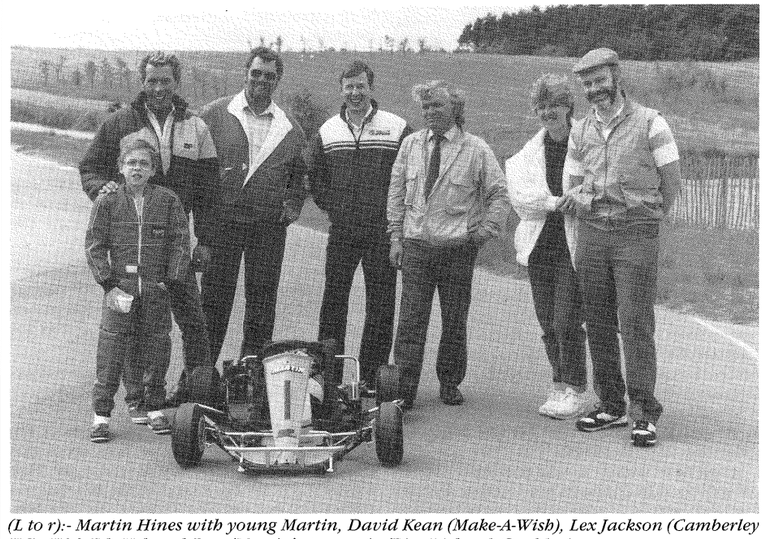
On Wednesday 13th July *Kart & Superkart* Editor, Ed. McCormick, and Zip Kart boss Martin Hines were invited down to Blackbushe kart circuit to present a Cadet kart to a young boy suffering from Cystic Fibrosis. It all came about when K&S was contacted some 10 days by before a Mr. David Kean, a member of the team from 'Make-A-Wish Foundation', a self-funding charitable organisation set up to help grant wishes to severely ill children. The boy in question, whose name incidentally is also Martin, had been to Blackbushe on a couple of occasions spectating with his parents and had shown his desire to drive a proper racing kart. Permission was obtained from the local Council to open up the track mid-week and run a kart around for a few laps. Competition Secretary Lex Jackson from Camberley KC was also present, along with a professional photographer from West Drayton, Mr. Richard Goulden. Along with young Martin were his parents Ray and Val and younger brother Chris whilst Make-A-Wish was represented by David Kean and Julia Waters; there was also a photographer and reporter from one of the local newspapers present.

Dressed in Zapelli 2 suit, boots, gloves and FM Helmet a rather over-awed Martin was presented with the kart. After a few initial encouraging words from MH, Martin sped off, confidently showing a natural karting ability. He completed several laps, between times enjoying a photographic session, before the whole family was entertained by the Make-A-Wish Team to a splendid lunch in an inn called 'Mr. Bumbles' in Camberley. So impressed with the organisation and good work they do, Martin Hines pledged that any money he wins at the Silverstone GP will go to the Foundation.

The Make-A-Wish Foundation was set up in Arizona in 1980 as a non-profit making corporation to fulfill the favourite wish of a seriously ill child and to provide the family with some special memories. In carrying out wishes the Foundation always involves the whole family who are never separated during the wish at a time often financially difficult, all expenses involved in carrying out the child's wish are paid for. Wishes are funded by contributions to the Foundation, also, a variety of services are donated by companies and individuals: for example — tickets, hotel accommodation, meals or the use of a car. The Foundation also runs fund-raising activities; events run by local community groups have become an important source of income.

Anyone who would like to know more about Make-A-Wish or is willing to offer services should contact — Mr. David Kean on (0276) 24127/683727, or write care of:

Make-A-Wish Foundation UK,
473a London Road,
Camberley,
Surrey,
GU15 3JA



(L to r):- Martin Hines with young Martin, David Kean (Make-A-Wish), Lex Jackson (Camberley KC), K&S Ed, Val and Ray (Martin's parents). (Pic: Richard Goulden)

BRITISH WOMEN RACING DRIVERS' CLUB

Exclusive Club for women in motor sport

It was founded in 1962 by Mary Wheeler, now President. The Club sets out to promote and encourage women in motor sport and today includes sections for Circuit Racing, Hill Climb and Sprint, Karting, Rallying and Supporters. Membership is by invitation, with full membership offered to holders of International/National RAC Licences. Each section promotes its own annual Championship with prestigious silver trophies and prize money as applicable.

Associate membership is offered to holders of Restricted RAC Licences, a separate Championship is held, with a trophy awarded for the best performance. Supporters membership is also available to anyone not included in the above.

See *Letters* columns for details of a unique opportunity.

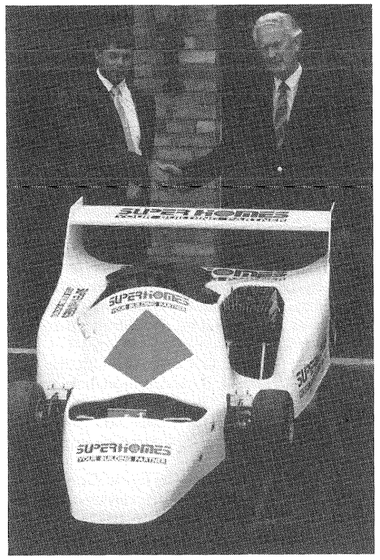
DAN WELLS MEMORIAL TROPHY

Entries in the 125/210/250cc International classes are invited for the meeting at Lydden Circuit on Sunday 21st August. Competitors will receive one 6 lap grid qualifier and one 10 lap Final and in addition to the normal awards a special trophy, in memory of long time Kart Official at both Dover and Lydden tracks, Dan Wells, donated by karter Glen Standing's sponsors (K.E.B. Sunroofs & Accessories and Holt Security Systems), will be presented to the overall winner of the Final.

Regulations and Entry forms available from:-

Brenda Harries,
71, West Street,
Sittingbourne,
Kent.
ME10 1AN.

Tel: 0795 72926/71978 ▶



SUPER DEAL WITH SUPERHOMES

On Saturday 16th July 125 driver Russell Caldwell was wished good luck by Superhomes director Mr. Ernie Harvey who presented him with his new livery and body as part of Superhomes' new venture into karting as Russell's sponsor. Superhomes are very pleased in this new association with Russell and it continues their policy of support for many sporting activities they have sponsored during the past seven years. As part of the Laing Group they started from small projects totalling some three hundred houses to a total of over five thousand this year, both for Laings and external clients. The company has grown from 60 employees to around 650 and they will be moving to larger premises to accommodate the increase in demand. Superhomes do large packages of houses from timber frame to internal fitting out traditionally. They are looking forward to success being Russell's — from small beginnings to greater things . . . .

Russell was Camberley Kart Club Champion in '85 and '87 and leads the Club Championship stakes for 1988 in 125cc.

It will be of interest to note that Russell began his sponsorship campaign last October. Drivers must realise that arrangements cannot be made overnight — they must persevere if they are to get anywhere at all.

NURBURGRING CASTROL-POKAL FORMULA E — 9th-10th JULY

1st	Perry Grondstra	Zip Eagle/Rotax (New Track Record)
2nd	Poul Petersen	PVP/Rotax
3rd	Rainer Wimmer	Castrol/Rotax
4th	Leo Wollerich	Castrol/Rotax
5th	Bobo Westman	PVP/Rotax
6th	Piet Hartog	Anderson/Rotax
7th	Milan Knezevic	PVP/Rotax

Perry Grondstra also won the fourth round of the French Formula E Championship at Circuit Carole, Paris during 24th-25th June.

* On the question of noise it seems a manufacturer will be bringing out an induction box at the end of the season . . .



Who is this? What's he saying? What's he thinking? Where is it? What's he doing? How many championships/titles has he won? (Answers to:- Kart and Superkart, Pindar Road, Hoddesdon, Herts EN11 0DE) Keep 'em clean please!

ALTERNATIVE PROMOTION

Travel Club News:- Brian Ashton is happy to announce that reduced rate travel sponsorship arrangements have been extended to include air flights worldwide. To help clients even further more ferry routes have been included in their cheap deals. These include:- Most Sealink routes — Sheerness/Vlissingen — Travemunde/Trelleborg (Opens up Scandinavia) — Most routes to Belgium.

Please contact Brian Ashton for more details — (0908) 502937.
16 Brendon Court, Furzton, Milton Keynes, MK4 1DH.

AMSOIL CHALLENGE '88

The Third Round of the AMSOIL CHALLENGE will be held on *Sunday 28th August* at Rowrah and will be run in conjunction with the Merseyside Club Championship races.

Our thanks to the Cumbria Kart Club for their help and support for this meeting. For further information on AMSOIL Synthetic Lubricants and our range of foam-sprung Air Filters for Karts please contact:

Philip Burrows, AMSOIL Dealer, 4 Chester Road, Winsford Cheshire CW7 2NQ (0606) 554366.

* Matthew Winter, Marketing Manager of Jim Russell Racing Drivers School, informs us that JRRS awarded a FF1600 trial at Donington Park to Ashley Sinclair the winner of the 100 National British Championship at Fulbeck on 10th July. JRRS will also award a similar trial to the winner of the British 100 National Super at Wombwell on 11th September. Both prizes are valued at £125 each. K&S would like to extend its thanks to Matthew and all at JRRS for the gesture.

* After just three seasons of Long Circuit karting, 125 driver Ryan Baptiste has been forced into what he hopes will only be temporary retirement. The Art Editor of *Fast Lane* magazine has encountered a familiar problem, having run out of funds in the wake of his failure to attract a major sponsor. Ryan has opted to spend the rest of the season trying to put together a budget so that he can return to the track full-time in 1989.

* Steve Gill is anxious to get back into Formula E and is urgently seeking technical mechanical assistance. Offers please to Steve on (0977) 620492.

* Lennart Bohlin, 1987 Formula E Champion, has now won three rounds and taken a second in the BMW M3 Group A Touring Car and looks set to become the 1988 Swedish Touring Car Champion in his class . . .

Your Letters . . .

Dear Ed,
May I through the pages of *Kart and Superkart* thank Hans Christian-Anderson "oops sorry" D. Cooke Martin for his kind words about my race report for the SUPER ONE qualifier at Felton.

All the reports that I write are based on fact and not prejudice or grudges as he would seem to infer. I would like to know how I can have a grudge or be prejudice against some one I have never met before or since, indeed what makes his comment even sillier is that I didn't, know anyone he was racing against either.

But enough of the nasties at least I now know who it is that reads my race reports and I can't wait to THANK him personally should we ever meet.

RAC Motor Sports Association
Motor Sports House
Riverside Park
Colnbrook,
Slough SL3 0HG.

For the attention of: Mr R. Brassie

Dear Mr Brassie,

RE: SHORT CIRCUIT KART RACING — NOISE EMISSION AND CONTROL

I commenced short-circuit Kart racing as a 100 National Restricted driver in December 1987. The spectacle of poor performance by both the RACMSA and Club Officials/members in respect of noise management prompts this message.

On my office wall hangs a notice which reads "Either lead, follow, or get out of the damn way!"

I look to the resources of the RACMSA, together with its associated wisdom to manage motor sport in a professional and thorough way. I expect the RACMSA to lead, frankly, since it is that which they are established to do.

In short-circuit kart racing the policing of the noise regulations comes to mind as an example where the RACMSA have substantially failed in their leadership duties. It is clear that a gross underestimate has been made as to the level of motivation the RACMSA has needed to instill in the Kart Clubs to generate the response the RACMSA presumably desires, namely the reduction of noise emission to specified levels.

CLUB SCENE

the gearbox karts found these conditions extreme and were to expire in a cloud of steam!

CADETS
Only three entries, with graded driver Paul Freeman (DAP) scoring four wins from four drives. Jamie Ross-Mackenzie and Daniel (watch me chuck it sideways), Hazelwood (Zip) were on a par with one another, so each scored two second spots.

JUNIOR BRITAIN
Although Lee Loder (Tabor DAP) and Jason Freeman (Tabor DAP) each scored two wins — with Lee taking the Final — it was visitor Richard Whiteley (Lane) who really put the cat among the pigeons. He led a couple of races, only to have silly spins which meant he had to do it all again. As it is, he took 2nd overall and gave notice that he will be a young man to watch.

Simon Barnett (Zip/Arrow) won the 'Best Novice' trophy, beating several adult drivers to that prize. Well done.

100 BRITAIN
The three heats saw three different winners: Ian Jordan (DAP), Bob Hyde (Gillard) and Ken Boardman (DAP), which shows just how competitive this class was.

I'm sure Bob Hyde would be the first to admit that his win showed that Crom was smiling on him: he was laying fourth when John Boardman and Graham Cutler clashed spectacularly at Island Bend, elevating him to 2nd. One lap later the leader, Boardman K, ws out with gremlins, so Mr Hyde jumped from 4th to 1st in two laps and didn't pass anyone!

The Final looked to be a cracker — until the first Hairpin! There, Dave Cooke (a 2nd and 3rd plus a second row start) spun and took several others with him. Others made phenomenal avoidances, but the overall race was broken up leaving Jordan and Boardman up front and well clear of any pursuit. Jordan led Boardman to the flag, with a delighted John Lewandowski (Gillard) 3rd and a hard working Tony Finnigan (DAP) in 4th.

A couple worthies worth a mention are Chris Haywood on his rare-in-the-SW Anderson, and novice Gerry Haywood who was the quickest of the Britain novices AND survived the afternoon's most spectacular spill!

100 NATIONAL
Ron Shone (Tabor DAP) scored four wins from four drives, but had to work for a couple of them. Particularly in the second heat where he started eighth, tigered through the field, tussled with Mike Bradley, got by him and set off after Chris Lord (DAP) — where he promptly struck Lord mightily up, the rear and nearly put himself, and the pursuing Bradley, off. Ron recovered but Chris didn't.

Eric Jones (DAP) and Bradley (Zip/TKM) diced hard for places, so hard that Bradley led a couple of heats, while Jones spun wildly at Island Bend and took out three others in his efforts.

A brilliant novice, Bob Hardy, revelled in Plymouth's sweeping turns to score a 3rd and a 2nd in the Final. Well done.

COMBINED GEARBOX
Five started the first race, two finished. The remaining three guys completed the rest of the races, albeit in distant convoy. Still, this shouldn't decry Peter Hawke's fine four wins on his Yamaha single: showing that it is possible for a gearbox kart to be fast and reliable.

And welcome back to Phil Broom, complete this time with Suzuki power.

Spectator

CADET

1st	P. Freeman	DAP
2nd	D. Hazelwood	Zip
3rd	J. Ross-Mackenzie	DAP

JUNIOR BRITAIN

1st	L. Loder	DAP/Tabor DAP
2nd	R. Whiteley	Lane Parilla
3rd	J. Freeman	DAP/Tabor DAP

100 BRITAIN

1st	I. Jordan	DAP/Tabor DAP
2nd	K. Boardman	DAP/DAP
3rd	J. Lewandowski	Gillard/DAP

100 NATIONAL

1st	R. Shone	DAP/Tabor DAP
2nd	B. Harvey	DAP/DAP
3rd	M. Bradley	Zip/TKM

COMBINED GEARBOX

1st	P. Hawke	ZIP/Yamaha
2nd	P. Broom	Barlotti/Suzuki
3rd	K. Thonner	Zip/210

BEST NOVICE
S. Barnett (Junior) Zip/Arrow

Shenington

SUNDAY, JUNE 19th

July entries to: Steven Chapman, Hedergley, Chinnor, Oxon. Memberships to: Jill Wood. 18 Willow Rd, Gt Horwood, Milton Keynes.

Sunday 19th June Shenington. Again we enforced the noise regs and it was obvious at scrutineering that most drivers had spent thought, time and money on exhaust modifications, induction boxes, etc, in a real attempt to reduce noise levels.

We certainly seem to be attracting the Senior Britains, we had three full grids, a super, a club and a restricted. Number wise Senior Britain must be the most popular class this year. We also had a round of the 250 Challenge, so with 40 races to cope with we had a very busy day.

Junior Britain driver Charlie Postins, must have had an especially hard day. He had a crash in practice and injured his wrist which he had checked out by the St Johns and was considered to be OK, and he was allowed to continue racing. He had two thirds and a second place in the heats and came second in the final. It wasn't until after an x-ray on Monday that it was discovered he had a broken wrist. Well done Charlie.

Our sincere thanks must go to Lesley Allen, our retiring competition secretary, for all her hard work she has put into the club. She hasn't left the club completely, just faded into the background until after the birth of her baby. She is still a committee member and will still be there to help and guide us when necessary. Our new competition secretary is Sonya Game, and club secretary Simon Pain. Sonya will not be taking over until September as first she has to support her son Bobby through the Junior World. Good luck Bobby we all wish you well. Until that time Steve Chapman is acting competition secretary.

Our next race meeting is July 17th, next test day is August 13th, and the noise meter will be available. PLEASE NOTE THERE ARE NO TEST DAYS IN JULY.

Also may I remind drivers not to come through Shenington village on test and race days, if you do you may not be allowed to test or race.

CADETS

1st	Mark Taylor	Allkart/Comer
2nd	Mathew Davies	Dap/Comer
3rd	Jonathan Stilp	

JUNIOR BRITAIN SUPER

1st	Nick Dudfield	Wright Carr/Parilla
2nd	Bobby Game	Lane/Parilla
3rd	Jeanette Peek	Fullerton/Parilla

JUNIOR BRITAIN CLUB

1st	Mark Cornwell	Jeta/Dap
2nd	Charlie Postins	Wright/Parilla
3rd	Robert Cullum	Wright Parilla

SENIOR BRITAIN SUPER

1st	Martin Verity	Wright/Parilla
2nd	Stephen Quinn	Chariot/Parilla
3rd	Kevin Keith	Wright/Parilla

SENIOR BRITAIN CLUB

1st	Michael Dubois	Spyda/Parilla
2nd	David Clarke	Wright/Parilla
3rd	Tony Fazzone	TKM/TKM

SENIOR BRITAIN RESTRICTED

1st	Andy Hingston	Wright/Arrow
2nd	David Williams	Sprint/TKM
3rd	Rod Champman	Wright/Parilla

100 NATIONAL

1st	Victor Threadgold	Allkart/PCR
2nd	Martin Riman	Sprint/Rotax
3rd	Craig Caldwell	Gillard/Dap

125 NATIONAL

1st	Dennis Gale	Anderson/Minerelli
2nd	Alan Dell	Zip Rotax
3rd	Steve Taylor	Barlotti Rotax

125 OPEN

1st	Mark Powell	

210 NATIONAL

1st	Martin James	Dino/KMP
2nd	Brian Halloway	Lazer/Invader
3rd	Martin Banks	Dino/KMP

250 NATIONAL

1st	Chris Tomkinson	Dino/TKM
2nd	Pat Tomkinson	Dino/TKM
3rd	John Ottrey	Zip/Yamaha

250 INTERNATIONAL

1st	Bob Kennings	BKMS/Rotax
2nd	Ian Woodcock	Zip CDPT/Rotax
3rd	Trevor Cryer	Zip/Rotax

Jill

Ellough

SUNDAY, JUNE 26th

After a week of warm and dry weather, hopes were high as we arrived at Ellough. It did at least stay dry all day, but there was not a hint of that sunshine. Entries were a bit lower than anticipated although it was pleasant to see a few new faces. Where were a lot of the regulars? Come on lads, this is the only track you've got now so support it.

CADETS
Heat 1: 1st Kevin Hall, 2nd Tony Parfett, 3rd Oliver Wood.
Heat 2: 1st Kevin Hall, 2nd David Scott, 3rd Tony Parfett.
Heat 3: 1st David Scott, 2nd Oliver Wood, 3rd Kevin Hall.

CLUB SCENE

Pembrey

JUNE

The weather at Pembrey was respectfully overcast as Cardiff Kart Club mounted its June meeting. Drivers briefing commenced in a solemn fashion as news that a road accident had claimed the life of Mike Marner. In rememberance of this able competitor, Club supporter and friend, a few months were spent in silent reflection by those assembled. The Club's deepest sympathy's are extended to his family and friends. We'll miss you, Mike. . .

Practise was very much a wet affair, with surface water forming puddles following early morning rain. But as the morning drew on, the rain eased so that by the time the first race was called, the circuit had all but dried out.

CADETS
Competition at last for Lee Maund in the form of Shennington's John Oakley meant all those hours of Pembrey practise could at last be put to the test. With numerous damp patches on the racing line, the first heat of the day looked more like a skating competition, with many a fine pirouette performed. That wasn't the only excitement either as Lee overturned in the second heat and appeared prone to anxious parents. In reality, he hadn't the physique to lift the kart and once he had been released, he was off again in hot pursuit of John. The final heat was a flag to flag win by Lee.
Heat 1: 1st, Lee Maund, 2nd John Oakley.
Heat 2: 1st, John Oakley, 2nd Lee Maund.
Heat 3: 1st, Lee Maund, 2nd John Oakley.
Final: Lee took up an early lead, which was further extended by John's lap two spin. However, the 70 yard advantage was gradually whittled away by a determined Oakley, who eventually dived for the inside line at the Top Bend on lap 8, and proceeded to pull away to the flag.

125 NATIONAL/P&R
With regular P&R men Roy John and Richard Thomas missing from the line-up, the 125's looked rather depleted. As in the Cadet class, heat one was interspersed with spinning karts, early victims being Mark Goulding from Bromsgrove and Clive Hawkins. That was only a minor set-back to Hawkins though, completing a 'hat-trick' of firsts to gain pole position in the final. Yamaha powered Wyn Morgan only came out in one heat but managed a second place, whilst Anthony Reynolds (P&R) drove to a steady three thirds. Fifth man Dave Harvey (Nat) led two of the three heats but never finished any of them.
Heat 1: 1st Clive Hawkins, 2nd Mark Goulding, 3rd Anthony Reynolds
Heat 2: 1st Clive Hawkins, 2nd Wyn Morgan, 3rd Anthony Reynolds
Heat 3: 1st Clive Hawkins, 2nd Mark Goulding, 3rd Anthony Reynolds.
Y Ddriad Goch was held aloft, modern technology having failing (the starting lights generator having run out of petrol), and Harvey took up an immediate lead. He was followed by Goulding but a second lap spin allowed Hawkins to change places with him. Morgan non-started which meant that Reynolds was fourth, pulling away slightly. They were 'neck-and-neck' on the twelth lap as they passed Reynolds, but then a malfunction in the engine department sidelined Hawkins, giving Harvey an easy run to the line.

JUNIORS
The first lap of the first heat was an utter shambles, the race being stopped and drivers redressed after only one lap. At the restart, Julian Thomas led from Andrew Price. In avoiding back-marker Jason Brooks, Thomas spun and in avoiding Thomas, Price did likewise, but the latter recovered more quickly giving him second place overall, behind Shaun Fulford. Thomas won the other two heats with Fulford in second place.
Heat 1: 1st Shaun Fulford, 2nd Andrew Price, 3rd Julian Thomas
Heat 2: 1st Julian Thomas, 2nd Shaun Fulford, 3rd Alex O'Brien.
Heat 3: 1st Julian Thomas, 2nd Shaun Fulford, 3rd Julian Cooper.
Final: If the heats were anybody's, not so the final; that belonged to Thomas. He led from the start and, barring mechanical failure, never looked like losing. The minor placings seemed fairly well settled until second place man Fulford took Kidwelly bend rather wide, collecting the unfortunate Stuart Westwood, eliminating the latter and relegating himself to fifth place. A grateful Cooper inherited second place with Price third and Jonathan Downer fourth.

250 INTERNATIONAL/NATIONAL
A clean sweep by Simon Joseph and his twin cylindered Yamaha, belied the fact that he had to contest every yard with Mark Brown's single cylinder Yamaha. What Simon was making on the main straight was being pulled back on the bends by the kart of Brown. There was really no need to race though as the two karts were competing for different prizes. But these two weren't going to allow a simple thing like engine power difference come between them and the honour of first place.
Heats 1,2 and 3: 1st Simon Joseph, 2nd Mark Brown.
It was very much a similar story in the final too. Joseph led every circuit and Brown followed, waiting for the mistake that never came.

