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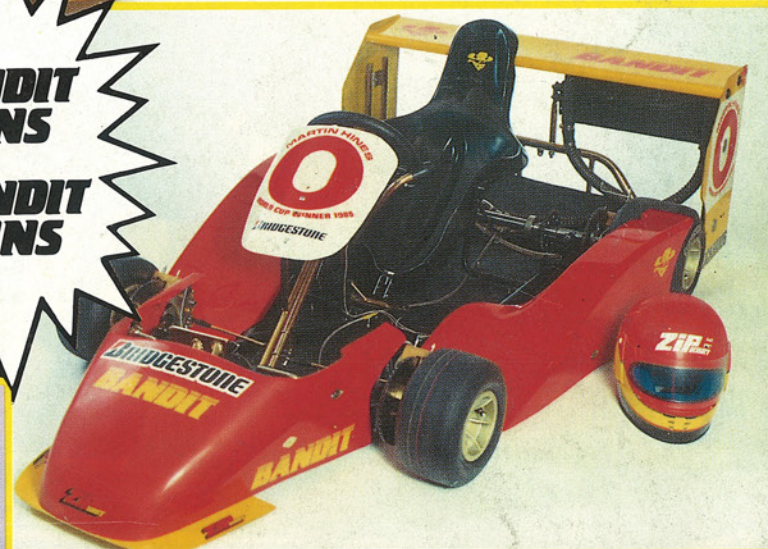
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23/7

K AND S

THE INTERNATIONAL MAGAZINE

Features include

Profile — Mark Webster
100 Scene looks at
the problems of starts
in 100cc

KART AND SUPERKART

APRIL 1986

80p



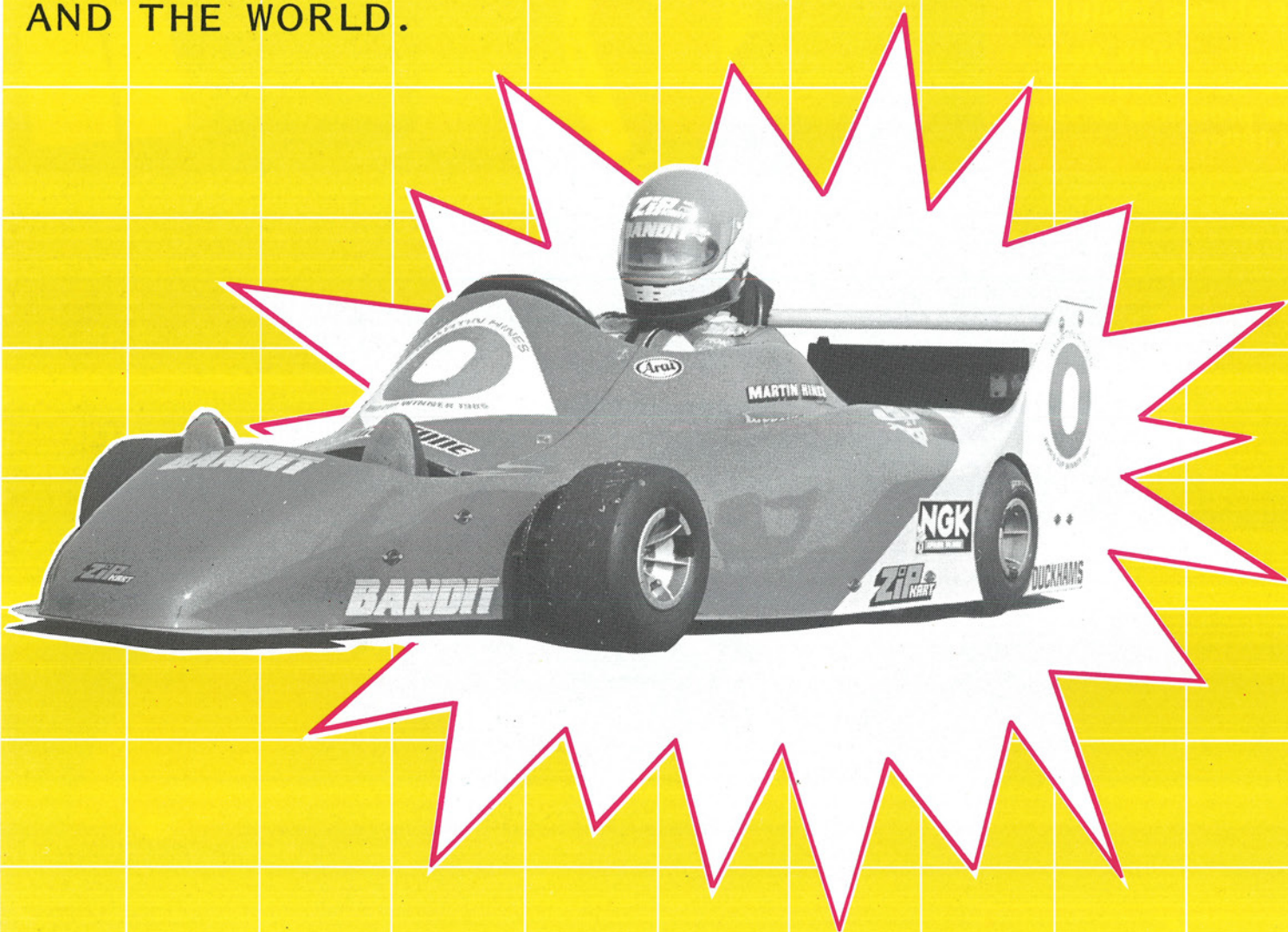
Profile Next Month
Monica Strath

**Cadwell Park — Season Opener
Snetterton's Bandit Brigade**

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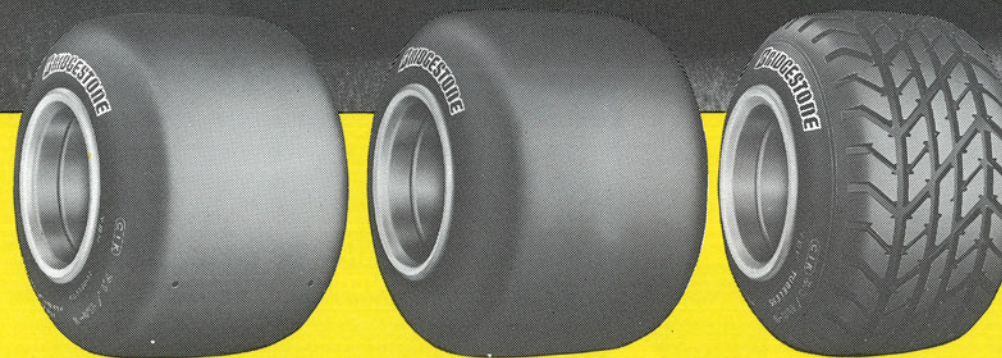


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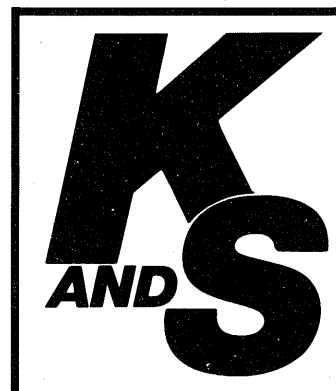
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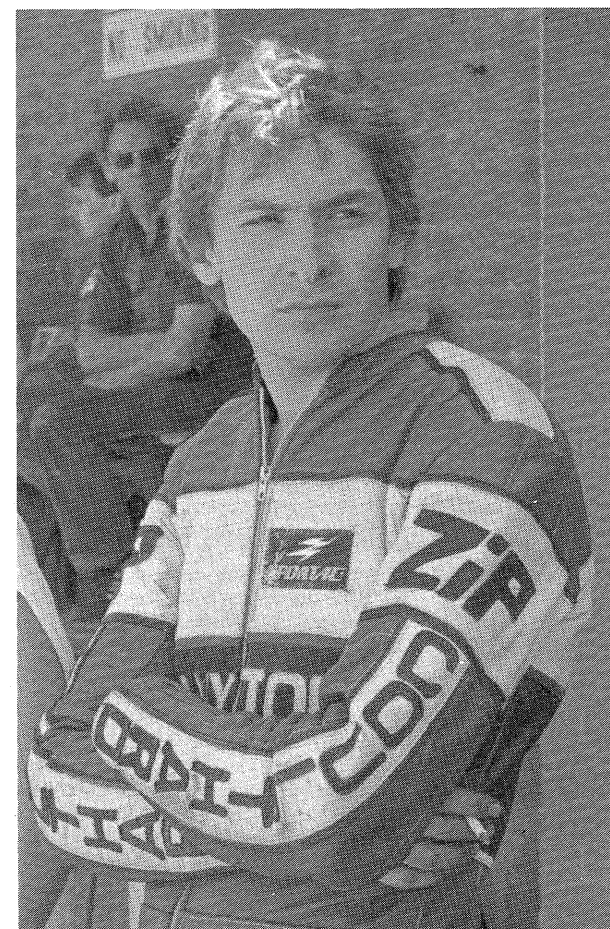
MONTHLY

FRONT COVER:

Latest Bandit recruit,
Mark Webster in 250cc
National, put his name
on the map at the first
Snetterton meeting of
the year with a fine
victory from the Alan
Cheetham KTM.

