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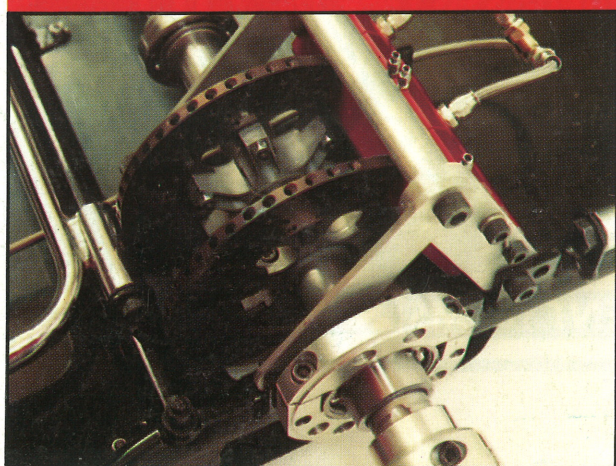
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(L to R) — Graham Roscoe, Chris
 Stoney and Clive Elmore pictured at
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 Champs.

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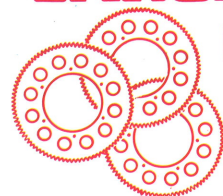
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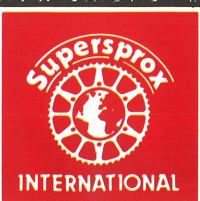
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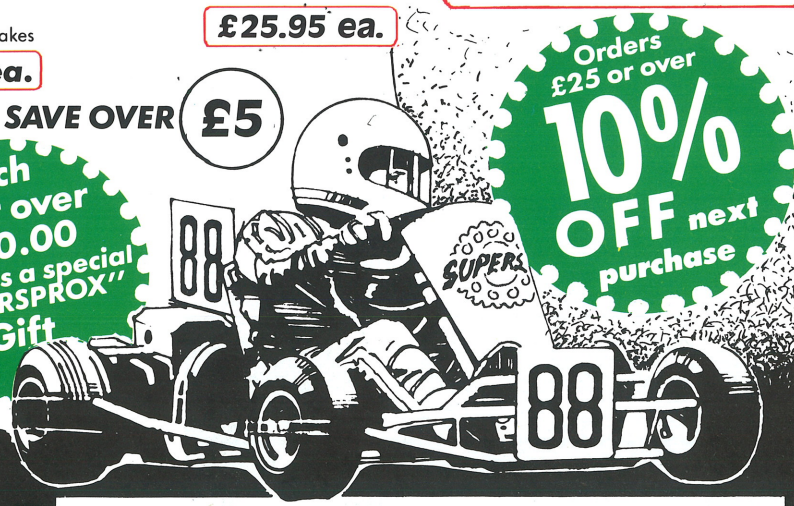
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WHERE AND WHEN

15th October

Snetterton — (On A11 approx 19 miles from Norwich) — RAC Long Circuit Championships — Final Round

15th -16th October

Parma (Italy) — **Formula K135cc/Super Hundred** — **Grand Prix of Nations**

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

16th October

Rye House — (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon)

Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road) — 210 Challenge — Final Round

23rd October

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

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

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

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

Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad, Notts)

30th October

Dunkeswell — (5 miles from Honiton, Devon)

Jurby — (Jurby Airfield, Isle of Man)

Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland)

6th November

Little Rissington — (RAF Station near Stow-on-the-Wold)

Clay Pigeon — (Midway Dorchester and Yeovil on A37, Dorset)

Rye House — (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon, Herts)

Kimbolton — (10 miles west southwest of Huntingdon, Cambs)

Felton — (7 miles from Morpeth, on A1, Northumberland)

— North East Area Championships

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

Carnaby — (2 miles west of Bridlington, Northumberside)

12th-13th November

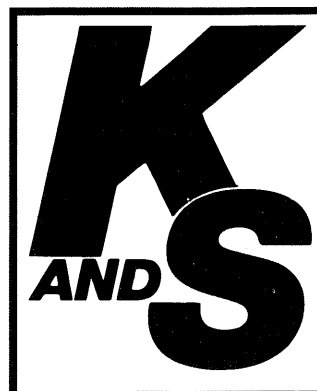
Chasewater — (Approximately 1 mile from Brownhills, Staffs)

13th November

Rowrah — (4 miles from Frizington, Cumbria)

Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)

Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks.)



FRONT COVER:

Brendon Rawle (9), Charles Butler-Henderson (90) and Giles Yeates (2) were captured in action at Larkhall during the RAC Cadet series by super lensman Andy Watson of Autographic Video and Photography.

Inset Pic: Felton Short Circuit Gearbox Champs — 125 Open — (l to r) Graham Roscoe, Chris Stoney and Clive Elmore. (Pic: Iain Blair)

MONTHLY

No. 114

Ed, Says!.....

At Le Mans on Sunday 25th September Frenchman Eric Gassin ceded his Formula E World Champion's crown to the resourceful Dane Poul Petersen. Gassin did manage to salvage something of his former pride by clinching the European title, indeed in the finest way possible, with three outright victories. To Petersen goes the satisfaction that he is the only driver since the Championship began to achieve the 'double take'. Britain, too, can take pride in the fact that its drivers acquitted themselves so well — Berny Roberts, Ian Shaw and Roger Goff followed Petersen along the Championship trail to earn second, third and fourth placings respectively, whilst in the European Tim Parrott and yet again Berny Roberts conducted themselves honourably, with second and fifth apiece.

To say it was a satisfactorily organised and run meeting would be far from the truth. How the Sport's Governing Body could get away with combining two prestigious titles into one race defies credibility, special dispensation rule or no. The real salt in the wound was the entry fee, £60 per Championship event, so drivers whose points standing obliged them to enter for both were forced to pay £120 — for one race. How can the Governing Body justify charging £120 for one race? That is taking the micahel! Mention was also going to be made of Timed Practice, perhaps that topic is best left alone, suffice to say the Time Keepers would have been better off with an abacus than a stopwatch. . .

As far as the European Championship is concerned the rot really set in a couple of years ago at Silverstone when South African drivers raced in the European and it has become common practice since. How can this be logical? Unless of course the science of Plate Tectonics has shifted the continents to such an extent that they now constitute part of Europe! The answer given at Silverstone by a C.I.K. Steward when the issue was raised was — "We have to make up the numbers somehow".

Next year will be better, so we're always told. . .

Ed McCormick

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Fulbeck was the venue for a good entry and Brian Lord was the reporter

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CADET COLUMN

With D.L.'s shift in responsibility, Tricia Elliott is now 'Cadet Ed'. All your news, reports and views should be directed to her.

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AUF WIEDERSEHEN PET

... is what Herr Blair calls it, to anyone else it was Felton's Super One

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WHERE AND WHEN

Where and when to see karting during the coming weeks

NEXT MONTH'S FEATURES INCLUDE:- FORMULA K135c WORLD CHAMPIONSHIP, LAVAL; FORMULA E WORLD CHAMPIONSHIPS, LE MANS; RAC BRITISH CHAMPIONSHIPS — 100 NATIONAL SUPER AND CADET, WOMBWELL; SNETTERTON RAC LONG CIRCUIT AND CENTRAL KART CLUB CHAMPIONSHIPS, FINAL ROUND — PLUS MORE. . . . (THESE ITEMS CORRECT AT TIME OF GOING TO PRESS).

PUBLICATION DATE:- THURSDAY 3rd NOVEMBER 1988.



HINES SETS THE RECORD STRAIGHT

Martin Hines of Zip Kart announced recently that he will not be racing for some considerable time. A number of factors have influenced his decision, most notable being the very unfortunate string of family illnesses — his mother, daughter and latterly the terrible accident to his son Luke. He is adamant that he is not retiring from the sport, there are other priorities at present which must come before racing.

The research and development work for which Zip Kart is renowned will continue in the very capable hands of Ian Shaw. Ian will be concentrating on developing the Zip Eagle for Short Circuit work as well as furthering it on Long Circuit. He will also race and carry out R&D on 250 National, again both on Short and Long circuits. Ian is undoubtedly one of the best drivers in the world today and in him Hines could not have made a better choice.

Neither will the 100cc or Cadet scene be neglected. Next year will see a heavier commitment in those fields, with R&D work being undertaken by Paul Rees, Gary Prior and Doug Bell.

For 26-27 years now Zip Kart has been producing karts and allied components to a worldwide market and appreciating the need to maintain the service to its valued customers, indeed attract fresh ones, there will be a radical change in the company image over the next four months or so that will see fully computerised stock holding, accountability and management systems being implemented that will ensure the company continues to be the market leader.

With the company's image change will come a range of more up market products and plans are being made to carry out more PR work to help market karting to the public at large.

This investment in the image will allow the company to keep in step with trends as they change over the years. This news should certainly dispell the rumours of the family's intention to sell up and get out. Nothing could be further from the truth.

* Paul Ozanne, Zip National driver, won the Guernsey Hill Climb on Sunday 11th September and also wrapped up the Guernsey Open in fine style, winning all three heats and Final.

* Alex Pettigrew won the Scottish Championship at Larkhall on Sunday 4th September for the third successive time. He won the 125 National aboard a Lazer outfit and the 125 Open driving a Bandit.

ZANDVOORT — 21st August

In conditions akin to an Asian Monsoon the 'Lucky Strike' sponsored weekend kicked off for the 50 plus drivers who travelled to the famous Dutch circuit of Zandvoort to compete. The programme of karts, bikes and cars allowed for timed practice, a pre-final and an eight lap final for the karts. A respectable contingent from this side of the water made the effort, three Brits returning with class accolades in Formula E, 250



... Glencross at the last corner

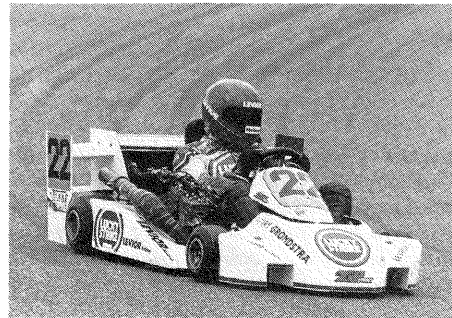


Boston (85) was to take 250 National Honours, with Morgan (74) eventually finishing third to Couzens after a fine battle. (Pics: Doug Rees).

National and 125cc.

Fortunately the Monsoon eased off sufficiently to allow the main event to run in dry though extremely windy conditions. Phil Glencross had pole in Formula E but when the flag fell he was left on the line with a motor that wouldn't clear. Rainer Wimmer was swift to snatch the lead from Dutchman Willie Oasting and fellow countryman Perry Grondstra. The end of the second tour Wimmer still had the advantage, Glencross had cleared the motor and stormed through to take up second with Grondstra now third. That is how it remained for much of the race. Into the closing stages Glencross found himself amidst backmarkers and Grondstra took advantage, Wimmer was down to third. Glencross slowly hauled in Grondstra and into the last corner found the line and was through into the lead and ran home to take the flag.

250 National Honours went to Richard Boston with Dale Couzens hanging on for second ahead of Peter Morgan after the trio dominated the class



Grondstra, beaten to the post by. . .

Strictly Classified!

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CR 125 HONDA powered P&R outfit, 3 sets slicks, 1 wets, some spares, sprockets and workstand. In good condition £500 ono. Tel: Armitage 490836 or Plymouth 555953/555215.

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DINO YAMAHA YZ125 pulse pump, slicks and wets, some spares, will split. £400. Tel: 0673 843625.

STEVE STYRINS 87 GRAND PRIX winning 250 National KTM, complete rebuild £655 ono. Many spares, tyres, wheels, brakes, short circuit body work, urgent sale required. Tel: 01-686 2814.

ZIP GP 125 SRS ROTAX, excellent condition £895 ono. Bodywork to suit above £50. Tel: (0453) 48329.

100 BRITAIN OUTFIT, Zip chassis with Sirio engine, recent and complete rebuild, good condition. Ideal for beginner, spare tyres, etc £325. Tel: Thirsk, N Yorks (0845) 22042 or 25385 (after 6pm).

250 NATIONAL ZIP 925, kelgate brakes, yam yzn w/c, tuned motoplate ing. rev-counter temp gauge, spares, barrel, head, new pistons, gaskets, clutch, gears, wets, stand, and more, £1,100. Tel: 0787 54648 (Middx).

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

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CLUB SCENE



Doug Bell (26) pictured at Fulbeck.

RESTRICTED		
1st	Chris Eaton	Ecosse/Comer
JUNIOR BRITAIN		
1st	James Matthews	Boxer/KS Parilla
2nd	Paul Ibbotson	Boxer/Parilla
3rd	Mark Blair	Wright/Parilla
4th	Nicholas Lamb	Jeta/DAP
5th	Stephen Warburton	Boxer/Parilla

SENIOR BRITAIN		
1st	Michael Mills	Jeta/DAP
2nd	Steve Hazlett	Knight/PR Parilla
3rd	Steve Quinn	Chariot/Parilla
4th	Chris Watson	Gillard/DAP

100 NATIONAL		
1st	Ross Forber	Mondial/Parilla
2nd	David Banburry	Minarelli/Minarelli
3rd	Bill Tully	TKM/TKM
4th	Andrew Haydon	Superdart/Parilla
5th	Peter Blake	Mondial/Parilla

COMBINED GEARBOX		
1st	125 Paul Turner	—
2nd	210 Brian Johnson	Aero/Villiers
3rd	250 Ian Woodcock	Trisor/Rotax

MPH

Plymouth

SUNDAY JULY 24th

Despite near gale force winds and the brief stinging shower, spectators and racers alike enjoyed plenty of action at the Plymouth Kart Club's July meeting.

CADETS (8-12 years)

An increase of one over last month made this a class of four; and four triers every one. Although the record will show wins by Richard Williams (3) and Paul Freeman (1), everyone got stuck in with a will, with three abreast through the hairpin on several occasions. In the spectators' eyes these four very young men were ALL winners!

JUNIOR BRITAIN

Another class where two guys (where are the girls?) shared the wins, with Richard Whiteley (Lane/PCR) and Nick Powder (DAP/DAP) each scoring two wins.

The heats were more entertaining than the final: the first heat was a straightforward scrap between Whiteley and Lee Loder (Audi-Tabor DAP) that lasted all eight laps — as did the scrap for 3rd 'tween Jason Freeman and Powder.

Heat two saw Powder win from pole, while Freeman, Whiteley, and Loder had the crowd on its collective toes in a great fight for 2nd spot.

The final saw Whiteley and Loder scorch ahead, daggers drawn, with Powder and Freeman following hard. After five laps Loder suddenly slowed — he appeared to have knocked off his plug lead — and dropped to 4th before he recovered. Powder and Freeman shot through to 2nd and 3rd, so from here on the race was 'only' a fast procession. Entertaining.

100 BRITAIN

Yet another class where two guys did all the winning: Ian Jordan (Tabor DAP) and Mike Perkin (Sprint/Arrow) each scoring two wins. Also going well were Ken Boardman (two 2nds and a 3rd), Dave Cooke (a 3rd and two 4ths), Andy Prior, John Lewandowski and John Boardman. Luckiest man in the class was Tony 'Flying Doctor' Finnigan (DAP), for as he exited the full bore Pit Bend in 3rd place he slammed into the tyre wall at unabated speed, half spun across the track and was narrowly missed by the pursuing field. Phew!

It would take pages to tell of all the action, so here's just the highlights.

Heat 1: a great scrap for 3rd and 4th between the Boardman brothers, Dave Cooke was a strong 3rd but a wheel pulled off a hub causing a puncture so he was lucky to finish 5th.

Heat 2: this saw Jordan make a brilliant start — so brilliant the Clerk of Course had words with him about it! A good scrap for 3rd between Perkin and Boardman K.

Heat 3: this a frantic dice for 2nd between Boardman K, Cooke and Jordan. So frantic, they got in each other's way and allowed Perkin an easy win!

The final saw Perkin leap into an extending lead, with Ken Boardman in 2nd. Cooke held off Jordan for several laps but eventually had to give way, but although Jordan tried hard it was too late to close on the leaders. Entertaining.

100 NATIONAL

Another pair of winners, so Ron Shone's hope of scoring a maximum of four wins at two consecutive meetings was thwarted. His chief rival this day was Mike Bradley (Zip/TKM) and the pair of them raced closely — too closely, some might say — all day.

Phil Smallridge (DAP/DAP) was on good form and scored two 3rds and a 4th. Robert Harvey scored a 5th, two 4ths and a 3rd to take 3rd overall and the 'Best Novice' trophy to boot.

The most odd heat was heat 3, when Richard Friend (DAP/TKM) led from a good grid position to fend off Ron Shone (Tabor/DAP) for several laps, only to DNF at the hairpin. Shone shot past into the lead — only to DNF himself on the very next lap! Bradley must have had Crom on his side!

The final was led by Bradley for all but three laps as he tried everything he knew to keep Shone back: so there was some pretty desperate door slamming going on! Shone eventually got a better line out of one of the turns and inched ahead to win by a massive three lengths. Smallridge and Friend were running close in 3rd and 4th but got in each other's way and allowed Harvey to get through. Great stuff.

COMBINED GEARBOX

Much more entertaining than of late, Kurt Thonner (Zip), now running his own tuned engine, took a win and a 2nd on his 210, beating the 250s and a 125. This was good news after many disappointing meetings with his supposedly 'professionally tuned' motor. Sadly he then suffered total electrical failure and couldn't make the final; but once THAT Bug is ironed out . . .

Dave Butson took a win on his new w/c Yamaha, fending off repeated attacks from Thonner and Pete Edgcombe (Zip/Rotax).

Phil Broom frightened everyone — including himself — in heat 3! Edgcombe led from Broom for several laps, Butson attacked and took 2nd place. This so upset Broom that he stormed past both men in one kamikaze swoop into Pit Bend — worth seeing!

More gearbox drivers would make it even more entertaining.

“SPECTATOR”

CADETS

1st	R. Williams	DAP/Comer
2nd	P. Freeman	DAP/Comer
3rd	J. Ross-MacKenzie	Zip/Comer

JUNIOR BRITAIN

1st	R. Whiteley	Lane/PCR
2nd	N. Powder	DAP/DAP
3rd	J. Freeman	DAP/Tabor DAP

100 BRITAIN

1st	M. Perkin	Sprint/Arrow
2nd	K. Boardman	DAP/DAP
3rd	L. Jordan	ATA Tabor DAP

100 NATIONAL

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

COMBINED GEARBOX

1st	P. Broom	Barlotti/Suzuki
2nd	P. Edgcombe	Zip/Rotax



Kart & Superkart

field. In 125cc Sean McLaughlin claimed victory following a lot of hassle from Stuart Ziemelis, the latter suffering from carburation problems in the closing stages but recovering to finish second with Barry Fortnam taking third, Mark James and Bob Clowes filled the other places. E.M.

FORMULA E

1st	Phil Glencross	Anderson/Rotax
2nd	Perry Grondstra	Zip Eagle/Zip Rotax
3rd	Rainer Wimmer	Castrol/Rotax

250 NATIONAL

1st	Richard Boston	Zip/TKM
2nd	Dale Couzens	Zip/TKM
3rd	Peter Morgan	Zip Bandit/TKM

125cc

1st	Sean McLaughlin	Anderson/Goff Rotax
2nd	Stuart Ziemelis	Lazer/SRS Rotax
3rd	Barry Fortnam	Minarelli/Dino

SOME DATES FOR '89

The following Long Circuit fixtures for 1989 have been arranged for Snetterton:

March 12th	—	Practice 11th
June 10th	—	Practice 9th
July 8th	—	Practice 7th
October 7th	—	Practice 6th

* Chasewater Kart Club advise that the last meeting of the year at that venue will be on Sunday 23rd October. The Club's remaining dates for the year will be at the Birmingham Wheels track on 13th November and 11th December.

* News from Sweden is that Motoring News' Sporting Scene Hack has been struck off the Monica Strath Register following his recent comments in the said weekly.