100 NATIONAL
Heat 1 got under way with what must rate as (from a Starter's point of view) the best Pembrey start of the season. It had to be though as Ray Dickson — part time starter — was on pole; and if he can't get it right. . . Once past Huw Williams, Lee Middleton kept the former at bay with just enough effort, thereby conserving energy and machinery.
Whilst locked in combat and contesting tenth place, both John Bewsher and Shennington's Douglas Mace spun at the chicane. A similar manoeuvre was executed by Chris Crayford, but the resulting whiplash injury to his neck caused the race to be stopped and the ambulance to ferry him to Llanelli General Hospital. As the second half of the race got under way, things became rather physical, a theme which continued into the third heat, both of which were won by Graham Petit of the Bromsgrove Club. It must have been the humidity, because despite a re-race after only 2 laps, the third heat never got past lap 7. This time the unfortunate victim was Dickson but happily, the driver was winded and shaken.
Heat 1: 1st Lee Middleton, 2nd Huw Williams, 3rd Chris Evans.
Heat 2: 1st Graham Petit, 2nd Huw Williams, 3rd Martin Baker.
Heat 3: 1st Graham Petit, 2nd Lee Middleton, 3rd Huw Williams.
A depleted field set out on the opening laps, led by Petit from Williams, Evans, Middleton, Baker and Owen Jones. Middleton out dragged Evans and passed Williams entering the chicane. Two laps later, he went inside Petit for the lead at the Top Bend and looked set until these two locked wheels at Kidwelly Bend, causing the pair to stop. With Williams and Evans now 1 and 2, Petit restarted in seventh place but not so Middleton. The former then proceeded to grope his way back up on to the leader-board and into third place eventually. Three laps from home, Evans went for the inside line at the Top Bend and spun, relegating himself to fifth and promoting Mike Mitchell and Baker to second and fourth respectively.

SENIOR BRITAIN
In its efforts to support the class, and with five drivers originally entered, the Senior Britains were given a separate race. But with one driver not arriving and one non-starting due to practise problems, the showing was a bit of a disappointment. Engine troubles plagued Richard Phelps throughout the meeting 'nipping' up at the most inconvenient (and embarrassing) moment. However, visitor John Hughes from Shennington managed two firsts and a second to claim pole in the final with a last lap spin robbing Brian Stringer, also of Shennington, of the other front row position.
Heat 1: 1st John Hughes, 2nd Richard Phelps.
Heat 2: 1st Brian Stringer, 2nd John Hughes, 3rd Richard Phelps.
Heat 3: 1st John Hughes, 2nd Richard Phelps.
Depsite his earlier misfortunes, Phelps sprung into a lead on lap one with Hughes and Stringer following. However he spun at Kidwelly Bend and continued in second place until the chicane on lap eight, which saw his retirement. This presented the Shennington duo with an easy victory without further drama.

CADET

1st	J. Oakley	Hutless/Comer

JUNIOR BRITAIN

1st	J. Thomas	Zip/PCR
2nd	J. Cooper	Birel/K77
3rd	A. Price	Dart/Parilla/Arrow

100 NATIONAL

1st	H. Williams	Gillard/Arrow/Parilla
2nd	M. Mitchell	Wright/Parilla/Komet
3rd	G. Petit	Hutless/RKD
4th	M. Baker	Wright/PCR/Arrow

125 NATIONAL

1st	D. Harvey	Zip/Rotax

125 P&R

1st	A. Reynolds	Zip/Honda

250 NATIONAL

1st	M. Brown	Zip/Yamaha

250 INTERNATIONAL

1st	S. Joseph	Zip/Yamaha

SENIOR BRITAIN

1st	J. Hughes	Zip/Parilla

BEST RESTRICTED

1st	T. Melding	100 National

Keith Rann

Plymouth

SUNDAY, June 19th

The PKC's first meeting of the season on June 19th was beneath a brazen sun with temperatures nudging the 80's. A couple of

RACMSA appointed officials have an excellent understanding of principle and practice in areas where the RACMSA are themselves sure of their ground. In areas, however, where the RACMSA are unsure of their ground, their officials also have a poor understanding of both principle and practice and so cannot support the RACMSA regulations, the Club, nor the interests of motor sport in a positive manner.

In order to promote compliance with regulations, any officer of the law will advise that brute force and ignorance does not result in a peaceful existence for anybody.

Indeed, most unfortunate short comings occur where policing or policy, is anything less than perfect, as world events unfortunately testify. Officials should be cautioned by removing the capacity to race from over 100 people who have physically and mentally prepared themselves for substantial competition for at least one week before. Humans are falliable creatures, some more than others.

My experience in recent Kart meetings in Southern England is that the RACMSA are leading, both in brute force by excluding all non-cadet competitors, and in ignorance by admitting they do not know how to reduce the noise levels adequately.

Is the get-tough policy motivated toward teaching kart clubs a lesson that the RACMSA aren't to be trifled with, or are the RACMSA motivated toward achieving noise reduction in short-circuit kart racing?

Consider policing of noise emission and control in Car Races, Hillclimbs, Sprints and Rallycross. In these (and other) areas the RACMSA have been instrumental in the motivation and the establishment of interactive policing of noise reduction with time. Using the little-by-little, bit by bit policy to comprise the success that has largely come about in these examples, everybody gets what they individually want.

This style of management is consistent with the leadership expected of the RACMSA.

Fortunately, the noise-control techniques required have been relatively low-tech, simple to apply, efficient and not prohibitively expensive.

And so they should be since noise reduction of 4-stroke, water-cooled, medium speed, shaft drive engines is well established in both principle and practice.

Focus attention to Section A (Car-race, etc) of QA 17.2 noise limits. There the blue-book sets out a range of noise level versus distance requirements. The noise level limits relate to each other, and to distance, through the simple formulae of difference = 20 Leg (distance 1/distance2) dB.

So from this, we can see that the short-circuit Kart 10m figure to the same standard would be 89dBA. We know, of course, that the Kart technical regulation requires no more than 90dBA. It is apparent that the RACMSA have given a relaxation of 1dBA to short-circuit Kart-racing.

Perhaps the RACMSA have recognised all along the very real differences there are in the principle and practice of noise reduction in Kart-racing to other motor sports they manage. Consider the principles of noise generation for the following noise-source elements:

Element	Karts	Others
Engine	2-stroke cycle	4-stroke cycle
Engine Speed (typical)	up to 21,000rpm	up to 13,000rpm
Engine case	finned air coolers	water jacket enclosure
Transmission	exposed chain/ sprockets	enclosed gear drive

All Kart factors here are intrinsically noisier and have substantially higher sound power level contributions than do their counterparts outside of kart formulae.

Do the RACMSA have such a substantial grasp of the physics of noise generation and control to have pre-calculated that the 1dBA relaxation is all that is necessary to balance the noise account above to bring Kart racing into line with the other regulations? I think not.

It is my belief that an RACMSA error is to believe that Kart racing shall be reduced in noise emission to nominally the same as for all other type of racing and that mere legislation will bring about the desired result. I am sure that it is possible to produce the noise reduction necessary, however the scale of the work programme is sufficiently vast as to dis-spirit clubs and traders alike. Herein lays the rub. Perhaps the RACMSA would ideally like 90dBA at 10m but would actively be most pleased to see basic noise control, strictly managed at all meetings, to some other practicable today criteria.

With this point in mind, I look again to my office wall before page 211 in the blue book which begs further discussion.

There is genuine scope for interpretation as to the precise intention of "maximum performance", and "at a distance of 10m". Is maximum performance, maximum Kart speed or maximum engine load? Is the measurement point 10m from the centreline of the crank-case or from the edge of the circuit, or from any other point?

The facility for such interpretation is structurally beneficial to the RACMSA official who may interpret to the good of the sport within such loose boundaries. Alternatively, he can fail to take initiative in this direction and coerce the sport into disrepute as a result.

Look at the 10m requirement. If this is 10m from the Kart itself then results will be comparable and illustrative to methods of noise control efficiency.

What if the Kart to microphone distance is actually 11.25m? Then the reading is 1dBA too low. Do Karts drive through cones to maintain microphone distance? No. What if the distance is 8.9m? Then the reading is 1dBA too high. What if the meter is 10m from the sideline and the Kart 6m over on the other side of the circuit? Then the reading is 4dBA too low. What if there is a vertical reflecting surface nearby the Kart or the meter? The reading is up to 3dBA too high.

Importantly, is the operator of the sound level meter or the RACMSA observer sufficiently adept to analyse all of those variables as they occur for each Kart passage to apply the appropriate correction and announce the real noise number? The answer is no. The RACMSA do not possess the necessary principle and practice to lead the sport in this respect.

Confused Club officials and competitors have called for calibration certificates for sound level meters, doubtless in hope for gross error. Such officials should be advised that compliant meters should be treated as precision instruments and returned to their manufacturers annually for inspection to obtain certification as being compliant with their performance specification. This however is not calibration. A calibration certificate must be held for the calibrator which must be applied to the sound level meter both prior and subsequent to each use-period, and any variance noted. The calibrator must be returned to a traceable master source for recertification either annually, or every time it is dropped!

Measurement of external noise to within +/-2dBA is a precision operational task and is also expensive in instrumentation. Clubs should expect to pay at least £1000.00 for a compliant meter, and calibrator; they should also allow, say, £150.00 per year for inspection and calibration costs. Clubs may consider hire or sharing as alternatives. Perhaps the RACMSA would consider hiring equipment to Clubs.

If the RACMSA understood the magnitude of the "noise problem" and were able to perform or evaluate testing in a professional and forthright manner I don't believe one single competitor would be upset at being sent home.

So what is the answer? The knife and fork acoustic engineering producing at best a heavily baffled intake plenum, a wirewool stuffed exhaust and a heavily lagged flex leaves a genuine 6dBA of further noise control outstanding.

This is a useful number to those unfortunate enough to be involved in any way with acoustic engineering; halving the engine speed is likely to produce the required result.

Alternatively, the RACMSA may decide that the effect that the cosmetic changes are achieving are actually the best practicable means by which to produce useful noise reductions. If so, the maximum level will require appropriate redefinition which then does ensure that noisy intakes/exhausts are prevented from racing and ensures that practicable noise management prevails at all times.

Such a re-definition would likely yield a 10m sideline level of 93+/-3dBA or 107+/3dBA at 2m overhead as practicable regulation noise levels. The latter idea has many practical and operational strengths since the microphone cable may be pre-installed and suspended where the light-gantry is accommodated. The meter reader may be sat in comfort with lap scorers to allow accurate records to be established. Also there are no obstacles overhead to interrupt the measured sound field.

In parallel with this a noise reduction programme may be established, and contributed to by all parties working to agreed goals, for subsequent introduction across the sport.

The function of the Kart technical committee comes to mind. Who sits on it, for what purpose and in whose interest? Doubtless there are the political answers, the commercial answers and the truth. Regardless, the committee have contrived to deprive Kart competitors from competition due I suspect both to ignorance and negligence. Who pays everybody's wages? Competitors! Perhaps the RACMSA could serve their administration more effectively by vetting such specialist committee to ensure they have "the right stuff" before accepting their membership?

Finally, in respect of noise nuisance to the community, clubs should be advised that the RACMSA cannot directly support the continuance of motor sport at any venue — even if all RACMSA noise regulations are met — since the problem would be one with which the venue operator (landlord or Club) must face and deal with at local level.

The RACMSA may help in approving more stringent ASI's (!) however if clubs believe that the RACMSA can be tough on noise, the experience of a residents association and a tough Environmental Health Officer transcends the RACMSA by several magnitudes. Clubs should bear in mind that the Control of Pollution Act holds much more grief in store than a nightmare full of MSA noise inspectors, nice as they are, given their task.

I wonder what notices they have on their walls?

With best regards,
Yours sincerely,

Tony Holdich, DMS, MBIM, MIOA
Managing Director

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Pindar Road
Hoddesdon
Herts

▶

Your Letters...

Dear Editor,
Since my accident at Donington Park last October I have been overwhelmed by the kindness and friendship extended to me by everyone within the karting world. At Cadwell Park on June 19th I was very surprised and extremely choked when I was presented with a gift from all the lads towards my new wheelchair.

I hope you can print this letter in the next issue as I was unable to thank everyone that Sunday.

Yours
Nick Bowler
Meat Farm, Bibby
Alford, Lincs LN13 9JJ

Ladies,
A unique opportunity to try your hand at circuit racing.

The British Women Racing Drivers' Club is organising a day for you to experience the thrill of driving a racing car round one of Britain's leading circuits and also the opportunity to meet our current lady champions.

A full driving licence is required. For further details please send sae to:

Josie Tolhurst
Parkwood House, West Street
Harrietsham, Kent ME17 1JZ

We look forward to meeting you.

Yours faithfully
The Committee
BWRDC

Dear Sir,
I have just returned from watching the 100 Britain Class British Championships at Rissington and as a spectator would like to congratulate the drivers and organisers on a well run and 'clean' event. I would also like to congratulate Gary Chapman on his third victory and Kevin Warner on his brilliant drive through the qualifying finals.

Now for the main reasons for writing this letter. I feel, after watching these championships, that they are a 'matter of luck' and 'grossly unfair' and more thought should be applied to the organising of these events. Please consider the following observations:

1. MATTER OF LUCK
Because of the large number of drivers of mixed ability, a contender for the championships only has to be knocked off in one heat and he is relegated to the 'B' final at best. Kevin Warner proves the 'matter of luck' theory — a driver who could clearly have contested the championship but who obviously had bad luck in the heats, therefore ruining his chance.

2. GROSSLY UNFAIR
(a) The championships should only be held at circuits where practice facilities are available for the whole week prior to the event to enable those drivers unfamiliar with the circuit to acquire 'track knowledge' and set up their equipment. It is impossible to expect 150 drivers to practice in one day and acquire the necessary knowledge.
(b) Because this was a single class championship, the qualifying finals were run one after another and although the organisers obviously delayed each final to allow the qualifiers to 'fuel up' etc, it was unfair to expect a driver to drive 70 laps under severe pressure without a decent rest period.

Taking these suggestions into account, please consider the following suggestions:

(i) Regional qualifying rounds for Junior Britain, Senior Britain and 100 National should be held at four circuits, one in the North, one in the West Midlands, one in the East Midlands and one in the South.

The top ten drivers in each class would then qualify for the British Championships.

By using this method the drivers could choose the circuit they know and, therefore, practice need be less, cost of travelling would be less and you would then have 40 drivers of similar driving ability contesting the British Championships. To reduce the element of 'bad luck' even more, a driver could be entitled to race at any two venues in an attempt to qualify for all three classes.

(ii) The British Championship finals should then be held at one of the circuits in Britain where practice can be arranged for the whole week prior to the meeting, eg Larkhall, Rye House, Clay Pigeon, Rowrah.

To summarise, the advantages of using this method for the British Championship are as follows:

(i) Drivers of equal ability would contest the finals.

(ii) The 100 Britain, National and Junior finals could all be held on the same day, therefore giving reasonable time between the 'A' and 'B' finals.

(iii) Necessary practice would be available, therefore reducing the obvious advantage of local drivers.

I would like to offer these observations to your readers and would be interested to know if any drivers feel the same.

Yours faithfully
Ian Rennison
135 Victoria Road
Parkstone, Poole
Dorset BH12 3AD

EUROPEAN CHAMPIONSHIP AFTER 4 ROUNDS

SUPER CENTO

Gert Munkholm	(DK)	48 Points
Emmanuel Collard	(F)	42 ,,
Martin Koene	(NL)	28 ,,
J. C. Boullion	(F)	24 ,,
Jeremy Cotterill	(GB)	19 ,,
Oliver Couvreur	(F)	18 ,,

The Championship can now only be won by Munkholm or Collard.

FORMULA K 135cc

Gemmo	(I)	36 Points
Cazzago	(I)	36 ,,
Weatherley	(GB)	30 ,,
Wilson	(I)	24 ,,
Mediani	(I)	22 ,,
Beggio	(I)	19 ,,

Mathematically any of the top 5 could still win the Championship... Liedolsheim should be pretty tough!

---

* Reg Gange will be making a comeback to Formula E this weekend when he turns out at the Silverstone GP aboard Phil Glencross's spare outfit. Reg will be aided by a consortium of sponsors arranged through Richard Wallis and they include:-

McNealy Brown
Wallis Shoes
RWM

Look out — the "gang's" about!!

BRITISH 210 NATIONAL
LONG CIRCUIT CHALLENGE — 1988 —

Results after Round Five

Position	Driver	Points
1	George Bett	115
2	Simon Quance	80
3	Keith Trainer	79
4	John Brennan	73
5	Mark Lockley	72
=6	Igor Ashwell	63
=6	Mark Johnson	63
8	Tom Thacker	52
=9	Jeremy Pinny	51
=9	Brian Borwell	51
11	Mike Gilmartin	47
12	Steve Jones	46
13	James Wallace	41
=14	Graham Jones	32
=14	Charles Morris	32
16	Gary Parker	30
17	Rod Stallan	28
18	Glyn Jones	23
=19	Jack Ball	22
=19	Tony Lee	22
=21	Peter Farr	21
=21	Dave Thacker	21
23	Robert Stewart	6
24	Terry Percival	4
25	Paul Ricketts	2

Administration: Mark Lockley,
15 Watling Street, Churchbridge, Cannock, Staffs WS11 3JY. Tel: (0922) 415130

Pembrey

MAY

Cardiff Kart Club — Membership Secretary: Mrs V. Williams, Dog Hill Farm, St Nicolas, near Cardiff. Tel: (0222) 593397. Entries Secretary: Mrs D. Kilgour, 366 Coed-y-Gores, Llanyderyn, Cardiff. Tel: (0222) 733348.

The May meeting of the Cardiff Kart Club welcomed a strong contingent from County Cork. Traditionally there has been an affinity between the Irish and Welsh clubs and their presence transforms a normal club meeting into a semi-international event. The weather was kind too. Despite a stiff wind which sent all but the most hardy searching for pullovers, the day remained dry and warm.

JUNIORS
The unfortunate Marlyn Dickson was unable to continue her domination of this class, being sidelined through a Clay Pigeon incident. This situation permitted Julian Thomas to lead every lap of the afternoon, in a comfortable, polished fashion, thereby demonstrating how well he has improved in the last few months.

Michael Cremin from Cork scored two seconds in the heats, spinning out of contention when challenging hard for the lead in the other. Andrew Price on the other hand had a very mixed day of fortunes and lacked his usual consistency. In fairness, he was nursing a sick engine.

Heat 1:
1st Julian Thomas
2nd Michael Cremin
3rd Shaun Fulford

Heat 2:
1st Julian Thomas
2nd Jonathan Downer
3rd Stuart Westwood

Heat 3:
1st Julian Thomas
2nd Michael Cremin
3rd Julian Cooper

In the final, Cremin was well in control of second place, creating a useful air space between himself and the rest of the pack. Meanwhile, out in front, Thomas drove a well measured race, extending his lead over Cremin, lap by lap. The determination of Cooper was rewarded in passing, first Fulford and then Downer to finish third overall, his efforts being the only significant change of position in an otherwise processional race.

125 NATIONAL/P & R
With three drivers from Cork, the 11 strong field in the 125 class had all the promise of an excellent afternoon's sport. Jonathan Williams also made a welcome return to Pembrey and proceeded to lead the first heat, but retired to the paddock, not to be seen again until the third. Richard Thomas (P & R) continued his giant killing ways scoring two firsts and a second with his Honda after disposing of Bromsgrove's Mark Goulding each time. Further down the field, Godfrey Kirby from Cork (P & R) and the Rotax powered Shaw Kendall were locked in battle during the heats, giving the prospect of an interesting final. Although entered, Clive Hawkins had a miserable afternoon, damaging a piston at speed but fortunately saving an engine, thereby retiring in the process.

Heat 1:
1st Richard Thomas
2nd Mark Goulding
3rd Pat O'Hara

Heat 2:
1st Richard Thomas
2nd Mark Goulding
3rd Shaw Kendall

Heat 3:
1st Jonathan Wiliams
2nd Richard Thomas
3rd Mark Goulding

Into the first corner of the final and out again went the pack, the field strining out immediately. Exiting Kidwelly Bend for the first time, it was Williams leading from Goulding, Thomas, Kirby, Kendall and A. Reynolds. Two laps later, Goulding was sidelined, leaving Thomas to take up the challenge. Kendall gradually moved up the leader board until sitting comfortably in third position, and so the race continued, Williams maintaining his cushion. As the leaders came round to lap Kendall so he dropped out of the race at two-thirds distance. At the end, Williams and Thomas had both lapped the entire field up to and including Kirby in third place.

250 NATIONAL/INTERNATIONAL
It was pleasing to see Andrew Bufton back in the driving seat once more, following an absence of several months. Despite Pembrey being a quick circuit, the 'tightness' of the bends tends to favour the National karts. In making that statement, for this month at least, reliability favoured the Twins. To prove the point, Derek Wheten managed only 15 laps all afternoon, Meirion Jones failed to start two races including the final and engine maladies cost Paul Griffiths Heat 1. But things weren't all bad. Bufton and Simon Joseph put on a display of really close racing giving Joseph a first and two thirds and Bufton three seconds, although it could have so easily gone the other way.

Heat 1:
1st Simon Joseph
2nd Andrew Bufton
3rd Meirion Jones

Heat 2 and 3:
1st Paul Griffiths
2nd Andrew Bufton
3rd Simon Joseph

It was Wheten for the first four laps of the final until his retirement, handing over to Griffiths, but not before an 'out-of character' mistake cost him a couple of places. Once recovered and in control, he was unstoppable. Joseph made the most of this indiscretion and passed Bufton, but he need not have bothered as two laps later, Bufton spun at Kidwelly Bend, stalled and retired. So the two remaining competitors kept station until the end.

100 NATIONAL/SENIOR BRITAIN
Ray Dickson took a day off from his more familiar role as mechanic and race official, and joined the 20 strong field, his efforts being rewarded with a second and third in the heats. The first was won by Lee Middleton in fine style, having led every lap. This race was marred by a lap one 'coming together' involving five karts and effectively eliminated Steve Narberth, Chris Evans, a regular from Dunkeswell and Pat Casey from Cork. Mike Mitchell managed to restart and haul himself into a creditworthy seventh place at the end. Mike Marner had a steady drive in the heats as did Mervyn Dowrick, Kerry Thorpe and Brendon Sullivan. Camberley's Martin Fox (Senior Britain), despite starting from the back of the grids, was not in the least backstaged by the Nationals, and gave a good account of himself and the class.

Heat 1:
1st Lee Middleton
2nd Ray Dickson
3rd Mike Marner

Heat 2:
1st Kerry Thorpe
2nd Chris Evans
3rd Ray Dickson

Heat 3:
1st Steve Narberth
2nd Chris Evans
3rd Mike Marner

The adrenalin had been pumping high during the heats, so much so that a cautionary sermon was delivered on the 'dummy' grid. This done, the final began in a very orderly fashion with Dickson hotly pursued by Mitchell, Marner, Thorpe, Casey and Cardiff's Tony Melding. The leading five began opening a gap almost immediately, but their closeness was the cause of Dickson's spin on lap three at the Top Bend, restarting down in 16th place.

Narberth and Middleton quickly rose up the leader board and by half distance occupied third and fourth respectively. As Thorpe began passing back-markers, attention was drawn to the chicane where Narberth had crashed heavily, appearing to lose control. He was later take to hospital with a suspected fractured foot. Following the melee, Marner found himself out in front with a comfortable buffer over new second place man, Mitchell.

Throughout the race, Evans had slowly been beavering away until he passed Casey for third spot. Dickson too following his mishap did well in pulling back ten places, managing to relieve leading Britain Fox of his fifth position at the end.