(Pic: Doug Rees)

No. 88



Peter McCallum — good 125 National Opener at Cadwell, bodes
well for the season.

(pic: Doug Rees)

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The regular look at what's been happening recently around
the Club racing circuits

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WHERE AND WHEN

Where and When to see karting during the coming weeks



SHENINGTON ENDURO

After the resounding success of the 3-Hour Endurance meeting last November, Shenington Kart Club has decided to run two such events this year — one for 100cc and one for gearbox karts. Each endurance meeting will be for 6 hours this time, rather than 3. The 100cc Enduro will take place at Shenington on Monday 5th May, (May Day) and entries close on 21st April. All interested drivers (and there should be loads!) are asked to submit their entries to:—

Mrs Sue Wilkins
7 Park Close,
Claverdon,
Warwick,
CV35 8HH

Details of the Gearbox Enduro will be published as soon as available.

K & S United Kingdom Championships

The Organisers of the K & S United Kingdom Champs have decided to run the class 100cc Cadet along with the other classes in this year's six round contest. They do stress though it is up to you Cadets to register NOW — the more who register, the more successful the Series will be. Don't delay — fill in and despatch the coupon in this issue.

BORDER CHAMPS '86

Cumbria Kart Club announce that the dates and venues for the 1986 Border Championships will be:—

Larkhall — 6th April (Entry Fee — £12.00)
Rowrah — 8th June (Entry Fee — £10.00)
Felton — 17th August (Entry Fee — £10.00)

The Championships are open to all RAC kart classes, including 125 P&R.

NOISE TESTS

The RAC MSA has agreed with the Central Kart Club proposal to implement a maximum noise level of 105Db in static tests for all the Club's long circuit events. However, because of the shortage of time available to notify everyone, it has been agreed to enforce the regulation commencing with the meeting at Donington Park on April 27th. All exhaust manufacturers are being notified.

Aside from the static test there will also be an on-circuit meter to check karts on the track. Those drivers whose machinery exceeds the level will not be permitted to race. You have been warned so don't get caught out.

1986 250 INTERNATIONAL SHORT CIRCUIT SUPER CHALLENGE

Anyone interested in competing in a 250 International series, run over 10 Short Circuit meetings during the coming season, should contact:—

Andy Stratford
on
021-353 5772

Further details to follow.

Ed McCormick
Bruno Ferrari has asked us to further qualify his note on engines on Page 12 of our March issue. It should be stressed that the engine prices quoted are based on a dodgy exchange rate and also that the engines come complete with everything. However, for further information and confirmation you are asked to ring Bruno direct. This year three more drivers join the Ferrari league of the Allkart chassis — Mike Ballantyne, Andy Fairless and Ireland's Ronnie Beggs.

TYRE NEWS

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WET

3.6x10x5 YBF	£25.00
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7.5x11.5x5 YBF	£37.75
3.6x10x5 YCK (SL)	£23.00
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(All prices — add vat)



PEEL — MINI MONACO GP

Information has just come in from Howard Gibson of the Isle of Man Karting Association that the street circuit meeting in Peel on 27th-28th June is a National Permit status event and not International, as some sources have suggested.

The meeting this year promises to be a racing extravaganza. After a lot of 'tub-thumping' and banging on the door of the Exchequer, the Club has managed to squeeze about £20,000 from the bank vaults to cover the costs of remedial work to the roads, particularly the very bumpy section of the Promenade. Local driver, Gerry Morton, who last year put in the fastest lap of the 1.25 mile circuit, (74.23 mph) is working very hard to help arrange deals to get competitors across to the island, not only for the Peel meeting but also for events scheduled for Jurby.

The closing date for the Peel 'Mini-Monaco GP' is June 7th, but drivers are strongly urged to submit entries as soon as possible — like NOW! The programme is filling up rapidly and entries are being accepted on a first come first served basis. The Club hopes that drivers and families will decide to make the trip not only a racing visit, but a holiday.

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

George Robinson Offers

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1 — Rotax 100 New	£380
1 — PCR 54	£240
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Next month's features include:- K&S 1 at Tilbury, Easter Cadwell, Le Mans Formula E World Championship Round 1, plus our regular columnists' news and views. (These items correct at time of going to press). Publication date:- Thursday 1st May.

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your letters..

Dear Ed,

After reading Neil Hann's comments on the various replies to the Green Paper article, I would like to further explain why I feel that properly conducted research into noise control is ESSENTIAL for the future of karting as we know it.

Dealing with induction noise first, it is my view that all current induction silencers have some fault or other which makes them unsuitable for use in all conditions. Plastic boxes (Tupperware) can be very good at keeping out water but their resonance frequencies contribute to the total noise of the kart, which defeats the object of fitting the things in the first place. Finding something to fix your RAC recommended noise absorbant foam into it is another problem as most adhesives either won't stick or melt one of the surfaces to be stuck. The resonance problem also applies to rigid purpose built boxes a la Zip/DK or whatever. Flexible or squashy foam cylinders which fit over the carb mouth like the Tabor item make wonderful silencers. They also have the advantage of being easily choked and keep unwanted bits out of the motor which extends the life of the engine. Where they do fall down, though, is when it rains.

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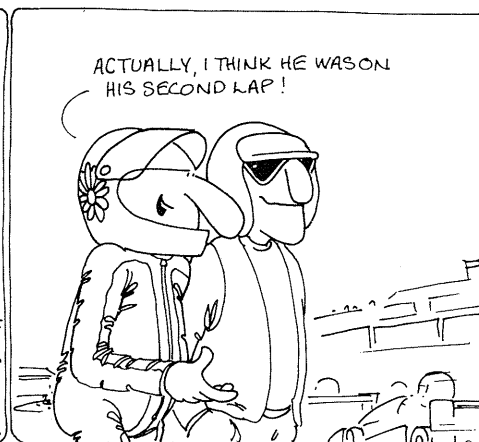
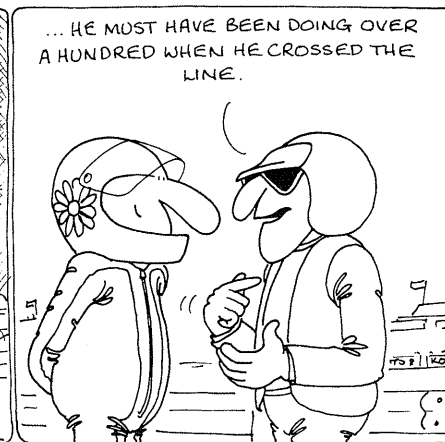
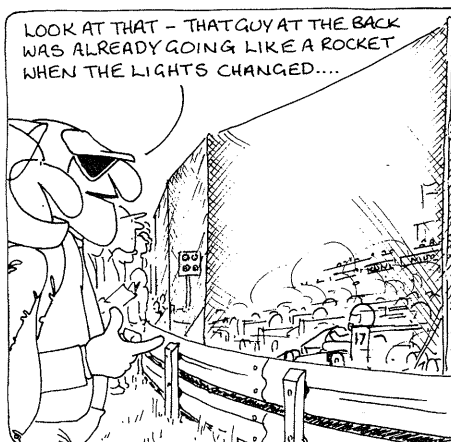
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FRIGGIT



They then act as sponges, releasing water into the carb and killing the motor. I know that some F1 teams have used water injection but this is ridiculous. You could always fit a box over the filter but then we arrive back at square one.

I have not criticised the recently introduced Pipercross filters as I haven't seen any in use as yet. However, if experiences in FF and rallycross are anything to go by, they should be OK for karting use.

Why then have research into induction noise? If the offending frequencies can be taken out of the overall noise picture, half the battle is won. The silencing medium must also not generate any noise of its own like Tupperware does and be waterproof enough to withstand the average British summer.

And now, exhausts. What we need to know about two stroke engines is what sends the needle off scale as soon as the driver flexes his right boot. This should be easier with 100cc engines as the exhaust is a tuning compromise anyway and extra silencing material can be added. But what material? Research would tell us.

Of the gearbox classes, not many people would disagree that 125 is by far the loudest. On the exhaust side, the silencer is little more than a tuning mod as special design exhausts from the proprietary manufacturers to suit different tuners would seem to attest.

What we need then is an exhaust which won't strangle the motor or foul up the expensive tuning, but will keep the noise meter happy. By studying the noise characteristics of a standard set-up either mods to this system or a complete redesign can be made. Once one effective (in racing terms) and quiet system had been made, others would be bound to follow or lose custom. Things would soon stabilise as they did after the TD3 exhaust war and the introduction of the 256 Rotax.