FORMULA E EUROPEAN CHAMPIONSHIP

Final Positions			
1st	Eric Gassin	(F)	45 points
2nd	Tim Parrott	(GB)	31
3rd	Poul Petersen	(DK)	29
4th	Rainer Wimmer	(A)	19
=5th	Berny Roberts	(GB)	17
=5th	Thierry Serfatty	(F)	17
7th	Martin Hines	(GB)	14
8th	Ian Shaw	(GB)	12

* We apologise for the fact that some reports this month carry 'stock pics'. This is due to material being delayed by the postal disruption. — Ed.

* 210 National driver Mark Woodrow has just bought a pub in Halifax called the Santa Fe with good food and accommodation aplenty. He offers karters concessionary rates on B&B if stopping over en route to meetings and offers the use of his workshop if needs be. That's why Mark hasn't been seen around much this season but he plans a full season next year now that he's settled in. The Santa Fe is located in Gibbit Street, Halifax, West Yorks. Telephone number — Halifax 65696.

* Matthew Davies, Gillard Cadet pilot, clinched the recent Midland Championship at Little Rissington. He knocked half a second off the track record and was also awarded Junior Driver of the Day Trophy. Well done Matthew.

FORMULA E WORLD CHAMPIONSHIP

Final Positions			
1st	Poul Petersen	(DK)	40 points
2nd	Berry Roberts	(GB)	25
3rd	Ian Shaw	(GB)	24
=4th	Robert Goff	(GB)	22
=4th	Rainer Wimmer	(A)	22
=6th	Perry Grondstra	(NL)	15
=6th	Bobo Westman	(S)	15



Poul Petersen, the first man to take the formula E World Crown twice. Report next month.

Your Letters . . .

The Hines' Thanks

Through Kart and Superkart I would like to offer sincere thanks on behalf on my father and myself for the hundreds of get well wishes received for my daughter Kelly, mother Maudie and now son Luke.

Your wishes have given us all support when we needed it most.

Yours sincerely
Martin Hines

Dear Ed

Just a short note to thank Mikeck Racing for the new pipe they supplied us with at Rowrah recently it took our noise level reading from 102dB/A and exclusion at Wigan to 92dB/A and winning first place trophy.

Thanks
Dave and Gary
(No. 60 P&R)

Dear Ed

The Clay Pigeon Kart Club would like to thank the following for their generous sponsorship of the RAC Junior Britain Championship — Ad Astra Racing, Gillard, Dave Hockey, John Mills, Tabor and Zip. Despite the appalling conditions, the racing was excellent and saw three worthy potential champions contesting the coveted title, with Graham Melville coming out the eventual champion. Our commiserations to Stuart Capstick, Bobby Game and all other drivers.

On a somewhat unhappier note, following the British Championships, the Club was faced with a bill from the adjacent (and irate) Dorset Gun School for damage sustained to their equipment during Saturday night, 13th August. Obviously, while we welcome the opportunity to hold more prestigious events, would you please bear in mind that during your stay at Clay Pigeon you are visitors and that we do have to live with our next-door neighbours!

Kind regards
Pam Newsham
Clay Pigeon KC

Ray Grimes Racing would like to thank Barry Potter of 'Cosmo Graphis' in Altringham for the added sponsorship towards our move into 250 National. Cosmo Graphis is a leading company in the field of transferring all forms of documents onto micro-film. Thanks also to George and Stephen Coward at Fastrack for their

continued support, along with Mike and Eric of Mikeck exhausts.

Kind regards
R.G. Racing

P.S. Anyone requiring any assistance or preparation, ring Kevin Priest on 061-928 8347.

Dear Ed

I would like to express my special thanks to the Medical Team for their prompt and efficient response to my needs at Silverstone on 6th August and to everybody else involved. Also a special thanks to everyone who has sent cards and flowers and telephoned me in hospital. It has given me a great lift. I have now changed wards and am in *St. Georges* with a private telephone line — (0296) 83739.

Once again, thank you all very much.

Yours sincerely

Ian Beaumont
St. Georges Ward
Stoke Mandeville Hospital
Aylesbury
Bucks

RAC Silverstone

Dear Ed

I have always regarded any form of motor racing as the 'Sport of Kings' and found most of the participants a friendly gentlemanly crowd.

My illusions are now shattered. At the weekend my husband attended the Kart racing at Silverstone. As he is not in very good health we brought a light-weight folding chair for him to use, this was left outside when he went into the caravan in the Competitors Camping area for a meal. The chair was removed during this short time. Please if there is a notice board at Sivlerstone I wish you would show my letter so that if the mean thief who spoilt a pensioner's weekend sees it he can feel justly proud of himself.

Thank you.

J. Duke (Mrs)

82 Dorset Avenue
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Dorset
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Dear Ed

The Lincolnshire Kart Racing Club would like to thank the following for their generous sponsorship for the 100 National British Championships.....

Continued on . . .Page 5

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CLUB SCENE

1988 RAC MSA CADET SERIES — ROUND 8

1st	C Butler-Henderson	Wright Comer
2nd	Mark Taylor	All Kart/Comer
3rd	Craig Murray	Ecosse/Comer
4th	Matthew Davies	Gillard/Comer
5th	Mathew O'Hara	All Kart/Comer
6th	Claire Bogan	All Kart/Comer

CADET CLUB

1st	Darren Goff (R)	Anderson/Comer
2nd	John Goss	Comer

125 NATIONAL Water Cooled

1st	Andrew Fleming	SRS Lazer/Minarelli
-----	----------------	---------------------

Air Cooled

1st	Graham Stevens	Anderson/Goff Rotax
2nd	Graham Holmes (R)	Bandit/Rotax
3rd	John Duley (R)	Lazer/125
4th	Jon Sully	Stratos/Minarelli

JUNIOR BRITAIN

1st	Vernay Wood	Jeta/TKM
2nd	Gareth Hession	BRK/Wright Parilla

3rd	Richard Westbrook	Wright/Parilla
4th	Jason Lane	Wright/TKM

210 NATIONAL

1st	Martin Riley	Aero/Upton
2nd	John Mobbs	Zip

250 NATIONAL

1st	Phil Grocott	EDR/Suzuki
-----	--------------	------------

100 BRITAIN

1st	Darren Kinsey	Anderson/Goff EME
2nd	Kevin Keith	Wright/Parilla
3rd	Jim Rainbird	Zip/DAP
4th	Richard Walton	DAP/DAP
5th	Martin Collard	Superdart/Sirio
6th	Phil Hart	Gillard/Parilla

100 NATIONAL

1st	Martin Collard	Superdart/Sirio
2nd	Paul Perry	Wright/Yamaha
3rd	Ricky Kingsbury	Zip/PCR
4th	Neil Falkner (R)	HCMC/Parilla

from pole position, but by the end of the first lap, Mills was out in front and stamped his authority over his rivals. Meanwell held second with a good scrap developing between Manson and Wandless, with Radcliff hanging on in fifth. After a poor third heat, it soon became clear that the driver to watch was Doug Bell. Seventh on lap one became sixth a lap later at novice Eaton's expense. He quickly tagged on to Radcliff, but it was not until lap 7 that he found his way past, putting the scrapping Hanson and Wandless under pressure. With Mills still heading the field, doubt was put on Meanwell's second place as Bell slammed past both Hanson and Wandless on lap 9. Lap 11 saw Meanwell succumb to Bell's cavalry charge, but he was unable to reduce the deficit to the leader by the flag. Mills took the honours on his Jeta, followed by the impressive Bell, Meanwell, Wandless, Hanson and Radcliff. Best novice was Chris Eaton (Ecosse) in seventh, after holding at bay the attentions of Wilson for the entire race.

JUNIOR BRITAIN

1st Heat: 1st James Matthews; 2nd Mark Blair; 3rd Matthew Gillard.

2nd Heat: 1st Matthews; 2nd Paul Ibbotson; 3rd Blair.

3rd Heat: 1st Matthews; 2nd Blair; 3rd Nicholas Lamb.

After an impressive heats display the Matthews (another James)/Boxer combination made it look so easy in the final as he led from lights to flag. With a total of 45 heat and final laps, Matthews had led all but eight from his second heat and never looked like being beaten. In the opening laps his most likely challenger was Blair, but Ibbotson had other ideas and took the opportunity to grab second on lap 8, as the first of the backmarkers got in the way. A steady run by Lamb in fourth kept Warburton behind, but for Matthews it was a good victory, with Ibbotson sure in second, then Blair, Lamb, Warburton, and Gillard the only other unlapped finisher.

SENIOR BRITAIN

1st Heat: 1st Michael Mills; 2nd Steven Quinn; 3rd Michael Riley.

2nd Heat: 1st Mills; 2nd Quinn; 3rd Chris Watson.

3rd Heat: 1st Mills; 2nd Steve Hazlett; 3rd Quinn. Mills had an easy run in the heats, taking all three races without problems. The only other driver in the same league was Hazlett, but he had gone through two difficult heats, driving one-handed most of the time. Quinn also looked very quick and was expected to show well. Mills was away from pole like a jack rabbit, with Hazlett, having changed motors, storming through into second by the end of the first lap. Quinn was third, followed by Watson and Wildsmith. A lap later Wildsmith fell victim to the charging duo of Riley and Coswell, as they both attempted to catch Watson. At the front Mills was slowly building up a cushion over Hazlett, who had left Quinn, now safe in third. Richard Guest closed briefly on Riley in sixth, but started to lose touch around lap ten, coming under pressure from Roscoe's drive from the back of the grid. Mills continued to reel off the laps to take the flag for a convincing victory, with Hazlett following through several seconds later. Quinn was a comfortable third, with Watson and Riley next up, having held station since lap one. Roscoe's fine drive took sixth from Guest in the closing laps.

100 NATIONAL

1st Heat: 1st David Banburry; 2nd Ross Forber; 3rd Matt Payne.

2nd Heat: 1st Banburry; 2nd Payne; 3rd Forber.

3rd Heat: 1st Forber; 2nd Banburry; 3rd Bill Barrett.

Banburry may have taken two heats, but it was Forber who made the better start in the final, opening up a considerable cushion over Payne, who had slotted ahead of Banbury to take second. Barrett held fourth until lap two, before spinning out and re-starting last. Tully took over in fourth, chased by Blake and Lowe. After his non-finishes in the heats and starting at the rear of the grid, Hayden had got things sorted and was driving very impressively, carving his way into sixth by lap three and set off after Blake. Forber was increasing his lead over second place, now held by Banburry who had found a way past Payne on lap nine. Tully was still fourth, but Hayden had caught and passed Blake on lap twelve and was closing quickly on Tully. Payne headed pitwards on lap 14, as Banbury scared himself silly spinning on the finish line as he started his last lap. As he re-started, Tully and Hayden were right behind him, pushing hard for that second place. Forber ran out a comfortable winner, with Banbury just hanging on to take second, from Tully and the quick Hayden. Blake came home fifth, well ahead of Lenders.

COMBINED GEARBOX

1st Heat: 1st Ian Woodcock (250); 2nd tony Keel (250); 3rd Ray Shirley (210)

2nd Heat: 1st Woodcock (250); 2nd Keel (250); 3rd Paul Turner (125).

3rd Heat: 1st Turner (125); 2nd Nick Guy (125); 3rd Steve Pell (250).

He may have missed heat three, but Woodcock took over in the final where he had left off in his first two heats, taking the lead from the off and holding the premier position all the way to the flag. Equally impressive was Paul Turner on his 125, who was second after the start and stayed there to the finish. Shirley initially gave chase in third, but Pell and Oldham (210) demoted him on lap 2. A lap later Oldham took third, Shirley followed through and dropped Pell back to fifth. Lap 4 saw Shirley drop out of the fight with a problem, slowly dropping back into the masses. Oldham hung onto third until lap 6 when Keel attacked and moved ahead, staying in third to the finish. Oldham was in trouble as first Pell and then Smith (125) went by. Woodcock ran out the easy winner, a good drive by Turner netted second, with Keel third, only these three going full distance, as Woodcock lapped the field.

BITS 'N PIECES

Noiseman Roland Padley kept a watchful eye on proceedings, chasing up the drivers' rattling eardrums. It was quite clear from a walk around the paddock, that most drivers were making some effort to quieten their karts, but why should drivers' racing standard equipment have to go to such lengths? If it really is mechanical noise being recorded, rather than exhaust/induction levels, then maybe the meter distance needs changing to continental standards. As it is, it seems likely that any driver pulling over 93 decibels next time out will be excluded.

CADETS

1st	James Mills	Jeta/Comer
2nd	Doug Bell	Zip/Comer
3rd	James Meanwell	Ferrari/Comer
4th	David Wandless	Zip/Comer

TAKE A MINI-AD

Tel: Hoddesdon
444201

Fulbeck

SUNDAY JULY 31st

Say it quietly, but there was one day without rain in Lincolnshire in July, excellent racing being held in warm conditions with a slight breeze. After the British Championships, this was something of a relief. The lap distances for the heats and finals were extended and led to some good, interesting competition.

CADETS

1st Heat: 1st James Mills; 2nd James Meanwell; 3rd Doug Bell.

2nd Heat: 1st Mills; 2nd Meanwell; 3rd David Wandless.

3rd Heat: 1st Meanwell; 2nd Wandless; 3rd James Radcliff.

If your name was James, the odds were in your favour, as the heat results showed. Meanwell led

CLUB SCENE

Martin Grace close behind. By the third lap, Grace took the lead from Knowles with Trevor Horncastle in third. These three positions chopped and changed for two or three laps with Horncastle eventually getting to the front just ahead of Gordon Chenery. A scrap then developed between these two with Chenery doing everything he knew to get past Horncastle. This was not to be and on the last lap coming out of the hairpin with the flag in sight, Horncastle spun out taking Chenery with him. Knowles chance came to pass these two to take first place with Grace in second and Horncastle restarting to finish third, Chenery failed to restart.

125 NATIONAL

Heat 1:
1st Boyd Barrington
2nd Roy Gallant
3rd Martyn Barker

Heat 2:
1st Boyd Barrington
2nd Gavin Kershaw
3rd Steven Thexton

Heat 3:
1st Roy Gallant
2nd Steven Thexton
3rd Martyn Baker

Final: From pole it was Roy Gallant who hit the front with Steven Thexton and Roger Barrington leading the rest of the field. By the second lap, Gavin Kershaw had worked his way up into second place only to spin out along with Barrington. Although they both managed to keep going this let Andrew Green into third place but by this time Gallant and Thexton were a good 30 yards ahead. By the eighth lap, it was obvious that Barrington meant business as he had worked his way back up through the field and was now attacking Green for third place. At the start of lap eleven Barrington passed Green and was now closing in on the leaders. With Thexton still chasing Gallant these were the final positions.

210 & 250 COMBINED

Heat 1:
1st Dave Durance
2nd Tim Ayers
3rd Paul Marshall

Heat 2:
1st Dave Durance
2nd Paul Marshall
3rd Ian Barnard

Heat 3:
1st Dave Durance
2nd Ian Barnard

Final: With a few drivers not making the grid, this one saw the first malfunction of the starting lights. As the red light went out the green didn't appear and some drivers went and some didn't. One of those who didn't was Mick Ariss and as a result had his exhaust pushed off. (Wasn't he the one who made the lights). At the restart, Ian Barnard was first away followed by Paul Marshall and Tony Ayers. After a couple of laps Marshall was well in the lead as Barnard slowed right down with seemingly an engine problem. This moved Ayers into second place. By the 6th lap, Marshall was a good half a lap ahead of Barnard whose problem was not solved, having passed Ayers. There were not many karts left running by lap eleven and at the flag it was an easy win

for Marshall finishing well ahead of Barnard in second and Ayers third.

RESULTS

CADETS
1st Kevin Hall Allkart/Comer
2nd Dean Panarucker Wright/Comer
3rd Oliver Wood Allkart/Comer

JUNIOR
1st Jason Lane Wright/FE TKM
2nd Lee Skelton Gillard/Parilla
3rd Mark Craddock Sprint/Parilla

SENIOR BRITAIN/100 NATIONAL (COMBINED)
1st Richard Knowles Zip/Parilla
2nd Martin Grace Dart/Dap
3rd Trevor Horncastle Superdart/Parilla

125 NATIONAL
1st Roy Gallant Spyda/Rotax
2nd Steven Thexton Zip/Rotax
3rd Roger Barrington Spyda/Rotax

210-250 (COMBINED)
1st Paul Marshall Barlotti/Villiers
2nd Ian Barnard Barlotti/KTM
3rd Tony Ayers Zip/Villiers

Kimbolton

SUNDAY JULY 10th

Partly due to the 100 National Championships at Fulbeck the entry was lower than usual. The eighth round of the RAC Cadet series attracted 18 entries with a further six entries for a separate club race. After practice for all classes noise tests were taken of all karts at ten second intervals with a warning to drivers that excessive noise could result in exclusion. Just as the second heat of the day commenced rain descended on the proceedings and from thereon racing continued throughout on a wet track; the noise problem did not materialise because speeds were reduced by the weather conditions. In spite of the weather we saw some excellent racing in all classes and a very exciting Cadet final, but more of that later.

125 NATIONAL
Heat 1: 1 — Graham Stevens; 2 — Andrew Fleming; 3 — Nick Whitehead.
Heat 2: 1 — Graham Stevens; 2 — John Duley (R); 3 — Andrew Fleming
Final: Graham Stevens took the lead from pole chased by Robinson, Stewart, Fleming and Whitehead. By lap three Robinson had spun and Whitehead was up to third only to pull off into the pits. Duley took up third place but was demoted to fourth on lap eight by Holmes. At the flag it was a comfortable win for Stevens from Fleming, Holmes and Duley with Sully collecting the last trophy place.

JUNIOR BRITAIN
Heat 1: 1 — Jason Lane; 2 — Gareth Hession; 3 — Vernay Wood.
Heat 2: 1 — Natalie Whaley; 2 — Gareth Hession; 3 — Vernay Wood.
Final: With the rain coming down very hard the fancied Lane and Hession had problems on the first corner leaving Natalie Whaley in the lead from Verney Wood and Richard Westbrook. With

Hession and Lane making rapid progress from the rear Wood quickly took the premier position and established an unassailable lead. Hession soon moved up to second at the expense of Westbrook with Askew now holding fourth spot. Wood had such a lead that in the appalling conditions Hession could do no more than narrow the gap; Westbrook was third and with Askew spinning out Lane took the final trophy and made amends for his poor start. Wood was so pleased with his win he forgot weighing-in and had to return hastily from the pits to avoid disqualification.

210 & 250
Heat 1: 1 — Phil Grocott (250); 2 — Steve Pell (250); 3 — Darren Vidler (210); 4 — Martin Riley.
Heat 2: 1 — Phil Grocott; 2 — Steve Pell; 3 — Darren Vidler; 4 — Martin Riley.
Final: Vidler had problems in the second heat, getting away last off the line but driving through to take the 210 first place. He was less successful in the final when he stalled on the line and was unable to restart. The race soon developed into the pattern of the heats with Grocott quickest on the straight and Pell unable to take advantage on the bends due to the spray. Riley dominated the 210 class and Mobbs just pipped Healey to the line after an excellent drive from a poor grid position.

100 BRITAIN
Heat 1: 1 — Martin Collard; 2 — Darren Kinsey; 3 — Jim Rainbird.
Heat 2: 1 — Darren Kinsey; 2 — Simon Davidson; 3 — Duncan Patterson.
Final: The final was led out by Kinsey and Keith in very unpleasant conditions. Keith led in the early stages but by lap 4 Kinsey had slipped past and drove clear. Behind the two leaders the battle was on for the places between Rainbird, Walton, Hart, Kelly and Collard, moving up quickly after a non finish in the second heat. Rainbird soaked up all the pressure, and the water, to hold third from Walton behind Kensey and Keith while Kelly spun out leaving Collard to move up and eventually snatch fifth from Hart who held on to the last trophy despite pressure from Lathrope and Reeks.