RESULTS

JUNIOR

1st	J. Thomas	Zip/PCR
2nd	M. Cremin	Wright/Parilla
3rd	J. Cooper	Birel/K77

100 NATIONAL

1st	M. Marner	Wright/Parilla
2nd	M. Mitchell	Wright/Parilla/ Komet
3rd	C. Evans	Kali/TKM
4th	P. Casey	Hutless/PCR
5th	R. Dickson	Zip/Arrow

125 NATIONAL

	J. Williams	Zip/Rotax

125 P & R

1st	R. Thomas	Aero/Honda
2nd	G. Kirby	Zip/Honda

250 NATIONAL

	P. Griffiths	Zip GP/TKM

250 INTERNATIONAL

	S. Joseph	Zip/Yamaha

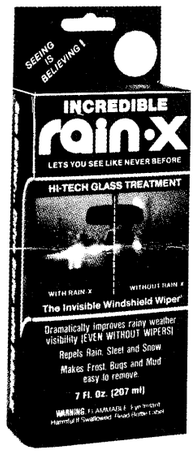
SENIOR BRITAIN

	M. Fox	Wright/Parilla/ Arrow

Keith Rann

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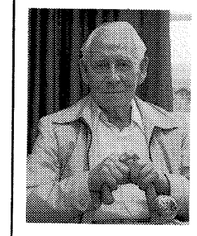
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1988 BRITISH KART GRANDS PRIX TIMETABLE

Friday 5th August

09.30-10.30	Formula E (World Championship) — Untimed Practice	
10.40-11-10	Formula E (Other Competitors) — Untimed Practice	
11.20-11.40	125 Open — Untimed Practice	
11.50-12.10	125 National — Untimed Practice	
12.20-12.40	210 National — Untimed Practice	
12.50-13.10	250 National — Untimed Practice	
	Lunch Break	
14.15-14.35	125 Open — Untimed Practice	
14.45-15.05	125 National — Untimed Practice	
15.15-15.35	210 National — Untimed Practice	
15.45-16.05	250 National — Untimed Practice	
16.15-16.55	Formula E (World Championship) — Timed Practice	
17.05-17.45	Formula E (Other Competitors) — Timed Practice	

Saturday 6th August

09.00-09.20	Formula E (World Championship) — Timed Practice	
09.30-09.50	Formula E (Other Competitors) — Timed Practice	
10.00-10.20	125 Open — Untimed Practice	
10.30-10.50	125 National — Untimed Practice	
11.00-11.20	210 National — Untimed Practice	
11.30-11.50	250 National — Untimed Practice	
12.05	FORMULA E WORLD CHAMPIONSHIP RACE — PRE-FINAL	6 Laps
12.15-13.00	Cadets — Practice and Heats	
	Lunch Break	
13.30	125 Open — Heat 1	4 Laps
13.50	125 National — Heat 1	4 Laps
14.15	FORMULA E WORLD CHAMPIONSHIP RACE	10 Laps
14.55	210 National — Heat 1	4 Laps
15.15	250 National — Heat 1	4 Laps
15.35	125 Open — Heat 2	4 Laps
15.55	125 National — Heat 2	4 Laps
16.15	Formula E — Heat 1A	4 Laps
16.35	Formula E — Heat 1B	4 Laps
16.55	210 National — Heat 2	4 Laps
17.15	250 National — Heat 2	4 Laps
17.35	Formula E — Heat 2A	4 Laps
17.55	Formula E — Heat 2B	4 Laps
18.25	CADET FINAL	

Sunday 7th August

11.30	Formula E — Heat 3A	4 Laps
11.55	Formula E — Heat 3B	4 Laps
12.20	125 Open — Heat 3	4 Laps
12.45	125 National — Heat 3	4 Laps
13.10	210 National — Heat 3	4 Laps
13.35	250 National — Heat 3	4 Laps
14.00	Formula E — Repechage	6 Laps
14.25	Parade of Flags	
14.45	BRITISH KART GRAND PRIX — 210 NATIONAL	8 Laps
15.20	BRITISH KART GRAND PRIX — 250 NATIONAL	8 Laps
15.55	BRITISH KART GRAND PRIX — 125 NATIONAL	8 Laps
16.30	BRITISH KART GRAND PRIX — 125 OPEN	8 Laps
16.55	Formula E Finalists to the Grid	
17.10	BRITISH KART GRAND PRIX — FORMULA E	10 Laps

Silverstone

BARCLAYS BANK CHANNEL CHALLENGE ENDURANCE

On Saturday 14th May, Jersey Kart and Motor Club held its annual 4 hour endurance race. The race was introduced in 1986 as a challenge between Jersey Kart and Motor Club, the Plymouth Kart Club and the 2 counties Kart Club, and this year celebrates its 3rd anniversary. The challenge comprises of 2 races the first being in Jersey in May and the second in Plymouth in October. The concept of endurance racing has proved a tremendous success and the event continues to go from strength to strength despite the strain put on men and machines. This year a party of some 60 drivers, mechanics and friends made the trip from the UK to Belle Vue circuit. Belle Vue must be one of the most tortuous tracks in the world making a 4-hour race a great test. This year there were 2 supporting races, these being for cadets and juniors. It is believed that the cadet race is the first time that this class has competed in an endurance event. It was unfortunate that visiting mainland driver Paul Freeman had to pull out after 31 laps leaving the 2 local drivers to battle it out. Marie Warwick lead the race from start to finish driving faultlessly and after 20 minutes period she had completed 49 laps. In second place was Greg Harris who also had a total of 49 laps. The cadets had both covered 12 ¼ miles at an average speed of 37 miles per hour — not bad for youngsters between 8 and 12 years of age. Marie's father, Derek, must have been extremely pleased with the result as on the next day he also did rather well at Monaco with a tremendous 4th place, obviously he did not want to be outshone by Marie.

The junior race for those between the ages of 12 and 16 was next on the grid. Three mainland juniors joined the locals for their 45 min race. The first half of the event passed relatively peacefully with all drivers maintaining a good pace with the lead being taken by local driver Fabian Channing. First to pull out was the only lady driver, Samantha Ruellen and she retired with mechanical failure after 50 laps. There was then drama when local visiting favourite Jamie Patten took the lead from Fabian. The Clerk of Course judged that there was unfair contact and Fabian was black flagged, thus disqualifying him from the race — a great shame as both drivers had been producing some keen competitive racing. With these 2 gone, the event was wide open leaving Jason Freeman, Darren Lane and Justin Roche to fight it out to the flag. Jason Freeman ran away comfortable winner with 126 laps but Darren Lane narrowly pipped Justin Roche for second place, both on 120 laps. Fourth was Trevor Monnet on 106 laps. Again a fine achievement for the drivers with the winner's average speed of 42 miles per hour, which on Belle Vue means that at times the youngsters would be approaching 70 miles per hour on the back straight. With visiting drivers racing first, and second the scene was set for some fierce competition in the main event of the day. Seventeen teams took to the grid each team comprising 2 drivers and over the 4 hours it was envisaged that they would make pit stops approximately every 40 minutes. The scene was set for a thrilling Barclays Endurance Challenge.

At 1.15pm the field streamed past the green light and the 1988 race was on. Local drivers Richard Dix took an early lead with a bunch of about 8 karts close behind. It was apparent from the lap times that all the leading competitors were driving just as hard as if this was a sprint race. Well up in the first 15 minutes were Robert Miere, Geroge Robinson, Ron Shone, Dave Torpey whilst in mid field Leon Channing was playing a waiting game. First team to hit mechanical failure was Reg Roberts and Richard Baudin's entry and they suffered a engine blow up which virtually eliminated them. At the 2 hour stage the leading teams were on 306 laps and the provisional placings showed that it was visiting team Chris Atkinson and Owen Jones who were in the lead. By this time the Miere team of Rob Miere and Malcolm Bud had hit problems as had the Richard Dix and Colin Laisney team. The Norman/Channing entry had pulled up within one lap of the leaders as had George Robinson and Garreth Bowen. The pits at this time were a hive of activity with the leading karts managing to change drivers, oil the chain and restart in about 50 seconds. One of the more interesting pit stops was when George Robinson came into the pits and proceeded to remove his overalls and underpants whilst his team poured water over the lower half of his body. The local drivers were confused and someone suggested he had been trying just a little too hard. Mr Robinson's explanation was that his petrol tank had leaked causing a rather nasty rash. However, the local police force were not entirely convinced and at present they are appealing for witnesses and also for Mr Robinson's whereabouts.

Back to the race. The local teams, with one exception, were having a terrible day. All were plagued with mechanical failure in one form or another. And so the chances of a local victory were reduced. The one exception however, the Norman/Channing entry was still circulating extremely rapidly. Nearest rivals were Robinson and Bowen and Atkinson and Jones. In the last half hour both these two had minor problems, Owen Jones lost a wheel and George Robinson lost a chain. There was further drama when, with approximately 5 minutes to go, a ludicrous overtaking manoeuvre by one of the back markers took Leon Channing out whilst trying to negotiate some heavy traffic. Luckily he was able to restart the kart and it would have been tragic if this stupid incident had cost him the race. At 5.15pm as the flag finally fell with the trophy going to Leon Channing and Roger Norman with a total of 636 laps. In second place George Robinson and Garreth Bowen had 629 laps and 3rd was the team tabor entry of Ron Shone and Stewart Baker with 613 laps. Ron had changed engines twice during the event and it was a fine drive to get back into 3rd position. A race within the race was for the slightly less powerful Britain class machines and the winner of this class was Kevin Ellis and Stuart Ethisridge who actually finished 8th overall. The local drivers Richard Roche and Andrew Davis had featured strongly in this class by leading the class in the early part of the race. But their chances were ruined when Richard lost his front wheel (twice!).

The prize giving took place later that evening at the local rugby club and the reaction was even wilder than the race. The 1988 Barclays Enduro Challenge was a great success — the weather, the organisation and the spirit of all the competitors helped to make this a classic event. Roll on the return leg in Plymouth in September.

PITBITS

The winning team of Norman/Channing used a miere chassis which is locally built with a DAP T77 motor. The tyres were Dunlop SL and one set lasted the whole 4 hours. The motor was factory selected and was equipped with a Wright slide carb. The miere chassis is unusual in that it is a true A form braking with conventional chassis design, at the moment obviously proving extremely successful as they have won 4 out of the 5 endurances races in this challenge.

George Robinson and Garreth Bowen drove a TKM kart with TKM motor and Bridgestone tyres. George was obviously pleased with the kart but less pleased with the petrol tank.

Belle Vue circuit is 440 yards long, extremely tight and the average gearing for the class on national karts in 10/95.

The winning kart adjusted the chain only once during the race and it is felt that for endurance races up to six hours chain drive would be adequate.

The Jersey Kart Club prides itself on hospitality and this year the visitors were not disappointed and anyone wishing to visit the Island and get in some racing could come in August when the club holds it annual Hill Climb and following all day race meeting. All drivers invited as the event is International status and anyone interested should contact the Secretary: Mrs A Roche, 53 le Clos Orange, St Brelade, Jersey. Telephone: 0534 37620.

1988 BARCLAYS BANK CHANNEL CHALLENGE ENDURO MEETING

Supporting Races:

Cadet (20 Minutes)			
1st	Marie Warwick	Zip/Comer	49 Laps
2nd	Greg Harris	Wright/Comer	49 Laps
3rd	Paul Freeman	DAP/Comer	31 Laps
Junior (45 Minutes)			
1st	Jason Freeman	DAP/DAP	126 Laps
2nd	Daren Lane	DAP/DAP	120 Laps
3rd	Justin Roche	Zip/DAP	120 Laps
100 National (4 Hour)			
1st	Roger Norman/Leon Channing	Miere/DAP	636 Laps
2nd	George Robinson/Gareth Bowen	TKM/TKM	629 Laps
3rd	Ron Shone/Stuart Baker	DAP/DAP	613 Laps
4th	Harry Handkammer/Simon Broad	Dino/Parilla	603 Laps
5th	Mike Bradley/Harry Nichol-Jones	TKM/TKM	594 Laps



Richard Fenton, Andy Martin, Martin Pluck, Arthur Thompson, Stephen McAdam, Paul Goodison, Dudley Martin, Robin Gillam and Bill Garner.

There was virtually no change on the next tour, although the pressure was still on Webster. Andy Martin's hand went into the air along the pits straight and he was into retirement and Garner gained two places at the expense of Dudley Martin and Robin Gillam, but he too was to succumb to problems, vanishing by the seventh lap.

That tour was when Boston made it to the front, Fletcher second and Webster third, but it was all change again next time around — Webster was back in the lead, Fletcher second and Boston third. The places down to eighth remained the same, ninth was now the property of McAdam in place of Thompson, then it was Gillam, Martin and Colin Breeze.

The penultimate lap and Fletcher hit the front with Webster second and Boston chasing hard. Morgan followed, leading Allen, Pluck who had bettered Fenton, then Goodison leading the rest of the field.

Into sight for the last time round Coram down the hill to Russell they were side by side — Fletcher, Webster and Boston. Out of Russell it was Fletcher on the inside, Webster creeping up the outside, Boston tucked in behind, making ready for a last ditch effort to retain the 'O' plates. Up to the line Fletcher just made it, only one tenth of a second ahead of Webster, with Boston another five-tenths adrift in third. Allen snatched fourth from Morgan with Pluck taking the final point place.

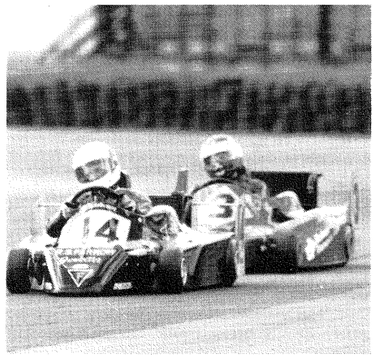
1st	Colin Fletcher	Kelgate Zip/CJF KTM
2nd	Mark Webster	Anderson/ Cheetham/KTM
3rd	Richard Boston	Zip/TC Suzuki
4th	Mark Allen	Dino/KMP KTM
5th	Peter Morgan	Zip/Cheetham KTM
5th	Martin Pluck	Zip/Suzuki

Race Time: 12min 02.30–95.54mph

Fastest Lap: (Fletcher/Boston)– 1min 10.90–97.33mph.

125 Open UK Cup

With the likes of Stoney, Cullen, Roberts and Barker heading the field the prospects of a contest just as hard fought as was the 250 National was on the cards, but on the pace lap odds-on favourite Chris Stoney tore into the pit lane with plug trouble and the race started without him. Roberts, Patterson, Mason and Webb made the best of the start, leading the horde along to Riches for the first time. Stoney, problem rectified, left the pit lane half a lap down.



To Graham Barker the 125 Open spoils after a tremendous scrap with Trevor Roberts and Michael Duke.

One lap complete and Roberts controlled proceedings, Mason next along with the 'O' plate of Price now up to third followed by Roscoe, Barker and Cullen. As the rest of the field went through Stoney had pulled in some three hundred yards. Next time round Roberts had edged out a noticeable advantage from the others, Barker had come through to take up the running in second spot, Price hanging on his tail. Roscoe still had fourth, Mason was down to fifth with Cullen and Patterson leading the rest of the field.

Robert held sway during the next tour, Price ousted Barker from second though was at pains to shake off the attentions of the Louth driver. Patterson had surged to fourth followed by Cullen and a demoted Roscoe whilst Beaumont moved in on the action, sweeping past Mason to take up to the running in seventh. Stoney had closed up the field and taken a tailender by that stage.

Roberts ran on unimpeded for a further lap but Barker was closing fast, having relegated Price once more and was about to make a bid for the lead, which he did by half distance and pulled it off, leaving Price to fight it out with Patterson. Patterson had pulled back well after being demoted by both Beaumont and Cullen on the previous lap, Cullen now heading Beaumont with Wigg on the scene ahead of Mason as they passed into the sixth lap.

Meanwhile Stoney had gained four places with still a lot of work to do but he was going well.

Out front it was Barker from Roberts, Price on his own then Cullen and Beaumont, Patterson down to sixth followed by Wigg, Roscoe and Mason. Colin Poole led Bruce Moore, Stephen Webb now well down and the rest of the runners. Stoney had picked off seven at that point.

Next time around it was still Barker from Roberts, Cullen had beaten Price and was up to third with Beaumont and Patterson *in situ.* Mason had found something extra and climbed to seventh at the expense of Roscoe and Wigg. Two laps to go and Roberts hit back, retaking the lead as they came down to Russell, Barker on his tail. Cullen, close by in third, had Beaumont chasing him, he having demoted Price a place; he was followed by Patterson and the rest.

Into the closing stages Barker was back in control but it was very close, Roberts was trying everything he knew to retake the lead. Out of Coram for the last time, side by side down the hill, Barker had the advantage into and through the chicane, Robers like a limpet in tow on the exit. Up the hill towards the line Roberts broke the tow, pulled out and gained half a kart length but it was not enough, distance and time had run out. Barker took the flag and the UK Cup after a superb race, one tenth of a second in front. Cullen claimed third ahead of Beaumont, Price and Patterson. Chris Stoney climbed to an incredible ninth place behind Ian Mason and Nigel Wigg.

1st	Graham Barker	Anderson/ Barker TM
2nd	Trevor Roberts	Zip/Zip Prepared Rotax
3rd	Simon Cullen	Zip/CSK Rotax
4th	Ian Beaumont	Zip/Zip Prepared Rotax
5th	Derek Price	Stratos/Minarelli
6th	Roy Patterson	Patterson/Rotax

Race Time: 12min 20.40–93.21mph

Fastest Lap: (Stoney)–1min 12.30–95.45mph.

Formula E UK Cup

Like 210 National this was the first year there was a UK Cup award for Formula E and it certainly looked as though it was going to be a close run contest. Heat performances saw an interesting line-up — Goff, Glencross, Hines and Shaw. . . . .

The pace lap complete the 22 finalists rolled up to the line and with the green light 'ON' it was Hines, from Shaw, from Goff, from Glencross as they swept up to Riches. Down the straight Goff was in the lead and out of Coram still held it at the completion of one lap. Shaw was close in second with Hines, Glencross, Gray, Parrott, Wall, Pritchard, Roberts and Standing in a tight bunch.

The end of the next tour Shaw was all over Goff as they came through Russell and on the pits straight pulled out to wrest the lead from the Bedford driver. Glencross was up to third ahead of Hines with Parrott in fifth chasing the Zip boss. Roberts was into sixth, Standing, Wall, Pritchard and Miller chasing.

Another tour and Shaw was in full control, Goff was gone from the action with suspected plug trouble out in the country; Shaw's advantage was about twenty yards. Parrott had fought his way up to second, Glencross and Hines climbing all over him looking for a way past. Roberts had fifth and the remaining order behind him remained unchanged.

As Shaw motored on at the head the action was centred on the battle for second, the trio of Parrott, Glencross and Hines swapping placed frequently during the course of a lap. On lap four it was Glencross from Parrot and Hines, though a blanket would have easily covered the three; Roberts maintained station over an unchanged field. The half distance and Shaw was gone with a seize out near the Esses but not before he smashed the track record with a 1min 04.20 second lap — 107.49mph.

That left the battle for the UK Cup in the hands of Parrott, Glencross and Hines and that was the order in which they crossed the line to complete lap five. Roberts helf fourth from Wall who had demoted Standing, they were chased by Pritchard and Lawrence Nutley; Ricky Miller pitted at that juncture with a terminal malady.

Lap six Glencross led from Parrott and Hines, again the order changing frequently. Roberts held the lonely fourth whilst Standing was back up to fifth, Wall in sixth. Out of Coram once more and it was Glencross again at the front, now Hines in second and then Parrott, both giving Glencross a hard time. The next lap Parrott was back in second with Hines tucked in close and that was when it happened, into lap nine, that controversial incident which crippled Hines's chance of the UK Cup title and equally foiled Glencross's attempts at the accolade.

Parrott was able to break clear and put breathing space between himself and Glencross. Roberts appeared in third with Hines, after regaining the track, chasing hard in fourth. Wall was next along followed by Standing, Pritchard and Nutley, the only drivers running at flag fall; the attrition rate had been high.

It was an elated Tim Parrott who took the Eagle to victory for sponsors Kelgate, his arms and legs waving in the air as he crossed the line with an eight-tenths advantage.

Thanks must go to all the drivers for providing such fine racing and thanks also to the Central Kart Club for such a professionally run meeting.

1st	Tim Parrott	Kelgate Zip Eagle/Rotax
2nd	Phil Glencross	Anderson/Anderson Rotax
3rd	Bernie Roberts	Zip Eagle/CDPT Rotax
4th	Martin Hines	Zip/Zip Prepared Rotax
5th	Peter Wall	Anderson/Rotax
6th	Glen Standing	Anderson/Goff Rotax

Race Time: 11min 06-10sec–103.60mph

Fastest Lap: (Shaw)– 1min 04.20sec–107.49mph *(New Track Record)*

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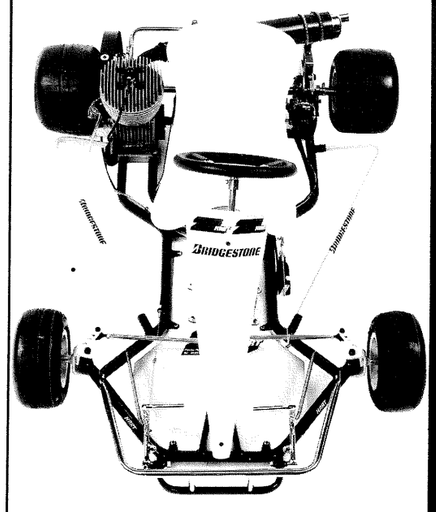
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24 Heures du Mans Karts

THE THIRD SUCH EVENT — THIRD VICTORY FOR HETCHEL

Story: George Robinson

The third annual 24 Hours for karts took place at Le Mans on the 28th-29th May, just two weeks before the similar event for sportscars which has made Le Mans famous.

The kart race as usual was held on the 1.2Km circuit situated on the infield just to the south of the main circuit's pit and grandstand area.

This year's race was supported by twenty-eight teams, although some of the best teams were conspicuous by their absence. The Belgian team from Genk Rolf Carigiet's KartShop and the local team of Bourgent, Breteau and Perret were missing, to say nothing of the twice winning team of Lesage and Colin.

The winning equipment was much in evidence though with at least four teams on Hetchel Mach 1 karts, KZH engines and reverse gear drive — a credit to the manufacturers that these teams were not too far from the Intercontinental A weight limit of 123Kgs. Tyres for the event were to be Bridgestone YDG, however shortages forced the inclusion of the Dunlop SL which performed well but caused some embarrassment, due to the meeting being sponsored by Bridgestone!

To tackle this race effectively takes a fortnight, a week before leaving for France I was fully employed on preparation for the race right through until the last minute before departing to catch the boat on Wednesday evening. An overnight crossing found us on the quayside in Le Havre at 7am French time, the drive to Le Mans is about three hours. By the time we had unpacked at the circuit it was 12pm and no testing was allowed until 2pm after the French 2 hour lunch break!

The pit and paddock areas were already humming with the sounds of generators and air compressors, almost all the teams were established in their pits by Thursday evening. The weather was a bit unsettled and we were treated to a downpour at about 4pm, by which time we had both karts circulating and were glad of the opportunity to set one up for the wet and decide on settings easily converted to, should the rain arrive during the race.

Thursday night was our first chance to get at the food and wine, however most of our crew were ready to hit the sack by 10.30. No late night drinkers among them!

Friday was again overcast and threatening rain, which it did in buckets again late in the afternoon. Friday does not allow for much practice during the day but night practice was from 8 to 11pm. A few laps then will given a good idea of just how dark it is during the race. In spite of the arc lights the night seems to last for ever.

Saturday is race day, all teams have to be in their pits by 8am for scrutineering, free practice and timed practice. Roger Moth was our man for timed practice and qualified our TKM on the front row next to a 125cc, so we were the quickest 100cc. Things looked good at this stage the kart was good, the engines had all run in faultlessly and the team was a very happy unit.

The Race

The race started at 3pm and Roger was mixing it with the 125's until disaster struck at twenty minutes with a breakdown which required an engine change. At some time in a race like this engines will have to be changed, but so early on is not good for morale. We dropped to fifteenth place as a result and had a long haul back to second, by which time the Salbris team, including master pilots Commere and Lucien had established a lead that we were unable to break. Through the night there was very little mechanical trouble for any of the serious teams and only one ran out of engines and packed up after about nine hundred laps. The rain came at 11pm and stayed until 3am. There could not have been worse conditions to race in, seeing the circuit at night is difficult anyway but blinded by rain and oil-soaked spray makes it impossible. I started with visor down and then visor halfway, then fully up, relying on my glasses. In the end I found that I could see better without the glasses. Anyone that knows me will now realise a new dimension into danger in the sport!'

Still able to overtake most people on the circuit I decided to press on. Because of our superior kart and tyres we were now catching up some of our lost time and there is no excuse for stopping other than for fuel or breakdown. It is really easy if you can't see — you just drive along flat out and when the kart starts to vibrate you know that you're not on the track anymore! All you have to do is remember where you were last and turn left or right accordingly — piece of cake! The rain did cause some problems, throughout the pits karts were breaking down and not being noticed by their pit crews. Many had problems with their navigation lights and some had difficulty in persuading drivers to take their turn at a good soaking. Of course, being British, our lot all wanted to drive it! Mad dogs and Englishmen etc, etc!

Dawn on Sunday — never a more welcome sight, except perhaps a girl with a tray of sandwiches! Well, both arrived at about 5am. Marvellous, suddenly it's a joy to be alive again — long faces in the pit lane turn to smiles as the first rays of sun warm your back and the constant scream of engines does not seem so important. As the day hots up so does the pace on the circuit, the times are faster than at the start and many a tired engine cries enough, having run for anything up to twelve hours without so much as a plug change. Another good day for Mr Asso!

The race order now seems established with Salbris in the lead, us in second with a choice of reed valve engines in third. Who said they were slow! The leaders had a very slick organisation on and off the circuit, coupled to good equipment and some luck they deserved to win. Their first engine lasted for eighteen hours and then seized — straight into the pit entry lane! If we had a problem it always seemed to be miles away. Just past 3pm the flag fell and Hetchel had won for the third time in succession. A credit to all concerned. Not disgraced we finished second — Roger Moth, Tony Edney, John Dormer and myself. Thanks only to our pit and galley crew, without Reg Dormer, John Fitzpatrick and Co we would not have been in with a chance. Thanks are also due to TKM for karts and engines — many critics think that there is something special abcut the equipment used in endurance. Nothing is farther from the truth, all our kit is straight off the shelf. It is carefully prepared but nothing more — anyone can put together an endurance team, their only disadvantage would then be lack of experience.

There is now a great deal of interest in long distance racing and I only hope that we may soon be able to invite our continental competitors to come over to Britain for a return match.



previous heat time. Hines finished fourth from Roberts and Gray. Stoney scored another DNF and neither did Parrott run the distance.

Following the lunchtime deluge and the last three heats on a drying surface the Villiers was the first ten lap final of the afternoon. . . . .