Another thing that would quieten the 125 Rotax immediately would be the introduction of water cooling. A vast proportion of this engines noise comes from fin ringing and other mechanical sources. This needn't cost the earth either, simply ban the use of the type 128 Rotax and go for the water cooled version of the type 124 engine. These barrels have been

available since 1981 at least, as such motors were used at the '81 and '82 World Cup events. Items such as rads and pumps are easily and cheaply available so where's the argument over that. The 128 can be brought in about 3 or 4 years time when 124 availability is suspect, and the Austrian factory has a more sensible price tag on their product than that reported recently.

On a more general note, it is not possible to enforce limits too rigorously, they are either applied or not applied. The simple fact is that the karter does not have the equipment or the know how to reduce his noise. Winston Churchill put it simply in WW2, 'Give us the tools and we shall finish the job.' Over 40 years later, we must ask the same of the RAC. Spend some of OUR money in order to satisfy YOUR limits.

I make no secret of having a vested interest in karting; not financial, but the desire to see it progress to the level of properly recognised motorsport and not expensive toys for rich kids as it is seen at present.

The views of Mr Hann may well be personal and have no RAC authority but it is worth remembering that he is a serving member of the Kart Committee and as such is more likely to influence policy decisions than the average punter.

I have stated my case, I believe research is essential to prevent the sport from being bungled down the tubes. If this happens, the RAC will be guilty of incompetence for letting the sport die when the solution was at hand. History will be the judge.

Iain Blair



6 HOUR ENDURO

Shenington Kart Club will host a 6 Hour Endurance meeting for 100cc classes on Monday 21st April and all entries should be submitted to:—

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BY BARRY FOLEY

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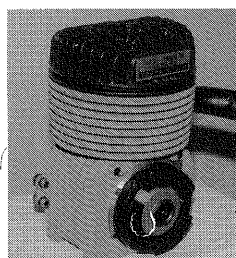
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WHERE AND WHEN

10th-12th APRIL

LE MANS — CIK-BRIDGESTONE FORMULA
E WORLD CHAMPIONSHIP — ROUND 1

13th APRIL

Tilbury — K&S UK Championships —
Round 1 (Dunlop Road, East
London, near Tilbury Docks)

Lydden Hill (near Sittingbourne, Kent)
Ellough (2 miles from Beccles, Suffolk)
Chasewater (Pleasure Park, approx 1
mile from Brownhills, Staffs)

Rowrah (4 miles from Frizington,
Cumbria)

Kimbolton (10 miles west-southwest of
Huntingdon)

Wombwell (Dorothy Hyman Stadium,
Wombwell, 6 miles from Barnsley)
Clay Pigeon (Midway between Yeovil and
Dorchester, on A37)

19th APRIL (Saturday)

Nutts Corner (4 miles from Crumlin, Co
Antrim, NI)

20th APRIL

Nuthampstead (1½ miles east of
Barkway, off B1368 Cambridge-Ware
Road)

Pembrey (8 miles from Llanelli, on A484,
Dyfed)

Craig (9 miles southeast of St Andrews,
Fife, Scotland)

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

Felton (7 miles from Morpeth on A1)
Plymouth (Riverside Raceway, Ernslette
Lane, Plymouth)

Shenington (8 miles from Banbury, off
A422 Banbury-Stratford Road) —
Super One Series — Round 2

27th APRIL

DONINGTON PARK — (1½ miles east
of Castle Donington, off M1 Junction
24) — RAC Long Circuit Champs —
Round 2)

Dunkeswell (5 miles from Honiton,
Devon)

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

Jurby (Isle of Man)
Fulbeck (8 miles from Newark, off A17
at Brant-Broughton Crossroads) —
K&S UK Championships — Round 2)

Genk — Belgium — 6 Hours Enduro
(Provisional) — Check with K&S
Offices for confirmation

Snetterton (Kart Raceway — off A11,
approx 19 miles from Norwich)

Golspie (Little Ferry, Golspie, Sutherland,
Scotland)

3rd MAY (Saturday)

SNETTERTON — Central KC (off A1,
approx 19 miles from Norwich)

MANTORP PARK (SWEDEN) CIK
EUROPEAN FORMULA E
CHAMPIONSHIP — ROUND 1

4th MAY

Rowrah (4 miles from Frizington,
Cumbria) — Super One Series —
Round 3.

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

Little Rissington (RAF Base, south of
Stow-on-the-Wold)

Rye House (Kart Raceway, Rye House
Stadium, Rye Park, Hoddesdon, Herts)
Summerlea (Merriton Road, Larkhall, off
M74 Larkhall-Hamilton Junction)

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CLUB SCENE

250 NATIONAL

Half a dozen assorted singles made the trek to Rowrah including John Leah and Stuart Innes-Smith, both from Leeds and a long way from home. Leah took pole with a win, 2nd and 4th whilst Innes-Smith had the other two wins but recorded a DNF in his second heat to drop him down a place on the final grid. The front row was completed by Mike Aspey with the second row consisting of Ian Challinor and Alan Routledge (now piloting the ex-Andy Martin Stratos/Maico outfit).

Innes-Smith took the lead from the flag closely pursued by Leah with Challinor, Routledge and Aspey all in attendance nearby. The order of the front pair was not to change from this point on so all the attention was focussed on what was happening behind.

On lap three, Aspey out manoeuvred Routledge to move up to fourth place and he repeated the same trick on Challinor two laps later to take third. Within another three laps, Challinor had retired from the fray soon to be followed down the same path by Aspey, leaving only three runners at the flag. They were the winner, Stuart Innes-Smith followed by John Leah in second and Alan Routledge in third.

FORMULA E

Out of our original entry, three regulars failed to appear reducing the numbers to an embarrassing three. Two of those three were novices and threatening to repeat the form and results of last years Supernovice, Brian Graham. P. Conway took pole with a win, 2nd and 3rd from his heats whilst Brian Graham won the first two heats but didn't appear in the last one for some unknown reason. The front row was completed

by L. Oman, also a novice and taking some time to get used to his outfit as a series of spins testified.

Graham made no mistakes about the final, taking an immediate lead he was never in any danger of losing. Of the two novices, Conway kept closest to Graham but Oman found the pace rather too hot and was lapped at around half distance.

Junior Cadet

1st Graham Melville Wright/PCR

Junior Britain

1st Vicky Starkey Fullerton/Parilla
2nd Adrain Fletcher Stratos/Arrow

100 Britain

1st Lloyd Ross Zip/Grice TKM
2nd John Coupe TKM/Parilla
3rd Andrew Laws Sprint/PCR

100 National

1st Allan McNish Fullerton/TF DAP
2nd John Docker Sprint/Redhill TKM
3rd Ian Fairless Sprint/TKM
4th Ian Williams Superdart/Parilla
5th Andrew Stanton Sprint/Parilla

125 Rotary

1st Chris Bell Phoenix/Rotax
2nd Barry Mellor Phoenix/Rotax
3rd Kevin Park Phoenix/Rotax
4th Ian Reading Phoenix/Rotax

125 P&R

1st Nicky Robson Barlotti/Kawasaki

210 National

1st Ashley Winter Aero/Villiers
2nd Terry Percival Zip/Villiers
3rd John Brewis Aero/Villiers
4th Tony Holman Aero/TH Villiers

250 National

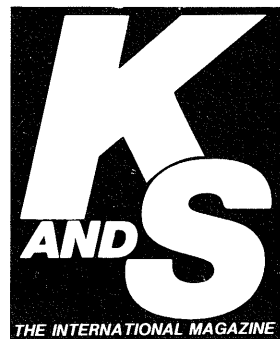
1st Stuart Innes-Smith EDR/Motiv KTM
2nd John Leah Barlotti/KTM
3rd Alan Routledge Stratos/Maico

Formula E

1st Brian Graham Zip/Rotax
2nd P. Conway Zip/Rotax
3rd L. Oman Zip/Rotax

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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Another dark month had passed by, the evenings are getting lighter and the days are becoming brighter, and we can at last see the tarmac on the circuit. During the past winter months a hitherto little known firm, who go by the name of **2-SPEC** and hail from the little known town of Widnes, Cheshire, (where the only good looking girls are tourists!) have negotiated with **DINO** of Denmark, (where the girls are blond and beautiful!) to import their superb range of quality chassis' and engines. These start with the **DINO SPORT** which comes ready built, and complete with **BRIDGESTONE** tyres at just £483.00 incl VAT, (ideal for Britain class), and concludes with the premier chassis, the 250 S which has a specification list as long as my arm (and that's pretty long!) at just £1,375.00 incl VAT, (supplied without tyres). A chassis ideal for 210 to 250E.

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So if you have any problems or queries, get in touch and we'll try to help.

Money isn't everything, but it sure helps, so if you would like to send us some, we would like to send you something for you to enjoy.