100 NATIONAL
Heat 1: 1 — Martin Collard; 2 — Paul Perry; 3 — Neil Falkner (R).
Heat 2: 1 — Martin Collard; 2 — Paul Perry; 3 — Tony Russell.
Final: Collard and Perry led out the final field of twelve or so drivers, a number of whom were still on restricted black number plates. Without the usual competition the race quickly developed into a Collard benefit session with Perry slotting comfortably into second place but unable to match the flying Dart driver from Surrey. Restricted driver O'Neill drove an excellent race holding third place until demoted by Kingsbury who moved up quickly from a poor grid position. Faulkner also on black number plates drove a steady race and eventually managed to take fourth spot from O'Neill to pick up the last trophy.

Duncan Taylor

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Continued from . . . Page 3

British Racing Karts. Castrol. Davison, Deavinson, Gillard, G.P. Racing, Jim Russell, John Mills, Martin Hines, Paul Carr, Play Scapes. Steve Till, Tee Jay and Van Dieman. To the British Champion, Ashley Sinclair, may we wish you continued success in the coming year. To all the other drivers, better luck next time.

P.S. We did order sunshine nevertheless we hope you enjoyed your weekend.

**Regards
Pat and Noreen
Lincs KRC**

Dear Ed
Please extend my best wishes to Mrs Maudie Hines, Kelly and little Luke. I hope they all have a speedy recovery.

**Sincerely yours
Alan Brown
Spectator**

On Sunday 25th September George Robin Robinson, Britain's 100cc Enduro 'Ace' teamed up with no less personage than Terry Fullerton to compete in the six hour at Belgium's brand new circuit — Mariembourg. Driving against pilots of the quality of Werner Lemmens from Genk, the British TKM mounted duo won the event by five laps, over six minutes clear of the rest of the field. Although Terry raced that meeting with george he has no plans to return to full time racing and may only do selected events. T.F. certainly proved he has lost none of his old flair. Full report on that meeting in our next issue. Mariembourg is an attractive circuit of quality, complete with a restaurant and a bar in the paddock and a kart shop run by Brunning Karting who are Birel and IAME dealers.

It was announced recently by the RAC MSA that there will be no RAC Cadet Series next year and that spark plus used on all Comer engines will be used strictly as *standard*.

E.M. on - - - - -

The RAC Cadet British Championship was staged at Wombwell on Sunday 11th September and young Daniel Wheldon emerged a deserved British No. 1. In no way discrediting Daniel or any of the other 35 Cadets who gave their all, the back-stabbing, conniving, fits of temper, that make 'insider dealing' seem like a vicarage tea party by comparison, are back and here we are not talking about the Cadets! In fact the way some of them are being 'used' the responsible parents would be better employed 'Slot Car Racing', thus eliminating disappointment, frus-

tration and even fear amongst their offsprings. There is a good deal of the "You're not playing with my ball" attitude in evidence, an attitude which should be reserved for the kindergarten clan and not grown-ups visiting racing circuits. It is a shame Cadets are being treated as pawns in what some adults consider to be their own game. Add to that a degree of 'unionising' against officialdom which has crept in, the two, combined, threaten to destroy what has to be the most important class in British karting today in terms of the growth of the sport.

Although the racing is treated seriously and is very competitive the approach to it leaves a lot to be desired. It should be amicable, fair-minded and without prejudice or obstinacy. There is a wealth of young talent out there that can be so easily exploited, influenced by partiality, cheating and the other accompanying sins which the Cadets could quite innocently grow up accepting as the 'norm' of behaviour. Sadly such such attitudes have led a number of Cadet parents to express despondency at what they have experienced in the class that they cannot wait to leave it.

There is another very unsavoury element which has slunk in; instances where unsuspecting or trusting parents have paid out exorbitant sums of money for engine preparation work, preparation work that has never actually been carried out, the engines returned to their owners untouched; cases where engines have been returned to customers, the engine numbers differing from the originals when purchased and component parts being switched from one customers engine to that of another. And that is no horse manure, it is true.

Such shysters who fleece innocent people are a blight on karting and should be hounded from the sport. A piece of advice, always obtain a receipt when paying out money for work carried out, along with a statement of what work was carried out and a list of items replaced where necessary so that if in doubt the engine can be examined by a known professional. If any anomalies are discovered then there are grounds for redress, legal if need be, if the prescribed work has not been done.

Finally on the subject, beware of people who offer 'doped' fuel at Championship or other meetings for that matter. . . .

BRANDS 'FUNKART DAY'

ASBAH (the association for spina bifida and hydrocephalus) are almost there with the regards to competitors for their 'Funkart Day' on Friday November the 18th at Brands Hatch, but they still require another 20 or so competitors at a donation/entry fee of £115.00 to help them get to their monies raised target of £10,000.

The idea is that all competitors are asked to be at the circuit by 8.30am where the morning

will be a practice time for all with heats, two semis and a final in the afternoon.

Sandwiches and soft drinks etc will be supplied to competitors all day and all the action will be mainly centred in the pits area.

The day promises to be a highly enjoyable and memorable one for all entrants who will be helping young people with spina bifida and hydrocephalus lead more independent lives. So if you want to help ASBAH and have a great day karting in 100 mph machines contact Richard Poole (ASBAH) on 01-388 1382 and Fax No: 01-388 6288.

OBITUARY

Bert Donoughue

Scottish karting was rocked with the sad news on Tuesday 30th August that Bert Donoughue had been tragically killed in a fall. He was 52.

For a number of years, Bert's name had become synonymous with karting North of the Border through his strong links with the West of Scotland Kart Club. During his 15 year involvement with the sport he had acted as Club Chairman on more than one occasion as he had for the Association of Scottish Kart Clubs. Even when not in office, he travelled to Open days to represent Club interests and he was instrumental in securing major National meetings at Larkhall in recent years. In his capacity as a Clerk of the Course he often answered the calls for help from other clubs in England as well as Scotland and he fulfilled his duties without bias or favour. His greatest love was racing and I can think of a meeting that gave him no greater pleasure than watching his son Tony win the Scottish 100 National championship at Stranraer. Always ready with a smile, Bert loved parties and had even left instructions that his pub was to remain open upon his death. It was in that frame of mind that Scottish karters gathered for their Championships and raced in his memory the weekend after his death.

His passing leaves a gaping void which will prove impossible to fill and Bert will indeed be sadly missed.

Bert leaves his wife Elizabeth, daughters Elaine and Angela and sons Robert and Tony to whom we offer our deepest sympathies.

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CLUB SCENE

Bailey was noticeably slowing up. Over the latter third of the race Stuart's Kart is not happy and on the bottom hairpin 210 driver C Bygrave clips the curb and flicks his kart up but he was not badly injured in fact he pushed his Kart back to the Pits. First finishers were Martin James from Ed Mellor, Stuart Warsop and, Rob Peters and for the 125's K Newman from Neville Robinson.

Final: With the weather calming down a little and the track drying out we saw on pole David Bailey with Ed Mellor and Rob Peters on the front and for the 125's P John and Neville Robinson.

At the lights changing it was Rob out in front straight into the lead followed by David and Ed. By Lap 2 Rob was some 4 yards ahead of Ed who shortly afterwards was overtaken by Martin James to take up second place. Again in the 125's it was K Newman followed by S Dyson who is some way back. By Lap 4 there was a good race developing between the top trio of 210's Rob Martin and Ed. K Newman is well ahead of the other 125's running 5th overall. 5th Lap and Rob is opening up a substantial lead and Ed again is passing Martin to occupy second place only to be overtaken by Martin again in Lap 7. Lap 13 and Rob is obviously experiencing some mechanical problems and touching the plug is nearly blowing his hand off and eventually retires in the penultimate lap with a broken plug cap. This opened the way for Martin James to take up the lead ahead of Ed and Stuart who is improving towards the end of the race. The 125 drivers not being competitively matched were well spaced out but the wellmatched 210's gave an exciting race.

FINAL RESULTS

210's

1st Martin James
2nd Stuart Warsop
3rd Ed Mellor

125 NATIONAL

1st K Newman
2nd S Dyson

125 OPEN

1st P John

125 P&R

1st Alan Ford

250 NATIONAL & INTERNATIONAL

Combined grids of 250's still only produced low numbers. However the racing was good if only to marvel at Bob Kennings perfectly prepared International and an amazingly quick Kevin Mason in his National.

Heat 1: Up front it was Bob Kennings and Gordon Darrow leading the Nationals. Unfortunately Gordon was unable to start leaving Bob to streak ahead of the start in front of Kevin Mason in second place and Phil Gowers. Lap 2 and Phil is still going well just ahead of Gary Long exhibiting a lot of front end lift but still moving along well. Novice Ian Ashworth is keeping the pace and in Lap 6 Ian manages to overtake Gary and goes in pursuit of Phil Gowers. By the lap Bob is some lap and a half ahead of mid field drivers to win in front of Kevin Mason.

Heat 2: Because of the downpour of rain some 15 minutes earlier, folowed by subsequent drying out the result was some drivers on slicks and others on wets. At the start it was Gary Long who went into the lead ahead of S Hember. This race was not running as expected with Bob and Kevin nearer the back of the field. Gordon Darrow was still not on song and the overall winner of the

heat was novice driver S Hember ahead of Gary Long and Ian Ashworth.

Heat 3: On pole predictably it was Bob with Kevin Mason, Ian Ashworth and Gary Long on the front for the Nationals. At the green it was Bon who went into the lead Gordon Darrow again still having trouble starting but eventually got his Kart to start to take up 3rd place behind Kevin Mason. Gordon moved up into 2nd place but Kevin was giving Gordon a run for his money. Kevin is flying in Lap 4 but a much improved Gordon passes Kevin. At the finish it was Bob winning with Gordon in second just ahead of Kevin.

Heat 4: Drier conditions saw Bob back into the lead ahead of Kevin and Gordon Darrow in 3rd running much better. Kevin is flying in Lap 2 but a much improved Gordon overtakes Kevin to take 2nd place a good race is being had by Gary Long with Ian Ashworth. At the finish it was Bob winning just ahead of Gordon and Kevin.

Final: On pole it was Bob Kennings. The front row of the national was Kevin Mason, Ian Ashworth and Gary Long. At the green light it was Bob straight into the lead, Gordon Darrow again having difficulty in starting but eventually got going to be in 3rd place behind Kevin. Gordon then moved up into 2nd place ahead of Kevin but Kevin is giving him a run for his money, involving the two constantly changing places. However by the 11th lap Kevins Kart was showing some problems which resulted in his retirement. The rest of the field were being systematically lapped by the eventual winner Bob Kennings once again.

FINAL RESULTS

INTERNATIONAL

1st Bob Kennings
2nd Gordon Darrow

NATIONALS

1st Gary Long
2nd Phil Gowers

So despite torrential rain a good days racing was had which was not marred by injury from accidents, thankfully turned out OK. Several drivers commented on how well the track surface had dried out. After some 15 minutes following considerable rainfall the track was virtually dry. This is due to planned drainage installed when the track was originally constructed. In fact there was no collection of water anywhere on the surface after half an hour. So we look forward to seeing drivers at our next meeting which is the Crystal Challenge at the Wheels bank holiday Monday, 29th August.

Ellough

SUNDAY, July 31st

Spirits were high in the pits amongst the sixty odd drivers especially when the shadows started to appear. No not Hank and Co, the sun was out. As the morning went on racing commenced amidst some of the best weather seen for months and drew the attention of a large gathering of spectators from the nearby market. However half way through the heats the heavens opened and the rain continued on and off for the rest of the meeting. Even so, some very competitive racing was seen in all classes and it was a credit to the

drivers for turning out in such appalling weather especially in two of the finals.

CADETS

Heat 1:

1st Oliver Wood
2nd Tony Parfett
3rd Kevin Hall

Heat 2:

1st Kevin Hall
2nd Dean Panarucker
3rd Oliver Wood

Heat 3:

1st Dean Panarucker
2nd Kevin Hall
3rd Tony Parfett

Final: Although the track was wet, the rain stopped for this one and it was Kevin Hall quickest away followed by Dean Panarucker and Oliver Wood. These three pulled well away from the rest of the field and by the sixth lap, Kevin had moved a good 30 yards ahead of Dean still holding second and Oliver in third. From here on, with positions remaining the same it was a bit of a procession to the final flag.

JUNIOR BRITAIN

Heat 1:

1st Lee Skelton
2nd James Beales
3rd Patrick Miller

Heat 2:

1st Mark Craddock
2nd Jason Lane
3rd Lee Skelton

Heat 3:

1st Jason Lane
2nd Lee Skelton
3rd James Beales

Final: With the rain falling hard a very depleted grid was anticipated. However it was Lee Skelton in front at the first bend with Jason Lane and Mark Craddock very closely behind. With a few backmarkers spinning out and restarting these three soon pulled away and by the third lap Lane was pushing hard for first place. How these two could see to race so close in such weather I don't know, but by the time they came into view through the sways, Lane had got past Skelton with Craddock still in third. This scrap continued right up to the flag but Lane managed to hold on just ahead of Skelton and Craddock.

SENIOR BRITAIN AND 100 NATIONAL (COMBINED)

Heat 1:

1st Gordon Chenery
2nd Dave Adams
3rd Martin Grace

Heat 2:

1st Gordon Chenery
2nd Dave Adams
3rd Howard Duff

Heat 3:

1st Richard Knowles
2nd Nigel Ibbs
3rd Martin Grace

Final: With only a few making the grid in the rain, it was Richard Knowles first away with ►

CLUB SCENE

front. A constantly improving Rob MacDonald, still on black plates moving up quickly to improve on his Grid position by some five places. Gareth Hunt newly off novice plates unusually near the back of the field. Over the line it was Lee Jones from J. Thomas and Paul Kennings with Rob MacDonald as the first novice home.

Heat 2: The front rows were made up of Jonathan Phillips, Craig Barnhurst, Lee Jones and Ian Dolman. Into the lead went Craig from Ian and Lee. The best novice at this point was Peter Budd up in 8th position. By lap 3 Craig was still in the lead but Lee had just overtaken Ian and just behind them Paul Kenning had a spin. Lap 5 and J. Thomas moves up into 3rd place ahead of Ian Dolman. Lap 7 and Lee has taken the lead again from Ian who has moved back up again into 2nd place in front of Craig Barnhurst in 3rd and J. Thomas in 4th which was how they crossed the line to finish. The best novice Peter Budd was in 6th place.

Heat 3: An eventful heat one way or another. On the front was Paul Kennings, Louis Osbourne, Gareth Hunt and Craig Barnhurst. After several attempts at a start formation the front drivers were put to the back of the Grid. Eventually the start of the race had Gareth Hunt go into the lead from Ian Dolman, Craig Barnhurst, Lee Jones and J. Thomas. Lap 3 saw Ian Dolman flip up the front of his kart coming down the back straight resulting in the kart landing on its uppermost trapping the driver upside down. Thankfully after medical attention Ian appeared to be only badly winded but never-the-less retired from the race.

After a restart it was again Gareth Hunt leading 2nd man Craig Barnhurst, but it was not long before J. Thomas was ready to take up the 2nd position. Further back in the field it was Rob MacDonald moving up steadily as was Paul Kennings from his relegated position at the back. Lap 4 and Lee Jones is up into 2nd spot after passing Craig and then opens up a few yards.

There is now approximately a four yard gap between each of the first three drivers and Rob MacDonald is easily the best novice at this point pushing Paul Kennings in 5th place who is definitely losing pace. First finishers were J. Thomas from Lee Jones, Craig Barnhurst, Gareth Hunt.

Final: On pole it was Lee Jones with J. Thomas, Craig Barnhurst and Paul Kennings up front. Best novice placing went to Peter Budd. The race was started at the first attempt with Lee going into the initial lead ahead of J. Thomas, Craig and Paul. By Lap 3 J. Thomas was pushing Lee for the lead with Paul in 3rd; these three were breaking away from the rest of the field. Rob Macdonald again is making good progress and the mid field drivers were going round virtually in single file each being a Karts length apart from the next. Mid race J. Thomas passes Lee and begins to open up a lead with Paul Kennings driving a lonesome 3rd. A long way back and a good race is developing between Craig and a recovered Ian Dolman with Lois Osbourne catching the two up, and also between novices Rob MacDonald and Peter Budd. The penultimate lap sees Rob spin off at the bottom hairpin consequently not giving him the result he deserved but across the line it was an excellent drive by J. Thomas to take a win.

Final Results: 1. J. Thomas; 2. Lee Jones; 3. Paul Kennings; 4. Craig Barnhurst. Highest placed novice (7th) Peter Budd.

100 NATIONALS

The Grid of nationals was unusually totally made up of novices with the exception of one, Alistair Boyd.

Heat 1: With Alistair on pole he went into the lead off the start ahead of John Coultas in 2nd place and Les Morrison in 3rd. By Lap 3 John Coultas had taken the lead. These positions remained the same over the finish line.

Heat 2: Again Alistair was on pole and went into the lead from Carl Neill and Tony Kelly. On the 2nd Lap Tony Kelly and Les Morrison touched which sent both drivers into a spin. Alistair is well ahead at this point. Alan Edwards Kart is putting out some smoke and as a result seems to be slowing up. Tony Dwornik is really pushing Carl Neill in Lap 6. By Lap 7 Alistair is coming up to lap the back markers and Tony is passing Carl. Terry Haddon attempts to go around the pit bend on two wheels only. The top three were first Alistair Boyd from Tony Dwornik and Carl Neill.

Heat 3: John Coultas took an early lead from Alistair, these two being some three yards ahead of the rest headed by Alan Edwards and Les Morrison. John remained in the lead and continued to open a gap over Alistair with Tony Dwornik moving up into third place. A well spread out field and John finished first ahead of Alistair, Les Morrison, and Tony Dwornik.

Final: Up front it was Alistair Boyd on pole. At the start it was John Coultas who went straight into the lead ahead of Alistair, Carl Neill and Tony Dwornik. John and Alistair both began to pull away from the rest of the field leaving Carl, Tony and Les to do battle. Lap 4 and Les mounted the rear of Tony's Kart. This episode having an affect on the rest of the field by spreading them out. Still up front it was John and Alistair followed some way back by Les and Tony nose to tail. Carl Neill is lost. Lap 9 and Les is pushing Tony too much resulting in the pair coming off, loosing places and the eventual retirement of Les Morrison.

Final Results: 1. John Coultas; 2. Alistair Boyd; 3. Tony Kelly.

SENIOR BRITAINS

Good numbers again in the Seniors with some fast drivers present.

Heat 1: The initial lead was taken up by Dave Malpass who was quickly overtaken by Gary Frost and later on in the race Paul Jones was up into third and then second place with Steve Rogers following him through to take up third ahead of Dave Malpass, which was how they remained to finish the race.

Heat 2: It was now coming up to 2.30pm and the clouds are moving in and the winds are becoming very strong dulling the sound of the Moto-X boys on their circuit in the distance. However, the Seniors lined up and on the front rows were Ivan Perkins, Chris Winter, Dave Malpass and Gary Frost. Again it was Gary off to take immediate control of the race initially ahead of Steve Rogers. By Lap 3 Gary was still in the lead but Chris Winter had moved into second spot in front of Steve, Dave and Paul Jones in fourth. The best novice at this point was Rod Chapman. Towards the end of the heat Gary was some 25 yards ahead of the next man Dave Malpass who had broken away from the rest of the field. The best close racing was between Steve Rogers and Paul Jones who were constantly changing positions. The finishing order was Gary Frost from Dave Malpass and Paul Jones.

Heat 3: It was Steve Rogers who took the early lead from Paul Jones, Gary Frost and Dave Nickless. By Lap 3 it was again Gary in the lead and Dave Malpass overtakes Steve to take third slot where he beings to worry Paul Jones and by Lap 7 Gary is lapping the back markers. The penultimate lap and Dave loses places and Chris Winter is off. The end result being yet another win for Gary ahead of Paul Jone and Steve Rogers

in 3rd with a good race from novice driver Rod Chapman in 5th place.