210 National UK Cup

On the green light it was Andy Martin who made the best of the break, heading Jeremy Pinny and Mark Johnson as they charged up to Riches for the first time, but by the time they appeared round Coram it was John Newton with the advantage from Martin, followed by George Bett, John Brennan, Steve Hurst, Phil Featherstone and Charles Morris. Lap three and it was still Newton, consolidating his lead over Martin and Bett. Hurst was into fourth ahead of Brennan and Featherstone. Lee was up to seventh, chased by Pinny, Jones and Lockley whilst Morris had slipped to eleventh.

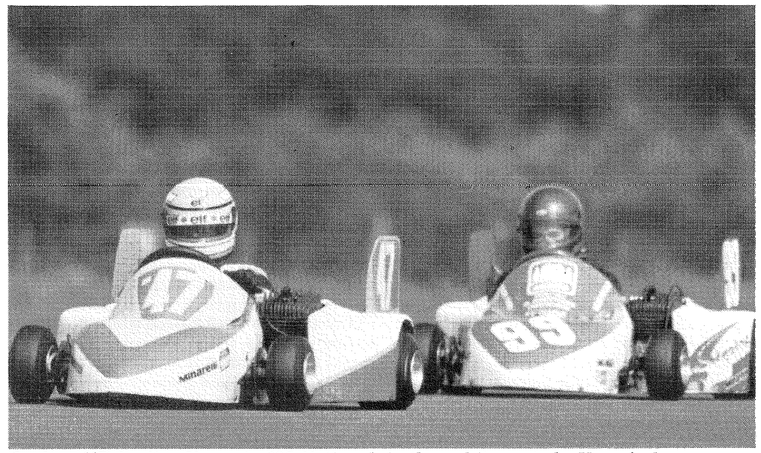
Next time around and there was no change in order of the first four, Brennan had dropped back to sixth behind Featherstone, whilst Jones was now leading Pinny and Lee with Lockley and Borwell bringing up the rest of the field.

By the halfway stage Newton had stretched his advantage over Martin with Bett, in third, gradually hauling in the CKC pilot, Hurst and Featherstone were *in situ* whilst Kilkenny's John Brennan had gone into retirement. The distance back to sixth-placed Steve Jones had extended to around fifty yards, Jones leading Lee who had relegated Pinny, then Morris, Lockley and Borwell.

Newton was out on his own, some three seconds clear of the rest, Martin and Bett were involved in a frenzied dice for second place, eventually settled in Bett's favour as the seventh tour ended. Hurst and Featherstone were likewise involved in a scrap over third place but Featherstone was unable to better the Swindon driver. There was no significant change to the order behind as they raced towards the closing stages.

By now John Newton was well out in front, leading by seven seconds as he appeared round Coram, down through Russell for the final time to take the chequered flag and the first UK Cup for 210 National. George Bett held onto second ahead of Andy Martin, half a second separating the two at the end. Steve Hurst ran home fourth with Phil Featherstone and Steve Jones taking the remaining points.

1st	John Newton	Zip/Longtune
2nd	George Bett	Zip/Bett Villiers
3rd	Andy Martin	Stratos/CKC Villiers
4th	Steve Hurst	Zip/KMP Villiers
5th	Phil Featherstone	Kobra/FPV
6th	Steve Jones	Stratos/CKC Villiers



Cordner (47) leading Young in 125 National, in the end it was to be Young's day.

Race Time: 13min 07.10sec – 87.67mph

Fastest Lap: (Bett/Newton) – 1min 16.70sec – 89.97mph.

125 National UK Cup

The lights changed to green and it was Heat Two winner Gary Cordner who led the train to Riches — Neil Willetts, Johnathan Williams, Eamonn Talbot and Steve Young; Henry Chevelier-Guild started from the pit lane.

One tour completed and Willetts had hit the front, Young was up to second whilst Irishman Michael Duke had moved through to take up third from a demoted Cordner. The second lap Willetts still had the edge, Duke was into second from Young and chasing. Cordner and Clive Hawkins followed, Williams had dropped to sixth and was being hounded by Andy Blakeley and Steve Murray.

The third tour and the British No. 1 of Willetts was gone from the order, Young had taken over the leadership with Duke on his tail with Cordner and Murray trying to get on terms. That was the order during the next lap until Murray got the edge over Cordner to take up third by the close.

By the half distance point Duke had the lead with Young, Murray and Cordner almost side by side disputing second. Talbot held sway in fifth with Williams, Westwood and Mike Hole climbing all over his bumper. By the end of the next lap Young had the lead, Duke had slipped back to third behind Murray, whilst Cordner led Westwood, Williams, Talbot and Hole.

Lap seven it was Murray's tun at the front, Duke second, Cordner third and Young back to fourth. With a fine drive Wilkinson, who had been caught up in the traffic, was into fifth — Westwood, Williams and Hole following.

The penultimate lap Murray was in the lead again and Young had raced up the order to second, Cordner was third ahead of Duke, Williams, Wilkinson and Hole, with Westwood bringing up the rest of the field.

The last lap and the charge through Russell to the flag saw Young race to victory as Cordner and Duke battled for second after Murray was outflanked. The first four finished in that order with the other points places going to Wilkinson and Westwood.

1st	Steve Young	Stratos/Minarelli
2nd	Gary Cordner	Stratos/Minarelli
3rd	Michael Duke	Zip/Rotax
4th	Steve Murray	Stratos/Rotax
5th	Mike Wilkinson	Zip/CJF Rotax
6th	Ian Westwood	Zip/NT Rotax

Race Time: 12min 58.40 – 88.65mph

Fastest Lap: (Murray/Young) – 1min 15.90 – 90.92mph.

250 National UK Cup

With the likes of Fletcher, Doble, Webster and Morgan all up front there was every prospect of a good contest in store. On the green it was Doble from Morgan, Fletcher with Jamie Vale coming through up the inside who made the best of the break to the first corner. As they tumbled in a mass down to Russell Fletcher had the lead from Webster, Morgan and Boston.

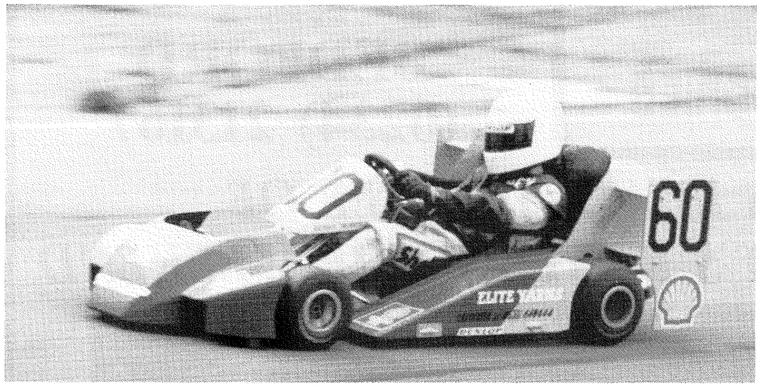
The second lap complete Webbie hit the front from Fletcher, Boston, Morgan and Doble hot on his heels. Robert Johnstone, Andy Martin and Adrian Wilcox led the rest of the field as Dudley Martin pitted with a temporary fault. Into the third tour, the action fast and furious, Webster hung onto a tenuous lead from Boston now second then Fletcher, with Doble, Wilcox, Johnstone, Morgan, Martin and Mark Allen forming a chain behind. The next lap Webster still had the edge, Fletcher had pushed Boston back to third, Doble was gone from the fight, Johnstone had moved into fourth — Morgan, Wilcox, Martin and Allen led the rest of the field.

By now halfway through the race Webster was under severe pressure from Fletcher and Boston while Johnstone and Morgan were enjoying a hearty scrap over fourth place. Wilcox, chasing hard, had a heart-stopping moment when he nearly lost it on the pits straight; next lap unfortunately he failed to appear, having succumbed to the dreaded gremlins. Mark Allen avoided the Wilcox 'incident' although it slowed him and allowed the rest to gain ground —



Webster (1) and Fletcher battled hard in 250 National, Fletcher just making it first to the flag.

THE UK CUP – SNETTERTON 2nd JULY



A third for Bernie Roberts after a stirling Formula E drive.

On Saturday 2nd July at Snetterton circuit the Central Kart Club staged the UK Cup meeting, incorporating Round 5 of the RAC Long Circuit Championship and Round 3 of the Club Championships. The turnout was very good with some 164 drivers signing on for competition. The UK Cup, moved this year from Donington Park, differed from previous in that all five classes would race for their own red 'O' number plate. The battles in all classes, heats and finals, were fast and hectic. Saturday morning dawned beautifully, indeed it stayed that way until the lunch break when ominous-looking thunderheads emptied a half hour deluge that sent everyone scurrying for cover and left the track awash. This caused a one hour delay in the otherwise precision-run organisation, although the slickness of the operation saw the racing programme completed by 5.48pm.

Incidents were few. Thankfully Graham Sykes 'off' at Russell in the second 125 National heat, in which he was thrown clear out of the kart, resulted only in bruising and he was able to compete the final. Zip driver Ian Shaw, during a scrap with Roger Goff, smacked into the rear of the Anderson outfit, the result — Shaw's nose cone was pushed back, the fibre glass shredding a tyre to a smoking mess as he ran across the line to finish in seventh place. The other was a potentially very dangerous one when Phil Glencross contacted Martin Hines in the Formula E final, Hines gyrating wildly off at the Esses, fortunately no one was hurt.

The Heats

The 210 National entry totalled an encouraging 28 and the first outing went to Simon Quance, just over one second clear of Andy Martin. Keith Trainer finished third ahead of John Brennan, Mark Johnson and Brian Borwell. John Newton, Britain's No. 1 George Bett and 'GP' Phil Featherstone had a disappointing start, all scoring DNF's. Newton pulled it out of the bag next time out with a near six second advantage over Andy Martin; Steve Hurst, Igor Ashwell, Jeremy Pinny and Phil Featherstone all making the top six. This time Brennan had to settle for twelfth whilst Bett trailed home in seventeenth.

125 National's turnout of 48, including Joanne Hurst from P&R, possessed all the ingredients for some interesting action and plenty of it there was too. A race-long battle between Mark Thompson and Michael Duke of Duke's Transport saw Thompson first over the line by half a kart length from Duke. Mike Wilkinson, Colin Mason, Steve Young and Graham Sykes completed the order to sixth. In all 37 drivers ran the distance. In the second heat it was the turn of Gary Cordner to take the honours, leading home Steve Young and British No. 1 Neil Willetts. Eamonn Talbot, Mark Thompson and Johnathan Williams made the grade to sixth. Duke managed thirteenth and Mason sixteenth whilst Sykes recovered from his prang.

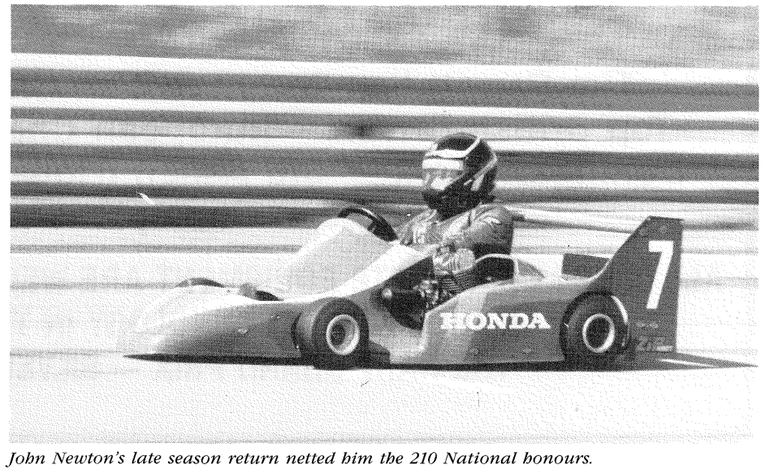
250 National fielded 36 starters and some fine racing ensued, Mark Webster from a mid-grid start heading home Ben Johnson Printers' Colin Fletcher. Peter Morgan finished third with Jamie Vale, Adrian Wilcox and Paul Goodison all in the top six. Derek Rodgers and Mike Doble who started five rows from the back finished seventh and eighth respectively. Richard Boston's 'O' plate was eleventh while Andy Martin, running in two classes, collected a lowly twenty-third. The tables were turned in the second heat, Martin running away with it, over twelve seconds clear of Colin Fletcher. Mike Doble had more success this time with a third, ahead of Paul Fox, Richard Boston and Colin Breeze, also competing in Villiers. Peter Morgan ended up tenth home, Adrian Wilcox and Arthur Thompson fifteenth and sixteenth respectively; this time Rodgers and Webster did not finish.

Although Chris Stoney's attentions were divided between trial runs in Formula E, preparatory to moving to the class next season, and 125 Open, that didn't stop the old Stoney magic. He romped home in the first heat 3.7 seconds ahead of the rest, collecting with his win a new track record of 1min 12.10 — 95.71mph. Trevor Roberts took second from Graham Barker, Roy Patterson, Derek Price and Ian Mason. Stephen Webb managed seventh, Colin Poole and Graham Roscoe ninth and tenth, whilst Paul Molloy lasted only a few laps. In the second session Simon Cullen collected the chequered flag, two seconds ahead of Stuart Ziemelis, running the Lazer kart with Mark James, this was an improvement on the previous outing when he suffered radiator problems. Graham Roscoe finished third ahead of Roy Patterson, Ian Mason and Boyd Barrington. Stoney this time was seventh, Roberts tenth, Webb eleventh and Molloy from mid-grid thirteenth. Ian Beaumont was the last man across the line, suffering problems and a lap down.

Timed practice, as is customary, decided the grid order for both Formula E heats, Ian Shaw planting the Eagle on pole with a very quick time of 1min 04-20sec. Tim Parrott was next along with a 1min 05.20, ahead of Roger Goff on 1min 05.30 and Martin Hines with 1min 06.4, those four making up the front row. Peter Gray (1min 06.5), Phil Glencross (1min 06.6) and Bernie Roberts (1min 07.2) made up the second row. Keith Bisp, Steve Papworth, Glen Standing and Ricky Miller occupied row three with times ranging between 1min 07 and 1min 10, whilst Peter Wall, Alan Pritchard and Chris Stoney sat on the next row back, Stoney's time being 1min 10.9.

The first heat was taken by Parrott, his margin over Goff being a mere five-tenths, from Glencross, Gray, Hines and Bisp. The Shaw-Goff bump left the Slaford driver in seventh. Stoney failed to run the distance, the Rotax missing, whilst Roberts' DNF was due to a rod going through the bottom of the motor.

Roger Goff won the next heat, 2.5 seconds ahead of Glencross. Shaw was next along and clocked the fastest time of the race — 1min 04.70 — 106.66mph, emulating Parrott's



John Newton's late season return netted him the 210 National honours.

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***SUPER ONE SERIES MEETING:** September 24th & 25th.

***THE COMMITTEE** Thank all drivers and mechanics for their efforts in reducing noise and know that between us we will crack the problem.

MANX KART GRAND PRIX

Report & Pics: JOHN WATTERSON

The fourth annual Kart Grand Prix around the narrow streets of Peel in the Isle of Man proved better than ever this year, with superb weather throughout the three day meeting, and welcome sponsorship from ICI Fabrics via local Formula 1 GP driver Nigel Mansell.

There were increased grids also, together with the introduction of a brand new class for water-cooleds, all of which added up to one of the most exciting and spectacular meetings of the season.

Steve Papworth came out unscathed after a titanic scrap with Alan Pritchard in the 250 International, held — like all the other main finals — over ten laps of the closed roads 1.24 mile seaside circuit.

Tony Slade clinched the P&R title; John Brennan a second-in-a-row 210 National, and Andrew Fleming the water-cooled 125. But there was controversy in the 250 National's, where 125 class winner Brian Kennedy was stripped of a double success by the outcome of an RAC Stewards enquiry.

250 International

Bidding for his third successive victory in the 250 International at Peel this year was Leigh-on-Sea's Alan Pritchard. He made the long journey to the Island well equipped with two rolling chassis' and engines to match.

In practice, Pritchard used his new Eagle with a borrowed engine — the standard model from Zip, quietly confident that this was the tool for the job over the humps and bumps of the Peel course. Nevertheless, a lack of top end from the box-standard motor, coupled with a shunt in the second heat, forced Pritchard to make a last minute switch to his own '87 winning Elspeed Rotax.

His change of tact appeared to be paying off on race day when he cruised into an early lead over hot-rival Steve Papworth of Cambridgeshire. But, Papworth had other ideas, and he slowly but surely reeled Pritchard back in until, on the eighth circuit, he made a brave bid for the inside line on the fast approach to the main harbour turn.

Pritchard stuck to his line, and the two collided, slithering to a tangled halt on the apex of the corner. Papworth managed to keep his motor on the boil, somehow driving off the front end of Pritchard's stricken machine and back into the race with an unassailable lead, and a little over 2½ miles to the chequered flag.

Far from happy with the predicament, Pritchard stormed off to lodge a complaint, but later decided against an official protest to the RAC steward. "Upon reflection, Steve did exactly what I would have done in the same position", admitted a disappointed Pritchard. "I felt choked at the time, but I guess that's racing — Steve drove well and deserves the credit".

Papworth did drive a well calculated race — but, amazingly, despite the chase with his rival, the speeds were down on the 1987 times, with this year's 68 second standards almost two seconds slower than last.

Local driver Stuart Counsell, who lives within a stone's throw of the circuit, played a waiting game to grab second place at the finish — sure in his own mind that either one or both of the frontrunners were going to burn themselves out of contention. Ultimately, he wasn't too far out, driving extremely well to fend off the challenge of top Ulsterman Ivan Fisher in the latter stages.

Manxman Malcolm Stoddart was a creditable fourth; John Ashe of Stockbridge fifth; with yet another Manx driver — Stuart Blackley — rounding off the top six in his Lancer Rotax.

125 National

There was a similar story of woe in the superquick 125 National final — probably the most competitive class of the meeting.

Brian Kennedy of Portrush in Northern Ireland had been the pre-event favourite behind the wheel of his BJK Kelgate Johnson Rotax, and local driver John Qualtrough was impressive throughout the heats — nevertheless, the darkhorse was surely Andy Thornton of Maghull.

Making his debut on the street course, together with his triplet brothers, Thornton showed in the early stages of the final that he'd done his homework well, and was fending off the more experienced men.

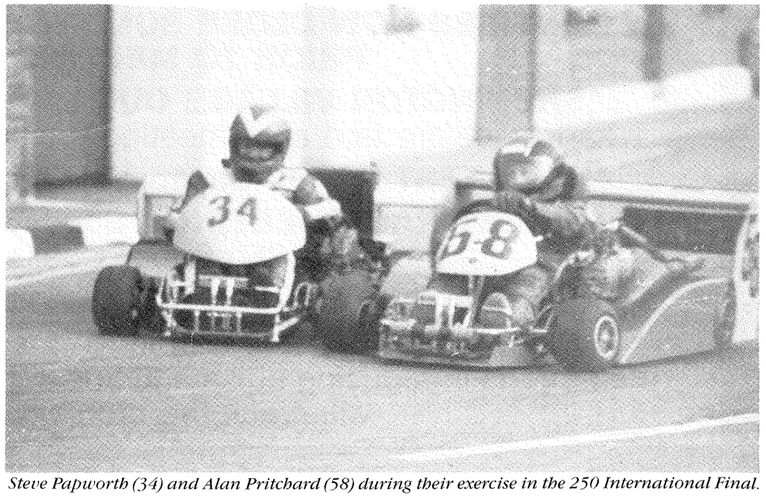
He still enjoyed a narrow advantage as he sped along the main promenade to start his seventh lap, but then, disaster, when the Zip GP Rotax cried enough. Seized solid, Thornton's kart skidded into the nearside barriers protecting the many hundreds of spectators, then flipped the kart in spectacular fashion — mercifully with only minor cuts and bruises to his arms and legs!



210 National winner for the second year in a row at Peel, John Brennan of Kilkenny in Southern Ireland. Receiving his award from Bert Quayle (Chairman of Peel Town Commissioners).

Kennedy and Qualtrough picked their way through the wreckage to continue on their way. Perhaps the Irishman had been waiting for just the right moment to pounce on Thornton all the time, but once clear of the stranded Merseysider he really let rip, rattling off the last three laps quicker than the majority of the 250 International drivers.

Although well in command in the latter stages, Kennedy was — nevertheless — not in a position to totally relax, with Qualtrough in an equally determined mood after crashing out of the second heat on Friday evening and ripping a wheel off. He spent the best part of the night rebuilding the front end of the kart, and was commended for his efforts at the conclusion of the meeting when he was announced as the leading local competitor.

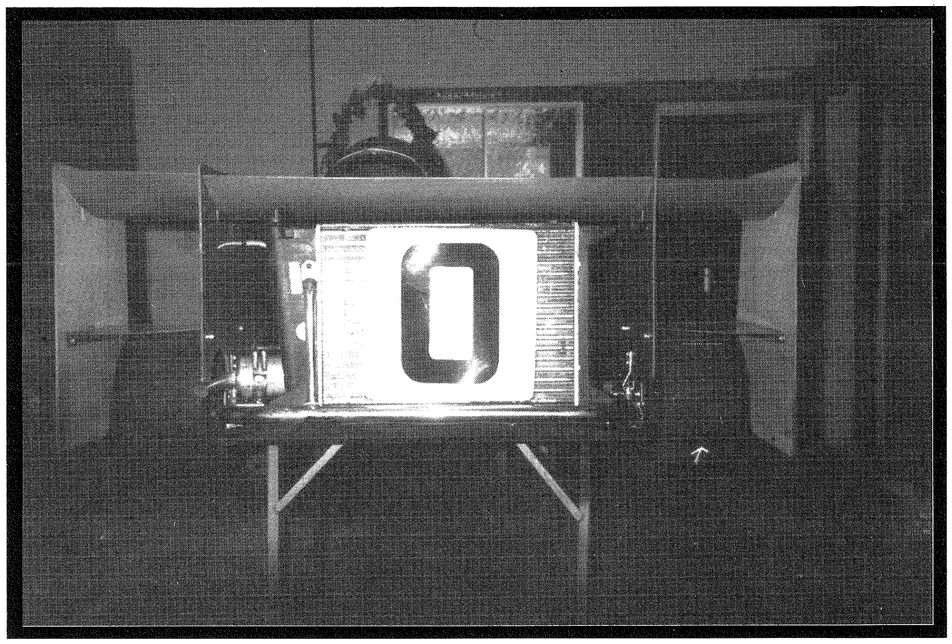


Steve Papworth (34) and Alan Pritchard (58) during their exercise in the 250 International Final.

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IF THIS IS ALL YOU SEE OF TIM PARROTT'S KART AT THE WEEKEND



COME AND SEE THE REST OF IT IN THE PITS AT SILVERSTONE

Tim Parrott lies 2nd in British Championships Top British Driver — European Championships — Donington Park — 3rd Assen (Holland) — Round 2 European Championships.

ALL USERS OF KELGATE EQUIPMENT ARE WELCOME TO COME AND SEE THE LATEST TECHNOLOGY IN THE PITS AT THE KART GRAND PRIX — SILVERSTONE

from Brian Bird, Nick Bowman and a mystery driver piloting no. 78!

There were also some 250's racing in with this bunch. Trevor Alexander was the sole Superkart representative and strolled through his heats and final although he did manage first on the road each time — some stroll!!

The 250 Nats were less enthralling as the two signed on drivers, Mike Aspey and Malcolm Campbell had heat bothers and never finished one. Mal's problems persisted in the final but Aspey had his Yam going like a train in the final and he finished well up with the leading 125's.

210 NATIONAL

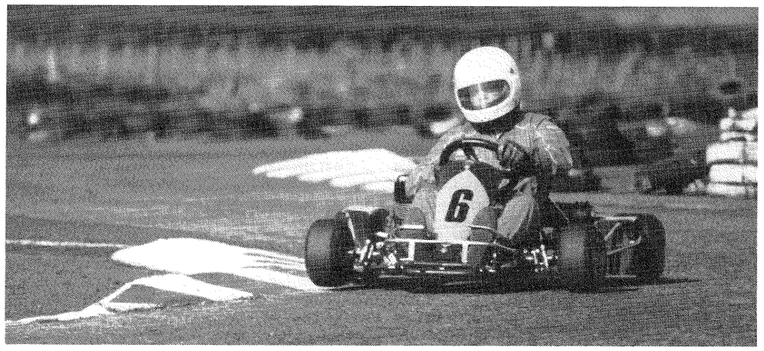
In what I presume was a test session for the British Champ, Andy Martin was out in this class again and drove to three convincing heat wins despite an obvious high speed misfire. Des Davidson and Tom Earl both drove very quickly and also finished well up so they had the honour of completing the front row.

Others were less fortunate as after Paul Hunwick, no-one completed more than one heat. Hunwick would line up on the outside of row two alongside Paul Clapham who netted three finishes also.