With regards, Noel and Andy

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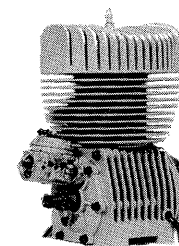
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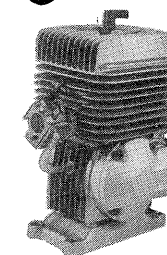


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CLUB SCENE

125

1st	Steve Bird	18
2nd	Les Saunders	6
2nd	David Hopgood	6

100 NATIONAL

1st	Martin Collard	15
2nd	Peter Giddings	9
3rd	Stuart Green	7
3rd	Mick Whitehouse	7

Rowrah

SUNDAY, MARCH 9th

Racing returned to Rowrah on a chilly and rather damp day that necessitated the use of wets until half way through the finals. The committee had not been idle during the Winter recess as a new track perimeter fence, 12ft roof extension to the scrutineering bay and newly painted kerbs testified. There was also a new building beside the same scrutineering bay, housing a set of weighing scales large enough to plonk a Superkart on. These scales were to play a vital part in the days proceedings later on.

The entry was encouraging for a season opener as it was in the high sixties and the list contained one or two surprises, including the name of Allan McNish in 100 National. Most classes showed a decent number except (surprisingly) 125 P&R and (not surprisingly) Junior Cadet which had two and one respectively.

JUNIOR CADET AND BRITAIN

Graham Melville, wearing the 'S' plate denoting his Scottish Championship win, was the only Cadet entered on the day and had no trouble negotiating the heats and final to take home another lovely pot.

Things were looking rather more open in the Britain class, for despite Vickly Starkey occupying her usual pole position, a rare spin in the last heat dropped her to fourth. This was her only error as she took her new Fullerton kart to the other two heat wins. Winner of the last heat was Desson McDonald who had also netted 2nd in the first heat but non finished the second. The second row was made up of Adrian Fletcher after a DNF and two 2nds, and Mike Price now off his novice plates and looking to do well. The remainder of the grid consisted of Barry Forsyth (now in Britain), novice David Hodgson and that wonderful person Kathryn Lord. (Try and write better Kathryn, I could hardly read your note).

Desson McDonald led off the final at a frantic pace from Starkey, Forsyth and Price with Fletcher, Lord and Hodgson bringing up the rear. Things changed a bit on the third lap as Vicky took the lead away from McDonald and proceeded to open up a small gap. That was the way it stayed until lap eight when Forsyth spun out of what seemed to be a secure 3rd place. This left Price in 3rd but with the problem of passing the lapped Hodgson who was not responding to the flurry of blue flags. Almost at the last gasp, Kathryn Lord passed Fletcher for what was at that time 4th. The order at the flag was Starkey, McDonald, Price and Lord. The fun started with McDonalds exclusion for being underweight, Kathryn Lord went the same way and Mike Price just didn't weigh. This left Adrian Fletcher to lift the second place trophy as he was OK for weight.

100 BRITAIN

With one or two of the regular names missing, you could be forgiven for thinking that racing quality would suffer. However the inclusion of Callum Rose and John Coupe to the Britain ranks soon dispelled that thought. Pole position was taken by a much improved Andrew Laws after a 4th, 2nd and win in his heats. See what constructive criticism can do? Accompanying Laws on the front row was Callum Rose with a brace of 3rds and a 2nd. Winner of two heats but non-finishing the other due to plug trouble was Lloyd Ross, back with his Grice TKM's and lining up on the inside of the second row. He was joined by Colin Shanks whilst John Coupe languished on the third row following his first heat DNF.

From the start of the final, Callum Rose took command and led throughout the race although he was being caught by Ross towards the end. Laws and Coupe were having terrific fun in their little race and foiling the attempts of Ross to improve on his 4th position early in the race. On lap four, Ross squeezed past Coupe and set about Laws second spot, which he succeeded in stealing on the very next lap. Although he gave valiant chase, he was unable to get within striking distance of the leader and had to settle for second. This became first at post-race scrutineering, however, as Rose was disqualified for having no restrictor on an illegal motor. The others survived unscathed to take their positions which were; John Coupe in 2nd after a late burst, Andrew Laws in 3rd and Colin Shanks 4th.

100 NATIONAL

There was only ever going to be one winner of this class. A certain Allan McNish wrapped up pole with three seemingly easy wins whilst the rest were engaged in much head scratching about settings for the conditions. Ian Fairless took opposite pole following two 3rd and a 2nd and was reportedly very pleased with the handling of his Sprint, having just changed to that marque. John (JD Hogg) Docker and Andrew Stanton, the Geordie one armed bandit, occupied the second row. By the time the finals came round, Docker had tried five different set ups on his kart and was hoping it would be OK for the final. Stu Davison also had his problems as had Ian Williams whose heat results included a DNF. Things could only get better in the final as the track began to dry out.

Everybody's prediction for the winner of the final, Allan McNish, disappointed no-one except, perhaps his fellow competitors as he romped away with the final. It was rather more interesting behind, though, as JD sprang into an early second he was not to lose. Behind him, Fairless was fending off the attentions of Stanton who had a small gap over Davison and Williams. Within a lap, Williams had deposed the ailing Davison and set about the one armed bandit, although not hitting the jackpot and 4th place until lap eight. That left the top five settled but all was far from quiet behind. Ian McLeish staged a real fight from the back of the grid eventually finishing eighth but he needs to use his brakes more often to avoid complaints. Duncan Bullock and Jon Wright circulated together for the whole race distance, both deposing Davison to complete a miserable day for the Berwick driver.

A full grid braved the cold to do battle, if you want practice for the British Champs, get entered now.

125 NATIONAL & P&R

One or two surprises were in store for this class, not the least of which was the noise meter. The entire grid was over the limit although steps were

made by them to ensure that the levels were reduced by the final. Honours were even in the heats between Kevin Park and Dale Spruce with a win and a second place each until the last heat when Spruce seized and gave Park the win and pole position. The dynamic duo of Bell and Bird were next in line and completed the front row after a steady series of heats. Both were looking forward to a good season after the lessons learned the previous year. Row two contained Barry Mellor, getting to terms with his kart, and the aforementioned Dale Spruce. Ian Reading made a very welcome return to the Rowrah fold and spent a pleasant afternoon re-learning the way around the track. He was joined on the third row by Alan Tolson and Steve Spavin, neither of whom had had cause to celebrate in the heats. Plagued by a persistent misfire, Brian Winder's engine just refused to clear and he never made it to the final. A sad start to the 1986 campaign.

From the start of the final it was Chris Bell showing the rest of the pack a clean pair of heels as he tore off into the distance. He was followed closely by the sole surviving P&R of Nicky Robson, Dale Spruce, Brian Bird and Barry Mellor. Ian Reading and Kevin Park were soon along, Park having made an awful start and spoiled his pole position. By lap four, Robson had been dropped to fourth by both Spruce and Bird and was having to fend off the attentions of Mellor. Spruce's slicks were now warming to the task and with a dry line appearing, he had only to wait for an opportunity to present itself. This happened on the sixth lap as Bell moved a fraction off line and gave Spruce enough room to get through. Lap seven saw Mellor move ahead of Robson and Park demote Reading to last place. With Spruce now out on his own, Bird was slowly reeling in Bell and Mellor was beginning to come under pressure from Park who had got rid of Robson on the tenth lap. There was just not enough time for both Bird and Park as the gap fell without either of them improving their positions. At post race scrutineering, Spruce discovered the difference between ally rims and magnesium ones as he failed to beat the scales and was excluded. Also turfed out was the initial third placed man, Brian Bird, for the same reason! This handed the second trophy to Barry Mellor, who came through the weigh-in with a smile on his face. Kevin Park was thus credited with third place ahead of Ian Reading who was just behind sole P&R runner, Nicky Robson.

210 NATIONAL

A fairly good entry turned into an average one as some outfits were not quite ready at start of play. Nevertheless, we had quality if not quantity as Terry Percival, Ashly Winter and John Brewis homed in from the North East to do battle with local stalwart, Tony Holman, and novice Mike Stephenson. After the heats, Percival held pole from Winter and Holman with Stephenson and Brewis on the second row.

Winter made the best start in the final and led away the rest in the order Percival, Brewis, Holman and Stephenson. It stayed this way until lap five when Brewis took the scenic route and handed third back to Tony Holman. John regained the track just ahead of Stephenson and set off again after Holman. It took him four laps to retake what he considered to be his place but he was too far away from the leaders to mount a telling challenge. Although the two drivers at the front circulated together, there was nothing to choose between them in terms of speed so the order remained Winter, Percival, Brewis and Holman right up to the flag. Stephenson having gone missing on lap ten.