Final: On pole it was obviously Gary in tremendous form with Paul Jones, Steve Rogers and Dave Malpass making up the front rows. Paul Jones made an excellent start to take the early lead ahead of Gary but Gary took the lead in Lap 2 from Paul now in second place ahead of Dave Malpass, with Steve Rogers dropping back. Ivan Perkins retires early on in the race. In 5th place again it was novice driver Rod Chapman heading off Chris Winter. Gary was way out in front giving a confident streamlined drive. Lap 8 sees the unfortunate retirement of Paul Jones leaving the 2nd vacancy to Dave Malpass. At this point Steve Rogers begins to recover ground. The leader Gary Frost is again picking off the back markers. To take the chequered flag having totally dominated this racing class today. Commendable drives also from novice drivers Rod Chapman who finished in 4th and Dennis Howes in 6th.

Final Results: 1. Gary Frost; 2. Dave Malpass; 3. Steve Rogers.

COMBINED 210 & 125 NATIONAL, OPEN, P&R

Eight Villiers were combined with six differently classed 125's. Nevertheless with four of the top 210 challenge drivers present we could expect some close racing.

Heat 1: On the front it was Rob Peters and Ed Mellor, Stuart Warsop being unable to make this heat. Into an early lead it was Rob Peters who by Lap 4 had opened up a good gap over the other 210's. By Lap 5 it was K Norman in his 125 National who had taken the overall lead from Rob. Furtherback in the race Dave Bailey was catching Ed Mellor whom he eventually over took in the next lap. In the 125's it was Neville Robinson (125 open) and S Dyson (125 nat) who were having a close race. Martin James (210) was a little off form at this point. At the finish it was Rob Peters unchallenged in the 210's and K Newman in the 125's who were the winners in their respective classes.

Heat 2: This time Stuart Warsop was back in the race but only after a lot of pushing, coughing and spluttering. At the start it was Rob Peters again who shot into the lead ahead of Martin James and Chris Flitney. In the 125's, Neville Robinson was ahead of K Newman. However mid race gallons of rain (and I mean gallons) descended from the heavens and the race was red flagged. Drivers changed to wet equipment and the race was quickly restarted as the rainfall was now substantially reduced. With a single file start in order of the race when it was stopped previously, Rob Peter was in the lead again ahead of Martin James and 125 driver K Newman was ahead of Neville Robinson. By the 5th lap Rob Peters was increasing his lead over the other 210's and Neville Robinson who was having a good race up untill now came off towards the end of the lap.

Stuart was making a bid to pass David Bailey in second spot. The finish took the following pattern Rob Peters ahead of K Newman (125), Stuart Warsop and David Bailey.

Heat 3: On the front it was David Bailey, Ed Mellor and Chris Flitney for the 210's and K Newman and Neville Robinson for the 125's. The initial lead was taken up by David Bailey followed by Martin James and Rob Peters.

A clash between David and Rob resulted in David losing places allowing Ed Mellor to take the lead closely followed by Stuart and Martin. In the next lap Martin went past Ed to lead. K Newman was an unchallenged 125 with a powerful and smooth drive. By lap 5 David

LARKHALL BORDER CHAMPS

ROUND TWO, JUNE 26th 1988

Things were rather more fraught in the B category as Graeme Melville netted pole with two wins and a 3rd from Scottish Champ Alex Jack. Laurence Keenan headed row two from Lee Livingstone with John Nelson and Chris Clarke on the third. The winner of heat one, Alan Mackay languished on the 4th row following his heat two non-finish due to a puncture.

At the front of the final it was pretty boring with Melville keeping Jack at bay for the whole race distance. Keenan originally held third place but with three laps to go, Mackay completed his storming drive by taking 3rd place. Keenan held 4th place at the flag from Stephen Phillips, Chris Clarke and John Nelson, most drivers finding it difficult to overtake in parts.

100 Britain & UK

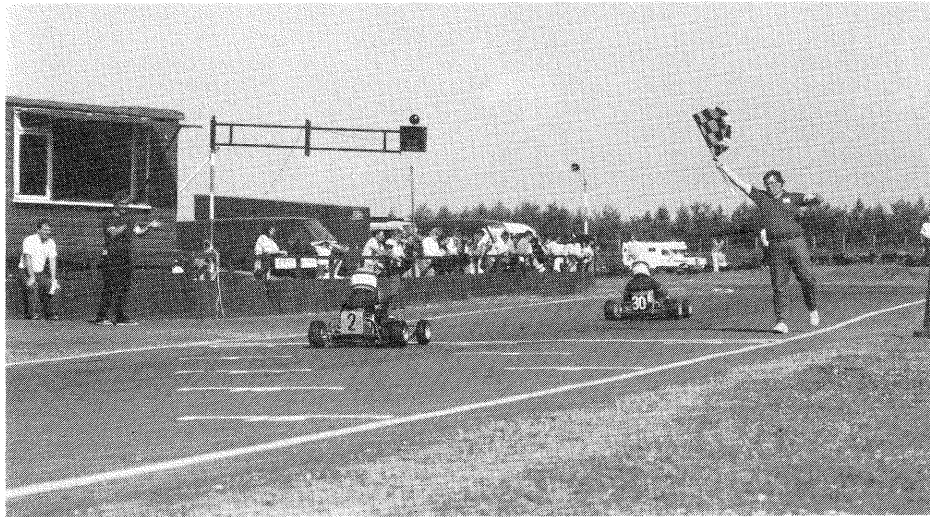
After last year seemngy the year of the headbanger in this class, things appear to have settled somewhat in '88.

Pole position for the final went to Gavin McCorquodale with brother Colin alongside. The second row held Ben Spence and Jim Rattigan with the third containing Ronnie Ross and Brian Sarafilovic. The heat winners were Janet Armstrong, David Greig and Lyle McMorland the first of whom did not line up until the fifth row.

We also had my first sighting of the new 100 UK class with Mark Bruce taking pole from Robert Bouse.

The final was pretty boring at the front as Colin McCorquodale steadily pulled out an impressive lead leaving all the action going on behind him. Brother Gavin held second for one lap before being taken by Ronnie Ross who then set about getting closer to the leader. After five or so laps of high speed action, Ronnie misjudged the exit to the pits corner and dealt the pit retaining wall a hefty blow. Although badly shaken, Ronnie was otherwise OK and will doubtless be out to prove himself soon. Desson McDonald took up the runner up position on Ronnie's demise and held that to the flag despite the challenge of Janet Armstrong who also had Lyle McMorland and Gavin McCorquodale behind her. These were the places at the flag, the win to Colin McCorquodale from Desson McDonald, Janet Armstrong, Lyle McMorland and Gavin McCorquodale.

The 100 UK drivers circulated closely with Bouse in the lead until just over half way when he was usurped by Bruce who went on to win



Matthew Davies took the Cadet honours (all pics by Iain Blair).

October 1988



as we lost Bouse on the very last lap.

For the second round of this series we moved north of the Border to the challenging circuit of Larkhall, home of West of Scotland Kart Club. They also hosted the ninth round of the RAC Cadet series and this was very well attended by all the leading drivers, anxious not to miss a round. For the Cadets, there was a little confusion over the points scoring from the heats which would determine the grid for the final. Eventually some compromise was reached but not everyone was happy.

RAC Junior Cadet

With two wins going to Matthew Davies, he was obviously going to be sat on pole, the other heat win went to Daniel Wheldon and he occupied the place alongside Matthew. Brendan Rawle and Craig Murray had the second row with Matthew O'Hara and Chas Butler-Henderson on the third. Behind them we had so many good drivers that it's impossible to note them all, and a potential winner from any of them, too.

Matthew Davies got the break he wanted right at the start of the final, easing into an early lead he was to maintain and increase as the race wore on. Things was far from settled behind, though, which probably aided Davies' cause as the fight for second place saw constant switching of positions. There were also the odd spin as drivers found the limit of adhesion and some of the front runners dropped several places due to this. Eventually second place went to Matthew O'Hara after a superb battle with Daniel Wheldon, with C B-H in fourth. The latter two

soon moved up a place as it was found at scrutineering that O'Hara had inadvertently put the incorrect chassis number on his card. Although only one digit out he was disqualified and Wheldon and CBH moved into 2nd and 3rd respectively.

At this point I feel I should say that whilst I sympathise with the O'Hara family, the rules are quite clear and the repercussions of allowing the result to stand could have been quite horrendous. Imagine the fun if someone had protested!! For the club to retain its credibility, the decision it took was entirely correct.

Junior Britain 'A' & 'B'

In the A category, pole went to Steven Laird from James Davidson with row two going to Andrew Kirkcaldy and James Bruce with Steve Wilson having a poor day at the rear.

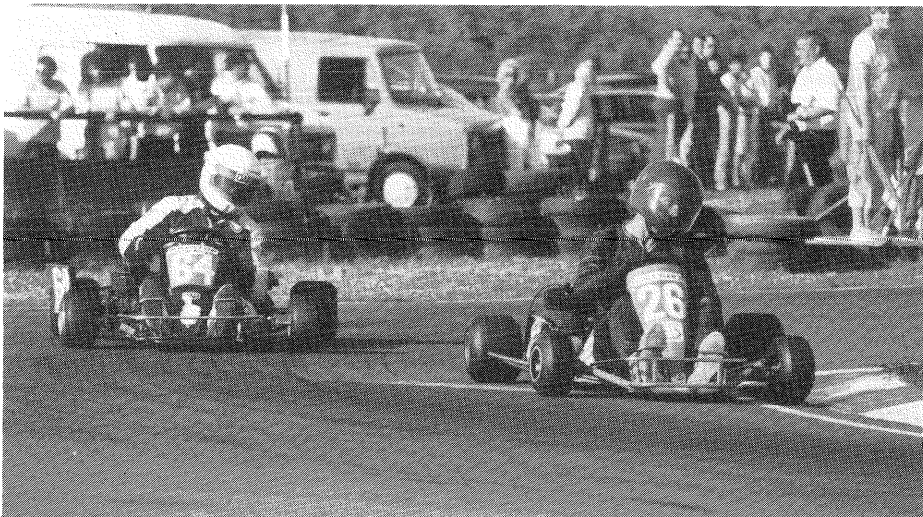
Steve Wilson made a great start to the final and within a handful of laps, was shadowing Kirkcaldy in the lead. Laird wasn't having any of that, though and he removed Wilson from his place soon after. This is the order they ran in for lap after lap until Kirkcaldy went missing on the last lap and, in the confusion, Wilson nipped through for the win with the disappointed Kirkcaldy second from Bruce in third.

100 National

A very good grid of Nationals disputed the Championship's most competitive class with some good drivers all in with a chance.

Pole went to John Duncan, winner of the third heat and well inside the top ten in the others. Joining him on the front rank was Chris Armstrong, not winning a heat but with 2nd, 3rd and 5th grabbing points all the same. Row two held Stu Davison, winner of heat two, and J. Stewart with the third row going to novice, Tony Capaldi and David Tooley, who simply tried too hard in a couple of heats. The winner of heat one was Daniel Liddle, jst up from Juniors, who DNF'd the last race to scupper his chances of a front row spot.

The early lead went to Davison who shot through from the second row into a lead he was not to lose although once Kiddle was through into second he harried the leader until he fell off on the 10th lap. That left two distinct battles for the minor placings. One was for second and was fought over by John Duncan and Chris Armstrong and the other was between David Tooley, Joe McKeand and the mysterious No. 90! with Super driver Andrew Stanton thrown in for good measure. That then remained the order to the flag with no driver seemingly capable of getting on equal terms with the flying Davison. By my reckoning he leads the Championship ►



John Duncan (26) and Chris Armstrong (64) had to settle for 2nd and 3rd respectively in 100 National.

with 258 points from Chris Armstrong on 240 and David Tooley on 224. All is still to play for at Rowrah on 9th October.

100 Super

Status quo was maintained in the heats with all three going to David Coulthard from a very close Ian Williams, these two always pulling out a gap from Paul Henderson whilst Andrew Stanton seemed content to play with the Nationals in fourth.

The final looked to be going the same way but Williams had other ideas and took the lead on the 3rd tour signalling the start of a race long duel with Coulthard. For the remaining 12 laps the pair were locked together in a high speed display that made one marvel at their kart control. Henderson had a grandstand view of all this from his perch a few lengths to the rear whilst Stanton again took it upon himself to play with the leading Nats. At the end of a fantastic final it was hats off to Ian and David for a great race and well done to the other two.

125 National & Open

Only two heat winners in the National category, John Reid taking two but not allowed to start the final after his licence was suspended following the last heat. Pole was taken thus by Gerry Harvey from M. Johnstone and David Blackshaw with Neil Mutch and David Shaw on the second.

The final proved to be a virtual walkover for Harvey as he mixed it well with the Opens and finished over half a lap ahead of Blackshaw in second with Johnstone a lapped third.

The Open class saw Gilbert Keenan on pole with a win and two 2nds with the other heat winner, John Brolley, sitting in the middle of the front row completed by Billy Stoddart with Jim Brolley the sole occupant of the second rank.

John Brolley blasted off the line first but was passed on the second tour by a determined Keenan who still had Brolley shadowing him until Gilbert lost a hose connection on the 7th lap. This didn't affect Gilbert but poor John spun off on the suddenly lubricated track surface. John regained the rack without losing too much time but his claim to the lead was long gone. Gilbert on the other hand was receiving constant signals centred around the wisps of steam from his flapping hose. He was able to relate later that although the temp gauge was off the clock, the motor was still running OK so he decided to risk it, a gamble which certainly paid off!

Further back, Billy was a secure 2nd although scrapping with Harvey on the road, both of them coping with hot anti-freeze courtesy of Gilbert. John had resumed still in second but lost out soon after his restart to Billy and had to

himself with novices Wayne Orton and Antony Orton completing the front row with the unfortunate Robert Watson lining up behind having failed to finish a heat.

The final was again a Girdwood benefit but others who had done well in the heats failed to finish the final leaving the runner up place to the improved Robert Watson after going a lap down with three to go.

In an interesting departure it was our pleasure to welcome John Haigh to the 210 ranks and he took pole with a brace of wins and a 2nd. The winner of that heat was Paul Clapham who also finished second in the other two heats. Completing the front row was Mike Fry with Brian Brown and Paul Hunwick.

For over half the race there was a change at the front as Clapham took on one of the best 210 drivers in the country and made him work to gain his lead. The relentless pressure paid off on the 11th lap for Haigh as he eventually took the lead and set about consolidating the same. The pace of the leading pair was such that they were the only two 210 drivers on the same lap come flagfall. Mike Fry and Paul Hunwick survived unscathed to the flag but both were lapped.

There was only one 250E, that of Alan Lopez who finished in all three heats and the final to take away maximum points.



100 Super winner Ian Williams (29) shadowed by second man home, David Coulthard.



Mark Bruce (100 UK).

Carnaby

Although some of our regular entrants were saving their engines for the various championships and the Grand Prix due in a few weeks time, those present at the July Carnaby meeting supplied us with some exciting racing.

JUNIOR BRITAIN

First out were our largest grid of the day the Junior Britains with a first heat win for Antony McHugh with Gary Broughton 2nd and Richard Blackburn 3rd. Gary Broughton took the next two heats followed home each time by Richard Wilson and Antony McHugh. The final went to Antony McHugh with Richard Wilson 2nd and Richard Blackburn 3rd.

100 NATIONAL/100 BRITAIN

The three heats of this combined grid saw three wins for the Britain of Lee Pullan with 2nd and 3rd places going to Mark Rogers and Wayne Douglas (1); David Johnson and Phil Butterfield (2); and David Johnson and Wayne Douglas (3). And guess who took the chequered flag in the final — yes — Lee Pullan again with David Johnson 2nd and Wayne Douglas 3rd.

125 NATIONAL & P&R

The first heat went to David Gilson with Jamie Robinson 2nd and Martyn Hemmens 3rd. Jamie took the 2nd heat from David Gilson with Bill Clark taking 3rd this time. David was back in winning form for the 3rd heat with Bill Clark 2nd and Andrew Bellwood 3rd. The final also went to David Gilson with Bill Clark 2nd and Jamie Robinson 3rd.

210s & 250s

Barry Peary made a return to racing by taking the first two heats with Michael Watkin 2nd both times and John Denton and Steve Clark in the 3rd positions. The third heat went to John Denton with Barry Peary taking 2nd and Roy Michael 3rd. The two Whymark brothers were showing the flag for the 210s with Antony taking the first heat and Philip the other two. The final of the 250s went to Michael Watkin with John Denton 2nd and Steve Clark 3rd and Philip Whymark took the honours for the 210s.

JUNIOR BRITAIN

1st	Antony McHugh	Gillard/DAP
2nd	Richard Wilson	Zip/Parilla
3rd	Richard Blackburn	Wright/Parilla

100 NATIONAL/BITAIN

1st	Lee Pullan	Gillard/DAP
2nd	David Johnson	Gillard
3rd	Wayne Douglas	Boxer/Arrow

125 NATIONAL & P&R

1st	David Gilson	Zip/Minarelli
2nd	Bill Clark	Zip/Rotax
3rd	Jamie Robinson	Zip/Rotax

210

1st	Philip Whymark	Lazer/Villiers
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250

1st	Michael Watkin	Zip
2nd	John Denton	Zip/KTM
3rd	Steve Clark	Zip/Yamaha
		Sandy Howarth

SUNDAY 21st AUGUST

The August meeting at Carnaby saw Cadets racing for the first time, hopefully we shall see a few more at future meetings.

CADETS

The first two heats went to David Wandless with Mark Nadolski taking the third. David Wandless took the chequered flag in the final with Mark Nadolski 2nd.

JUNIOR BRITAIN

The first heat went to Antony McHugh with Michael Simpson 2nd and John Mee 3rd. Antony also took the 2nd heat this time from Gary Longbottom 2nd and Darren Wandless 3rd. The third heat saw a win for Gary Longbottom with Michael Simpson 2nd this time from Michael Knaggs 3rd. In the final Antony McHugh showed us why he is currently leading the Club Champs for Junior Britain with a win from Gary Longbottom with Michael Simpson in 3rd place.

100 BRITAIN & NATIONAL

These two classes raced together in the heats but had their own separate finals. For the Britains the first heat was won by Graham Johnson with Steve Wright 2nd and Paul Wilkinson 3rd. The 2nd heat went to Richard Guest with Steve Wright 2nd again and Graham Johnson 3rd. Richard also took the 3rd heat this time with Paul Richardson 2nd and Graham Johnson again taking 3rd. The final saw Graham Johnson first across the line but unfortunately he was disqualified so the winner was Paul Wilkinson with Richard Guest taking 2nd. In the National heats Eric Dews took the first one with Chester Nadolski 2nd and Stuart Lawson 3rd. Simon Lupmon was the winner win the second heat with Stuart Lawson 2nd and Eric Dews 3rd. The third heat went to Chester Nadolski with Eric Dews 2nd and Stuart Lawson 3rd. Eric Dews came out on top in the final with Stuart Lawson 2nd from Simon Lupton 3rd.

125 NAT & P&R

Three heat wins in this class for Andy Brately, the first time with Bill Clark in 2nd place and Bernadette Stoney 3rd. Second time out the positions were reversed with Bernadette taking 2nd and Bill 3rd. Bernadette also took 2nd in the third heat with Bill Henderson in 3rd place. A coming together while dicing for the lead unfortunately put both Andy Bratley and Bernadette Stoney out in the final and Bill Henderson was the first to cross the line. Unfortunately he was later disqualified making the eventual winner Bill Clark with Andrew Bellwood 2nd.

210s & 250s

Three heat wins in this class for the 250 of John Denton followed home in the first and second heats by Philip Hemmens with Steve Martin and then Philip Watkin taking 3rd places, and it was Steve and Philip 2nd and 3rd in the third heat. John Denton completed the Grand Slam with a win in the final with (spectacular) Steve Martin 2nd and Philip Hemmens 3rd. In the Villiers class it was the Whymark brothers battling it out amongst themselves with Philip taking the first and second heats and Antony the third heat and the final.