The final looked to be going the way of the heats with Martin screaming off into the lead but he only completed seven laps before the gremlins intervened and he was forced into retirement. Des Davidson had been motoring quite sweetly until he, too, posted his retirement on lap four. This enabled Tom Earl to take up second which then became the lead upon Martin's retirement. Paul Clapham shadowed him throughout but never got near enough to make the challenge. Mike Fry made up for an otherwise dismal day with third from RB Dunn and Hunwick with the last place going to Paul Kellett.

So ended the first round, follow the drivers fortunes at the other rounds.

Iain Blair



Mark Windle clinched 100 Super (Pic: Iain Blair).

RESULTS

JUNIOR BRITAIN

1st	Alan Mackay	Gillard/SO DAP
2nd	Graeme Melville	Wright/TKM
3rd	Nathan Ferriday	Boxer/Parilla
4th	Phillipe Guijarro	Wright/Parilla
5th	Gary Robertshaw	Gillard/Parilla

100 BRITAIN

1st	Mike Mills	Jetta/JM DAP
2nd	Janet Armstrong	Gillard/White TKM
3rd	Desson McDonald	Wright/Parilla

100 NATIONAL

1st	Chris Armstrong	DAP/DAP
2nd	Roy Dickson	Sprint/Parilla
3rd	John Robertson	Wright/TKM
4th	Eric Dews	AllKart/Sirio
5th	Stu Davison	TKM/TKM
6th	Joe McKeand	Sprint/White TKM

100 SUPER

1st	Mark Windle	Sprint/Ricard Sirio
2nd	Paul Henderson	Gillard/Sirio
3rd	David Coulthard	Zip/Parilla
4th	Ian Williams	DAP/Parilla

125 NATIONAL

1st	John Heward	Zip/CSK Rotax
2nd	Gerry Harvey	Wright/Rotax
3rd	Brian Bird	Phoenix/Minarelli

125 OPEN

1st	Jim Brolly	Barlotti/Rotax

250 NATIONAL

1st	Mike Aspey	Stratos/Yamaha

FORMULA E

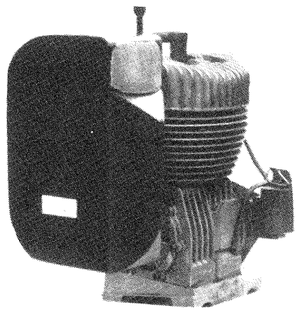
1st	Trevor Alexander	Zip/Rotax

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The amazing Dell family of Ashford in Middlesex were virtually inseperable throughout the three days. Father Alan took the verdict for third place in the final, closely followed by his better half Maggie and son Mark — all identically kitted-out in Zip Rotax.

250 National

Controversy surrounded the final outcome of the Manx Airlines 250 National when first man across the line, Brian Kennedy, was later stripped of his glory and prize money following an official protest.

The Irishman was alleged to have used the same 125 National kart for the 250 event, fitted with green plates and matching accessories. The protest was carried, and the end result was a somewhat tainted victory for Buckley's Robin Gillam, who incidentally, had not been the driver to lodge the complaint.

Charles Eddie of Vicars Cross was promoted to second, whilst Rod Widdowson of Wyboston was elevated into the prize money for third.

A clearly disappointed Brian Kennedy received sympathetic applause for his superb drive, but certainly didn't go home empty handed after later being awarded the 'Man of the Meeting' trophy for his overall performance, whilst also a member of the Belvedere trio with Ivan Fisher and Raymond Johnston who put claim to the Viv Jones team award.

125 National

Run concurrently with the 250 Nationals, the newly introduced 125 Water-Cooled event saw victory going to Andrew Fleming of Brigg, South Humberside in his Lazer Minarelli. He fended off the constant efforts of Stuart Mead and Calvin Hurley, after Raymond Johnston paid an early visit to the front door of the Roman Catholic church on Patrick Street!

125 P&R

Tony Slade and Kevin Thornton scored a Merseyside one-two in the ten lap P&R final — the first of the main events on the concluding Saturday.

Earlier in the proceedings, the heats had been dominated by two other men, when defending class champion Derek Gray mopped-up in the opening race, and newcomer Tony Mollet of Guernsey the other two. Both were out of luck in the final, however.

So, the final saw Slade and Thornton cleaning-up in front of local Sprint Honda pilot Barrie Kerfoot and new Island resident Terry Paxton, formerly of County Antrim.

210 National

Successful first time out at Peel last year, Ireland's John Brennan secured a double this time, but only after a titanic battle with local man Jack Ball.

It was obvious in the heats that the final was always going to be a close affair, and, after problems in the third heat with his own Zip Brennan Villiers, the Irishman was offered the use of an Anderson Invader by Dave Thacker.

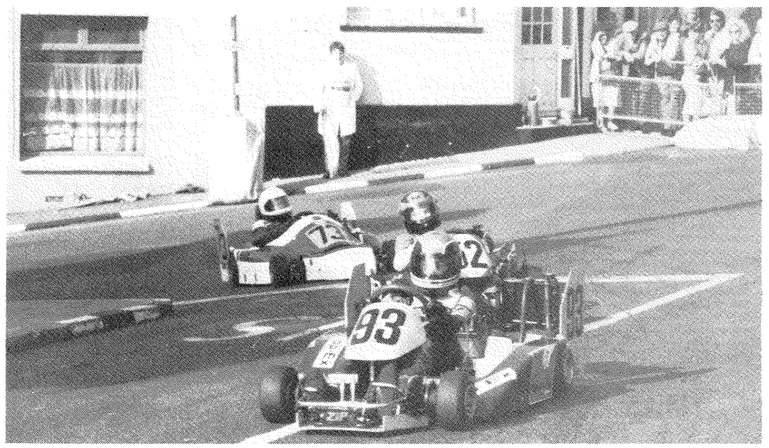
He used it to good effect in the early stages, getting his nose in front from the word go, with Ball trying desperately to hang on. Then, the Invader began to misfire at mid-distance, and 48 year old Ball grabbed the opportunity to slip through into what looked like being an unassailable lead.

Nevertheless, cresting the hill at Stanley Road for the very last time, he unfortunately hit a neutral in the gearbox, skidding across the road onto the opposite pavement in an attempt to slow for the next bend. He paddled himself off the pavement and back into the race, but by this time Brennan had driven by and was well on his way to the chequered flag.

Ball completed the distance slightly dejected, but, at the same time a well satisfied second after a fast and furious race. Third was Peel regular Gordon Ellinor of Basingstoke, and fourth David Bailey of Burbage, whilst the leaderboard was completed by local man Steve Quirk and Aylesbury's Chris Wright.

OFFICIAL RESULTS

125cc P&R (sponsored by Peel Town Commissioners): 1 Tony Slade (Sprint Honda); 2 Kevin Thornton (Zip Honda); 3 Barrie Kerfoot (Barlotti Honda); 4 Terry Paxton (Zip Shadow Honda); 5 Tom Dugdale (Zip Shadow Yamaha).



Stuart Mead (93) leads eventual 125cc water-cooled winner at Peel, Andrew Fleming, and Ulster's Raymond Johnston at the Stanley Road turn.

210cc National (Hong Kong Delight Restaurant): 1 John Brennan (Anderson Invader) 2 Jack Ball (Aero CKC); 3 Gordon Ellinor (Barloti Villiers Ellinor); 4 David Bailey (Barlotti Villiers DMA); 5 Steve Quirk (Lynx QC Villiers); 6 Chris Wright (Zip KMP Villiers); 7 Phil Robinson (Stratos Villiers); 8 Michael Eason (MS88 Ellison MSP).

250cc National (Manx Airlines): 1 Robin Gillam (Zip Bandit Cheetham KTM); 2 Charles Eddie (Zip GP KTM); 3 Rod Widdowson (Waddon KTM); 4 Ashley Barnard (Zip GP Yamaha YZ); 5 Andy Bush (Phoenix KBT KTM); 6 Mick Kenworthy (Barlotti KTM).

125cc Water Cooled (Pennine Euro Travel): 1 Andrew Fleming (SRS Lazer Minarelli); 2 Stuart Mead; 3 Calvin Hurley (Anderson Rotax); 4 James Ponting (Zip Rotax); 5 Raymond Johnston (Zip Bandit Rotax).

125cc National (Securicor IOM): 1 Brian Kennedy (BJK Kelgate Johnson Rotax); 2 John Qualtrough (Zip Gp CSK Rotax); 3 Alan Dell (Zip Rotax); 4 Maggie Dell (Zip Rotax); 5 Mark Dell (Zip Rotax); 6 John Hanlon (Aero Brennan Rotax); 7 Rob Bagley (Zip Surespeed Rotax); 8 Reg Adams (Waddon Goff Rotax).

250cc International (ICI): 1 Steve Papworth (Anderson Rotax); 2 Stuart Counsell (Zip GP Goff Rotax); 3 Ivan Fisher (Dino Rotax Anderson); 4 Malcolm Stoddart (Zip GP NTR Rotax); 5 John Ashe (GPX Zip Ashe Rotax) 6 Stuart Blackley (Lancer Rotax); 7 Shaun Cook (Zip Bandit Rotax); 8 Chris Beavers (Zip GP Goff Rotax); 9 Ian Thornton (Zip Yamaha); 10 Colin Hamilton-Rudge (Barlotti Suzuki).

Carnaby

SUNDAY, 19th JUNE

Even though the entries in the gearbox classes were down due to the British Champs round at Cadwell no doubt the really good entry in the non gearbox classes more than made up for it.

JUNIOR BRITAIN

1st	Antony McHugh	Gillard/Dap
2nd	Paul Ibbotson	Boxer/Parilla
3rd	Richard Blackburn	Wright/Parilla

100 BRITAIN

1st	Lee Pullan	Knight/
2nd	Darren Hill	Knight/Parilla
3rd	Richard Guest	Boxer/Parilla

100 NATIONAL

1st	Eric Dews	Allkart/Sirio
2nd	Peter Wisinewski	Gillard/Parilla
3rd	Bernard Wisinewski	Gillard/Parilla

125 NAT & P&R

1st	Martyn Hemmens	Zip/Rotax
2nd	Tim Windmill	Zip/Rotax
3rd	Jamie Robinson	Zip/Rotax

210s

1st	Paul Kellett	Barlotti/Villiers

250s

1st	Philip Hemmens	Zip/KTM
2nd	Steve Clark	Zip/Yamaha

Sandy Howarth

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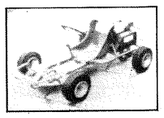
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Here we are again, on the Border Championship trail with the ultimate in karting delight. Sampling three different types of circuit is surely the best test of a driver's ability and when he can do it at reasonable cost, that is an added bonus. One last minute change was the adoption of the 100 Super class following a complaint that they really should be split as the entry justified it.

However, that was all to come as the Juniors were raring to go and you just can't hold them back can you.

JUNIOR BRITAIN

Pole position here to Graeme Melville who didn't win a heat but with two 2nds and a 3rd gained enough points to net the top spot. Opposite him was the winner of heat two, Alan Mackay with the heat one winner, Nathan Ferriday sharing the second row with Jason Raphael. The winner of heat three was Chris Clark but rotten luck in the first two heats spoilt some excellent driving by the Ponteland lad.

The early leader of the final was Alan Mackay but he was being kept busy by Melville and indeed the lead changed hands a few times over the first two or three laps. Nathan Ferriday held third early on until he was deposed by a flying Clark who had scythed through the pack from row five. By the sixth tour, he was harrying Melville and looking odds on to improve still further. Fate, however, had another dirty trick to play and as the lead trio left the Barn corner, Clark's sprocket carrier fractured, leaving him without forward motion.

This spot of drama had left Mackay to consolidate his lead whilst Melville seemed secure in the runner up spot. The demise of Clark also had a bonus for Ferriday as he regained his third place the easy way. Phillipe Guijarro is improving all the time and from the last but one grid position fought up to 4th by flagfall. Darren Manning looked to be getting the 5th place but dropped out into retirement with two laps to go handing his place over to Gary Robertshaw with Lee Livingstone making up the top six.

SENIOR BRITAIN

Pole position to Janet Armstrong with a win and two 2nds and being joined on the front row by Fergus Haggart who just edged out David Greig, winner of the other two heats. He duly lined up on the inside of row two with Desson McDonald for company. The expected threat from Michael Mills failed to materialise in the first two heats as he wasted them rather and he would start from the 4th rank.

David Greig got the jump at the lights and led initially from Janet Armstrong but the man Mills was looming on the horizon and joined battle on the 4th lap. Towards the end of that 4th lap, Greig went missing at the top hairpin, a quick trip over the kerbing having smashed his chain off. I didn't see the clash but there was no doubt from David that the cause of his demise was wearing no 94 and disappearing rapdily into the distance . . .



ROUND ONE, FELTON 15th MAY 1988

That really signalled the end of what had promised to be a great race; Janet Armstrong was secure in 2nd despite the best efforts of Desson McDonald and some real heroics from Chris Lee with Fergus Haggart in 5th.

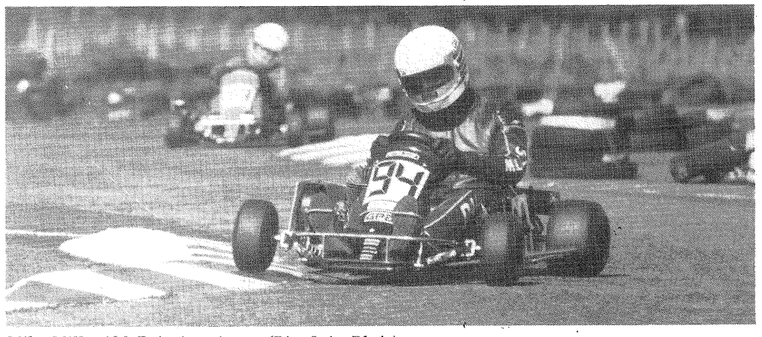
100 NATIONAL

Four heats produced three heat winners with the only double winner being Chris Armstrong who blotted his copybook by non-finishing his last heat. Heat three was won by Roy Dickson who had non-finished his first two and would go in the qualifier. The last heat was won by eventual pole man John Robertson who coupled this win with a 2nd and a 4th.

The qualifier turned out to be a walkover for Roy Dickson with Nicky Mason, Andrew Laws and Chester Nadolski also making onto the back of the main event, their places having been settled as soon as the first lap.

Sharing the front row of the "A" final was Stu Davison with David Tooley and Simon Lupton on the second from Joe McKeand and Rob Birnie on the third and Chris Armstrong starting from the fourth.

John Robertson took up the early running initially from Tooley and McKeand but some lightning work from Armstrong and Dickson saw them in contention for places rather sooner than expected with Dickson in particular having made up ten places within three laps, not easy in a packed field. By the 5th tour, Armstrong was in 2nd place and closing rapidly on the leader whilst Dickson had shaken off all comers and was homing in on Armstrong also. The chase did not last long however, as Chris slammed past John within three laps and despite the presence of Roy, ran untroubled to the flag. Dickson tried everything but had to settle for second best after demoting John Robertson on the 12th lap. Eric Dews had a good final and a titanic struggle with the likes of Stu Davison McKeand and Tooley (whose motor went completely flat during the final) whilst Andrew Laws made up ground well to settle in just behind that bunch.



Mike Mills, 100 Britain winner (Pic: Iain Blair).

100 SUPER

This was also split into four heats as it ran with the Nationals and this class produced four different heat winners.

Heat one fell to Ian Williams making good use of local knowledge whilst Mark Windle took the second. The third heat went to Jim Forsyth who just hung on from the winner of the 4th heat, David Coulthard.

That meant when the points were tallied up, that pole went to David Coulthard from Ian Williams sharing the front row, Jim Forsyth and Paul Henderson had row two and Mark Windle and Andrew Stanton would start from the third.

A scintillating start from Windle saw him snatch the lead during the first lap and thereafter pull away for a truly commanding win. As Mark won basically as he pleased, the places were less secure. David Coulthard holding second for most of the race although he was being pressed by the likes of Williams, Henderson or Forsyth (until Jim's retirement on the 5th lap) and we all thought he was going to withstand it to the end. It was not to be, though, as an error on the 12th tour brought Williams through as well as Henderson. Such was the heat of the battle that a final shuffling took place with Henderson getting through into the runner-up spot with Williams dropping to 4th behind Coulthard. The final Super place went to the one armed bandit himself, Andrew Stanton, having a jolly time mixing it with the Nationals.

125 NATIONAL & OPEN

With only three open class karts entered, they were run with the Nats but for different trophies and points.

Only Jim Brolly finished all three Open heats and he won them all too giving him pole. Next up was Gilbert Keenan displaying a beautiful new Anderson from John Brolly who completed only one heat.

The final was largely a non-event as Jim ran unopposed after the demise of Gilbert at half distance, son John not having featured at all.

The National class showed slightly more finishers but with the same names heading the list. The dynamic duo of Heward and Hobson swapped the lead during the heats but Hobson won twice to Heward's once and thus took pole. David Blackshaw completed the front row with Gerry Harvey and Trevor Beckwith making up row two.

Hobson got the early pace right and led for the first handful of laps until the massive pressure applied by Heward paid off and it was he who then ran out the winner in an outbraking contest at the far hairpin. After a number of laps, Heward pulled away slightly and was well clear when Hobson got the last corner completely wrong and dinged the tyre barrier, the kart eventually coming to rest on top of the poor driver but without any physical damage. The left a distant Gerry Harvey in the runner-up spot

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Class '1' Column

NEWS

1. The Class 1 Column joins Ed in welcoming Ron Brassey as Kart Manager and hopes he will find some of our constructive criticisms inspirational, or at least provocative . . . .

2. In our long-running series "Successful ex-karters in cars" Gianni Morbidelli, front running Formula K driver (Las Vegas 135cc winner 1986), has made a good impression in Formula 3. In his Forti Dallara/Alfa he narrowly failed to win



Gianni Morbidelli at Liedolsheim — 1986.

the prestigious Monza Lotteria but made no mistake two weeks later at Enna, beating championship leader Mauro Martini to win by just two seconds.

3. The new French publication "Karting", a superbly produced glossy magazine, ran a long piece on Alain Prost and his past and present enthusiasm for kart racing; well, we think that's what it says; the pictures were lovely anyway. Bryce Wilson recalls racing against him in the Junior World Championship, 1976!
Perhaps we could talk to Ayrton Senna in the same vein.

100 National RAC British Championship

The British Championship, Iain Blair's report regrettably arrived too late for inclusion in this issue, was held in frustratingly mixed weather; wet for one heat dry the next until the real Silverstone rain settled in for the finals. It is sobering to speculate on the number of sets of expensive wet tyres shredded by the 140 competitors during that meeting, not by being caught out (although that happened quite often) but through the desperate 'necessity' to remain competitive. Success depended very much on being able to afford, and have access to, both Dunlop and Bridgestone wets (according to how wet the track was), a new set seemingly de rigeur per heat or final. Some competitors actually used three sets of wet tyres during the meeting not counting the slicks used for testing on the dry Saturday and the six slicks scrubbed ready for Sunday in case it didn't rain . . . Perhaps a limit of six wet tyres should be considered if you think that a tyre bill of £500+ is excessive or seek urgent psychiatric help if you don't!

The Scales of injustice. . .

At risk of seeming vindictive, the venerable portable scales were again wheeled out at Fulbeck. "100% accurate" said the weighing-in man as he wrote out another under weight chit. Some karters found it was necessary to run 4 kilos "overweight" in order to be absolutely sure of not being found "underweight", such was the variation in mood of these old friends . . . but then this is an amateur sport, isn't it?

Congratulations to Ashley Sinclair, the new 100 National RAC British Champion, to John Gravett and Gary Prior who helped him, and to Simon Wright who, with Gary Chapman's 100 Britain victory, has seen his karts win both titles so far. Other notable at Fulbeck included Jamie Beasley's return to top class karting after his slow recovery from a terrible road accident and Dave Button, who honourably did not appeal against a protest (from Paul Ozanne) in order to let the final go ahead without him. Had he appealed, and he had every right to do so, the final would have had to be postponed until another day at enormous expense and inconvenience to everybody; his consolation prize was an afternoon at Playscape, arguably more fun of course!

For ex-British Champion Neil Hann it was his tenth 100 National title chase, having won it at his first attempt . . .

Wright was the most popular chassis with 25 karts, DAP and Sprint next with 18 each, followed by Gillard(10), Zip(8) and TKM(7). There was just one solitary Swiss Hutless, driven by none other than Graham Pettit who vanished from the karting scene many months ago. It transpired that Graham had gone ski-ing in Switzerland and so impressed were his tutors by his natural ability on the slopes that they invited him to stay on as an instructor. During that six-month absence in Switzerland, would you believe, he bumped into Red Dragon Competitions boss Kedrick Davies, the UK Swiss Hutless importer and the old yearning for karting returned. So it came to pass that Graham re-appeared on the scene piloting a Hutless outfit . . .



(Above): Paul Rees (Zip/Zip Rotax) — 1st overall after 4 rounds 100 National in Super One.

(Below): Gary Till (Zip/TKM) — 2nd overall after 4 rounds 100 National in the Super One (Pics: Beverley Heath).



MOTOR SPORTS ASSOCIATION

NOISE, THE RAC AND ALL THAT
Hoddesdon P. Chainlube

The recent RAC hard line on noise levels has had repercussions throughout karting circles; club meetings at Rye, Tilbury, Kimbolton and Shenington have been decimated. This has been followed by the trade test day at Clay Pigeon as reported in Kart and Superkart Magazine last month where attempts were made to determine effectiveness of various approaches to noise reduction, some of which seemed frankly bizarre. The report in 'Karting' magazine illustrates some of the embryonic ideas tested; does anyone seriously believe a huge resonant fibreglass enclosure will do anything other than amplify noise? The Zip 'continental' induction box is depicted as "worse than nothing at all'' . . . ., actually it is a wet box and not sold as anything else, but when filled with suitable foam and properly mounted reduces intake noise quite effectively . . . and belt drive . . . is this about kart racing or what?

My contention though, not to disparage the efforts of those trying to do something about noise, is that the problem is not only misunderstood, but that the hysteria generated by the imposition of unworkable limits upon blameless and consequently irate competitors will irrevocably damage an increasingly troubled sport. It is easy to sympathise with a driver who, having spent several thousand pounds on proprietary karting equipment, is peremptorily disqualified from a meeting by the arbitrary enforcement of a rule which neither he nor the person enforcing it understands, without any right of appeal whatsoever.

The RAC's heavy-handed approach is likely to result only in disillusionment, especially in those who do all they can to comply and find, as everyone will, that it is simply not possible. No-one disputes the desirability of quieter karting or the existence of a practicable (and verifiable) noise limit, but the insensitivity shown so far absolutely cannot be justified until the whole matter has been properly re-examined and definitive guidelines issued to inform clubs, trades and competitors how to approach the problem.

A major step forward would be to measure the noise level properly, that is to say *overhead* as the CIK demand, not 10 metres to the wrong side of a 100cc kart as the present system dictates; if it is the environmentalists who are to be appeased then it is what they hear half a mile away that matters, not mechanical noise from the pods and chain but exhaust noise and induction noise to a lesser extent. A further suggestion might be the wholesale adoption of the CIK system of time penalties and repeat noise tests on request which is a more equitable form of chastisement. It seems self-evident that since practically all of the equipment raced in this country is of continental origin or design, then it is to continental noise limits it is built to conform . . .

NATIONAL SCHOOLS ENDURO
WIGAN 14th MAY 1988

Whilst most of West Lancashire was heading for Wembley schools from all over the country were packing 150 karts and some 500 drivers into Three Sisters Raceway for the National Schools Castrol Enduro. As is customary with this event the sun shone down creating a lovely holiday atmosphere and it was good to see a fair sized crowd assemble round the pits and along the main straight. Six titles were on offer for the 50cc and 100cc Low Power Classes and practice showed that each was going to be fiercely contested.

RACE A
50cc gearbox — classes 3 & 4

What a fantastic sight as 50 karts made a 100yd column up to the start lights and with a thunderous roar and a cloud of smoke they were away. Into the lead shot Windsor Boys Fizz but as the back markers started to work their way through first Burliegh's AP and then Brookvales' DT took over. From the first changeover defending class 4 champions Breezehill had eased to the front and for the next 50 laps these two were seldom more then 10 karts apart with the lead changing constantly. Not far behind the two leading class 3's were locked together with Knottingley's Fizz just holding off a very determined challenge from the Heath team. Just as the class 4 title looked like going to a nail biting finish Breezehill incredibly ran our of petrol and Brookvale seemed to be having restarting problems and whilst they struggled to put their faults right sprint champions Windsor Boys and Queen Elizabeth swept passed. At the flag, which was taken by over 40 outfits (much to the dismay of the overworked lap score's), the overall win went to Windsor Boys followed by Knottingley and Fizzers and the second placed class 4 of Queen Elizabeth's. The early leaders Brookvale and Breezehill limped home next with the Cheshire schools Fizz taking the remaining class three place. So with just one race gone already two new names on the silverware.