Evans, Game and Etheridge and in heat two, Game, Evans and Ferryman. Cadet heat winners were: Heat one, D. Cousins, Lemmer and Abbey-Taylor and heat two, Abbey-Taylor, Lemmer and D. Cousins. There had been a light fall of snow during the early morning but the track had been swept by a team of organisers and drivers and was snow free but damp and very slippery. As the finals started, the track was still wet around the back although the racing line was starting to dry out. Most of the youngsters went out on rain tyres if only because the SL slicks had no chance to warm up. Game and Evans were on the front row for the final but it was Bobby Game, the ex-Booster champion, who led all the way to a fairly easy win. Initially, Paul evans was second chased by David Etheridge, Gareth Orriss and Damian Sleep. Next up was James Ferryman and he was determined to improve his position. On the second lap, he passed Sleep and two laps later he was ahead of Orriss. By half distance, Ferryman was third ahead of Etheridge and Evan's second place was coming under pressure. Game was well away but on the last lap Ferryman took Evans to finish second. The Cadets (must stop calling them Boosters) started behind the Junior Brits. Damon Cousins was on pole and he was never headed. He was chased by Alex Abbey-Taylor, who has now thrown away his black novice plates. However, Damon was much faster and soon pulled out a comfortable lead. Sven Gibson settled into third place, but his win at the January meeting must have spurred him on as he steadily closed on Alex. The faster Brits were soon among the Cadets and on the last lap Sven grasped the opportunity and took second from Alex. It was good to see two more joining the Cadets, namely Carly Lemmer who went well in the heats and Nathan Cousins, having his first race.

SENIOR BRITAIN

I had not realised just how slippery it was, while watching the Cadets but out there in the first heat even on wets, the kart was quite unpredictable and some sections were just damp but others frozen. Visibility was also a problem with freezing slime on the visor. However, others were coping better than me and the heat results were as follows: First heat: Booth, Smith and Hewland. Second Heat: Booth, Hewland and Smith. Several of the better drivers were caught out by the conditions but the first three to dominate Britain racing at Blackbushe. Tyre choice was a head scratcher for the final, and it was to have a dramatic bearing on the results. William Hewland made the best start and held the lead for the first lap followed by Booth, Bowden, Smith, Noon and Weller. Hewland fell back on the second lap; he must have slid off. Craig Booth was leading on the second lap chased very closely by John Bowden and Noon in third. Going into the third lap, Bowden dived inside Booth under braking at the end of the straight. I had a close view of the manoeuvre as I was parked by the side of the track! Looking closely at the karts, Booth had opted for slicks whereas Bowden was on wets and this was the correct decision. John Bowden pulled away and was driving smoothly and confidently and ran out the winner. Mathew Noon held third for a few laps but then dropped out. This allowed Mark Solly up into third. This was an outstanding drive for a restricted driver although he had made the wise choice of wet tyres.

Michael Pallett had not finished in his heats and so started the final at the back. But this did not deter him and on wets, he set about carving his way up through the field. By lap seven he was up to fourth and closing on Solly, but despite

some desperate attempts he could not get through and he had to settle for fourth. Patrick Smith and William Hewland took the next two places on slick tyres.

125 NATIONAL

First heat: Bird, Hopgood and Ogilvie. Second heat: Bird, Ogilvie and Dell. Mark Ogilvie was driving well on restricted plates and the other Mark from the karting Dell family has recently moved up from Junior Britain to the gearbox class. For the final, Steve Bird seemed the favourite but Dave Hopgood, with one bad heat had other ideas. It was Bird who took the lead off the grid and he was pursued by Hopgood, Nutley and Ogilvie. Mark Dell had made a slow start and seemed to be struggling with his gearchanging. Alan Sorensen experienced all sorts of problems in the heats and did not make the final. Nutley fell back after his good start and Hopgood continued to worry Bird. Towards the end, Bird opened up a gap and won easily.

250cc

There were only three in the larger gearbox class and it was a John Coaker benefit; he won both heats and the final. John won from Mooney and Dave Shelton who swapped places at the start of the final but Mooney then pulled away.

100 NATIONAL RESTRICTED

The restricteds (ex novices) again had a large enough entry to get their own race. First Heat: C. Stansbury, Titheridge and Green. Second heat: Weedon, Beddis and C. Stansbury. The latter is the brother of Bob of 100 National fame, and with his good heat performances, he looked a safe bet for the final. He took the lead from pole and was followed by Beddis who also finished well up in both heats. Green was next up chased by Weedon, Jones and Titheridge. On lap seven, the unfortunate Chris Stansbury seized and Terry Beddis inherited the lead. Mike Green became second and was hanging on to Beddis. Titheridge had passed Jones and Weedon had also dropped out. Green was very close to Beddis on the last lap and at the last corner, the chicane, they caught a backmarker, Beddis hesitated and Green was through to win.

100 NATIONAL

In the first heat there were some differences of opinion on tyres but later in the day it was dry enough for the softer National slicks to warm up. First heat: Giddings, Tredwell and Collard. Heat two: Higgins, Giddings and Collard. Derek Higgins had finished fifth in the first heat but despite a slightly unfavourable grid position. Initially, Martin Collard was second followed by Peter Giddings, Mick Whitehouse, Steve Bicknell and Stuart Green. On lap four, Giddings forced past Collard into second and Tredwell was up to fifth after a low starting grid position. Two laps later, he was ahead of Collard and looking for Giddings. Two laps from the chequered flag, he caught and passed Peter Giddings to take second place. Higgins had looked quite uncatchable at the front despite Tredwell's efforts.

In view of the awfully cold conditions, special thanks must go to the organisers and race officials together with the St John Ambulance volunteers and the marshalls from the Feltham Motor Club.

Roger Abbey-Taylor

RESULTS

JUNIOR BRITAIN

1st	Bobby Game	Lane/Parilla
2nd	James Ferryman	Dart/Arrow
3rd	Paul Evans	Dart Arrow
4th	David Etheridge	Barlotti/Arrow
5th	Fraser Wells	zip/Arrow
6th	Martin Fox	Wright/DAP

CADET

1st	Damon Cousins	Dart/Arrow
2nd	Sven Gibson	Dart/Arrow
3rd	Alex Abbey-Taylor	Barlotti/Arrow
4th	Nathan Collins	Sprint/Arrow

SENIOR BRITAIN

1st	John Bowden	Dino/Arrow
2nd	Craig Booth	Dart/TKM
3rd	Mark Solly	Dino/DAP
4th	Michael Pallett	Dart/DAP
5th	Patrick Smith	Gillard/Parilla
6th	William Hewland	Dart/Arrow

125 NATIONAL

1st	Steve Bird	Zip/Rotax
2nd	David Hopgood	Stratos/Rotax
3rd	Mark Ogilvie	Barlotti/Honda
4th	Nigel Armitage	Zip/Rotax
5th	Laurence Nutley	Zip/Rotax
6th	Mark Dell	Zip/Rotax

250cc

1st	John Coaker	Lynx/Yamaha
2nd	John Mooney	Zip/Honda
3rd	Dave Shelton	—/—

100 NATIONAL RESTRICTED

1st	Mike Green	Gillard PCR
2nd	Terrence Beddis	Dart Parilla
3rd	Graham Titheridge	Lane Parilla
4th	Tim Jones	Allkart Parilla
5th	Graham Collyer	Allkart Parilla
6th	Martin Cronin	Zip Arrow

100 NATIONAL

1st	Derek Higgins	Allkart Parilla
2nd	Mark Tredwell	Dart Parilla
3rd	Peter Giddings	Dart Parilla
4th	Martin Collard	Dart Parilla
5th	Mick Whitehouse	Dart TKM
6th	Stuart Green	Dart Parilla

PROVINCIAL CLUB CHAMPIONSHIP PLACES

JUNIOR BRITAIN

1st	Fraser Wells	12
1st	Paul Evans	12
3rd	James Ferryman	9

CADET

1st	Sven Gibson	15
2nd	Damon Cousins	9
3rd	Alex Abbey-Taylor	4

SENIOR BRITAIN

1st	Craig Booth	15
2nd	John Bowden	9
3rd	William Hewland	8

250

1st	John Mooney	12
2nd	Melvin Spree	9
2nd	John Coaker	9

210

1st	Keith Edwards	9
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GILL GET'S IT!

Some weeks ago John Shaw said there would be Spring sunshine at Cadwell for the opening meeting of 1986 and he was right. What he forgot to mention though was the large helpings of frozen snow surrounding the circuit and the rather heavy snow showers which fell during the day. However, the circuit people had done well to get the track cleared and it was the shorter 1.3 mile club circuit which was in use for the first of five meetings the Cadwell Club will host this year.

Considering the recent weather a reasonable entry had gathered with around 100 names in the programme covering the four RAC classes and the 125 P & R lads.

In adding a topical touch John Shaw had introduced some special Halleys Comet trophies to be awarded to the high fliers of the day.

PADDOCK GOSSIP

Martin Hines was out with the new Zip Bandit, as were one or two others including Stephen Coward, Mark Webster and Duncan White. Reggie Gange was out with the Ed Ducket EDR whilst Kurt Luby was having his first taste of Superkart power on a long circuit with a Derek Price Rotax. That could well be one of the few, if not the last, outings for Kurt as he is about to embark on a season of Formula Ford 1600.