Cadets

1st	David Wandless	Zip/Comer
2nd	Mark Nadolski	Anderson/Comer

Junior Britains

1st	Antony McHugh	Gillard/Parilla
2nd	Gary Longbottom	/Parilla
3rd	Michael Simpson	Wright/Parilla

Senior Britain

1st	Paul Wilkinson	Sprint/Arrow
2nd	Richard Guest	Knight/Parilla

CLUB SCENE

100 National

1st	Eric Dews	Allkart/Sirio
2nd	Stuart Lawson	
3rd	Simon Lupton	Sprint/Parilla

125 Nat & P&R

1st	Bill Clark	Zip GP/Rotax
2nd	Andrew Bellwood	Allkart/Rotax

210s

1st	Antony Whymark	Lazer/Villiers
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250s

1st	John Denton	Zip/KTM
2nd	Steve Martin	Zip/KTM
3rd	Philip Hemmens	Zip/KTM

Birmingham

SUNDAY, JULY 24th

CHASEWATER WHEELS AT BIRMINGHAM

Yet another Sunday morning at the "Wheels", as we set up for its 5th race of the year. The early hours of the day suggested good racing conditions, being a nice warm temperature and dry. With a good attendance by drivers, spectators and even an abundance of volunteers for official duties, a good days racing was promised. At this point I would just like to point out that the Fun Kart Circuit is not the layout for the racing circuit. As one or two drivers said they were not racing because the track was too twisty. The central bend complex of the track is not used for racing. So those drivers worried by this rest assured.

CADETS

Only three entrants this meeting, two of which were brothers James & Daniel Goode, the third was Robert Holmes. All three were on novice plates.

Heat 1: Straight into the lead went James Goode in his usual form followed by his brother Daniel & Robert Holmes. This was how they took the chequered flag.

Heat 2: Again it was James in the lead from the start. Lap 2 saw Daniel come off but managed to restart putting behind him Robert until lap 3 where Robert had a spin on the home bend, to give the final positions as in the first heat.

Heat 3: Followed much the same pattern as in the previous heats giving the same finishing results.

Final: On pole it was James Goode who seems to be unchallenged by any other driver at Wheels or Chasewater looks to be driver of the year unless some strong opposition emerges. Again James went straight into the lead from Daniel and Robert. Each driver being some 15 yards apart. Positions remained unchanged throughout the race.

Final Results: 1. James Goode; 2. Daniel Goode; 3. Robert Holmes.

JUNIOR BRITAIN

A good grid of Juniors where the novices outnumbered the blue plates. However looking down the programme the juniors as ever promised some competitive racing.

Heat 1: The ever quick Lee Jones shot into the lead ahead of J. Thomas and another quick regular driver Ian Dolman, Craig Barnhurst, Paul Kennings and Louis Osbourne also up at the

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So the trail moves on to the final round at Rowrah, still with all to play for in many classes. All the news and gossip from that meeting coming soon.

IAIN BLAIR

Cadet

1st Matthew Davies	Gillard/Comer
2nd Daniel Wheldon	Ferrari/Comer
3rd Charles Butler-Henderson	Wright/Comer

Junior Britain "A"

1st Steve Wilson	Dino/Parilla
2nd Andrew Kirkcaldy	Wright/TKM
3rd James Bruce	Wright/Parilla

Junior Britain "B"

1st Graeme Melville	Wright/Parilla
2nd Alex Jack	Ecosse/TKM
3rd Alan Mackay	Gillard/SO DAP
4th Laurence Keenan	Zip/PCR
5th Stephen Phillips	Wright/TKM
6th Chris Clarke	Wright/Parilla

100 Britain

1st Colin McCorquodale	Wright/Parilla
2nd Desson McDonald	Wright/Parilla
3rd Janet Armstrong	Gillard/White TKM
4th Lyle McMorland	TKM/TKM

100 National

1st Stu Davison	TKM/TKM
2nd John Duncan	Gillard/Sirio
3rd Chris Armstrong	DAP/DAP
4th David Tooley	Sprint/Parilla
5th Joe McKeand	Sprint/Parilla
6th Number 90	

100 Super

1st Ian Williams	DAP/Parilla
2nd David Coulthard	Zip/Parilla
3rd Paul Henderson	Gillard/Sirio
4th Andrew Stanton	Gillard/Parilla

125 National

1st Gerry Harvey	Wright/Rotax
2nd David Blackshaw	Zip/Rotax
3rd M. Johnstone	Zip/Rotax

125 Open

1st Gilbert Keenan	Anderson/Rotax
2nd Bill Stoddart	Zip/Rotax
3rd John Brolley	Zip/Rotax

125 P&R

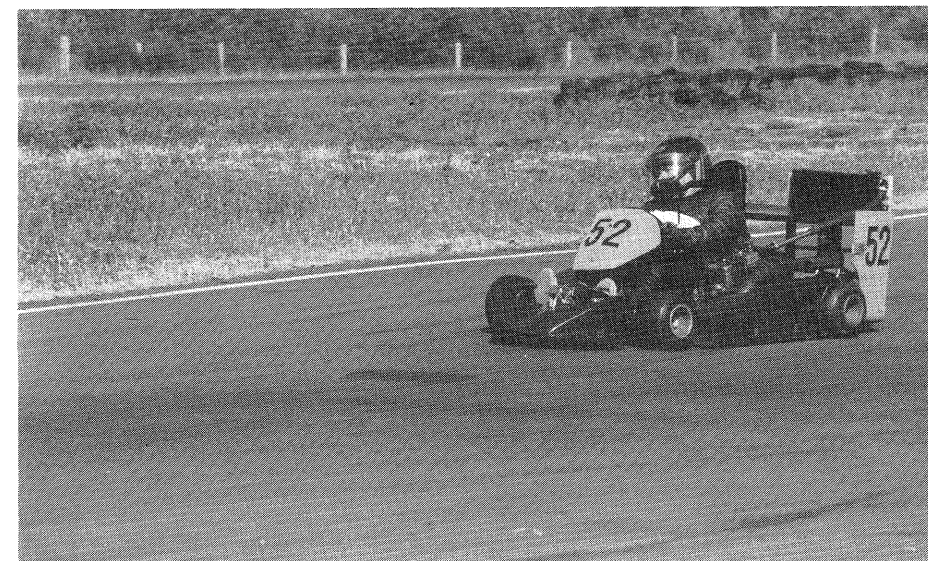
1st Neil Girdwood	Barlotti/Honda
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210 National

1st John Haigh	Anderson/Quantum Villiers
2nd Paul Clapham	Zip/APV
3rd Mike Fry	Zip/Villiers

Formula E

1st Alan Lopez	Zip/Rotax
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Alan Lopez wrapped up the Formula E class in fine style.

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THE EUROPEAN CHAMPIONSHIP

The European SuperCenter & Formula K Championships were finally resolved at the last round which was held at Liedolsheim in Germany.

In both cases it was “down to the wire” but the outcome of the first year of SuperCento was marred by an unfortunate return to the sort of tactics that were endemic in World class karting some years ago, which more recently have been thankfully rare. Going into the last round Gert Munkholm still retained his season-long lead but with a margin now greatly reduced by Emmanuel Collard, whose form was absolutely scintillating at Fontenay and Genk since switching to Merlin Rotax motors. To win Munkholm had only to finish in the top five, while Collard had to win (if Munkholm failed to make the top five), and Collard did indeed lead the final after strong heat performances. Munkholm ran second initially but soon felt himself to be under severe pressure from the Rotax contingent culminating in an incident involving Sandro Sani which left Gert in the scenery. Incensed by what he saw as a ‘ganging-up’ by the Rotax boys against his Singleton PCR, Munkholm restarted, waited for Collard (who of course was not involved in the first incident) and calculatedly took him off. Sani went on to win the race from Jeremy Cotterill, who had started from the back row after engine failure in the pre-final, with the erratic Redeker third. Despite a fine of 1000 Swiss francs and being physically attacked by a justifiably apoplectic Collard senior, Gert Munkholm is European 100cc champion 1988 through consistent performances and outstanding driving for the PCR marque. The Rotax writing is on the wall however, it is surprising how long it has taken for it to be read, but messrs Hezemans, Van Der Ham & Cotterill who have weathered four years of dogged development must at last feel vindicated; the Italian stranglehold is broken.

In Formula K/135cc it looked at one point that Richard Weatherley’s debut year with Kali was going to reap the immediate reward of the European Championship but cruel luck at Genk (full report elsewhere in this issue) meant that he came to Liedolsheim needing to be in the top six with Gemmo and Cazzago failing to finish if he was to win the Championship. Although Richard finished 6th, after a plug started missing eight laps from the end, ahead of Kali team-mate Cazzago it was not enough and he had to settle for third place in the championship, with Gemmo the winner and Cazzago in second place. There remains of course not only the ultimate prize the World championships at Laval but Hong Kong where there is a strong entry this year, and at the time of writing R.W. actually leads the Super One series table in 100 super.

IAME are rumoured to be hard at work on a “Rotax beater” although they of course already have a motor of similar bore and stroke in the TT31 which despite considerable British success in tuner Paul Deavin’s hands is not widely appreciated elsewhere. Steve Brogan however the driver who is most associated with the Sprint/Parilla works effort has been testing Rotaxes recently and by the time of Wombwell’s RAC 100 Super Champs do not be surprised to see almost everyone in the field similarly powered, including some very unexpected converts

The current shortage of and consequent premium on Rotax motors has serious implications for 100 National in the short term until DAP and IAME can redress the balance. Karters with a heavy commitment to those makes may do well to consider protecting their investment by switching to Senior Britain and this in turn

Class 1 Column

will deplete National grids when the alternative is spending a huge sum to stay competitive . . .

Congratulations to the new RAC Junior British Champion, young Scot Graeme Melvill and BTR Racing’s Tom Wilson who prepared his Wright/DAP equipment. Simon Wright’s karts have now wrapped up all three RAC titles so far this year, Senior Britain, 100 National and now Junior Britain . . .

This column wishes the Mr Big of class one cabaret, raconteur par excellence and grizzled veteran of the apres-piste, Paul Carr a speedy convalescence from his recent brush with the grim reaper . . . apparently the frequent bed baths administered by the caring profession almost convinced him he had made it to the other side.

At Shenington recently it rained but at times the track dried out too. Nothing unusual about that in this country but midway through the day the stewards despite the unsettled weather declared the meeting dry, adding that this meant that only dry tyres could be used. This of course is not what a ‘dry meeting’ should be:

RAC kart regulations, 6.4 . . .
“For all events the Clerk of the Course in consultation with stewards shall designate if the race is wet or dry and if it is designated wet then only rain tyres shall be used on all four wheels . . .”

In other words if the meeting is “dry” then



Mike Wilson — fifth time World 135cc Champion, now equals Francois Goldstein’s long standing record (pic: Beverley Heath).

free choice exists of wet or dry tyres but if declared “wet” then wet tyres are mandatory. At some circuits the same mistaken interpretation of the rules is invoked when in cold or gripless conditions canny Britain class drivers elect to race on wets when the track is obviously dry: it might be clever or even devious but it is certainly not cheating . . .

MIKE WILSON WINS 5TH WORLD CHAMPIONSHIP

In the 1988 CIK World Formula K Championship at Laval a capacity crowd watched Mike Wilson win his 5th World 135cc title, equalling the record held by Francois Goldstein, after a gripping race long duel with 1987 Champion Giampiero Simoni. Wilson (Kali/Komet/Dunlop) was a contender throughout despite dropping a heat, but Simoni (PCR/PCR/Bridgestone) had to fight through his heats after a puncture in Timed Practice left him with poor grids. Richard Weatherley also looked promising but a seize when leading a heat dropped him down the order and veteran Peter de Bruyn’s consistency put him on the front row of the Pre-Finale.

In the Super Cento 100cc class the Final was if anything even harder fought with local hero Emmanuel Collard (Kali/Rotax) trading the lead with 1986 World Junior Champion Fabrizio de Simone (Birel/Rotax), culminating in a photo finish in which the Frenchman took victory to the delight of the large partisan crowd. Jeremy Cotterill was beset by tyre and engine problems all weekend despite qualifying 6th but David Cuff ran a remarkable 5th position until obliged to pull off on the last lap by the CIK Super Licence rule which makes it mandatory for the top five to move into 135cc racing.

The event, which ran very smoothly indeed, was a triumph for Kali whose chassis won both classes while Rotax completely dominated the 100cc race.

Full report and pictures next month from our man on the spot!

Don’t forget to come and see us at the ’89 Racing Car Show. Stands 612, 628 and 629 on Level 2, Olympia 2, 4th-8th January 1989

seen on a Wright chassis with one or two drivers converting to Rotax power.

Driving standards have taken a dive again as the all important points situation has a greater bearing. There is still the usual amount of contact driving (usually well out of sight of the CofC) but the incidence of startline shunts showed an alarming increase. Sorry boys, but you’re turning into undisciplined louts again. Craig Booth was an innocent victim, being first well and truly nerfed then collected as the “red mist” descended over the rest. The root cause of the trouble is drivers breaking line before crossing the start line. Very much against the rules and slightly unhealthy too!

Anyway, lo and behold, we had Dave Button in the qualifier along with Ashley Sinclair and the pair of them went through comfortably for the biggie. Also to get another race were Patrick Smith who was in the top four all along and Stu Davison denying Matthew Payne at around 2/3 distance.

We had Kevin Warner and Paul Ozanne on the front row for the final with Andrew George and Johnny McDonald on the second with Paul Rees and Martin Jubb sharing the spoils on the third. The scene was set for a cracker!

Warner got away well to lead for a while with the howling pack of Ozanne, McDonald, George, Flynn, Jubb and Rees all changing places quicker than the queue forming for spare McLaren drivers. Rees emerged most consistent through all this, gaining a place a lap until he took the lead on the 7th tour. He dragged through Paul Ozanne after initially overtaking the Guernsey lad and pretty soon there was only the two of them in it. The race seemed to be a repeat of the Junior final but fate was to provide a bitter twist in the tail. For many a lap, Ozanne tried all ways to take the lead from Rees but to no avail. Then, as Rees was waving to a section of the crowd down the main straight, Paul dived up the inside and into the lead. That section of crowd promptly went quite potty and the next time Rees waved at them he didn’t use half as many fingers!

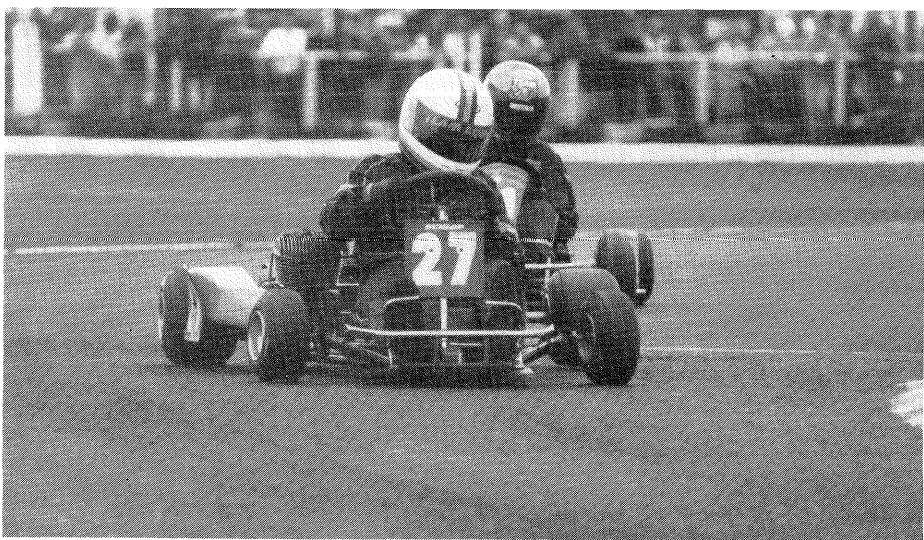
The drives of the final came from much further back as Robert Schirle staged a terrific recovery drive after finding himself at the wrong end of the grid at the end of the first lap. Likewise Dave Button can consider himself well pleased with a points salvaging 5th at the flag, Schirle ending up in 6th. Between them and the leaders, Andrew George had been fending off Ricky Flynn with Chris Hawes and Martin Moore along for the ride. The latter two were not to figure in the results as the noise meter played its part and they were excluded along with Philip Wells. 7th turned out to be Darren Maple from Lee Rennison and Stu Davison with Ashley Sinclair completing the top ten finishers.

1st	Paul Ozanne	Zip/Rotax
2nd	Paul Rees	Zip/Zip Rotax
3rd	Andrew George	Wright/Parker Parilla
4th	Ricky Flynn	Wright/TKM
5th	Dave Button	DAP/Parilla
6th	Robert Schirle	Sprint/Rotax

BROGAN’S SUPER SHOW

The wonders of modern technology died the death at Felton and the timing apparatus steadfastly refused to work. That meant, through the drivers choice, the timed session was done on a manual basis with a team of independent volunteers including yours truly. I don’t have the times as given because the mean time for each driver was taken as his “kosher” score and the grids decided accordingly. What I can tell you is that Andrew O’Hara was 2/10ths faster than anyone else but would he have a quick race set up? We would have to see.

The answer was provided in the heats with



Paul Ozanne (27) was chased home by Paul Rees (hidden) In 100 National.

both wins going to Steve Brogan debuting the demon Deavin Rotax. He naturally enough took pole with opposite going to Kerry Thorpe with 2nd and 3rd. Row two held Mark Windle, something of a local at this track, and Stephen Day with the third held by Richard Weatherly and David Coulthard, definitely going Junior FF1600 next year. Where was the timed sensation? Back on the 6th row after an exclusion for excessive noise, not the only one to suffer that penalty. Ian Williams was another and coupled with a bad first heat, he had it all to do.

Brogan strolled serenely through another race to win easily after the challenge from Day and Thorpe turned out to be a battle for 2nd resolved in the favour of Day when Thorpe spun off at half distance. O’Hara lasted a handful of laps before what sounded like a rod failure stopped his aspirations. Third was thus taken up by Mark Windle driving very well and obviously benefiting from his Euro experience. Dominic Connolly was next along ahead of Tartan duo David Coulthard and Bryce Wilson. Biff Harris showed his racing pedigree by finishing next up whilst Ian Williams had come home 9th from a back row start. Rather like with Stoney a month earlier, barring mechanical failure, the race was for second.

Pre Final Result

1st	Steve Brogan	Sprint/Deavin Rotax
2nd	Stephen Day	DAP/Rotax
3rd	Mark Windle	Sprint/Rotax
4th	Dominic Connolly	DAP/Rotax

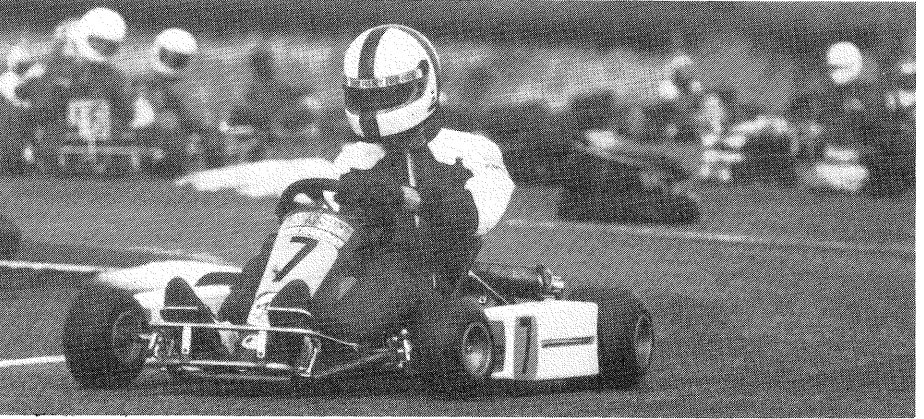
All hopes for a race at the front died completely within a few hundred yards of the start as Brogan began to ease out an immediate lead from Day and Connolly with Biff Harris, David Coulthard, Bryce Wilson and Ian Williams

next along. Andrew O’Hara and Kerry Thorpe were both making steady progress ater a poor pre-final and a further move up the order seemed likely. Mark Windle was hanging on in the chasing bunch and looking set for a good result when he suddenly slowed and pulled into the pits midway through the race. The progress of O’Hara was really something and he was up to 6th by the 12th lap. The joy was muted somewhat on the next lap as he retired with another engine failure. This was the signal for Thorpe to take over the mantle of “fastest thing on the track” as he continued his dazzling rise up the leaderboard. Lap 16 proved to be very fortuitous as an incident involving Connolly, Harris and Wilson dropped all three right out of contention. Day was still second but Coulthard had been promoted to third from Williams and Thorpe with Peter Olsson driving probably his best race since Rowrah ’87. The battle for third was really joined as the three protagonists were going at it hammer and tongs and in the last lap scramble Williams nicked it from Thorpe and Coulthard with Olsson and Weatherly stealing the next few places from Mark Faulder and Paul Henderson.