RACE B
Low Power 100 and Solo

The track seemed almost deserted with only 35 karts on it! Both 1987 champions were here to defend their titles and the pace from the start was fast and furious with these restricted round bike engines doing under 50 secs a lap. The early lead went to Market Weighton but soon Windsor Boys's 100 was through to take over but not for long as Brigshaw's Honda quickly established itself at the front. In the chasing pack All Hallows, Breezehill and the second Brigshaw's outfit were prominent, with Queen Elizabeth and Granges' 80cc Comer never far away. The solo section was lead initially by Breezehill as the defending champions outfit remained on the same lap as the leading 100's after ten minutes but a broken throttle shaft took them out leaving King Edward's entry to plough a lonely furrow to the title with a massive 23 lap margin and despite a tremendous late charge from the Oldham outfit Bishop Stopford held on for second place. The 100 battle had settled down to a scrap between the two Brigshaw teams, Queen Elizabeth Honda and the incredible little 80cc Comer from Oldham's Grange school. The Leeds school leading team came home with 4 laps spare but little separate their second outfit and those of Queen Elizabeth and Grange whose second Comer 80 came home a very creditable 8th ahead of many of the early leaders.

RACE C
50 direct and locked in gear

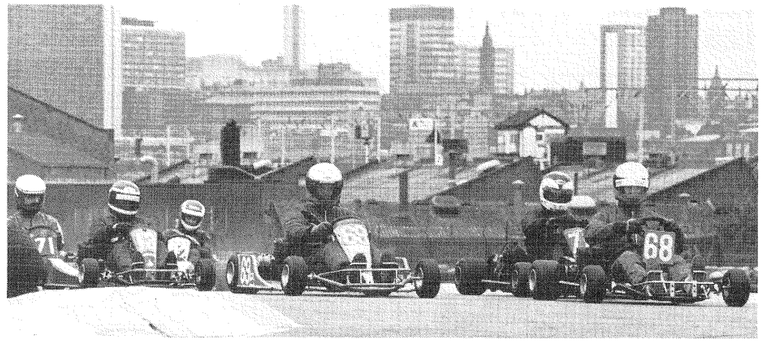
Another bumper 50 strong grid and a tremendous sight as they steamed 4 abreast into the first bend. Brookvales Fizz started to open up a tremendous lead from Knottingleys Fizz and Queen Elizabeth, DT with the Tarporley's, Brookvale's DT and Breezehill's Fizz all in close attendance. The surprising sight was Breezhill's class 1 Yamaha QT, all 2.4 BHP of it, up to 7rh from 46 on the grid by lap 3 and already having lapped the second place kart in its class. Knottingley's very rapid Fizz soon took over the lead and the first 10 were all hot in pursuit. Something sidelined the Knottingley outfit leaving the Queen Elizabeth DT to take over the hotspot with Tarpoarleys Suzuki desparately fending off All Hallows'. Thus it was at the end with the Middleton outfit six laps clear of Tarpoley and All Hallows and the next eight karts close on their heels but with only just over half the grid managing it to the flag. The direct drive section gave an easy win to the flying Breezehill QT and the new section for Comer 60 engines (although on full size karts in the schools) went to Windsor Boys.

So ended another glorious Enduro Championship with the titles all going to different schools. It was nearly seven o'clock when the last of the silverware was given out and some schools started the long journey home to face what to them would be a complete 24 hours without sleep!

It was very pleasing for the organisers to have finally seen the lap scoring problems of the previous years overcome. The results had been transfered to computer and were available, in order, at regular intervals throughout the race. As a safeguard the race was videoed and the early laps, when all the karts crossed the line together, were taken down on tape and checked against the lap scorers sheets and it worked like clockwork.

				laps
CLASS ONE				
1st	90	Breezehill	Yamaha QT	62
2nd	8	Cloughwood	Motobecane	46
3rd	1	Bishop Stopford	Ariel	45
CLASS TWO				
1st	69	Queen Elizabeth	Yamaha DT	68
2nd	34	Tarporley	Suzuki AP50	62
3rd	20	All Hallows	Fantic	62
CLASS THREE				
1st	76	Knottingley	Fizz	68
2nd	27	Heath	Fizz	67
3rd	9	Brookvale	Fizz	64
CLASS FOUR				
1st	5	Windsor Boys	Morini	71
2nd	69	Queen Elizabeth	DT	66
3rd	10	Brookvale	DT	64
CLASS FIVE				
1st	48	King Edward VII	Solo	59
2nd	2	Bishop Stopford	Solo	36
3rd	96	Breezehill	Solo	32
CLASS SIX				
1st	15	Brigshaw	Honda H100	74
2nd	16	Brigshaw	Honda H100	70
3rd	17	Queen Elizabeth	Honda H100	68

CHASEWATER WHEELS KART RACING CLUB



That 'Manhatten' skyline with a grid of 100 National (Pic: Doug Rees).

With a fantastic 'Manhattan' style skyline of Birmingham City in the background, kind weather and hundreds of spectators, 26th June, 1988, saw the official opening of the new Kart Racing Circuit at the 'Wheels' organised by Chasewater Kart Club. With a lot of time spent by Chasewater Committee and Club members making the original Track suitable for Kart Racing purposes. Track extensions have been made to give the Circuit a combination of good long straights with some subtle bends to test a driver's skill. The official opening of the Kart Track was supported by other wheel-based Sports which are featured at the 'Wheels Adventure Park' Complex, such as Skateboarding, BMX Biking, Banger Car Racing, Rollerskating and Motorbiking. There was also Radio coverage by BRMB Radio of the day's proceedings. The Kart Track was officially opened by The Lord Mayor of Birmingham at 2.30pm by starting a gearbox heat with some trepidation, and who wouldn't be worried faced with Bob Kennings No.2 in the 250 international Short Circuit Championships, and Colin Quigley and Gordon Darrow two more of the fast boys. For those of you who are at present concerned with the current noise restrictions, the interval gave drivers and spectators a demonstration race of Human powered Karts which was won by the first 'peddler to complete 100 laps. The winner not once exceeded 2 decibels!

An excellent trouble free day's racing was had by all with no problems or protests. The future looks Rosy for the 'Wheels' with further improvements in the pipeline such as a Clubhouse and a toilet and shower block. With all the enthusiasm of Chasewater Committee and Club Members together with the management of the Wheels Complex and the Pro-Racing Sport Birmingham Council 'Chasewater Wheels' has proved a great success and we welcome all Karters from Cadets to 250 Internationals.

NOTE: Chasewater Wheels has no connection whatsoever wth Birmingham Wheels Kart Racing Club. As the official resident Kart Club all correspondence should be sent to the Secretary of Chasewater Wheels Kart Racing Club, Miss. G. Mills, 3, Morgan Road, Fazely Road Est, Tamworth, Staffs. and to Mr. M. Top.
Competition Secretary:
Mrs. A. Ashe, 20, Camdale Close, Stockbridge Village, Liverpool.
Membership Secretary:
Mrs. H. Stratford, 3, Bridle Lane, Streetly, Sutton Coldfield, West Midlands.

RACE REPORT

CADETS
With all the entrants being novices there was good steady racing with James Goode winning all three heats and indeed the Final. We would like to encourage Cadets to race at Wheels as there is possible sponsorship for future events.

1st James Goode
2nd Chris Warsop
3rd Dean Haddon

JUNIOR BRITAIN
This is always a good competitive race by the Juniors with some obvious future Senior Champions in there. The heats were dominated by five drivers, Ian Barlow, Lee Jones, Paul Kennings (son of Bob), Nik Berriman and Simon Manton. There was some excellent racing by the 9 novices the best of which was Gareth Hunt.

1st Ian Barlow
2nd Lee Jones
3rd Ian Dolman
4th Paul Kennings

SENIOR BRITAIN
The Senior Britains are ever increasing in numbers and some tight highly competitive racing was seen. The heats showed out in front Gary Frost, David Turnbull driving with his usual enthusiasm and determination, newly off novice plates Gary Hodgetts and Steven Rogers. There was extremely good driving from an ever improving novice Richard Few.

1st Gary Frost
2nd David Turnbull
3rd Paul Jones
4th Gary Hodgetts

100 NATIONAL
This class was totally dominated by Derek Sheilds who streaked ahead of the rest of the field where he stayed all day, leaving the rest to battle it out.

1st Derek Shields
2nd Andy Forsdick
3rd Alistair Boyd
4th David Thompson

125 NATIONAL, OPEN and P&R
The best in the heats was Neville Robinson in a 125 Open but unfortunately he could not see the Final out.

1st S. Dysom
2nd Roy King

210 NATIONAL
Martin James won 2 out of 3 heats making a comeback after illness with a vengeance. He was a good way in front of the others which included No. 8 Short Circuit Champion Lionel Sifleet, Stuart Warsop and Rob Peters who was out early on in the day with an engine seizure.

1st Martin James
2nd Stuart Warsop
3rd Lionel Sifleet

250 NATIONAL
Only two competitors this meeting the heats being won by Gary Long.

1st Phil Gowers
2nd Gary Long

250 INTERNATIONAL I
It was a 'Hi Ho Silver' Bob Kennings as the front wheels of his Kart were reluctant to stay on the track winning all three heats in impressive style, with Colin Quigley and Gordon Darrow in hot pursuit. However final Victory was not to be as No.2 suffered a disintegrated rotary valve.

1st Colin Quigley
2nd Brian Cockett

Best Novice of the Day:
Richard Few, Senior Britain.

Driver of the Day:
J. Coultas, 100 National.

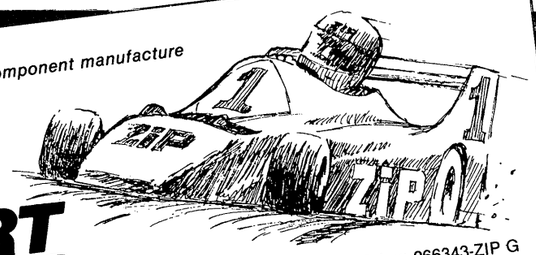
Race meetings are held at the 'WHEELS' every 4th Sunday in the month.

Liz Peters



The Lord Mayor of Birmingham attended the meeting — he even signed on! (Pic: Doug Rees)

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1st Time out on his "Zip Cadet 88" Kingdom Open Championships — **Peter McLaren 1st**

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"

1st Time out at Shenington **1st Matthew Davies** on his Zip Cadet with his "Zip race built Comer 60"



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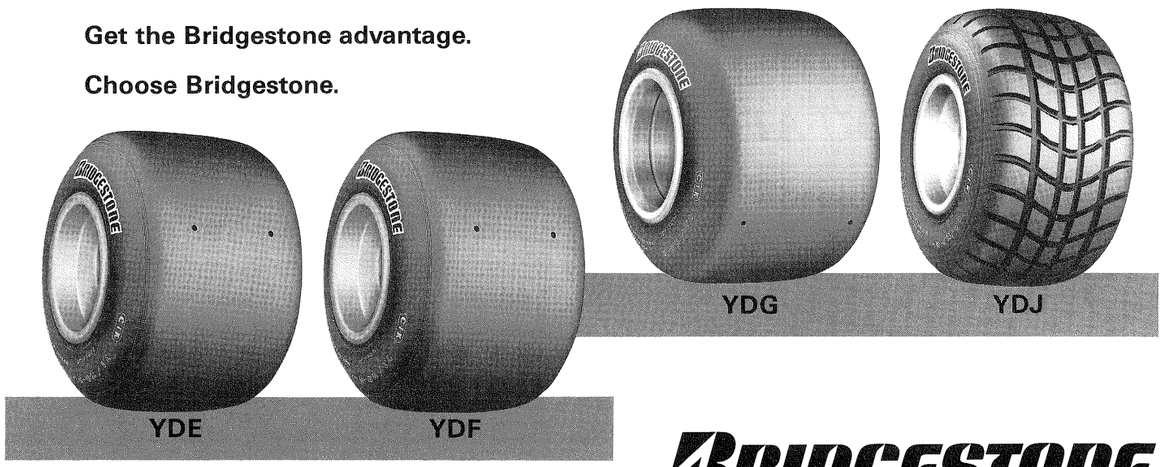


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BRIDGESTONE

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DARREN GOFF

Dear Dawn,

Hello,

I'm Darren Goff. I'm 10 years old and have just started karting, following in the footsteps of my grandfather Charlie, father Terry and uncle Roger.

My other interests are judo, football, tennis, swimming and diving.

I have only raced three times but I won in July at Kimbolton after some of the others had troubles in the wet.

My favourite driver is my Uncle Roger, who I think is the best in the world! I hope to be as good as him one day.

I would like to thank my grandfather Charlie for starting me off in kart racing.

See you at Kim.

Darren.



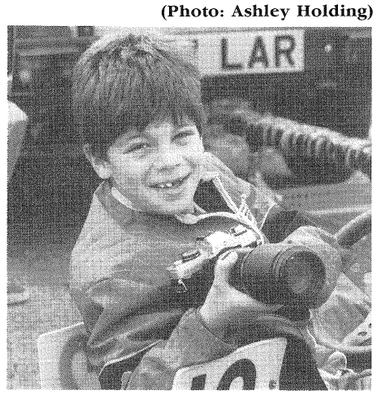
RICHARD BISHOP

My name is Richard Bishop, I am 10 years old and race a Sprint kart and am member of the Hoddesdon Kart Club; my race No. is 12 and I have been racing since January 1988. My best race so far was fifth at Rye House. I was born in Maracaibo, Venezuela and now go to Forest School. My interests besides karting are the piano and violin. I have a Grade 1 in the violin and a Grade 3 in piano playing and I am very proud to play in the School Orchestra. Who knows, one day I might take my violin to the track and give you a tune in the lunchbreak!

Regards

Richard

(Photo: Ashley Holding)





ANTHONY DAVIDSON

Hi!

I'm Anthony Davidson, No. 41, (Andrew's 8 year old brother). Dad thinks I might be the smallest Cadet . . . . I'm 3ft 11 inches and weigh 48lbs. My Zip carries 33lbs of ballast!

Andy's been giving me some driving tips . . . . my best lap time at Rye House is 45.01 and 33.47 at Kimbolton.

My other hobby besides karting is football. I play in the Under 9 League for a local team, my position is left back. On a recent away trip to Derby I won the 'Man of the Match' trophy. I follow Grand Prix racing, last year I went to Silverstone and the Ostereichring in Austria. My favourite driver is Prost, he's the smoothest driver, but I think Senna will be a World Champion soon.

Thanks for our Cadet Column.

Anthony.

---

* It has been noted that Cadets have been driving on tyres down to the canvas! Think of safety. How about secondhand tyres with plenty of tread left on sale in the paddocks? Just a thought.

* At Larkall Peter MacLaren finished seventh in the Final of the RAC Cadet Series round and understandably was a bit disappointed. A motor down on power because of the heat was the problem. At Rowrah at the Cumbria Kart Club meeting on 10th July he had two firsts and a second in the heats and won the Final by some hundred yards. Due to the late arrival of his kart Peter had only four laps of practice on a track he had never seen before. The gearing was 85 tooth and he found the kart worked best on soft settings, tyre pressures being only 14psi front and 22psi rear. The result was:-

1st	Peter MacLaren	Zip/Comer
2nd	Dickie Wilson	AllKart/Comer
3rd	Mark Nadolski	Anderson/Comer



Come along, Cadets — who is this famous dad?

Folio

CHARLES BUTLER-HENDERSON

Dear Dawn,

I have been racing in the Cadet class since it began. My most recent win was at the RAC round at Kimbolton on a Wright kart on 10th July. I have won over 40 trophies, including 25 firsts. I would like to take this chance to thank Gary Parker for building my engines, Simon Wright for the karts, Greg Deavin for all his help and, of course, my spannerman, (and anyone else I missed out!). Thank you.

I am boarding at Lockers Park School in Hemel Hempstead. My favourite sports are karting, cricket, athletics and swimming.

Your sincerely,

Charles Butler-Henderson



FULBECK CADETS

26 June 1988

'DING DONG' ZIPS to VICTORY

Lincs K.C.'s June meeting attracted 16 minikarters despite round 7 of the RAC Championship taking place at Larkhall. The entry was headed by last month's much publicised victor Doug 'Ding Dong' Bell on the 'works' ZIP. James Meanwell, David Wandless and Anthony Davidson on 'old' Zips. John Goss, Andrew Davidson (having his first race, since breaking his ankle two months ago), Phillip Moreton, Matthew Shaw, All Karts. James Mills, Gavin Creber, Justin Wilson (novice), Jeta/DAPS. Tom Brasford (novice) Boxer, Nelson Rowe and Gavin Wood (novice) Lasers. Matthew Edwards now recovered from his broken arm in his Gillard, and Gavin Richardsons Wright.

Two proper race length heats of 10 laps and a final of 12 laps (much better than three 'short' heats).

Heat 1. Dry/12 laps

Edwards on pole with Shaw, Bell and Mills, and the Davidson brothers (sharing?) row 3. At the 'green' it was Shaw, and Anthony Davidson who made an incredible start from grid 6, passing his brother, Mills, Bell and Edwards . . . by turn one! Lap 2, Bell was up to second, Shaw still leading followed by Anthony James and Gossy. Next tour it was Bell in the lead from Shaw, lap 3 Rowe and Edwards came together in the Chicane, Edwards retiring with a bump to his bad arm — good old St. Johns Brigade to the rescue. Lap 4 Davidson passed Shaw for second spot but 'Ding Dong' was long gone. John Goss was in 'C' type carb bothers, stopping on the line rejoining well down, Bell winning by 14 seconds from Anthony Davidson, well clear of James Mills DAP, David Wandless ZIP and brother Andrews All Kart.

1st	D. Bell	ZIP
2nd	A. Davidson	ZIP
3rd	J. Mills	Jeta

Heat 2

Meanwell led from 'pole' with Goss, Creber and Moreton in hot pursuit. Bell 'waggling his wheels' at 'young' Davidson to, take sixth spot, Richardson being displaced by a curb climing 'old' Davidson at the hairpin. Lap 2 Goss stole the lead pursued by Meanwell, Creber and Bell. Entering the Chicane for the third time Bell displaced Creber and Meanwell and 'Gossy' too on his next tour. John hanging on gamely in Doug's wake breaking away from the pack, but 'powerless' to stay with the 'works' ZIP! 'Dinger' lapping the dry track in the mid 44 second bracket winning easily from Goss, Wandless, Morton, and Anthony Davidson.

1st	D. Bell	ZIP
2nd	J. Goss	All Kart
3rd	D. Wandless	ZIP

Final

Bell secure on pole had eight year old Davidson alongside, 'lil' Ant' having his best outing to date! (much to the disbelief of his elder brother — back on row 3!).

At the 'green' it was Bell, Mills up Davidson's exhaust box . . . Wandless 'curbing' — Goss 'spinning'! Lap 2 Meanwell and 'Andrew D' 'mobbed' Creber for 'joint' fifth! Nelson Rowe having a 'busy time' with the Laser, spun . . . Gavin Wood and Gossy collided in avoidance. Poor old John retiring with a 'mashed' frontend. As 'Ding Dong' set about the lap record . . . Anthony earned himself an official caution! in his attempts to keep the rapid Mills/DAP in third place! This being a race long duel. Further down the field Andrew Davidson was 'all over' little Creber, who was doing a stoic job at keeping the 'determined' All Karter at bay. Lap 7 Bell had an 18 second lead from Anthony D two lengths from the charging James . . followed by Wandless and Moreton and Andrew D (now past Gavin). Meanwell had to stop for some Carb attention from Dad. At the flag it was DB's 'works' ZIP in a class of its own from the 'entertaining' Davidson-Mills 'act'. Wandless, Moreton, a 'rusty' (elder) Davidson and Gavin Creber.

3 Trophies

1st	Douglas Bell	'88 ZIP
2nd	Anthony Davidson	'87 ZIP
3rd	James Mills	Jeta/DAP

Best Novice:

7th	Tom Brasford	Boxer

Report by Denis Davidson

P.S: Why are Comer motors being supplied with HL 166 'C' type Carbs! I thought we were meant to run 'B' types — they're much easier to tune.

P.P.S: Stop moaning about all this Cadet Coverage you 100cc lot! . . . I contributed and ran two Karts.

SCOTTISH UPDATE

Larhall — 5th June

1st	Craig Murray	Ecosse/Comer
2nd	Peter MacLaren	Zip/Comer
3rd	Tim Jacobsen	Allkart/Comer

Crail — 19th June

1st	Peter MacLaren	Zip/Comer
2nd	Alan Kirkaldy	DAP/Comer
3rd	Hans Christofferson	Allkart/Comer

CADET COLUMN

EDITED BY DAWN LINGER

your letters..

Dear Editor,

Re: Cadet Karts

I agree with the anonymous person whose letter you printed in the June issue. Us parents must not forget how young these drivers are, for there really is no place here for rule breaking and bad behaviour. I feel sorry for unpaid Clerks of Courses who have to cope with irate parents and I think it is up to all of us to support organisers to help them keep control of the situation.

On the subject of safety, I endorse Mr Bailey's comments about sidepods as a general safety device but, as a newcomer to karting, I am amazed that there is no mandatory roll-over protection. We had to add 12kg of ballast to our kart so it would be no handicap to have a simple hoop to protect the driver's head. I have seen two overturning accidents now, one a Junior Britain. To see a 13 year old boy skidding along upside down with the kart on top of him was horrifying. If an 8 year old was hurt in circumstances like this, the repercussions would be widespread.

Could we have some comment on the technical feasibility of this, please?

Yours faithfully
David J. Childs

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CADWELL PARK

Sunday June 19th 1988

RAC Championships Round 4 Cadwell Club Championships

Report: Mike Smith *Pics: Doug Rees*

The picturesque Cadwell circuit was bathed in glorious sunshine on Sunday June 19th and with a good entry from the National classes the day was set for a good session of racing. The Superkart entry was again low with just seventeen names in the official programme. The weather was so good that John Shaw was moved to apologising to the drivers for denying them the opportunity to fit rain tyres and wet suits!!

In addition to the fourth round of the RAC Championship the Cadwell Club Championships were also at stake.



Bett (1) and Brennan (4) made the early running, Bett winning out in the end.

Ian Shaw scores a fine Superkart victory on the Zip Eagle after a race long battle of wits with Anderson pilot Phil Glencross; Mark Webster finds form again to dominate the 250 National scene; Chris Stoney responds to the challenge from Graham Barker . . . takes yet another win and wraps up the No.1 plates in 125 Open.

George Bett gets a bit closer to retaining his Villiers title whilst Neil Willetts takes the honours in 125 National.

PIT PATTER

At this stage of the season not a lot of new goodies can be found around the paddock . . . most competitors relying on what they have and trying hard to get it all to gell together. Most of the front runners were present and looking for points in the RAC title chase. Ian Shaw . . . after his Short Circuit success a week earlier was having another go aboard the Eagle in an effort to get in fully sorted.

Martin Hines was certainly looking fit and healthy with a fine tan but was probably wishing the Bandit would rid itself of the gremlins . . . 1988 is certainly not his year.

Mark Webster was also feeling better after his third successive Short Circuit Title and felt that things were at last improving.

Chris Stoney was as buoyant as always . . . but still searching for that extra half second!

Roger Goff's early season form looks set to continue off the circuits as a little birdie (no it wasn't an Eagle!) hinted that there might well be wedding bells later in the year! If that is so then congratulations in advance Roger.

The new Karting Executive at the RAC, Ron Brassey was in attendance and after talking to Ron on a number of karting related issues I have the feeling that in time things will improve considerably. He will listen . . . he will instigate new measures . . . he will attempt to solve problems . . . so help him to help you, tell him what you think, what you would like. One big 'PLUS' in his favour is the fact that he IS in attendance at meetings . . . both short and long circuits . . . and will not be hiding behind a Secretary.

One other nice little touch worth a mention was the draw for the raffle which had been running recently with a share of the proceed going to Don Briggs and Nick Bowler. Don as you know has had a lengthy spell away from work with a mysterious illness whilst Nick is confined to a wheelchair after his horrendous accident at Donington last year. Around £500 was raised so both received a nice bit of help. Thanks to all who contributed in any way . . . buyers and sellers of tickets . . . and to those who generously gave the prizes.

Did I hear someone mention racing? Yes there was some of that as well though with the sun shining so brightly and warm and mini skirts in abundance the distractions were not always easy to overcome!

BETT versus BRENNAN

Two six lap heats were on the cards for the Villiers lads and from an entry of 30 it was Irishman John Brennan who came out top in the first heat. At the flag he had 12 seconds over second placed John Waggett with George Bett, Steve Jones, Mark Lockley and Keith Trainer completing the top six. Second time out British No 1 George Bett found his pace better and after six laps Brennan was four seconds adrift in second place. Simon Quance came home third from Gary Parker, Steve Jones and Mark Lockley.