The new numbering system was in force for this one and it took a while to get used to seeing people like Chris Stoney sporting No 2 instead of his usual 89. All it means is that the first nine in the British Champs will carry numbers 1 to 9 for the season, so once you are familiar with it there is no excuse for not knowing who finished, say seventh, in last years RAC title chase.

It wasn't really a day for standing around in the paddock for there was always a danger that your feet would become ice bound and further movement could prove difficult! So armed with the essential tape recorder I joined the ED on the snow covered banks of St Moritz... sorry Cadwell Park and watched the racing.

SIMONS SUCCESS

The small field of 210 drivers were joined by a similar number of 125 P&R combatants for two six lap heats and a ten lap final. Local driver



Simon Quance — no trouble taking the Villiers win.



Keith Bisp on his way to the 250 National victory.

Steve Gill opened his 1986 Superkart account with a win at Cadwell Park on Sunday 23rd, taking the flag just a couple of lengths ahead of Martin Hines and the Bandit in second place.

Peter McCallum took the honours in 125 National from Stephen Coward and Paul Malloy. Keith Bisp just pipped Rob Hipkin to the line in 250 Nationals; Simon Quance led home a small field 210 Villiers lads and Terry Cheesbrough took the honours in 125 P & R.

Graham Sykes, having had time to acclimatise to the weather, duly won the first heat from George Bett, Colin Firth, Brian Borwell, Dave Green and Simon Quance. The second time round Phil Featherstone showed them all the way home and Sykes had to settle for second spot. Bett, Quance and Borwell were up there yet again whilst Mark Lockley filled sixth place.

So for the ten lap final Sykes had pole with Bett and Quance alongside. It was perhaps predictable that with such a small showing things would become rather spread out and that was exactly what happened. George Bett lasted only one lap before pulling off into retirement and that left Sykes leading from Quance. Lockley was some way behind in third and well clear of fourth man Colin Firth. By half distance the gaps

Report: Mike Smith
Pics: Doug Rees

had increased and Sykes had a good lead over Quance. Featherstone had left the fray and Lockley still hung on to third spot.

The P & R lads were now well mixed in with the 210's and nothing much was happening in the way of place swapping.

With just two laps to go disaster struck Graham Sykes and the lead was taken over by Simon Quance. The Beaconsfield driver had no trouble completing the distance and ran out a comfortable winner. Mark Lockley suffered over the last lap or so and, whilst he dropped further behind the leader, he did enough to hold on to second place.

Colin Firth, Brian Borwell and Rob Harpham completed the finishers.

1st	Simon Quance	Zip/Villiers
2nd	Mark Lockley	EDR/CKC Villiers
3rd	Colin Firth	Barlotti/Villiers
4th	Brian Borwell	Aero/SFR 210
5th	Rod Harpham	Zip/Green Villiers

Race Time: 11min 7sec — 70.16mph

Fastest Lap: Graham Sykes 1min 5sec — 72mph

TERRY TOPS

Marek Piatkowski had pole for the P & R final with Rob Johnson and Ian Waller making up the front row.

From the off Piatkowski got the best of it into the hairpin for the first time but was closely



Paul Kelly (102) goes snow ploughing while Peter Crowson (119 P&R) and Brian Borwell (14 Villiers) pass unaffected, though Crowson's side pod looks a bit modified!

shadowed by Terry Cheesbrough and Rob Johnson. By the end of the first 1.3 miles Cheesbrough had hit the front, Piatkowski was second followed by Johnson and Waller.

Cheesbrough held firm at the front despite the best efforts for his pursuers and by half distance he and Piatkowski had edged away from Waller, Graham Barker and Johnson.

For the remaining distance that was how it stayed with Cheesbrough having a 4.7 second advantage at the end of ten laps.

1st Terry Cheesbrough	Stratos/Honda 11min 29.1sec — 67.91mph
2nd Marek Piatkowski	Zip/Honda
3rd Ian Waller	Zip/Motiv Honda
4th Graham Barker	Barlotti/Honda
5th Rob Johnson	Spyda/GJ Yamaha
6th Andy Blakeley	Zip CJF/Honda

Race Time:- 11min 29.1sec — 67.91mph

Fastest Lap:- Terry Cheesbrough 1min 7.5sec — 69.55mph

BISP BENEFITS

Keith Bisp and Mark Webster took the honours in the two six lap heats for the single cylinder brigade, both KTM powered; Bisp on his usual Barlotti and Webster having reverted back to a Zip after his exploits last year on a Phoenix.

Rob Hipkin, Russell Powell, and Mark Todd all ran well in those two heats and secured decent positions on the grid for the ten lap final.

At the off Todd and Bisp made the best of it whilst Mark Webster appeared from nowhere at the back of the field and had a flying start. After one lap Bisp had the edge from Hipkin, Todd, Powell, Stuart Innes-Smith and Paul Klaassan.

Hipkin however soon pulled out all the stops and pushed the Rearsby Automotive EDR to the front during the second lap. The order behind remained as before with Bisp looking comfortable in second spot. By half distance the two leaders had the length of the straight advantage over third placed Powell... Todd had gone missing and Innes-Smith held fourth.

As the race entered its second half bigger spaces appeared between those left running and Bisp began to close up on Hipkin. By lap eight there was about five lengths in it but then Hipkin opened up again and as they started the last lap a good twenty lengths seperated them. Powell was holding third with Innes-Smith in fourth. A long gap was then evident before Paul Klaassan appeared in fifth spot.

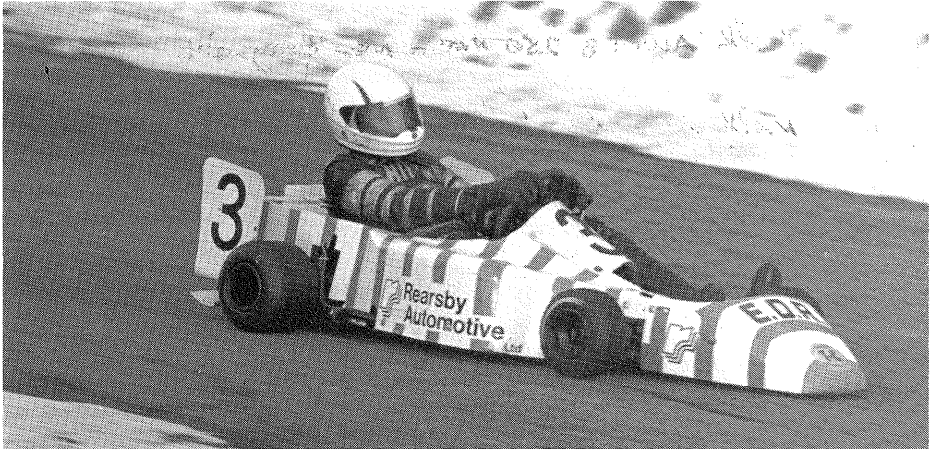
Over the last 1.3 miles Keith Bisp made a determined effort and as they appeared out of

Mansfield corner for the last time he made the short dash to the line ahead of Hipkin to claim the victory.

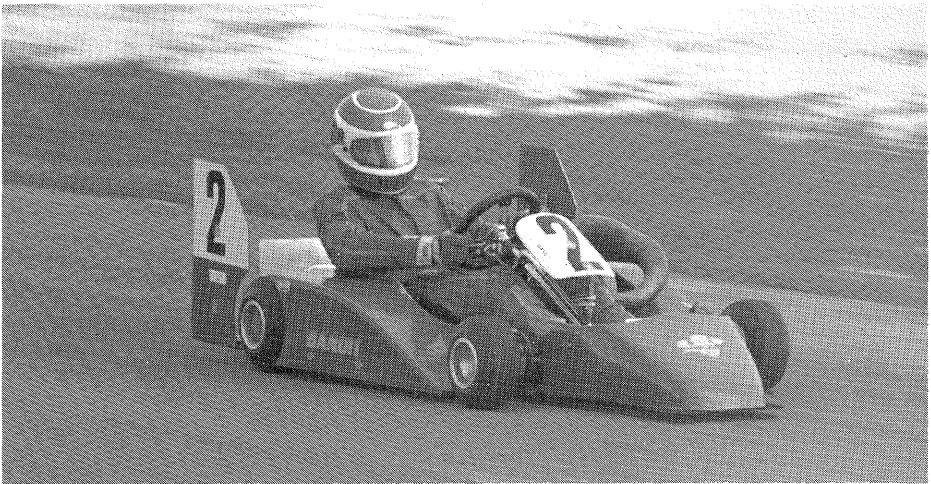
1st Keith Bisp	Barlotti/KMP KTM
2nd Rob Hipkin	EDR/T & C Yamaha
3rd Russell Powell	Phoenix/Johnson KTM
4th Stuart Innes Smith	EDR/KTM
5th Paul Klaassan	Star/KTM
6th Mike Fowler	Zip/KTM

Race Time:- 10min 21sec — 75.36mph

Fastest Lap:- Rob Hipkin 1min 00.2sec, 77.34mph



Rob Hipkin, second home in 250 National.....