The drivers had still to clear scrutineering and poor Thorpe never got as far as the engine check with the scales giving him underweight by a couple of kilo’s. This tragic development pushed Coulthard up to 4th with Olsson 5th and Weatherly completing the top six.

1st	Steve Brogan	Sprint/Deavin Rotax
2nd	Stephen Day	DAP/Rotax
3rd	Ian Williams	DAP/Sirio
4th	David Coulthard	Zip/Boyce Parilla
5th	Peter Olsson	Wright/Rotax
6th	Richard Weatherly	Kali/Parilla

Ian Blair (Reporting and pics)



100 Super was dominated by Steve Brogan.

Auf Weidersehen Pet

Felton Super One, 21 August, 1988



Stuart Capstick, Junior Britain winner.

The Super One circus journeyed North yet again to the slightly different venue of Felton in another diverse setting which has been the hallmark of the 1988 series.

As with most of these meetings, prior practice has been at a premium and some drivers had ventured up for clubbies to gain a good race set-up. At this stage of the season, it was surprising to see a few drivers indulging in complete changes of equipment but nevertheless, there were many changes indeed. As with most things, people are likely to try something new if it seems to work well. The 1988 success story has been the emergence of the Austrian Rotax engine as a major European force and the top YK drivers are now opting to use it more and more. (Even: shock, horror, Steve Brogan!!)

However, the main interest was in the racing which started with the Juniors.

CAPSTICK CAPS IT

With a pair of wins and a 6th, pole went to Stuart Capstick who was joined on the front row by the 'A' plate holder, Guy Smith. Row two was the domain of Nick Dudfield and Ralph Firman with the other heat winner James Matthews and Bobby Game occupying the third.

Before the fun could commence in the main event, we had a 'B' final to sort out the final four places. This was led from start to finish by Richard Westbrook and was followed home after half distance by Stu Freegard with Dario Franchitti having to fight through to third by the flag. The last place on the final grid was taken by Simon Spencer, having hovered in the top four for the whole race.

The main final became a two way battle right from the off with Capstick and Smith destined to circulate nose to tail for the entire race. They pulled out a 50 yard gap on the three kart chasing group consisting of Matthews, Game and Firman with the rest left gasping in their wake. Alex Jack, reigning Scottish Champion and recently changed to Gillard chassis with White Parilla power, had an interesting tussle with Alan Mackay, Jamie Spence and new british Champ, Graeme Melville. They steadily worked their way up to the Dudfield/ Darren Manning fight and places were to change quite dramatically during the latter stages of the race. All eyes were on the battle for the lead as lap after lap, Smith visibly willed his kart past the leader, constantly looking across to check on his progress. Will power wasn't enough, though and Smith had to settle for second best. The brilliant battle for third

finally went to Ralph Firman from James Matthew (rounding off a good day for the Kartsport team), and Bobby Game. Alex Jack was next along from Jamie Spence, Alan Mackay, Nick Lamb and Graeme Melville.

1st	Stuart Capstick	Boxer/KS Parilla
2nd	Guy Smith	Gillard/Gillard Parilla
3rd	Ralph Firman	Wright/Parilla
4th	James Matthews	Boxer/KS Parilla
5th	Bobby Game	Lane/Parilla
6th	Alex Jack	Gillard/White Pailla

ANOTHER 1 BITES THE DUST

Another pole to current British champ, Gary Chapman following a pair of wins during the heats. Also with a brace of wins was Michael Mills but, with a 7th to Chapman's 5th in the other heat, the pole went to the Midlander. Darron Gibbs had a very good heat series and lined up on the inside of the second row with Ade Coles for company. Row three had the figures of Tony McCarthy and Steve Hazlett with Graham Wallace and Mark Smith back on four. Interesting to note was the use of a TKM during the heats before reverting to Parilla power for the final by the reigning No. 1, Gary Chapman.

The scheduled 'B' final was cancelled due to lack of interest and those who turned up for it were put through to the 'A' without fuss.

Mills it was who made a blinding start and set about building up a lead that could withstand all challenges. Chapman had made a disastrous

start for one of his experience and languished in 5th as the field tore down the straight to end the first lap. Within three laps, Gary was up on the bumper of Darron Gibbs and the hardest part of his race was about to begin. For those who haven't seen him in action, Darron is the master of the widest kart in the world game. His motors had enough power to fend off Chapman down the long straights whilst he was sufficiently slow through the twiddly bits to spoil the run up which Gary needed to get on level terms. Whilst all the cat and mouse was going on between two of Britain's finest, their relatively slow pace was allowing Mills to get away and causing some serious bunching behind which didn't ease the pressure on Chapman one little bit. Having lost Coles on the 2nd tour, the main challenge for the 2nd and 3rd placed men came from McCarthy and it was he who took up 2nd on the 13th (!) lap as Gibbs and Chapman disputed the same lump of tarmac. Chapman was up to 2nd within a lap and Gibbs in 3rd but a lap later; too late to get on terms as Gary was now running in clean air and gaining on the leader.

The gap proved too great even for the No. 1 and he finished in second, only a couple of lengths down at the flag. With a clean start who knows. But that's motor racing.

Of the rest, McCarthy was to gradually slip down the order after his earlier promise leaving fourth open to Simon Court, aided in his quest by the delays earlier in the race but picking off places very well indeed. Graham Wallace finished in 5th with Steve Cook-Martin driving well to secure 6th at the flag with 7th going to Chris Dagless after a last lap incident dropped Richard Beecroft a few places and retired McCarthy. Mark Beddall finished in 8th spot with Craig Caldwell and Steve Hazlett completing the top ten, Steve faring badly in the early stages and recovering in the latter stages.

1st	Michael Mills	Jeta/JM DAP
2nd	Gary Chapman	Wright/Carr Parilla
3rd	Darron Gibbs	Sprint/Deavin Parilla

4th	Simon Court	DAP/Parilla
5th	Graham Wallace	Lane/Parilla
6th	Steve Cook-Martin	Boxer/Parilla

THE GUERNSEY WAVE

With the noise man very much in attendance, many potentially good results were negated at the stroke of a pen, relegating a few names (including the new No. 1 to the qualifier). With the noise lottery as it is, the static tests proposed for next year could well meet with a great deal of favour.

On the equipment front, Craig Booth was out on Wright/Parilla gear and Ricky Flynn was also



Michael Mills took the honours in Senior Britain.

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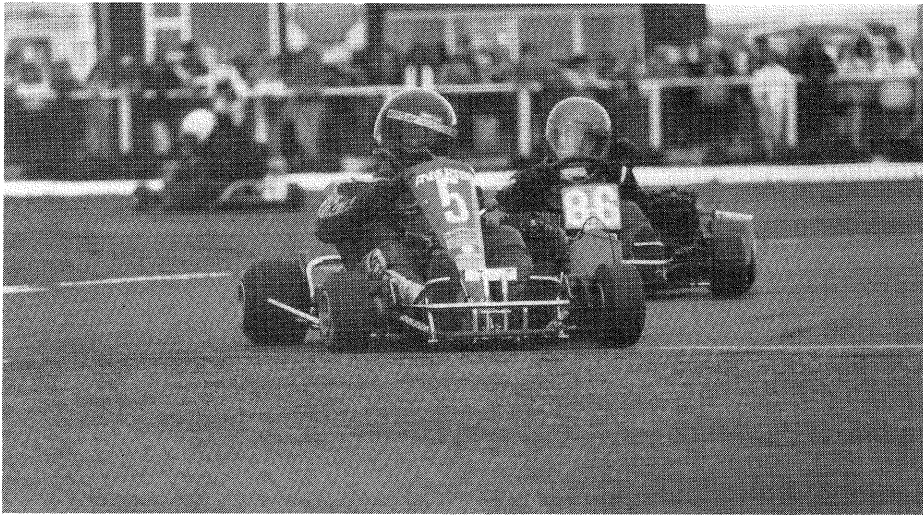
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Scomark RAC Short Circuit Gearbox Championships

Felton 17th July, 1988



Stephens (5) in company with Grieve (26) in 125 National.

Having successfully managed to land the only relatively rain free day in July, the Northumbrian Kart Club had also arranged some very valuable sponsorship from Scomark, local pipework and fabrication specialists, easing the financial burden of staging such a meeting.

The overall entry was fair especially in the 125 Nat ranks but the open class hasn't caught on clubwise if the entry for the Champs was anything to go by; just nine drivers signing on for the day. Despite the lack of an equivalent class in '87, there was still a single figure number allocation for this meeting in the Opens, source of much mystery throughout the day. Anyway, most were here to see Chris Stoney race in two classes and hopefully get beaten (fat chance!) in at least one. His campaign started with the Open category.

"...and some fell on Stoney ground"

All three heats went the way of the Castleford ace with the best efforts of Graham Roscoe not enough to disturb the status quo. Roscoe netted three 2nds to line up alongside Stoney with Clive Elmore and Stephen Coward completing the front rank. Gavin Kershaw, local driver Paul Hobson and Craig Dixon made up the second row with Steve Webb and Andrew Fleming bringing up the rear, Webb particularly unfortunate to have netted two DNF's whilst going very well.

The lights turned to green and; shock, horror, Stoney was in third!!! Stephen Coward had torn off the line with Roscoe following doggedly behind whilst Stoney bade his time and waited for the gaps to appear. At the end of the first lap, Coward made an error and Roscoe and Stoney surged through with Chris simply motoring past Graham a lap later. After that, the race just degenerated into a procession marked only by retirements. Fleming lasted only one lap, Craig Dixon pulled off the main straight after three with a nipped motor and Stephen Coward lasted until the 11th tour before he, too, succumbed to the gremlins. That left a meagre total of six drivers left, one of whom was lapped too! Not the best way for the public to see 125 racing but

things can only improve with time. The win went very predictably to Chris Stoney from Graham Roscoe, Clive Elmore, Paul Hobson, Steve Webb and Gavin Kershaw.

1st	Chris Stoney	Zip Bandit/CSK Rotax
2nd	Graham Roscoe	Zip/Field Rotax
3rd	Clive Elmore	Zip/CPA Rotax
4th	Paul Hobson	Zip/CSK Rotax
5th	Steve Webb	Spyda/Minarelli
6th	Gavin Kershaw	Spyda/Minarelli

ALLEN KEYS IN

The 210 class was rather better supported, requiring split heats and a "B" final to sort itself out. The old chestnut of noise had reared its head again and with Ron Brassey present, there were bound to be exclusions. These accounted to a large extent for the DNF's in this class as with the 125's and, surprisingly, the gremlins left the 210's fairly well alone.

Pole went to the 210 Challenge King, John Haigh, with a win, 3rd and 4th. Andy Martin, looking for a 4th consecutive win, started slowly but was into his stride pretty soon and lined up next to Haigh. Lionel Silflett and the ever smiling, ever friendly (it says here) John Brewis

completed the front row with Mark Allen (heading for pole until a last heat DNF put him back), Geoff Preston and Colyn Firth on the second row. George Bett was also present but had a day to forget, languishing towards the rear of the grid. The "B" final to decide the final 4 places on the grid was eventually stopped after 8 laps when we were down to three runners and in real danger of not putting anyone forward to the main event. It was won by Kev Briggs from Brian Holloway and Neil McQuade. Andy Martin made a lightning start, pulling Paul Clapham through from the third row to head off the challenge of Mark Allen with Haigh holding a strong 4th at this time. Within four laps, Allen had disposed of Clapham and began the relentless pursuit of the leader. For lap after lap the two were joined by a thread until Mark made intelligent use of a bunch of backmarkers and took the lead at the start of the 13th lap, one which spelt doom for Martin. Within half a lap of losing his lead, any hopes of retaking it were blown along with his headgasket. That misfortune for Martin sealed the race for Allen as his nearest rival was some half lap in arrears and not turning in the same lap speeds as the leader. Paul Clapham nevertheless deserved his 2nd place as a reward for his hitherto unsung performances in the class. His was a race run at the best pace for his equipment to ensure a good result. The pace of the leaders could easily have proved to be their downfall. Fourth until his unfortunate demise was the man expected to do well, having dominated short-track 210 racing in recent years, John Haigh. He retired on the 12th tour handing over a secure 3rd to Tom Earl, the last unlapped runner in the final.

After much poring over the lap charts and rechecking, the rest of the results were 4th to Mike Fry, 5th to Colyn Firth from Lionel Silflett, Paul Kellert, Ernie Winn and Manxman Jack Ball. 10th place went to the highest placed "B" finalist, Neil McQuade.

1st	Mark Allen	Dino/KMP Villiers
2nd	Paul Clapham	Zip/EDD Villiers
3rd	Tom Earl	Barlotti/Villiers
4th	Mike Fry	Zip/Villiers
5th	Colyn Firth	Barlotti/Longtune Villiers
6th	Lionel Silflett	Dino/Invader Villiers



(l. to r.) — Willie Grieve, Chris Stoney and Graham Stephens.

FINAL: With only five Cadets making the grid it was James Pears first away with Tony Parfett and Kevin Hall close behind. By lap four, James had pulled well ahead of the rest and looked a winner, but alas two laps later, Kevin was close on his rear and took the lead half way along the straight. Lap eight saw Kevin a good hundred yards ahead where behind him a battle was on for second with James and Tony completing most of lap nine side by side. At the flag it was an easy win for Kevin with James nudging in front of Tony to take second place.

Anon

CHASEWATER WHEELS AT BIRMINGHAM

29th AUGUST 1988

An improved grid of cadets gave good racing with some surprise leading performances.

In the first heat it was Jeremy Gumbley from Camberley Kart club who took the early lead from Chasewaters own James Goode. By the third lap James had taken up the lead from Jeremy and a hugely improved novice Dean Haddon quickly moving up from his rear grid position to take up third place, which is how they finished after 8 laps, a demanding task for cadets around the Wheels circuit.

In the second heat James took the early lead ahead of Jeremy and Dean up there again in third place from the rear. A usually quick Ben Purkiss was not in his normal form. By lap 2 Dean has taken the lead and opened up a substantial gap over the rest of the field to finally win ahead of James and Jeremy.

The third heat initially had James in the lead ahead of Dean who had a lightning start. Lee Hammond also had a good start in third place but was just taken by Jeremy in lap 4. Lap 7 saw

a nasty looking accident where Robert Holmes and James Goode touched causing Robert to flip up and over 2 or 3 times but luckily both boys were not seriously injured. The results of this heat were taken after 7 laps which gave Dean his second win of the day in front of Jeremy and Lee Hammond.

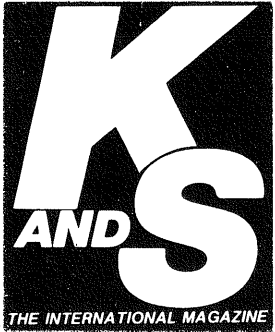
Jeremy Gumbley. Lap 3 and Jeremy overtakes Daniel who subsequently retires allowing Ben Purkiss to take up 3rd place followed by Lee Hammond in 4th. At the finish it was another win yet again for James although perhaps at the expense of an unlucky Dean Haddon.

- 1st James Goode
- 2nd Jeremy Gumbley
- 3rd Ben Purkiss
- 4th Lee Hammond
- 5th Dean Haddon

Report: Liz Peters



1st James Goode.



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'lift' for the 'on line' blue flagged, Lee, Wheldon slicing through the inside to lead to the flag, the frustrated Andrew belting his steering wheel with his fist. . . "another" second place!

- 1st D Wheldon
- 2nd A Davidson
- 3rd D Bell
- 4th G Yates

FINAL 12 laps (dry)

Pole: 8, 78, 14, 26, 6, 41, 15, 10, 77, 20, 7, 17, 11, 85, 3, 42, 51, 33, 12, 29, 50, 32, 16

Lap 1, Wheldon led from pole never to be headed, despite the close attendance of the St Albans 'Dinger'. . . Bell, O'Hara up from grid 10, gained 3rd when the less experienced Wilson 'fell off' but drove a race long defence to hold back Hemel Hempsteads 'revived' Number 14. Christofferson ran a steady 5th hounded by Andrew's little 'bother' sorry . . . brother Anthony, who in turn ran a steady race slowly being hauled in by 7th man James Taylor.

- 1st Daniel Wheldon
- 88 All Kart

- 2nd Douglas Bell
- 88 Zip
- 3rd Matthew O'Hara
- 87 All Kart
- 4th Andrew Davidson
- 87 All Kart
- 5th Hans Christofferson
- 88 Gillard
- 6th Anthony Davidson
- 87 Zip

- 1st Novice Gavin Pell
- Jeta

Very generous prizes were won. Worthy 'silver' cups for every entrant, sets of Vega tyres, money, engine rebuilds, wheels, even subscriptions to this wonderful journal. Donated by the generosity of: Clive Wheldon, Potterton Boilers, Stelrad Radiators, Plumbcentre, MCP Builders, Bruno Ferrari, Gary Parker, John Mills, Paul Carr, Steve Tillet, Andersons, Tabor, Boxer Karts, Kart Components, Kart & Superkart. Thank you Lincs Kart Club let's do it again next year.

Report: Denis Davidson

PS: Lincs Kart Club proving that they understand Cadet racers needs. . .no 'unnecessary' restrictions on fathers, or stop watches, or cameras. One hour of exclusive practice to acclimatise to the

conditions and learn the 100cc circuit.

PPS: The first five motors and carburettors were "completely" stripped and measured by scrutineers with digital verniers. . . All conformed to the RAC fische, in all respects.

ELLOUGH

MONDAY 29th AUGUST 1988

- HEAT 1
- 1st Tony Parfett
- 2nd James Pears
- 3rd Chaz Parfett

- Heat 2
- 1st Tony Parfett
- 2nd James Pears
- 3rd Kevin Hall

- HEAT 3
- 1st James Pears
- 2nd Tony Parfett
- 3rd Chaz Parfett.

RAC MSA Licenced Kart Circuits

The map illustrates the approximate location of all RAC MSA registered kart circuits. The club(s) operating at each circuit is shown opposite under RAC MSA Registered Kart Clubs.



Channel Islands
Jersey: St. Brelades
Guernsey: St. Sampsons

HERE WE GO, HERE WE GO, HERE WE GO!! Three straight heat wihs gave the expected pole to Chris Stoney with Graham Stevens alongside following a win and two 2nds. Willie Grieve was next up with 1,2,3 results and the front row was completed by Jersey's Malcolm Crowe. David Gilson, Frank Hynds and Nick Whitehead all sat on row two whilst the third was the property of Alan Dell, Bill Henderson, Garry Tyler and Dennis Gale.

The "B" final was dominated by Steve Puddiphatt, leading for all but two laps ahead of Bill Stoddart who moved rapidly into a qualifying place and sensibly protected it. Third was John Sully, handed that spot on a plate after Richard Connick retired on the last lap. The final place in the main event went to local driver, David Blackshaw, a good drive from a poor grid reaping its own rewards.