So ten laps for the final with British Championship points at stake and as they reached the hairpin for the first time confusion reigned. All but about one driver negotiated the tight first gear corner . . . but then the ambulance made a move . . . the red flag appeared and the race was thrown into a no go situation. The track was quickly clear again . . . the ambulance had been required for a totally separate incident off the track . . . and the grid was reformed.

This time they got away well with Bett and Brennan making the early running. Inside one lap George Bett had turned it on and as they reached Mansfield for the first time he had about 8 or 10 lengths lead over Brennan. Steve Jones was next followed by Keith Trainer, John Waggett, Simon Quance and Mark Lockley.

Bett meanwhile was up and running . . . Brennan was chasing hard but as the laps were reeled off so Bett increased his advantage until by half distance he was approaching the hairpin as Brennan exited Mansfield.

Mr Consistency, Simon Quance had made third place his with Waggett running fourth from Trainer, Steve Hurst and Lockley.

By the close of lap seven George Bett was closing on backmarkers . . . the order behind was as before with the field becoming a little spread out. The next lap and it was Brennan's turn to devour slower runners but Bett was out on his own and looked to be in no danger of being caught despite Brennan's never say die approach.

Into the last tour and Bett had put more backmarkers on the wrong lap . . . and was closing on a further three as he exited Mansfield Chicane for the last dash to the line. Brennan duly came home in a somewhat distant second place but with six points in the bag whilst Quance maintained his excellent sequence of top six results with third spot.

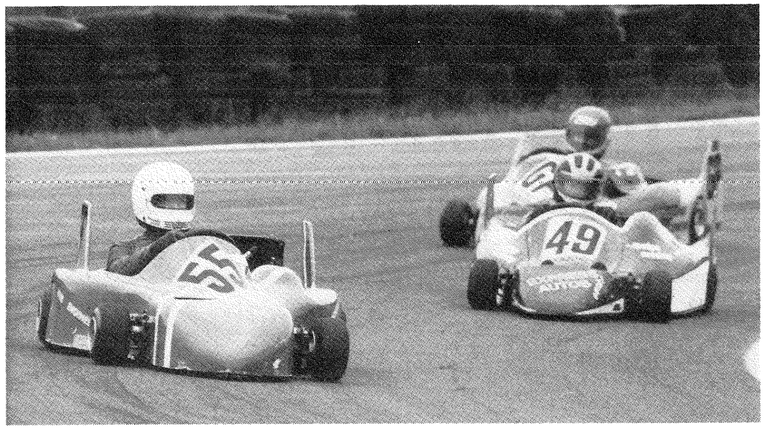
Keith Trainer, self confessed 'mobile chicane' John Waggett and Steve Hurst completed the top six.

1st	George Bett	Zip/Bett Villiers — 11m 59.4s, 74.08mph
2nd	John Brennan	Zip/Brennan Invader
3rd	Simon Quance	Zip/Longtune
4th	Keith Trainer	Aero/CKC Villiers
5th	John Waggett	Zip/APV
6th	Steve Hurst	Zip/KMP Villiers

Fastest Lap of final:
— George Bett 1m 10.9, 75.16mph

George Bett now leads the RAC points table with 27; John Brennan has 21; Simon Quance 14 and Keith Trainer 12.

A handful of 125 P & R drivers ran with the Villiers and after two heats and final the spoils went to Gary Needham from Altrincham. Mark Hessop took second from Miss Joanne Hurst with only those three completing the full ten laps. Fastest lap went to Mark Jessop with a time of 1m 13s a speed of 73mph.



Stephen Webb (55) managed to hang on for sixth in 125 Open.

A WIN FOR WILLETTS

A well subscribed entry of 125 Nationals required split heats and a qualifier to determine final grid positions and some close racing was seen throughout.

Steve Young, Steve Pridmore, Mark Thompson and Colin Mason each won a heat but lap times showed that all were within a whisker of each other. Gary Ashurst and Thompson recorded a 1m 9.6 in the first heat . . . Steve Pridmore had a 1m 9.9 in the second whilst Thompson, Neil Willetts and Ashurst all recorded a 1m 9.7 in the third six lapper.

The last of the heats produced a quicker single lap when GP winner Colin Mason threw in a 1m 9.5.

On to the qualifer and with just six to go forward it was Gary Cordner who came out best from that one. He led home Johnson, Grieve, Cowell, Makin and Aspland and set the quickest lap in the process with a time of 1m 10.2. Graham Marris just missed out in seventh spot.

So at about 20 minutes to five the starter sent them on their way and the lap scorers nightmare began! After one hectic lap a huge train of 125 Nationals appeared at Mansfield and at the head of the queue was No 15, Gary Ashurst. Following 'en masse' were Young, Mason, Thompson, Williams and Uncle Tom Cobley and all!

After two laps Young had gone . . . Thompson was in second spot . . . Willetts have moved through to claim third ahead of Pridmore, Williams and Colin Mason. Lap three and Thompson managed to relegate Ashurst to second . . . Willetts was still ready to pounce in third whilst Pridmore still had the edge over Williams and Mason.

Gary Ashurst however quickly replied and by the start of lap five he was back in the lead. Willetts had also moved up to put Thompson in third. Mason was next with Graham Sykes having made progress to claim fifth. For laps five, six and seven Ashurst held on . . but Willetts was closing and after eight tours the British No 1 had taken the lead leaving Ashurst to defend second place. Sykes was the next to succumb and Mason whilst managing to keep running was slipping down the order.

Things settled down a little over the remaining three laps with Willetts consolidating his lead . . . Ashurst was looking comfortable in second spot with Thompson in third.

Pridmore was still in there and had been joined by Ian Westwood from Jonathan Williams.

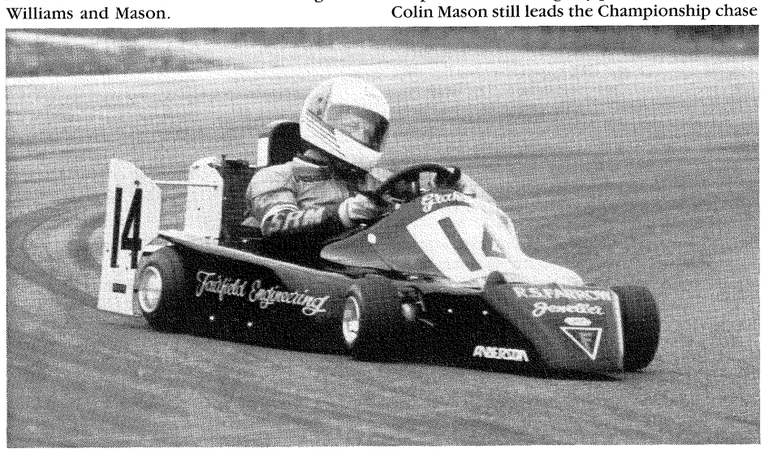
Willetts did indeed complete the distance with little problem and crossed the line first to take a good win and collect nine points.

Ashurst, battled on to take second spot . . . Thompson had third with Pridmore, Westwood and Williams completing the top six.

1st	Neil Willetts	Stratos/Minarelli — 11m 42s, 75.91mph
2nd	Gary Ashurst	Zip/Rotax
3rd	Mark Thompson	Stratos/Minarelli
4th	Steve Pridmore	Stratos/CSK Rotax
5th	Ian Westwood	
6th	Jonathan Williams	Zip/CSK Rotax

Fastest lap of final: Gary Ashurst and Neil Willetts — 1m 9s, 77.23mph.

Despite not collecting any points from this one Colin Mason still leads the Championship chase with 18. Neil Willetts has narrowed the gap and has 15; Graham Sykes, Mark Thompson and Mike Wilkinson each have 12.



Graham Barker had to settle for second behind Chris Stoney.

SUPREME STONEY

The 125 Open entry was around the 30 mark and included all those likely to feature up front. The two six lap heats were both taken by Louth based Graham Barker . . . Simon Cullen taking second from the first one and that man Chris Stoney playing it cool in second place from the other heat.

The Castleford Ace had a third spot from the first heat but did record the quickest lap with a time of 1m 6.5s, Barkers' best in the second six lapper was a 1m 6.9s. Derek Price had a couple of good heats as did Simon Cullen with Steven Webb, Ian Mason, Trevor Roberts and Roy Patterson all featuring in the top six.

Ten laps then on the cards and with Graham Roscoe not even making the start it was Graham Barker who made the best of it at the flag. By the close of one lap he had opened up a considerable lead . . . Cullen had second from Patterson, Price, Webb and Bruce Moore. Chris Stoney was weighing things up in seventh place ahead of Ian Mason and the rest. For the first half of the race little changed up front . . . Barker was striding it out . . . Derek Price had secured second place . . . Cullen was third and Stoney had worked his way up to fourth. One more lap gone and Price had gone into retirement . . . Stoney had turned the wick up a bit and moved into second place. Cullen had third . . . Patterson was next from Roberts and Webb.

By the close of seven laps Chris Stoney was closing on Barker . . . the Louth driver was under serious threat with three laps to go. At the close of lap eight Chris was within a couple of lengths of Graham and the inevitable was about to happen. Out of Mansfield for the ninth time and the GP plates were in front . . . Barker was grimly hanging on to second but Stoney was already edging away.

Cullen still had third with Patterson next from Roberts and Webb. The last lap posed no problems for Chris Stoney and he duly emerged from the downhill swoop to Mansfield with Barker trailing in his wake. A further maximum score wrapped up the RAC British Title for Chris Stoney with two rounds still to go! At the flag the order was as before . . . Cullen third from Patterson, Roberts and Webb.

Chris Stoney had the fastest lap at 1m 5.9s . . . that is only 8/10ths of a second slower than the best 250 National lap of the day from Mark Webster!

1st	Chris Stoney	Zip Bandit/CSK Rotax — 11m 16.1s, 78.82mph.
2nd	Graham Barker	Anderson/Barker TM
3rd	Simon Cullen	Zip Bandit/CSK Rotax
4th	Roy Patterson	Patterson/Rotax
5th	Trevor Roberts	Zip/Rotax
6th	Steven Webb	Spyda/Madcap Minarelli

Four wins from four rounds and Chris Stoney can afford to devote his energies to a possible assault on the Grand Prix aboard a 250 Formula E. Graham Roscoe has collected 13 points with Cullen on 8 and Patterson on 7.

THE WEBSTER WALK

The 250 Nationals were again well supported with all the top names present. After his Short Circuit success a week earlier Mark Webster was hoping his bad run had ended. Certainly during the two six lap heats he was back on form taking a win each time. Colin Fletcher, Bill Garner, Adrian Wilcox and Mike Doble scored top six finishes each time with Pete Morgan also getting in on the act to take a third from the first heat.

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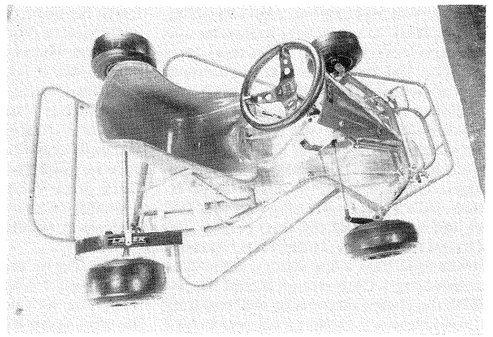
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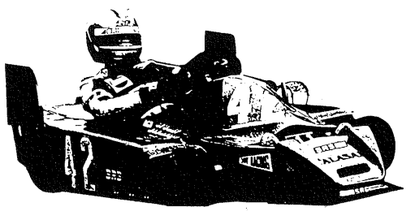
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By the time the final was due off the cloud had increased quite a bit but it was still a pleasant task reporting on proceedings and at the drop of the flag it was Webbie and Wilcox who made the best of it.

The full field all negotiated the tight hairpin for the first time and as they hurtled up Coppice and out into the country it was Webster who made his mark! Wilcox had second spot but Webbie was running well and as they completed lap one the British No 1 had pulled out a good lead. Colin Fletcher was in third spot . . . Peter Morgan was next ahead of Bill Garner and Dale Couzens. Mike Doble was beginning to move forward and after two laps he was up fifth.

Richard Boston had an early end to his race as he coasted in after just two laps whilst Derek 'Del Boy' Rodgers had also gone missing out in the country.

Three laps gone and Webbie was well clear . . . 2 to 300 yards over second placed Wilcox who in turn was coming under increasing pressure from Mike Doble and the Honda.

By half distance Webster was almost into the hairpin before the next man appeared at Mansfield. This was more like the Webbie of last season and he appeared very neat and quick . . . particularly into and through the tight hairpin.

Seven laps gone and both Dud Martin and Pete Morgan had called it a day . . . Webbie was rapidly reeling off the laps and closing on slower runners. Mike Doble has made second secure but Wilcox was not giving up the fight despite the close attentions of Mark Allen, Dale Couzens, Bill Garner and Andy Martin with Fletcher also in there.

Out front though it was Mark Webster with the Anderson and Cheetham prepared KTM performing well and having about ten seconds over Doble in second spot. Andy Martin was the next to succumb to the gremlins after nine laps and as Webster went into the last tour Mark Allen was about to relegate Wilcox to fourth.

Out of Mansfield for the last dash to the flag then and Webbie duly appeared . . . negotiated the chicane safely and crossed the line in jubilant style to take a long overdue win. Mike Doble held second at the flag . . . Mark Allen had ousted Wilcox from third place with Bill Garner and Dale Couzens completing the points scorers.

1st	Mark Webster	Anderson/Cheetham KTM — 11m 3.6s, 80.31mph
2nd	Mike Doble	Honda
3rd	Mark Allen	Dino KTM
4th	Adrian Wilcox	Anderson/Anderson KTM
5th	Bill Garner	APS Zip/Cheetham KTM
6th	Dale Couzens	Zip/KTM

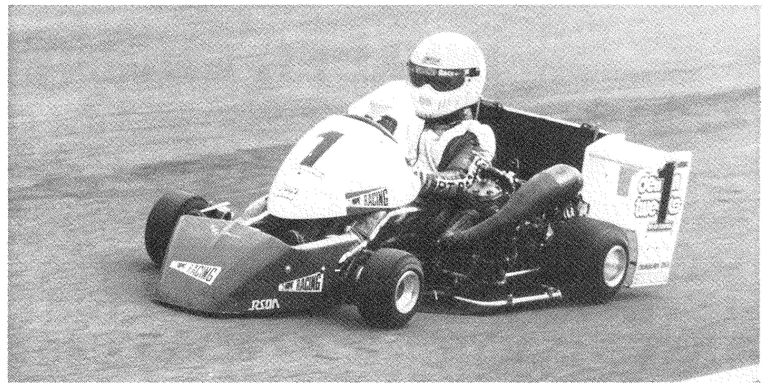
Fastest lap of final: Mark Webster — 1m 5.1s, 81.86mph.

With Derek Rodgers not scoring the points table now shows Mike Doble in second spot on 18 points from Rodgers' 21. Mark Webster is back in the hunt on 17 whilst Mark Allen is the only other driver in double figures after four rounds with 12.

Having struggled all year to get the KTM running well the Websters then found the coach grinding to a halt on the M62. However the problem was rectified and no doubt home was reached . . . if a little later than anticipated.

A SHAW THING

Just 17 Superkarts were entered in the programme and after the timed session it was the Eagle of Ian Shaw at the top of the list. In buoyant mood after his Short Circuit Title success Ian and brother Andrew in the spanners were hoping for more of the same. With a time of 1m 00.4s he was a mere 1/10th quicker than all conquering Roger Goff with Tim Parrott also riding Eagle next up on 1m 00.8s. Phil Glencross



Mark Webster back in the hunt with 17 points in 250 National.

clocked a 1m 00.9s and Martin Hines was on 1m 1.5s. So Ian Shaw had pole for the two six lap heats but it was Phil Glencross who came out tops winning both. Shaw had to settle for a second and fourth place with Goff missing out on heat one but taking second spot in the last heat. Richard Dean also had a couple of top six finishes with Bernie Roberts, Trevor Harvey and Tim Parrott getting in the top half dozen. Martin Hines was not having the best of days . . . a fifth being his best heat score and finishing a lap down in the first heat with a persistent mis-fire. Not to mention the locking brakes causing the Zip to 'hop' into the hairpin.

So with ten laps to decide the spoils it was Martin Hines who made a most determined effort to get away at the drop of the flag. By the time they got themselves sorted out during the first lap though it was Phil Glencross who hit the front with Bernie Roberts tucked into second spot. Ian Shaw was third . . . Hines fourth . . . Parrott fifth . . . Bisp sixth . . . Dean seventh and then surprise . . . surprise . . . Roger Goff!

Glencross and Shaw quickly stretched the field out and after three laps the leading duo were well clear . . . Roberts still had the edge over the rest with Parrott fourth from Hines. Roger Goff had made rapid progress to claim sixth.

Four laps gone and Bisp was out . . . Shaw was still tracking Glencross closely and looking for an opportunity to put the Eagle in front. At half distance Parrott had settled into third and Roberts was coming under attack from a charging Roger Goff. Into the second half and Hines had relegated Roberts to sixth and Goff was closing on Parrott.

Two laps to go . . . eight down . . . and Shaw was about to make his move . . . into Mansfield for the close of lap nine and the Salford driver appeared first. Glencross was fighting back in second spot but Shaw had managed to ease away just slightly to make the Anderson pilot work that little bit harder. Roger Goff was settled in third . . . Parrott had the next spot with Roberts looking to demote Hines a place. With all eyes on the Chicane for the last time Ian Shaw duly appeared with Phil Glencross less than a length adrift . . . and in the last dash to the line Shaw held it to cross over for a well taken victory.

It had been a good ten lap scrap with Shaw weighing things up and taking his chance at the right time. Both drivers commented that they had thoroughly enjoyed it. That's how it should be!

Roger Goff recovered well from a poor grid position to take third . . . Tim Parrott collected fourth from Bernie Roberts. Martin Hines salvaged a little from an otherwise not very good day with sixth spot.

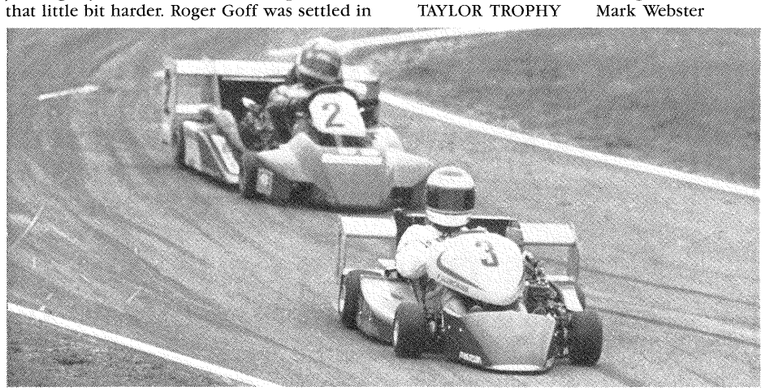
1st	Ian Shaw	Zip Eagle/Zip Rotax — 10m 13.7, 86.84mph
2nd	Phil Glencross	Anderson/Anderson Rotax
3rd	Roger Goff	Anderson/Goff Rotax
4th	Tim Parrott	Zip Eagle/Goff Rotax
5th	Bernie Roberts	Zip Eagle/CDPT Rotax
6th	Martin Hines	Zip/Zip Rotax

Fastest lap of final: Ian Shaw — 1m 00.4s, 88.23mph

With four rounds of the RAC Championship gone Roger Goff has 26 points; Ian Shaw has closed the gap with 18; Tim Parrott is on 16; Phil Glencross has 12 and defending Champion Martin Hines 10.

The Cadwell Club Championships were also decided at this meeting and they were as follows:

250 Formula E	Ian Shaw
250 National	Mark Webster
125 National	Neil Willetts
125 Open	Chris Stoney
210 National	George Bett
TAYLOR TROPHY	Mark Webster



Glencross (3) hit the front early but Shaw was quickly up there to wrest the lead and take the flag.

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Let's being with what is undoubtedly the fastest growing of any Long Circuit class — 250 National. It seems like only yesterday the pundits were forecasting the death of the class, engine stocks were drying up and the resultant pitifully small numbers shared grids with 210 National. The creation of the 250 National Drivers' Club injected enthusiasm into an otherwise lost cause. It worked and now the class is more popular and successful than ever it was — full grids of 60 at Donington, 45-50 at Cadwell and nearly as many at Snetterton.

There have been numerous 'GP' winners over the years — Dave Griffiths (twice), Gary Deal, Mark Newby, Alan Mugglestone, Alan Cheetham, Mike Doble, Mark Allen, Robert Johnstone and last year Steve Styrin, out of retirement for a 'one-off' spin. The man to beat at the moment is Anderson mounted Derek Rodgers, his points score includes two fine victories. He has had many disappointments in the past, (like gear lever breakage in the closing stages — 1982, Derek?). If his current performance continues, Mr Rodgers could well be the driver to do it.

Sanderstead's Mike Doble clinched the 'GP' in 1984 and he is one of the drivers who will pose a threat to Rodgers. At the Easter Monday BRDC event Mike took a fine victory, at the same time establishing a Club circuit record for the class. With the Honda motor now well and truly sorted, who knows, it might be his year for the 'double take'. Current 'UK' Cup holder, Richard Boston, has raced everything from Villiers to Formula E. He took the 'GP' honours back in 1982 for 210 National and won the Dutch Kart Grand Prix in 250 National in 1983 at Zandvoort. After a couple of seasons in Formula E it was back to 250 National to reduce financial outlay. This season he currently lies joint third in the league, his determination to succeed also bolstered by third place at Silverstone on Easter Monday.

Reigning Long Circuit British Champion and three times Short Circuit ace, Mark Webster isn't having the run of luck he enjoyed last year and the one before. Silverstone last year was a disaster, with that spin when trying to take the lead from Styrin on the last lap into the Woodcote chicane. Anderson shod this season Webster has had a marked change in fortune, due to niggling little problems more than anything else and at the moment runs joint third, hoping for better as the year passes into its second half.

Mark Allen, the other driver sharing third, won the 'GP' in 1985 before embarking upon a season in Formula E where he acquitted himself very impressively as a newcome to the clan, but the financial burden of Formula E at International level forced him to rethink his budget and look again to 250 National as a middle of the road racing alternative. His season hasn't blossomed perhaps as he would have liked, but there is time time and Silverstone. . .

Colin Fletcher enjoys sponsorship from the printing company Ben Johnson and has been intent on giving value for money. An extremely good driver, always to be seen at the front where the action is, although he has only netted six points thus far. Third was his best 'GP' score last year and that hard earned, yet he could easily put Ben Johnson firmly on the nap.

There are many more drivers of note, equally capable of winning Silverstone — Steve Matthews, Peter Morgan second to 'Webbie' in last year's Championship, Arthur Thompson, newcomer from Villiers Dudley Martin, Bill Garner Jnr who is enjoying an encouraging season, Paul Goodison, Dale Couzens, Paul Sadotti, Barry Tomlinson, Adrian Wilcox and Ray Grimes, both new to the class, and many others not mentioned through lack of space.

Last year 125 SuperNational and National ran as a combined class, but with the introduction of water-cooling last January and creation of 125 Open and National, the RAC stipulated that both would be run as separate classes. Let's hope time allows them to conform to that stipulation. Colin Mason won the 125 National last year and has continued his dominance right through this season. The man to beat possibly, but there are others hungry for the spoils. Out of 210 National comes Graham Sykes with some very impressive performances to date and one of the men likely to grab the 'GP' title at Silverstone. Sykes shares jointly with Mike Wilkinson a fistful of points, Wilkinson running with a consistency that could surprise many on the day. Spyda driver Boyd Barrington isn't having the choicest of seasons, the early Snetterton was a disappointment to him whilst his finish at Donington also kept him out of the points. The driver from Woodbridge can turn it on when everything is going right, which most times it is. Last year's British No.1 Neil Willetts, again, hasn't had the success remembered from last season but he is always there or thereabouts. Campaigning the Strates Minarelli combination he will bear watching, likewise Mark Thompson, Steve Young, Malcolm Clark, Steve Murray and others, for there is such a wealth of talent in the class that trying to forecast a winner on the day is a punter's nightmare!

Last year he took the 'GP' from Paul Molloy and Molloy hit back by taking the British No.1 from him, yet Chris Stoney looks like regaining the No.1 again this year whilst Paul has yet to pick up any points. Stoney seems to go from strength to strength, he has been winning by embarrassing margins, even from the back of the grid. It is all legal though. His Silverstone Easter Monday victory showed that his pace had increased from the previous year when he knocked two clear seconds off his own record. He will head for the Grand Prix as odds-on favourite, yet Molloy must never be discounted, a very able and versatile competitor. Stoney's closest rival on several occasions has been Graham (ex-Rocket Superkarter) Roscoe, this year with support from Jack Field, the machinery has been running consistently and Roscoe is quite capable of turning the taps on when needs arise. Derek Price has had a disappointing season so far, having failed to score any championship points at all. Another Madcap man from the Molloy camp, Price could well prove a real threat. Trevor Roberts, Northern Ireland's 125 ace, has had conflicting commitments on home territory this year which has prevented him from showing his true colours this side of the water, but like the aforementioned he has the determination to succeed and will be a man worth keeping an eye on.