.....while Bandit man, Mark Webster, was forced to retire.

MASTER McCALLUM

A smaller than usual entry in the 125 class needed just two heats to decide final grid positions and some familiar names headed the result sheets. The first heat went to Peter McCallum from Stephen Coward, Colin Poole, Dale Spruce, Simon Bolton and Adrian Wilcox.

Second time out Chris Stoney got it all together and ran out winner with McCallum settling for second spot. Stephen Coward was there again, this time in third place ahead of Ian Shaw, Adrian Wilcox and Stuart Ziemelis.

Twelve laps were scheduled for the final but by my reckoning the flag was shown after only eleven laps. The confusion seemed to arise when the last lap board was shown at the end of nine laps... then withdrawn... but shown again after ten laps, resulting in an eleven lap final.

However, at the off, McCallum and Poole headed the pack into the hairpin for the first time with Coward not far behind. Bolton was up there too as was Adrian Wilcox.

Ian Shaw lasted just one complete lap before being forced into retirement and by the end of four laps the leaders had pulled out a good cushion over the rest.

McCallum had the upper hand from Poole and Coward with those three having put a backmarker between themselves and fourth placed Dale Spruce. As the race progressed so the three front men consolidated their positions whilst Paul Molloy was making ground, getting the better of Bolton on lap eight to claim fourth spot.

Coward briefly held the lead at the close of nine laps but McCallum hit back to lead them over the line to start lap eleven. That lap was to bring the retirement of Colin Poole, leaving

Fulbeck

SUNDAY, FEBRUARY 23rd

After another week of wondering whether it would be on or off, Lincs KC staged another dry sunny meeting on Sunday 23rd February. However, such was the cold wind, only the guy doing the brazing was totally happy. The non-gearbox brigade was out in force with separate grids for the Cadets and the appearance for the first time of the 100cc Super, but nearby Cadwell long circuit meeting had depleted the gearbox entries.

CADETS

How nice to see these little tigers out on their own and I hope that this might encourage a few more to join in. Regular front runners, Nicholas Lamb and Guy Smith, had British Champion Jamie Spence for company, as well as Pontelands Chris Clarke from the other end of the country. Smith and Lamb occupied the front row for the final with the heat wins between them. Spence, after carburation problems was back on grid 5, but nevertheless led at the end of the first lap, only to fall back to third on the second tour, leaving the two local lads back at the front. However, whatever the fault he was soon flying, to pass first Smith and finally pressuring Lamb into a mistake on the pit bend to grab the lead. Smith nipped through as Lamb restarted and so it stayed until the end. Steady driving gave Nick Dudfield fourth place with the rest of the field a lap adrift.

JUNIOR BRITAIN

A healthy entry here but still the same names at the front. Martin Jubb took two heats and Simon Redman the other, with Michael Mills and Paul Rees just edging out Guy Linton and Matthew Payne, but with anyone of them capable of winning on their day. Mills grabbed the lead in the final and held it for eight laps under intense pressure from Jubb. Rees was holding off Redman whilst, further back, Payne and Hodgetts were having their battle. Jubb finally found enough bottom end to get past Mills out of the fast hairpin and pulled out a small gap to win. Redman had eased away from Rees and Hodgetts had got past Payne. Lee Pullen was the only other unlappped driver — hard work — 10 lap finals!

SENIOR BRITAIN

A very healthy grid and seven different drivers in the positions in the heats. Two wins gave pole to Zip driver Darron Gibbs alongside local expert Steve Hazlett. Greg Bush and John Wilcocks made up row two and Tim Pell and Jeremy Lee row three. After three rolling laps they were away with Gibbs in front and Hazlett glued to his bumper, both pulling away from Bush, Pell, Hair and Walsh. On lap five the first two had a coming together in the chicane, letting Pell through into the lead followed by Bush. Gibbs quickly restarted but Hazlett lost nearly a full lap. Within a couple of laps Gibbs quickly restarted but Hazlett lost nearly a full lap. Within a couple of laps Gibbs was second and reeling in the leader. Bush was safe in third and Hair had got away from Walsh who was now under pressure from Wilcocks. Pell was resisting Gibbs' close attentions, until the chicane twenty yards from the flag when the latter got too enthusiastic and helped him off his line to win by inches, only to invoke the Clerk of the Course displeasure and

regretfully disappear from the results. Thus Pell claimed victory, with Bush second ahead of Hair, Wilcocks and Walsh.

100 NATIONAL

Almost a full grid and for the first time a lot of the new 100cc Supers. Any doubts anyone might have had about Alan McNish's ability to survive with the 'big boys' rapidly disappeared as he dominated the heats, at one point taking Paul Fletcher and Lew Marsden into a corner in as fine a piece of overtaking as you are likely to see. Charlie Brown, Jeremy Cotterill, Dominic Connelly, Nigel Edwards and Marc Faulder were prominent in the heats and enjoyed the first three rows for the final. Such was the excitement, it took four rolling laps to get them away and the diminutive Scotsman shot off, never to be seriously challenged, but behind the battles raged. Cotterill and Connelly contested the second spot for the whole race. Brown and Day contested the next spot whilst further back Fletcher, Faulder and Marsden had a little gap from Roscoe and Banks. By half way Brown was past Day, Marsden had spun, leaving Fletcher and Faulder well clear of Roscoe who was due to be docked a lap anyway, for straightening out the chicane. Mark Rose was the last unlappped man but first of the Nationals, with Peter Balke taking second and Mark Scatliffe third. So, in the end an easy victory for McNish and a clear warning to those in the big Commercial Championships that, with Alan's ability and Terry Fullerton's expertise, this combination is going to take some beating.

COMBINED GEARBOX

The nearby long circuit meeting at Cadwell had obviously affected the entry here and with Bob Kennings sidelined with 'flu a chance for someone else to grab the glory. Such a person emerged, in the form of Rotherham's Jonathan Shaw whose 125 Rotax gave him three easy heat wins. David Bailey took three Villiers wins whilst Restricted driver (I'm not sure I like that term!) John Berry, enjoyed the 250cc field to himself. Shaw took the lead in the final and Robert Webb came from grid 5 to take second from Bailey and a very purposeful Glen Broderick. Lap four and Webb disappeared leaving a veritable procession until lap eight where Glyn Jones slipped past Peter Hunt for the second Villiers pot. So at the flag an easy win for Shaw (125), a safe second for Berry (250 International), Bailey third (210) and Broderick fourth (125).

CADET

1st Jamie Spence	Dart/Arrow
2nd Guy Smith	Gillard/Arrow
3rd Nicholas Lamb	Jeta/DAP

JUNIOR BRITAIN

1st Martin Jubb	Boxer/KS TKM
2nd Michael Mills	Jeta/DAP
3rd Simon Redman	Fullerton/TKM

SENIOR BRITAIN

1st Tim Pell	Dart/Arrow
2nd Greg Bush	Wright/DAP
3rd Michael Hair	Knight/PatRon Arrow

100 NATIONAL

1st Mark Rose	Mondial/KS Parilla
2nd Peter Blake	Sprint/Parilla
3rd Mark Scatliffe	—/PCR

CLUB SCENE

100 NATIONAL SUPER

1st Alan McNish	Fullerton/TF PCR
2nd Jeremy Cotterill	Wright/Rotax
3rd Dominic Connelly	Fullerton/TF PCR

GEARBOX (COMBINED)

125cc	
1st Jonathan Shaw	Zip/Rotax
2nd Glen Broderick	Magnum/Rotax

210cc

1st David Bailey	Barlotti/Villiers
2nd Glyn Jones	Stratos/Villiers

250I

1st John Berry	—/Yamaha
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FULLBITS

* The Pits were alive with rumours (later to be confirmed) that Fulbeck has been selected for consideration for a nuclear waste dump. However, tests are not likely to start before 1987 and I'm sure local objections should prolong the period anyway.

* The sight of my 'Kart Committee' armband produced a couple of dozen queries on rules, reasons, etc., and made me wonder if the general impression of Committee Members is one of people who only hide in cupboards. I'm sure that the committee is represented at most race meetings and they are only too pleased to talk shop, so look out for the black and gold armbands and make information a two-way channel.

* Sheffield Council had sent their own noise man to monitor this meeting, following a request for a circuit on their land next to the M1. I think it's fair to say that he was happy with the 100's but with one gearbox kart registering 115DbA at 10 metres and most in the 100DbA plus bracket, I doubt if his report will encourage the Council to back this scheme.

* However, he did some interesting comparisons concerning 'rolling noise' and 'exhaust noise'. At 10 metres you measure both. At the CIK distance of 21 metres you merely get the exhaust noise — and that's the one that people object to — the one that carries. All the gearbox karts failed miserably at 10 metres yet several of them could pass the 21 metre level and with a couple of exceptions most were pretty close. All the 100's passed at 21 metres, with a few just a couple of decibels over at 10 metres. Perhaps we are asking a noise level for gearbox karts which is simply not possible?