The final was led away predictably by Stoney although shadowed closely by Willie Grieve and Whitehead with John Heward having made a brilliant start from row four just behind them. All was set to change on the 8th lap as John Sully lost it coming onto the main straight and in the resultant impact was thrown out of his kart. The race was swiftly stopped and the unfortunate driver removed to hospital with a suspected broken leg. He took with him all our best wishes for a speedy recovery. The restart was rather curious in that the race was re-run in its entirety rather than running the balance of the race from the positions at the end of the lap before the red flag. Still, it was the C of C's choice and one we all had to abide by.

On the restart, Stoney was again dominant, this time opening up an immediate gap which no-one was able to close. Willie Grieve again held second but Stevens made a better start than in part one and within three laps had taken the runner up place off the local lad. Frank Hynds

held an initial 4th spot but as the race wore on began to suffer from gear selection troubles which hampered his challenge and eventually dropped him to 7th overall. Pouncing on the troubled Hynds was Gale who was rewarded with the No. 4 plate by flagfall but he had the local threat of John Heward right on his bumper until the very end. Sixth was Bill Henderson, ample reward for a good season and fairly untroubled Championships with Malcolm Crowe fading in the second final to finish 8th behind Hynds. The last special number went to Nick Whitehead who also fared badly out of the restart with the top ten places being completed by Bill Stoddart, the best placed of the "B" finalists.

- 1st Chris Stoney
- Zip Bandit/CSK Rotax
- 2nd Graham Stevens
- Anderson/Goff Rotax
- 3rd Willie Grieve
- Zip GPX/CSK Rotax
- 4th Dennis Gale
- Anderson/Minarelli
- 5th John Heward
- Zip/CSK Rotax
- 6th Bill Henderson
- Stratos/Minarelli
- 7th Frank Hynds
- Anderson/Anderson Rotax
- 8th Malcolm Crowe
- Stratos/Minarelli
- 9th Nick Whitehead
- Zip/Goff Rotax

IAIN BLAIR
(Report and Pics)



Mark Allen clinched the 210 title.

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- 3RD SILVERSTONE GP 125 OPEN
- 3RD SILVERSTONE GP 250E
- 1ST ASSEN DUTCH GP 125
- 1ST ZANDVOORT 125
- 1ST MIDLAND CHAMPS 125 OPEN

- G. STEPHENS
- G. BARKER
- T. PARROTT
- G. BARKER
- T. PARROTT
- S. McLAUGHLIN
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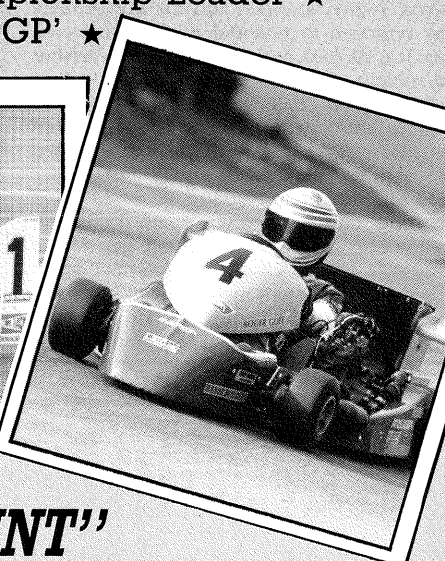
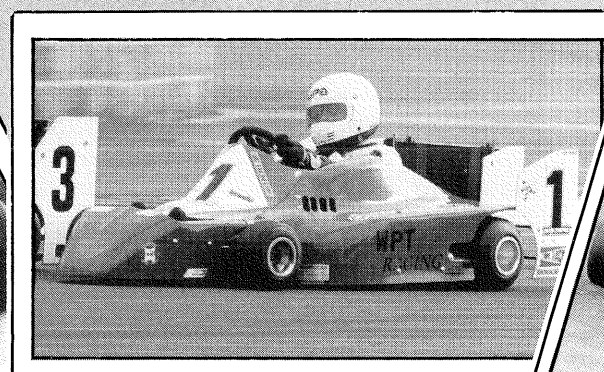
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- ★ Phil Glencross — 250 Formula "E" Zandvoort Winner ★
- ★ Roger Goff — 250 Formula "E" British Championship Leader ★
- ★ Steve Papworth — Isle of Man 'GP' ★



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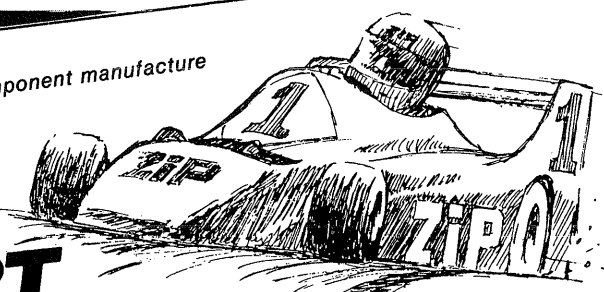
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THE PROOF OF THE PUDDING — DOUG BELL (26) AT FULBECK

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Daniel Wheldon.

selves by arriving on the dummy grid in correct grid order at least. Last year's winner Daniel Wheldon seized the lead never to be headed, pursued 'briefly' by James Meanwell's new Wright Kart until assisted off course by 'Saint? Albans'. Followed by O'Hara, Rawle, Charles B-H, Christoffersen, Maclaren, Button, Murray and Bogan.

- 1st Daniel Wheldon All Kart
2nd Douglas Bell ZIP
3rd Matthew O'Hara All Kart

Report by Denis Davidson

PS: Hunts KC (Kimbolton) have been appointed as hosts for the final round. Wheldon was beaten on home ground by Wombwells' Davies. Davies was beaten by Wheldon at Wombwell... this venue should make a 'more' fitting finale to the RAC series and the true Champion will be the first to cross the line.



Lincs Kart Club hosted the first All England Cadet Championship on the long 100cc circuit.

23 Cadets signed on to race for the most prestigious trophies and prizes ever put up for Cadets. £1,000 worth of 'real' silver cups, cash and a host of goodies donated by twelve generous Kart traders..

Practice preceding heat 1 commenced in heavy rain, our youngest drivers showing off their reflexes in the atrocious conditions.

HEAT 1 8 laps (very wet)

Pole: 20, 26, 33, 14, 41, 7, 6, 10, 16, 15, 3, 17, 3, 17, 8, 51, 77, 11, 12, 78, 85, 29, 42, 32, 50.

O'Hara 'mis-led' them round, (knocking Davidson up the chicane), Andrew lucky having a second rolling lap to slot back into his position. Into the chicane for the first time O'Hara led Bell, and the Davidson brothers... Critchley spinning Anthony out to rejoin last, with 'held up' Jenson Button. O'Hara maintained his



(L to R) Doug Bell (2nd), Daniel Wheldon (1st) and Matthew O'Hara (3rd).



Dear Ed

As a Cadet entrant at the Silverstone GP meeting, may I use your valuable columns to pose two questions? As by mutual Consent our Championship final round was demoted to that of a demonstration race (without trophies). What were all the entry fees totalling £570 used for? Also slightly more contentiously if one were to lay out a few straw bales and scattered a few cones in our local supermarket Car Park could one obtain a license or permit to run a Cadet race?

Yours sincerely
Denis Davidson

'wets'. Those having started on slicks 'fell off' on the first lap, which was led by Christofferson's Gillard and the DAP of Wilson. Wheldon was moving up the field from grid 15, 8th on lap 2, 6th on lap 3, 4th on lap 6, to 2nd at the flag. Hans having driven a good race, so too Wilson 3rd followed by Yeomans, Button and Wandless's '87 ZIP, O'Hara and James Taylor.

- 1st H Christofferson
2nd D Wheldon
3rd J Wilson
4th D Yeomans

HEAT 3 (dry)

Pole: 3, 17, 8, 51, 77, 11, 12, 78, 85, 29, 20, 26, 33, 14, 41, 7, 6, 10, 16, 15, 32, 50, 42

Blue skies and a dry track saw slicks replace 'burnt out' wets. James Meanwell's Wright taking his turn at the helm with Yates, Wheldon and Stilp for company. Lap 1 James Taylor moved into the lead with Wheldon in his wake. Meanwell and Yates had Andrew Davidson (from grid 14) breathing down their necks. Lap 2 and the 'Emberton Flyer' was in charge as James 'leaned out', Bell (from grid 12) was up to 5th... as Wheldon made a break for it... Andrew 'turned up the HL's wick' to lock on to Wheldon's bumper; another 'tweak' and he was past to lead his first race this year. For 3 glorious laps Davidson led the 'Silverstone Star', the two lapping as one.

The penultimate lap and a back marker gave Daniel the break he needed, Andrew having to

Continued . . . Page 24

NURBURGRING — FORMULA E WORLD CHAMPIONSHIP — ROUND 2

Saturday
3rd September

PRE-FINAL (6 Laps)

From row four Martin Hines broke through well to lead the first three-quarters of the opening lap, unfortunately encountering a few problems which caused him to gradually drop back and finish an eventual tenth. Already Tim Parrott was gone after a pile up at the Castrol 'S'. Ian Shaw was included but he managed to get away again and take the flag in 19th place.

By the time they had completed the first lap Roger Goff had hit the front and was being pursued hard by Poul Petersen, Eric Gassin and a very on-form Berny Roberts. Dutchman Piet Hartog was up to fifth after an amazingly spirited drive from the rear of the grid. He led Phil Glencross, Torgjer Kleppe, Perry Grondstra, not having the best of it after his Qualifying success, Monica Strath and Philippe Lozza. The second lap complete it was still left from Peterson but Roberts had demoted the French World Champion, Gassin, for third, the trio gradually easing away from the others until by the halfway stage Gassin, in fourth, was some 12 seconds adrift. Glencross had moved into fifth with Grondstra on his tail followed by Hartog, Jean-Claude Kallen from the sixth row and then Monica.

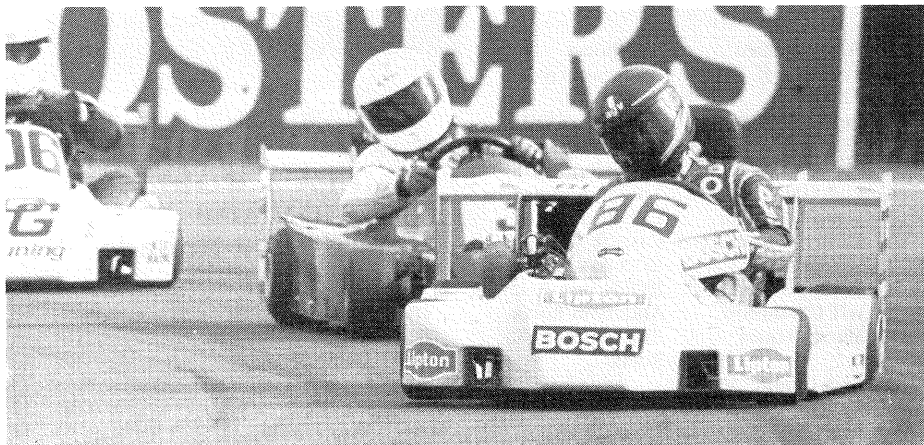
Except for the Grondstra-Hartog battle, which resulted in the latter finishing in sixth, there was little change in the places to the flag. Kallen ran home eighth ahead of Monica, Hines, Lozza and Torbjorn Kvja.

THE FINAL (10 Laps)

The Grid

Goff (Pole)	Petersen	Roberts
Gassin	Glencross	Hartog
Grondstra	Kallen	Strath
Hines	Lozza	Kvja

Ian Shaw sat on row 7 and Tim Parrott on row 14 as the karts rolled round to the lights, the rain



To Petersen (86) a fine victory which took him to 25 points and the lead in the Championship.....

In atrocious weather conditions Denmark's Poul Petersen ran home the winner by a narrow margin from Roger Goff and Berny Roberts to lead the Championship on 25 points. Roberts is on good form after his lay-off, he has amassed 18 points and lies second.

Report: Ed McCormick

Pics: Doug Rees

The second round of the CIK Formula E World Championship took place at the Nurburgring on Saturday 3rd September, the karts racing in a full programme headed by Group C WSPC and German F3. The entry from Britain totalled eight from a list of 44 drivers and the conditions they experienced for racing were typical for the Eifel Mountain region, rain and mist.

Friday 2nd was the day of open practice and Timed Qualifying for the karts and fortunately the weather remained dry which allowed some respectable times to be established. Berny Roberts crashed heavily in the early session tearing a couple of rib cartilages but still took part in official Qualifying, even though he was in a lot of pain. At one stage he was prepared to call it a day but the rest of the Brits in the Paddock talked him into staying. Pumped full of pain killing injections he raced both Pre-Final and Final, at quitting himself extremely well. Considering he has only recently returned after an extended Formula E lay-off his performances at the weekend were a credit to him.

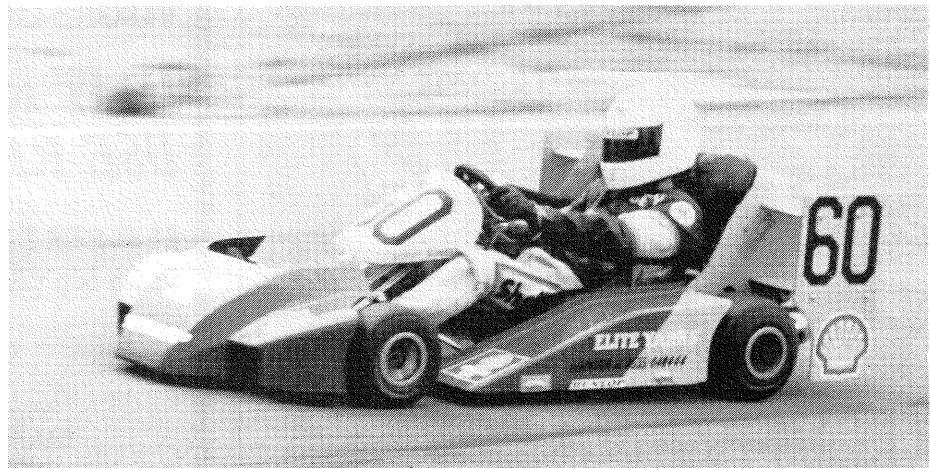
When the Qualifying sheets were posted some familiar faces featured highly on the list as can be seen from the table ...

Perry Grondstra	1 min 39.44
Eric Gassin	1 min 40.31
Ian Shaw	1 min 40.70
Poul Petersen	1 min 40.72
Roger Goff	1 min 40.85
Bobo Westman	1 min 40.95
Torgjer Kleppe	1 min 41.58
Tim Parrott	1 min 41.89
Phil Glencross	1 min 42.37
Berny Roberts	1 min 42.65
Philippe Lozza	1 min 42.65
Martin Hines	1 min 43.19

Champion also shared times in the 1 min 43's with Hines. Peter Tschanz notched up a 1 min 45.68 and Monica Strath a 1 min 47.27. The first few rows of the Pre-Final grid looked thus:-

Grondstra (Pole)	Gassin	Shaw
Petersen	Goff	Westman
Kleppe	Parrott	Glencross
Roberts	Lozza	Hines

The warm up on Saturday morning took place on a greasy track but everyone presented themselves on slick rubber and the session went off without undue problems. The weather gradually deteriorated until continuous rain set in for the rest of the day.



... whilst Roberts' third place put him in line for the title with 18 (pics: from Silverstone and Cadwell because postal strike tied up material).

Rainer Wimmer, Leo Wollerich and Jeff

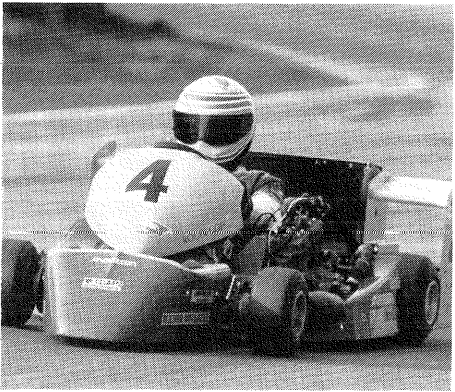
Ian Shaw sat on row 7 and Tim Parrott on row 14 as the karts rolled round to the lights, the rain falling steadily — Goff, Petersen and Roberts heading the grid. On the change to green the pack tore into Castrol 'S' invisible in plumes of spray and by the completion of the first lap Petersen had the lead from Goff and Roberts with Hartog chasing hard. Sweden's Bobo Westman led the rest — Woolerich, Kallen, Hines and Gassin who was not performing in his customary style. Already Ian Shaw was out of the action with engine trouble along with Perry Grondstra through an accident and Gassin too was to retire after six laps with mechanical problems.

There was to be no change in the order of the first four at the end of the next lap, in fact they were to remain in that order for the duration of the race. Tim Parrott who had been lying in eighth place on that lap was gone in yet another accident. By the end of the fourth lap Glencross whose start had not been the best had climbed to fifth, there to remain as the field began to open up because of the conditions and the spray. He was followed by Lozza who was to briefly hold sixth spot before slipping to an eventual eighth. Westman headed the next bunch, followed by Wollerich, and Wimmer, Westman gaining only one place more during the remaining laps. Wollerich held on grimly for another couple of laps in seventh before problems dropped him down the order to the status of a backmarker, Austrian Rainer Wimmer benefiting from his misfortune. New Zealand pilot Jeff Champion, from a fifth row start, put in an appearance in the top ten as they passed the halfway mark as he ousted Lozza to run in eighth three laps from the end, although he was relegated by Lozza just before the flag. Martin Hines had been running a steady race all the way and was to finish in tenth, some 12 seconds ahead of Kallen and Finn Risto Laine.

Into the last lap and Petersen had Goff all over

him looking for the advantage and trying to set him up for overtaking but spray and backmarkers defied him the chance. Petersen took a well earned victory, worthy in such terrible conditions with Goff settling for second ahead of Roberts, Hartog, Glencross and Westman. Wimmer, Iozza, Champion, Hines, Kallen and Laine were the other drivers who finished in the points. Petersen goes to Le Mans and the final round leading the Championship with 25 points, from Roberts on 18, but of course that will all be water under the bridge by the time you read this . . .

1st	Poul Petersen	PVP/Rotax
2nd	Roger Goff	Anderson/Goff Rotax
3rd	Berny Roberts	Zip Eagle/CDPT Rotax
4th	Piet Hartog	Anderson/Rotax
5th	Phil Glencross	Anderson/Rotax
6th	Bobo Westman	PVP/Rotax
7th	Rainer Wimmer	Castrol/SK-Rotax
8th	Philippe Lozza	PVP/Nissag Rotax
9th	Jeff Champion	Anderson/Rotax
10th	Martin Hines	Zip Eagle/Zip Rotax
11th	Jean-Claude Kallen	PVP/Rotax
12th	Risto Laine	Dino/Rotax
Race Time: 20 min 37.98s — 132.07 Km/h		
Fastest Lap (Petersen): 2 min 01.47s — 134.611 Km/h		



"Roger Goff collected a 2nd taking his score to 12. . ."

FORMULA E WORLD CHAMPIONSHIP Points After 2 Rounds

1st	Poul Petersen	(DK)	25
2nd	Berny Roberts	(GB)	18
3rd	Perry Grondstra	(NL)	15
4th	Philippe Lozza	(F)	14
5th	Rainer Wimmer	(A)	13
6th=	Ian Shaw	(GB)	12
6th=	Roger Goff	(GB)	12
8th	Piet Hartog	(NL)	9
9th	Phil Glencross	(GB)	8
10th	Bobo Westman	(S)	7
11th=	Torgjer Kleppe	(N)	6
11th=	Jeff Champion	(NZ)	6
13th	Peter Tschanz	(CH)	5
14th	Richard Dean	(GB)	4
15th=	Glen Standing	(GB)	3
15th=	Martin Hines	(GB)	3
17th	Jean-Claude Kallen	(CH)	2
18th=	Rudolf Huber	(D)	1
18th=	Risto Iaine	(SF)	1

KIMBOLTON

10th July 88

RAC Cadet Championship Series

ROUND 8

What only 18 Cadets! . . . must have all been at Silverstone watching the Grand Prix . . . Annoying how the Cader rounds clash with the Grand Prix isn't it! Mind you 'our' final mini GP was just as exciting (and as wet). Roger Goff's nephew won the club final when John Goss picked up a puncture.