Stephen Coward won the 'GP' in 1981 and 1985 but last year had to race from the 'B' Final against some fierce opposition. After the season's end he went into hibernation, so to speak, during which time he and his father George concentrated on a spot of R&D work and when the season began there appeared the 'Fastrak' outfit, in two guises — 125 and 250 National, the 250 in the hands of 'O' plate winner from last year, Ray (Beans, Means!) Grimes. Though he has yet to pick up any championship points, young Mr Coward is undoubtedly capable of doing so. The development work continues and Silverstone could well see its fruition. A hat trick for Coward? Only this year's 'GP' will tell. . .

Nigel Wigg and Colin Poole have been showing average form this year, hopefully improvements are in the air that will take this pair on to better things. Stephen Webb also has had more than his fair share of misfortune but there have been times when he has given excellent account of himself, likewise Roy Patterson, although he isn't seen as often as would be desirable. Simon Cullen came through from the last year 'B' Final to a high placed finish in the main event but his success this year is running at about average and, again, there is the likeable lad from Penrith, Mike Ballantyne, a front row starter last year in company with Messrs Stoney, Roberts, Price and Barrington certainly underlines his potential. He devotes as much time and energy to his sport as work commitments allow, dividends must surely be on the cards.

There have been promising performances from Calvin Hurley, the Tipp-Ex man, Ian Beaumont and Ian Mason, even though the latter seems somewhat unfairly overshadowed by brother Colin's successes in National. The class is full of potential winners — Paul Hobson, Geoff Tuckey, Alex Pettigrew, Bruce Moore, Ryan Baptists who took the Easter Monday honours in 1986, Shaun McLaughlin, Steve Young, James Smith, *et al*, and there one must stop before the list becomes dictionary length.

Last but not least the original 'Class IV' — 210 National. After a couple of seasons in the doldrums the class once again saw ascendancy with the creation of the 210 Short and Long Circuit Challenges, which have done much to inspire confidence in what was thought by many to be an ailing breed, outlived of its usefulness. That is far from the truth, grids are healthy on Short and Long circuits, good supplies of spares are available, price pegged tyres for the Challenges to keep the followers loyal to the cause.

Scotland's George Bett, past and current British Champion and 1984 'GP' winner, heads the list of candidates looking for the Silverstone laurels. At the moment he is fighting off Kilkenny's John Brennan, his closest rival in the Long Circuit series. Preparation and reliability have been George's ingredients for success and could well ensure that he picks up the double title this year. If he does, one thing is certain, it won't come easy, Brennan who probably travels farther than any other driver in pursuit of his karting will give him a run for his money. Another driver yet to figure in the British series this year is Andy Martin of Car & Karting Centre. Andy won the 'GP' two years in succession — 1985 and 1986 and spreads his racing wings between Villiers and 250 National and is another man to pose a major threat. That seasoned campaigner John Newton took the 'GP' honours in 1983, but seems to be concentrating on selected events only this year. Noted for his preparation work and immaculate turnout of machinery, John is a respected and major contributor in 210 national and will provide a reckoning force equal to other top class runners. Phil Featherstone won the 'GP' last year and although he hasn't been seen around too much this season it is suspected he will be out in defence of his title. Steve Jones' claim to fame was his fine victory and lap record on the Club circuit on Easter Monday. He is doing moderately well in the British Championship and should provide some interesting opposition when it comes down to it. Simon Quance has competed in Villiers for a number of years, dedicated to Club level racing as well as Long circuit. His consistently good finishes stand him high in the British series and he invariably goes well at Silverstone. . .

Keith Trainer and Garry Parker are currently performing well and should give good account of themselves, along with the likes of James Wallace, Mark Lockley, Igor Ashwell, Dave and Tom Thacker Jnr and others should make for some interesting action in the 210 National line-up.

Whoever the winners are, one thing is certain, it will be a great weekend.

E M

***NOTE:** THIS PREVIEW WAS PREPARED PRIOR TO THE CADWELL AND ASSEN MEETINGS, THEREFORE DOES NOT TAKE INTO ACCOUNT THOSE RESULTS.*

SILVERSTONE 1988
— *A DRIVERS GUIDE*

In terms of years this is the 10th anniversary, but in terms of Kart Grands Prix 1988 is the eleventh to be held on the world renowned Silverstone circuit.

Silverstone weekend is unpredictable, in terms of who will win and probably will continue so for as long as the event is in existence. Over the years since 1978 there have been many champions, only five drivers repeating previous victories — Martin Hines (250 International/ Formula E) 1980/1984,Stephen Coward (125 National) 1981/1985, Andy Martin (210 National) 1985/1986, Steve Styrin 1979/1987, albeit in two different classes, 250 International and 250 National, but still to be counted as a double, and Dave Griffiths (250 National) 1978/1979. 1983 was the year that the newly created CIK World Championship for Formula E enjoyed a round at Silverstone and it was also notable in that it was the first year that a foreign national collected the 'GP' number plates — Norway's Torgjer Kleppe. He was followed in 1985 by Denmark's Poul Petersen, South Africa's Wade Nelson in 1986 and, latterly, France's Eric Gassin in 1987.

In Formula E drivers' performances in the European Championship and British Long Circuit Championships can offer a tentative guide as to whom to watch out for.

Heading the list of foreign contenders is reigning World Champion Eric Gassin whose fine victory at Donington Park at the end of May underlines his qualities as a driver of repute. Although he qualified the Nissag only fourth fastest at Donington that didn't stop him from stitching up the Pre-Final in no uncertain way and going on to win the main event after a race long battle with Roger Goff, the duel relinquished by Goff only when a seized Rotax forced him out of contention on the last lap.

Though Holland's Perry Grondstra qualified second fastest at Donington aboard the Eagle, he was besotted by seizures and concluded a disastrous weekend. However his fine win and new track record at the Nurburgring earlier in the year proves he still has that old flair that produced such victories as Hockenheim and Zandveoot a couple of years ago. Provided everything holds together for him on the day he will be a serious threat to the other leading lights.

Frenchman Thierry Serfatty is a relative newcomer to the International scene, first ascending the podium in 1987 at Hockenheim where he finished second after an inspiring drive. A sixth at Silverstone also in the European was sufficient to put the young man's name on the map. Add to that, second at Donington, victory in the French Championship round at Le Mans in April, plus a new track record for the Bugatti circuit aboard the Eagle and you have quite a formidable opponent.

Hailing from Denmark is the PVP chassis manufacturer, Poul Petersen. Last year was not a successful one, apart from third at the Nurburgring in the World series and a similar finish at Silverstone, he netted no titles. Everyone has a disappointing season when just about everything seems to go wrong. 1985 was his best year, 'GP' winner, World and European Champion. A third at Donington was a helping hand at recouping on the previous year's disappointments. His style of driving is very smooth, he never seems to appear quick compared with others, yet he is, as has been proven on many occasions. He will give anyone a run for their money, without doubt.

With the successful move of the current European Champion Lennart Bohlin into the realm of touring cars, the main man flying the flag for Sweden is Bobo Westman. He had an encouraging year in 1987 — a second, a fifth and an eight place finishes were consistent enough to earn him third overall in the World Championship, that second place being at Silverstone where he enjoyed a race long battle with Roger Goff. Though he didn't race at Donington he is certainly not to be easily discounted, he is a very real challenge.

There are other names on the overseas list, drivers who are capable of giving good accounts of themselves on the day, the likes of Piet Hartog past Dutch Champion, Rainer Wimmer of Austria, Leo Wollerich of Holland, Monica Strath of Sweden and Germany's Robert Owsianny. How they fare remains to be seen.

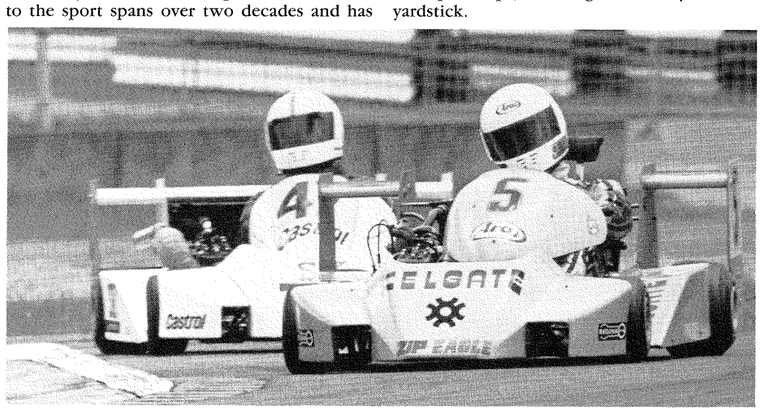
The British contingent will pose a threat to the might of the European opposition. Heading the British Championship is Bedford-based Roger Goff who drove the Anderson equipment to victory on no less than four occasions prior to Donington Park at the end of May, one of those victories being at Silverstone during the Easter Monday BRDC Club event. Donington though was to prove a great disappointment to the engine tuner, a seize took him out when he was seriously challenging Gassin for the lead on the last lap of the Final. He earned himself fifth overall in the 1987 World Championship however, after some impressive drives. Like many others of his ilk, he would dearly love to win the Grand Prix, particularly as a World series round is incorporated for that is one title on which his sights are set.

The Zip duo of Martin Hines and Ian Shaw have lacked the success that all the work put in deserves. Hines only scored points in one World round last year, with a third at the Mans, which netted him seventh overall, whilst Shaw fared less well. His elation came with a victory in the European at Silverstone ahead of Hines and second place overall in that series. Hines scored a sixth in the Donington European round to put him on the championship trail, Shaw had a DNF and both were forced into premature retirement in the British Championship round. Shaw's spirits were lifted considerably with a runaway victory in the Short Circuit Championship in early June at Three Sisters where his Eagle ran faultlessly for the fifteen laps. Hines devotion to the sport spans over two decades and has earned him just about every accolade there is. Minute attention to details and countless miles testing have put him on the winner's rostrum in the past, but business has put him under a lot of pressure this season. Hopefully he can now concentrate all his resources on racing because he is capable of winning the 'GP' for an unprecedented third time.

Tim Parrott has the dedication to win and is capable of offering very strong opposition. He has suffered numerous mechanical problems this season which have overshadowed his true potential, until that fine drive at Donington where he collected top points in the British round driving the Kelgate Eagle. He enjoys the full backing of Engineering Services of Bedford who trade under the Kelgate name. Last year he was the highest placed British driver in the World Championship, taking a fourth with 24 points, along with a fifth in the European. Maybe this year at Silverstone the Peterborough driver will race the gold liveried outfit to the flag ahead of the others. Phil Glencross, aboard the Anderson, enjoys backing from Monroe Shock Absorbers and, until Donington, had a very mixed earlier season, nothing seemed to go right. A non-finish in the Donington European round dampened his spirits somewhat, but second in the British round was the sweetener he needed to inspire him to better things. He has the drive and tenacity to succeed. Richard Dean is another man who has been competing regularly on long circuit over the past several years. He is a past World Cup winner (1983) and although he only had one outing, at Cadwell in April, before Donington, it netted him a sixth as he put his new Anderson through its paces. A fourth in the British and a couple of European points earned at Donington show that he is getting back into his stride. Also showing regularly in the points league are the likes of Keith Bisp, last years Short Circuit Champion, Peter Gray, Brian Harvey and Bernie Roberts who has made a comeback following a couple of seasons lay-off.

The National Classes

The National classes fielded well over 200 drivers last year and indications are there could be a substantial increase on that figure at the forthcoming event. This 'Drivers Guide' is based on performances thus far in the British Championships, that begin the only realistic yardstick.



Tim Parrott — this year the 'GP'? (Pic: Doug Rees)

RAC 100 BRITAIN CHAMPIONSHIP

LITTLE RISSINGTON — 4th-5th JUNE

The Little Rissington circuit, home of the Bromsgrove KC, was to be the venue for the 1988 RAC British Championships for the 100 Britain class. The preceding weeks leading up to the 4/5th June had seen a hive of activity from the organising clubs committee members. The track had recently seen some major tarmac surgery and therefore kerbs needed replacing and painting. A few gallons of paint were consumed to make the circuit look at its very best for the contenders of the number 1 plate.

The BKC had obtained a Saturday practice (a rare luxury!) and a busy and hectic, but rewarding, weekend was anticipated with 145 of the best Britain competitors entering and 24 125 Nationals in support. By Friday evening 'Rissi' was filling fast with tents, caravans and motorhomes and already the atmosphere was building up to a great weekend. All that was needed was good weather, and for once 'Rissi' seemed to be in favour in that respect.

Saturday saw everyone involved in the Championships sign-on. This over, the competitors had the remainder of the day to take advantage of the practice on offer. Those that wished scrutineered Saturday evening. And during that evening most of the conversation revolved around who, (if anyone) would beat the reigning Champion and so stop Gary Chapman obtaining the hat-trick of wins.

And so to race day. An early start with the remaining drivers scrutineering, followed by the basic three laps of practice with the exception for 125 competitors. With 18 heats to get through, over 10 laps each, the first race rolled out at 11.30am prompt.

Heat 1: Early leader Nick Watkins was quickly overhauled by Gary Chapman who then led throughout. Behind Harry Handkammer was moving through to third.

Heat 2: This was to be a Fraser Wells benefit, he led all the way. The race was for second, where Harvey Small just held off a hard charging Stewart Baker who fought his way through the pack from a rear of grid start.

Heat 3: Simon Redman got his moment of glory taking a start to finish win from Chas Royston and Patrick Walsh.

Heat 4: Colin Lakin led early on until by lap 7 he was caught and passed by Denis Barclay. Simon Court was fighting through the pack and finished a creditable second from Craig Caldwell. Lakin finished fourth.

Heat 5: Enter last year's runner-up Adrian Coles who used his track knowledge to full use and won from local man Graham Wallace with Darron Gibbs in third.

Heat 6: The first of the 125 races, the new "slimline" Dennis Gale was on his best form to take the win from Steve Puddiphatt with Clive Elmore in third.

Heat 7: After their 'breather' the Brits were back out, with ex-motocrosser Gary Frost, in only his second season of racing, taking a deserved win from Ade Coles' sponsor Ian Jordan. Unfortunately Ian later had a spill forcing him out of the meeting — bad luck Ian! Taking a good third was 'Rissi' regular Philip Cooke.

Heat 8: Richard Beecroft was going to take some catching — no one did. He took the win from the ex-chap Mark Beddall who progressed steadily thoughout, Stewart Baker finished third.

Heat 9: Early leader Kevin Warner obviously had not forgotton 'Rissi' from his past karting years, this had been the scene of many Warner victories in the past. He led until lap 7, when he dropped out to restart way down, the new leader was Paul Rees (down from National for the day!) who led on to the flag from Andrew Clarke and Ian Connell.

Heat 10: Steve Cook-Martin led throughout to win from Gary Chapman, who had done well from a rear of grid start, in third was Simon Redman.

Heat 11: The lead changed all the way with first Tony Geraty leading then Martin Collard, until lap six when Collard started going backwards. Once again Simon Court was on a charge, carving through to second and then on lap 8 took the lead to win from Simon Reeks in second. Adrian Coles drove well to take third.

Heat 12: The second support race of 125 Nationals. Alan Dell led early on. By lap five Clive Elmore was challenging and taking the lead. Dennis Gale had come storming through to take second with Alan Dell finishing third.

Heat 13: Back to the Brits! Tony McCarthy led away early on, but by lap 3 he was back to third with Stewart Baker up to the lead from Philip Cooke. This remained the order to the flag.

Heat 14: Club Champion Simon Broad put his track knowledge to good use and was the early leader, but by lap 4 had to give way to that man Garry Chapman who took the win from Steve Hazlett who pipped Broad for second.

Heat 15: Paul Rees was going to be the one to watch as he led for 6 laps when Ricky Flynn was through taking Ivan Turner, eventually finishing third was Team Tabor leader, Ron Shone.

Heat 16: Robin Chuter led off, but was quickly relegated by Garry Matthews who led until lap 7 when his race was over promoting Simon Court to a deserved lead. In second Darron Gibbs from Adrian Coles.

Heat 17: Chris O'Hara led throughout from Dene Roberts and Denis Barclay.

Heat18: The last heat of 125's. Current BKC Champion Michael Morris, who has been troubled all season trying to get to grips with his new Zip, today seemed at last to have things sorted out as he led this heat. Clive Elmore joined him and these two fought until the end when Elmore just held on to take the win from Morris, followed by Andrew Sowerby in third.

So to the Finals. These would be over 15 laps with the 'A' Final over 25 laps. The supporting 125 final over 10 laps.

'E' FINAL: John Yeomans led off but was soon passed. Jim Rainbird then took over to lead throughout, Robert Seth-Smith, Nick Spilker and Kevin Mills made the 'step-up' to the 'D'.

'D' FINAL: This was to be the start of some of the most amazing driving ever seen. Kevin Warner starting in the top third of the grid stormed through to win from Robin Purkis, with Andrew Graham and Philip Hart moving through to the 'C'.

'C' FINAL: Marcus Gavin led throughout but all interest was on Kevin Warner driving the new BRK chassis, and what an advert for them. From the back of the grid somehow he forced through the field so qualify, not content with fourth spot he eventually finished second! Third and fourth was Ivan Turner and Chris Roscoe.

'B' FINAL: Local lad Nick Watkins led early on, but was soon swallowed up so that by lap 5 Martin Collard was leading from Michael Hair. Enter Kevin Warner, slowly but surely he had set about the field overtaking in places never before tried until by lap 13 he was up to a truly remarkable second place, no-one would bet against him for the main final. Collard just hung on to win from Warren with Simon Reeks and Graham Wallace making up the main event.

125 FINAL: This was to be over 10 laps during which the Brits took a breather. Clive Elmore led off from Alan Dell with Michael Morris in third. The latter 2 swopped positions on lap 3 and Morris tried to set about Elmore. By lap 6, the Welshman was through. Also moving well, Dennis Gale who had steadily progressed to second place relegating Elmore to third. We then witnessed a classic Morris v Gale scrap, a sight seen many times at 'Rissi', these two are very equal, but try as he might Dennis had to settle for second best from the winner Morris who enjoyed his first win of the season. Clive Elmore hung onto third.

The 1988 RAC Championships for 100 Britain 'A' final

The Grid:	*Pole*
Court	Chapman
Coles	Baker
Clark	Rees
Barclay	Beecroft
Caldwell	Royston
Flynn	Cooke
Hann	McCarthy
Broad	Weller
O'Hara	Taylor
Walsh	Cook-Martin
Roberts	Hazlett
Gibbs	Redman
Connell	Frost
Warner	Collard
Wallace	Reeks



Once again the talk was who would stop Chapman's hat-trick? But the grid was overflowing with potential winners, these were the very best 100 Britain drivers in the country and had earned the right to be in this race. Also many eyes were on the amazing Kevin Warner, even he could not carry on his heroics — could he?

The grid was assembled on the circuit in front of the main spectator area and as the pre-race tension rose the competitors were pushed off on a rolling lap. After a couple of attempts the lights turned green — the race was on!

Gary Chapman led off from Simon Court, with Ade Coles and Paul Rees in pursuit. In the early laps it was Chapman and Court who slowly inched clear, then, as if he pushed the 'boost button', Chapman suddenly found that bit extra pace and left Court in his wake, it was an amazing sight seeing Chapman destroy the field. This was a true Champion at work and one who meant to hang onto his plates. By midrace he was comfortable, the race was for second. Simon Court was fighting to keep Paul Rees off his tail. By lap 12 Rees was through, further back Ade Coles who had been in third was out at the 'dog-leg'. Even further back Warner was almost in a 'numbered' position when he tried just too hard almost coming to grief and re-joined well down — his charge over. Meanwhile Chapman was increasing his lead all the time with no relaxing at all. By the end of the 25 lap race, Chapman took the chequered flag arms waving ecstaticaly in acknowledgement of his historic third title in as many years. A long way back Paul Rees finished second from Simon Court with Chas Royston in fourth. At the post race scrutineering, it was found that seventh placed man Andy Clark had made a clerical error with his engine number on his scrutineering card and he was, unfortunately, excluded.

At the prize giving Bromsgrove KC Chairman, Charlie Box, thanked officials and competitors alike for helping to make the weekend enjoyable and run so smoothly. The RAC MSA Kart Chairman John Sutton, kindly presented the awards along with extra awards donated by various firms, to whom the club are most grateful.

So as everyone drifted off across the country, homeward bound, we reflected on a job well done and on the excellent day's racing seen. Commiserations must go the unsuccessful and congratulations to the successful. In particular we cannot forget the efforts of Kevin Warner, but mostly we salute the 'hat-trick' man — Gary Chapman 100 Britain, British Champion.

Report — Paul Ogden

RESULTS:

100 Britain

1st	Gary Chapman	Wright/Parilla
2nd	Paul Rees	Zip/TKM
3rd	Simon Court	Boxer/Parilla
4th	Chas Royston	Dart/Parilla
5th	Stewart Baker	Dap/Dap
6th	Richard Beecroft	Gillard/Parilla
7th	Neil Hann	TKM/TKM
8th	Graham Wallace	Lane/Parilla
9th	Chris O'Hara	Wright/Parilla
10th	Darron Gibbs	Sprint/Parilla

125 National

1st	Michael Morris	Zip/Rotax
2nd	Dennis Gale	Anderson/Minarelli
3rd	Clive Elmore	Zip/Rotax

Thanks to the following for their kind donation: DMA, K&C Kart Racing, Gillard Eng, British Racing Karts, Tillotson, Simon Wright and Paul Carr.

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BRITISH KART GRAND PRIX

SILVERSTONE 1978-1988

Ten years ago, 1978, Silverstone played host to the first ever British Kart Grand Prix. The idea of a Kart Grand Prix on one of the world's most prestigious motor racing circuits began as a dream that one day could be possible. The groundwork really started in 1976 when Hermetite, who were sponsoring the motorcycle Grand Prix, were finally given permission to lay on a two Superkart demonstration before the bike event. Martin Hines and Malcolm Turner gave a scintillating display in front of the grandstands packed with bike fans. After the demonstration, which was so enthusiastically accepted, the seeds had been sewn, although it was to be a further two years before the idea was to reach fruition. With the full backing of the late, lamented Jimmy Brown, the first unprecedented British Kart Grand Prix took place in 1978, which thus ensured its place as a permanent fixture in the Silverstone calendar for the next decade and beyond. That first demonstration saw a fastest lap of 100.5 mph laid down, the quickest ever at that time in a Superkart.

As the years rolled by the popularity of the Kart Grand Prix virtually outstripped that of any other long circuit event and with the incidence of BBC television live coverage in 1986, public awareness to what karting had to offer, in terms of excitement, thrills, speed and glamour was indelibly stamped in the minds of the armchair motor sports enthusiasts.

From 1978 until 1982 the Silverstone event was purely the British Kart Grand Prix, synonymous with 'GP', the award to the winner of each category the unique number plates carrying those letters.

With the introduction in 1983 of the CIK World Championship for Formula E class karts, which had previously been known as 250 International or Superkarts, a term coined and copyrighted by Cadwell Car and Kart Club, the annual Grand Prix underwent a somewhat radical change. The emphasis shifted from the 'GP' to the World class event, indeed it was further compounded with the inclusion of the European Championship for Formula E. The Formula E, 'GP' and 'E' number plates, plus round 2 of the World series were to be decided from the results of one race only, much to the chagrin of most of the competitors who felt, quite justly, that the amalgamation of prestigious awards into one event was a bit heavy. The competitors in the National classes, who far outnumbered their Formula E contemporaries, also felt unjustly done by because of the amount of time given over to Formula E qualifying and inter-Group heats to determine grid positions for the Pre-Final race. Added into the programme was also a 250 International non-championship category to cater for those drivers not already 'seeded' for the CIK events.

So, from 1983, the whole Grand Prix took on a different meaning, a demarkation line had been drawn between 'International' and 'National' status individuals. More's the pity because there was now an underlying feeling of discontent, the National drivers were getting the rough end of the stick, all the attention and glamour was focussed on Formula E.

1985 saw the advent of a three round European Formula E Championship, a round of which was to be held at Silverstone as a separate race right through to 1987. This added considerably to the timetable, whereas in the early days drivers began arriving on the Friday to ready themselves for Saturday and Sunday races and practice. Now, drivers start arriving at the circuit as early as Wednesday in preparation for what has virtually become a four day event.

The programme is relieved a little this year, in that no European event will be staged on the Saturday, as most people are aware that event took place at Donington Park at the end of May.

Silverstone thus reverts to the World Championship Formula E event and the 'GP' races, with the added bonus for the youngsters of the final round of the 1988 RAC Cadet Series which saw its television inauguration at the circuit last year.

Notwithstanding how crowded the programme may be the weekend still carries the uniqueness and charisma it always has done.

E.M.