This RAC round was a very strictly 'controlled' affair, with no dads allowed on the circuit . . . except me folks . . . your favourite 'Journo' . . . 'DD'!

HEAT 1 10 Laps (Dry)

Malcolm Smith and Anthony Davidson led 'em round for the only dry race of the day, little Anthony set a cracking pace (33.50) leading for two glorious laps being 'pushed along' by 'Bingo' Charlie, Wheldon, Smith and Davies.

Lap 3 Wheldon 'squeezing' through at 'Kim' followed by CB-H and Davies. Lap 4 Davies leap frogged into the lead never to be headed. O'Hara came to a 'smokey' halt in the Willows, No. 13 having something to do with that, Rawle was trailing the field in some bothers.

1st	M. Davies	Gillard
2nd	D. Wheldon	All Kart
3rd	C. Butler-Henderson	Wright
4th	A. Davidson	Zip

HEAT 2 10 Laps (Wet)

Clair and a 'reluctant' Andrew Davidson led this heat away, Clair proving smooth is the best way in the end, leading until passed by Davies Gillard on Lap 6. Murray and O'Hara joined by an 'on form' Mark Taylor (in a brand new All Kart) "it's better than the old one" (that should be worth a discount). As Davies stretched out a lead Clair was fending off O'Hara and Taylor, Wheldon was trying to get past Murray but the 'Scots Champ' wasn't having any . . . 'Welly' coming off worst, snapping broadside at stow . . . as the Davidson brothers 'arrived'! Andrew preferring the 'softer' tyre wall . . . Anthony 'T' boning the prone 'works'. All Karter fair 'n' square . . . "clunk"! Welly and Ant 'limping' home 9th and 11th. The unfortunate Andrew literally limping home, again.

1st	M. Davies	Gillard
2nd	M. Taylor	All Kart
3rd	M. O'Hara	All Kart
4th	C. Bogan	All Kart

HEAT 3 10 Laps (Damp)

Taylor's turn to lead with Yates. First time down to Stowe Mark and Matthew O'Hara emerging from a 'tangle' of mini karters pursued by Davies, Yeomans, Yates and Wheldon. Button, Murray and Wall last with 'tail end Charlie'. Jamie Wall flipping after clouting the curb at the Willows on lap 5, without injury. Mark pulled away and away, winning by a fair margin for a flag to flag win.

1st	M. Taylor	All Kart
2nd	M. Davies	Gillard
3rd	M. O'Hara	All Kart
4th	D. Yeomans	Lazer

THE FINAL 15 Laps (very windy and wet)

Pole: 2, 13, 'S', 8, 41, 90, 1, 20, 17, 7, 56, 10, 22, 6, 33, 14, 9, 77.

As Nigel Mansel whipped out of the blinding spray a few miles away, our 'mini Mansels' showed us they can do it too . . . with equal skill and bravery ('dad all you can see is a yellow

CADET COLUMN

EDITED BY TRICIA ELLIOTT

SILVERSTONE

BRITISH KART GRAND PRIX
6th AUGUST 1988

'CADETS DEMONSTRATION'

It has to be said, what should have been one of the best opportunities for the Cadets to show off their craft turned into a farcial lottery not at all representative of the racing we regularly put on at our usual properly organised short circuits.

I'm sorry but there it is, it was totally unrealistic of the organisers to squeeze laying out the circuit, (straw bales and cones), practice and run three 'Championship' heats into the time scale available (45 minutes).

Unanimously fathers obtained mutual agreement that this, the final deciding RAC championship round, was postponed and that we would stage a 2 heat, 1 final Demonstration race.

HEAT 1 (very hot)

Grid order was by numerical order eg: No.1 on pole — who made 'S' a high number? The Scottish Champion being denied the chance to run with the low numbered Competitors! With proceedings delayed by over ¾ of an hour the start came out of the blue with some competitors at the back of the grid being caught 'out' with helmets and gloves off! "What a nonsense."

No.2 Davies and No.1 Bogan winning from the front row followed by No.3 Meanwell (7 fell off), No.9 Rawle, No.14 Andrew Davidson, followed by Button and Moreton. No.13 went home! via Abbey Corner. The 'race'? resembling several high speed rolling laps in grid order.

HEAT 2

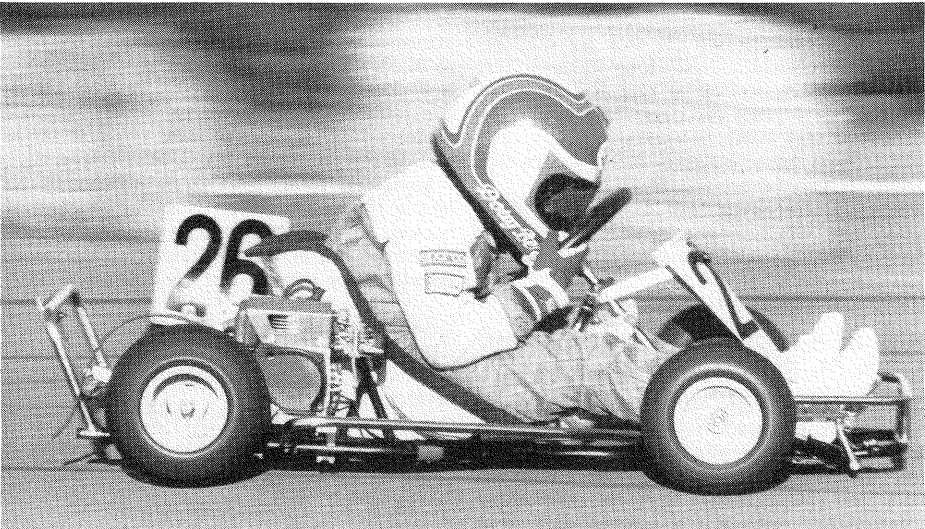
Was slightly more interesting due to most people not being very good at maths!

'S' Murray winning followed by the high numbers 90 Butler-Henderson 111 Purkis, 69 etc etc. Number 30 according to official results came 9th and 10th! . . . well done!

Where was Davies? . . . last! . . . that's where No.2 started from, right. Davidson brothers? Oh collect 3 cones and go back to square one.

THE FINAL: took place at about 7pm. At least it was cooler then . . . much better for the blood pressure too!

Well we showed 'them' we could organise our-



Doug Bell in action.

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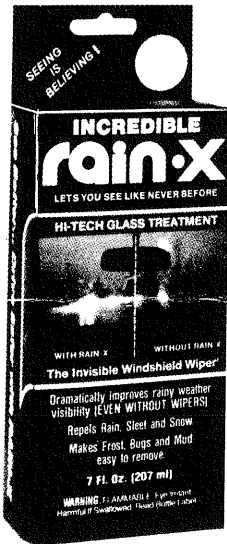
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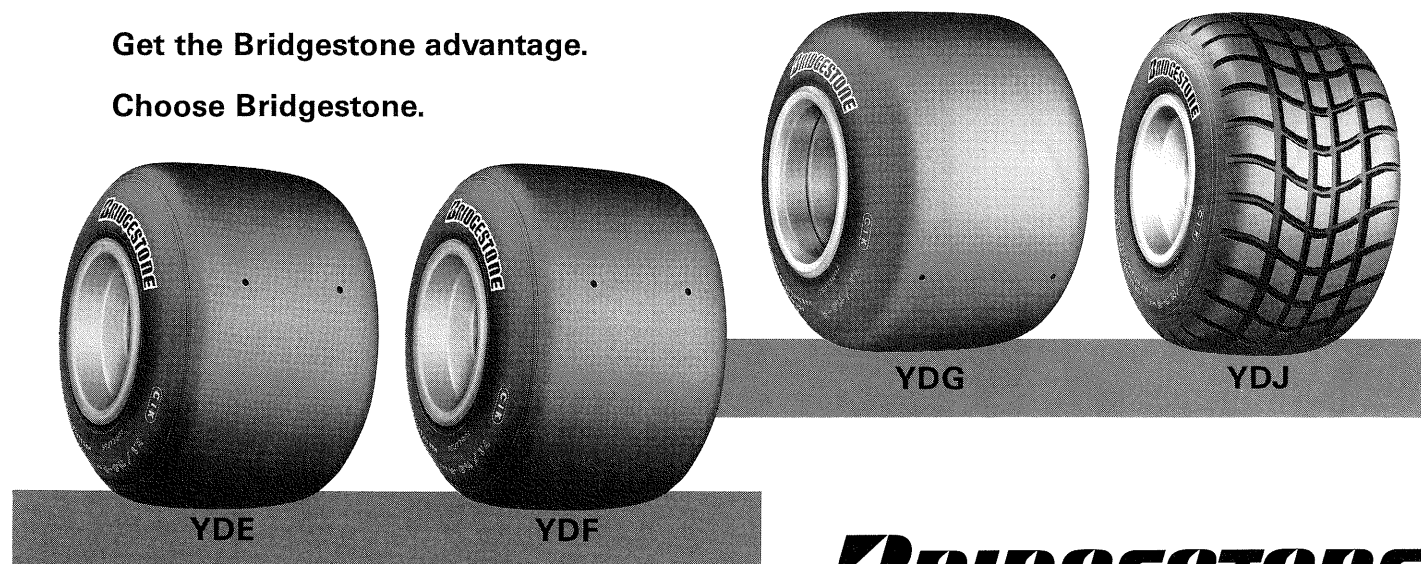
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BRIDGESTONE

NATIONAL SCHOOLS SPRINT CHAMPIONSHIPS



Class One Champion Valerie Lord (Breezehill) (pics: Brian Lord).

This year's schools spectacular saw NatSKA take their Esso sponsored showpiece to Sherington as their usual home at Fulbeck was required for the 100 National Champs on the same weekend. Unfortunately the move coincided with a drop in the usually massive entry but nevertheless almost three hundred braved a cool but dry Saturday and a very wet and windy Sunday. With ten classes, thirty practice sessions and fifty odd races, it was going to be a test of the schools officials to get through on time, but get through they did with time to spare on both days.

For the second year running the class 1's (50cc direct) were combined with the new class 10 (Comer 60's) to give a full grid with the larger part from the Comers. It was interesting to see the moped engines of the 50's taking on the 60cc kart engines although the former had the advantage of being able to tune their motors. In each heat the Comers set off at the front and Heat one went to Highfield's team entry from John Newsomes and Drayton with Breezehill's Valerie Lord charging through to 5th overall and a very comfortable class 1 win ahead of the Edmonton team and Knottingley's Simon Pettit. Heat two went to The Windsor Boys Enduro champions team with Brookdales J Davey taking the class honours. Sunday's two heats were a whole different proposition with heavy rain making driving difficult giving the Comers two more different winners in the form of the two John Newson teams but in the class 1's Breezehill's young lady was unstoppable taking the title with a clean sheet. For the Comer title it was a quick rush to the computer to see that victory had gone to the John Newson team by a couple of points from the Highfield School and Windsor Boys just a point further behind in third.

Class 2 is always the biggest and most difficult to see who might win until the last race because of the large number of heats. This year was no exception although numbers were vastly down to the mid sixties. For the first time the class was run on the Saturday causing some schools to pull out their top outfits to save them for the gearbox classes on the Sunday. It took eight heats to settle the issue and in the first round wins went to Brookvale's Lee Parkinson and Garth Hall's R Plummer. The second round saw Parkinson collect another win as did C Amos from Frank Hooker School. The third round gave Amos his second win whilst another team crept in to the reckoning from St Wilfrids. Thus all depended

upon the final two races. In the penultimate race Garth Hill's M Jelfs stormed home leaving the title to be decided in the last heat. St Wilfrid's team lead for the first three laps only to be passed by Parkinson, for whom a win would mean the title but on the last lap Amos squeezed the Puch GP through to victory and the 'S' plates for the Frank Hooker School.

Class 3, for the Yamaha FSIE engines, produced an entry of 40, the same on the 5 speed class 4's which are beginning to become more popular. However it still needed 8 heats for each kart to compete against each other and it was the Garth Hill entries of S Acton and R Plummer who took the first set. Heaths' S Brown and Windsor Boys W Gillett took the second pair setting up an interesting mid-way situation. With Gillett and Cardinal Newman team taking the third series. It once again meant that the title would be decided in the last two races and with a Garth Hill kart in each either they or the Heath outfit could clinch it. The first race proved to be an easy victory for Acton leaving him with two points and he had to watch his team mate Plummer take on Brown to decide the issue. Brown promptly took the lead from the front of the grid but Plummer was charging through and up to 2nd by the end of the second lap and

although he managed to narrow the gap, the Cheshire boy held on to take the title by virtue of a better disengaged heat and with Plummer and the Cardinal Newman teams breathing down their necks.

Class 4 was clearly going to be a battle between the two Breezehill Yz's of Val Fernandez and Valerie Lord and the DT's of Brookvale's Lee Parkinson and Queen Elizabeth's team with Burleigh Community College's Suzuki of R Boardmore also capable of joining the fray. The first set of races saw Parkinson and Fernandez record wins whilst the second set saw Boardmore and the Queen Elizabeth team record victories. In the third series Fernandez and Boardmore added further to their totals but only after Queen Elizabeth were docked a lap for jumping the start, a moment of indiscretion which ultimately cost them the title. With the Middleton team taking the penultimate race it left Fernandez and Boardmore to fight it out for the title in the last. With the pair both in the middle of the grid they screamed into the first bend to see the Oldham youngster rocket to the front and rapidly pull away. Although Boardmore pushed the Suzuki up to second he could do nothing to catch the flying Yz and the title returned to Breezehill leaving Boardmore second, Queen Elizabeth's team third and Parkinson fourth, but how nice to see so many at the top on such close terms.

Class 5 is for the declining Solos, once the premier class of schools karting this German chain saw engine still managed to power a respectable grid despite no new engines having been available for several years and replacement pistons costing over £50.00 each. There was no doubt who was going to dominate this class as the three Queensbury entries took all the heats with their worst finish being, would you believe it, in third!! The battle for the title rested between J Osborne and C Geary who had two wins each plus a second each and it was the non finish of Geary in the first race that gave the title to Osborne with their school team entry collecting third place overall. At the end of the meeting all their engines were subjected to a complete strip down and found to be perfectly legal leaving the other schools with a bit of homework to do before next year!

Class 6, for low power 100cc engines, at around 40 had taken the brunt of the depleted



Val Fernandez (Breezehill), Class 4 Champion, seen here on the solo.

entry but was still one of the most fiercely competitive. Market Weighton and Brigshaw emerged from their battles in the Enduro in fine form whilst defending Champions, Knottingley had a day of the mechanical gremlins. The first round of heats went to Market Weighton's Toby Halton and Brigshaw's team entry. In the second set of heats the title was decided when the two karts met and Halton squeezed by the Brigshaw's team on the last lap to win. Both went on to win their remaining heats to give Halton the title on the disorganised heat with his team mate Michael Dalton claiming third again on the disorganised heat from Swadeland's S Buckett. The other heat winner was Sir John Newson's team entry.

Class 7, for high powered 100cc piston and reed engines, had actually enjoyed a slight increase this year but was still rather thin on the ground. Once the racing started it got thinner still as karts "died" at an alarming rate. Heat one saw Breezehill's Alvin Carnegie set the scene by opening up an enormous lead only to staff it in the chicane for no good reason leaving Windsor Boys Team entry to accept the win and with defending champion S Wilde doing a nasty to his normally very quick Maculloch. Heat two and things got worse, Carnegie opened up another useful lead only to disappear along with the rest of the grid apart from the Windsor Boys team who ploughed a lonely path to the flag. Sunday's rain seemed to improve things, certainly for Carnegie as he won both heats with ease but a fifth place for the Windsor team was enough to clinch them the title from the Oldham driver with Barclays team driver Maculloch collecting third.

Class 8 had suffered the biggest drop in entries with just a single grid of the RAC rotary outfits for the first time for many years. Quite a few names from the reports in this magazine were present on some very expensive looking equipment but it was a non-RAC licence holder who took the honours. St Audrey's Nick Huggins took two heats and a third whilst Salesians' Alex Abbey Taylor took one to go with a second and third to clinch second ahead of Stokesley's R Blackburn and Brigshaw's Gary Longbottom. The other heat winner was Cardinal Newman's Gary Wilde who's chances disappeared with two non-finishes.

Class 9 for the 125cc gearboxes saw an increase in the number of 'boilers' but a sad drop in the ranks of the air cooled brigades. The heats were dominated by Highfields' A Parker on his Suzuki RG but he was hard pressed by Brookvale's C Bagley who had to resort to a standard Yamaha RD/LC after blowing their very quick motor in practice. Third place went to Barnhill's team on their air cooled Yamaha with Stanborough's H Middleton back in fourth.

A massive entry of silverware was presented to the winners in a packed scrutineering but as the rain persisted to the very end and with nine schools sharing the ten titles we could reflect



R. Boardmore (Burleigh Commercial College), runner-up in Class 4.

on probably one of the most open and competitive championships for many years and this must give new hope to those who missed out this year but will certainly be back again in '89 — see you there!!

RESULTS

Class 1

1st	Valerie Lord Breezehill	Yamaha QT
2nd	Team A Edmonton	Honda Express
3rd	Team Queensbury	Ariel

Class 2

1st	Chris Arnos Frank Hooker	Puch GT
2nd	Lee Parkinson Brookvale	Yamaha DT
3rd	Team St Wilfrids	Yz

Class 3

1st	Stephen Brown Heath	F122
2nd	S Acton Garth Hill	F122
3rd	R Plummer Garth Hill	F122

Class 4

1st	Val Fernandez Breezehill	F122
2nd	R Boardmore Burleigh Common College	Suzuki AP
3rd	Team Queen Elizabeth	Yamaha DT

Class 5

1st	J Osborne Queensbury	Solo
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Class 6

1st	Toby Halton Market Weighton	Honda H100
2nd	Team Brigshaw	Honda H100
3rd	Michael Dalton Market Weighton	Honda H100

Class 7

1st	Team Windsor Boys	Yamaha KT100
2nd	Alvin Carnegie Breezehill	Yamaha KT100
3rd	Team Barclay	Mac 92

Class 8

1st	Niel Huggins Onslow/St Audreys	Wright/Parilla
2nd	Alex Abbey Taylor Salesian	Dart/Arrow
3rd	R Blackburn Stokesley	Wright/Parilla

Class 9

1st	A Parker Highfield	RG Suzuki
2nd	Chris Bagley Brookvale	RD125
3rd	Team Barnhill	125

Class 10

1st	Team Sir John Newsome	Comer 60
2nd	Team The Highfield School	Comer 60
3rd	Team Windsor Boys	Comer 60

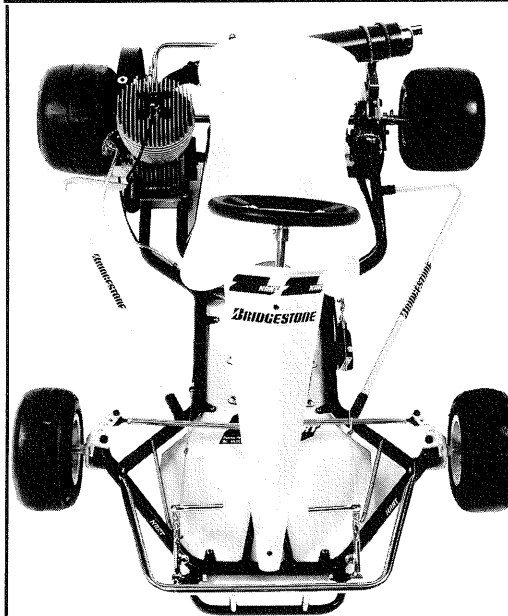
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