Blackbushe

CAMBERLEY KART CLUB SUNDAY, FEBRUARY 23rd

The two weeks before the February race meeting were very cold with several below zero days and no sign of the earlier snow and ice melting. The work party on the day before the race, found rutted ice where some thoughtless person had driven a car around the track. This ice was chipped away by hand and then shovelled and brushed away. Not the best way to spend a Saturday but it had to be done if there was to be a race the next day!

JUNIOR BRITAIN AND CADETS

Junior Britain heat winners were: Heat one,

THE CENTRAL KART CLUB

1986 CHAMPIONSHIP SERIES INCLUDING THE ZIP KART 125cc CHAMPIONSHIP 4 ROUNDS OF THE RAC BRITISH CHAMPIONSHIP AND THE CENTRAL KART CLUB CHAMPIONSHIP

SNETTERTON 16th MARCH
DONNINGTON 27th APRIL
SNETTERTON 3rd MAY
DONNINGTON 26th MAY

KNOCKHILL 6th JULY
SNETTERTON 23rd AUGUST
DONNINGTON 26th OCTOBER



"O" plate
to the winner
for all long
circuit meetings

THE FIRST
PRESTIGE MEETING IN
THE U.K. ORGANISED
FOR THIS CLASS

DONNINGTON 26th May

- * THE KART DRIVERS FAVOURITE CIRCUIT
- * OPEN TO ALL CLASSES
- * EXCELLENT FACILITIES, BAR, DISCO
- * PRACTICE FACILITIES 24th MAY

McCallum and Coward way out in front. Molloy still had the next spot... now third... ahead of Bolton, Spruce, Crump and Peter Gray. Spruce acquitted himself well in his first long circuit outing. So as the flag came out that one lap early... according to my calculations, McCallum crossed the line first to take victory from Coward. Molloy and the rest were a long way back at the close.

1st Peter McCallum	Zip/Field Rotax
2nd Stephen Coward	12min 36.7sec — 74.21mph
3rd Paul Malloy	Zip/Field Rotax
4th Simon Bolton	Stratos/Minarelli
5th Dale Spruce	Zip/Bolton Rotax
6th Richard Crump	Zip/Rotax
	Stratos/CSK Rotax

Race Time:- 12min 36.7sec F— 74.21mph

Fastest Lap:- Stephen Coward 1min 1.8sec — 75.21mph

GILL GETS IT

The Superkart time trials to determine grid positions for the heats produced a few talking points when the list was published. First time out on a long circuit in a Superkart and Kurt Luby threw down the challenge to the establishment with a time of exactly 57 seconds. Steve Stylin, now Zip mounted, reminded the Young Pretender Luby that it was not going to be that easy by equalling the Phoenix driver's time. Leaside Tyres Derek Rodgers was next up in the timed session just three tenths of a second adrift of Luby and Stylin. Duncan White and Alan Pritchard filled the next two places with Martin Hines next up on 58.3 seconds. The first six lap heat went the way the time trials



Peter McCallum, victory in 125 National.

suggested with Kurt Luby scoring a smart victory from Steve Stylin in second spot. Those two made the break at the drop of the flag and never looked in any serious trouble. Roger Goff took third place with Steve Gill, Phil Glencross and Martin Hines completing the top six.

Second time out Steve Stylin managed to keep the momentum flowing and took the win from second placed Hines with Goff third. Rodgers, Glencross and Gill made up the top six. Luby had the misfortune to be forced into retirement and that meant that he had to start the final in row five. The final was over twelve laps and Steve Stylin had pole with Goff alongside; Hines and Gill paired up on the second row ahead of Glencross and Pritchard.

By now the ski slopes of Cadwell were bathed

in sunshine and as they were despatched on the first of those twelve laps it was Goff and Hines making the early break in the short dash to the hairpin.

At the end of lap one the order was... Hines leading... Gill up to second... Goff third... Stylin fourth... Glencross fifth and Rodgers sixth. Pritchard held the next spot ahead of Gange and White.

Lap two completed and Steve Gill had moved ahead of Martin Hines to take up first spot with the order behind as before with the exception of Pritchard who had slipped down the field.

Lap three and it all started to go wrong for a number of drivers... Gange was the first to pull out on lap three... Luby went on lap four... and both Goff and Stylin had to call it a day on lap five.

By this time Gill had edged away from Hines and was looking comfortable in first place. Hines had a good lead over third placed Glencross who in turn was under no threat from Rodgers. White was next up and he had a clear lead over young Adam Philpotts.

As the race reached the last two or three laps Martin Hines and the Bandit began to narrow the gap but Steve Gill pressed on regardless and despite the best efforts of the British Champion the Yorkshire farmer crossed the line just a couple of lengths clear.

Phil Glencross held it all together to take third, Derek Rodgers claimed fourth with Duncan White and Adam Philpotts making up the top six.

1st Steve Gill	Zip/CSK Rotax
2nd Martin Hines	11min 35.8sec — 80.71mph
3rd Phil Glencross	Zip Bandit/Zip Rotax
4th Derek Rodgers	Anderson Zip/Anderson Rotax
5th Duncan White	Anderson Zip/Anderson Rotax
6th Adam Philpotts	Zip Bandit/Zip Rotax
	Andrews Zip/Goff Rotax

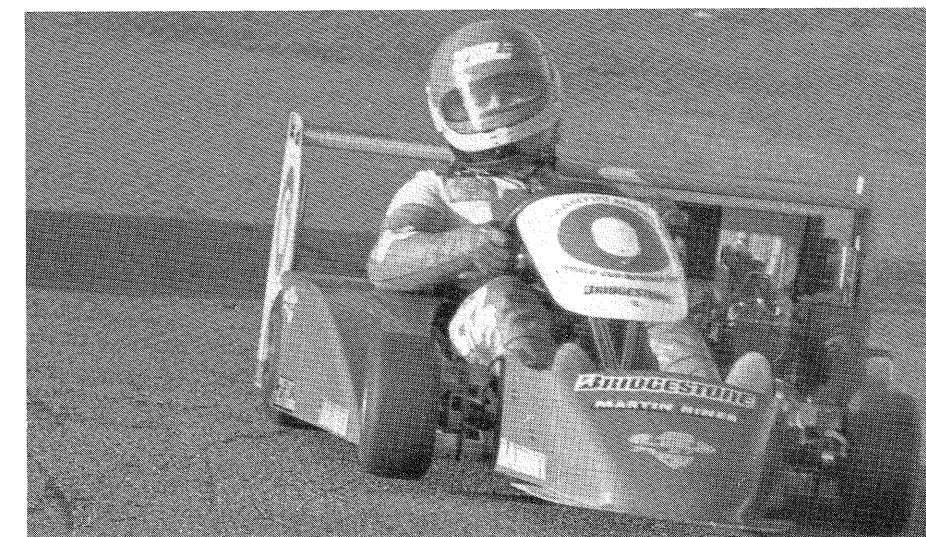
Race Time:- 11min 35.8sec — 80.71mph

Fastest Lap:- Gill and Hines 59.9sec — 82.24mph

Met 'Polly' at Race Control, complete with balaclava. He said (I didn't recognise him!) "Hello, Ed" "Hello, er..." "It's Steve, Polly... in disguise — I'm a bandit!!" sic... (no comment)



Stephen Coward had to settle for second best.



Hines, cocking wheels out of the hairpin, finished second to Gill in Formula E.

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REVISED DATES ARE AS FOLLOWS: (* Indicates British Championship Round)

- | | | |
|----|-------------------|------------------|
| 1. | 30 MARCH 1986 | CADWELL PARK* |
| 2. | 27 APRIL 1986 | DONNINGTON PARK* |
| 3. | 26 MAY 1986 | DONNINGTON PARK |
| 4. | 6 JULY 1986 | KNOCKHILL* |
| 5. | 27 JULY 1986 | CADWELL PARK* |
| 6. | 23 AUGUST 1986 | SNETTERTON* |
| 7. | 27 SEPTEMBER 1986 | CADWELL PARK |
| 8. | 26 OCTOBER 1986 | DONNINGTON PARK* |

REGULATIONS

1. Drivers will enter meetings as normal — points will be scored on *official* results of the final only.
2. A drivers best 6 from 8 results will count to the final score.
3. All drivers registered for the 210 L/C Challenge will be required to be a member of the 210 Villiers Drivers Club.
Remember: the £2.00 membership fee is to be paid *annually*.
4. All drivers will be required to display at least one "Villiers" logo drivers club sticker on bodywork.
5. Points and Prize system will award the top 20 drivers at each round and at the end of the season pay out.
6. There will be a special trophy for the top driver joining the challenge as a long circuit novice.
7. The registration fee of £20.00 must be paid before drivers are eligible for inclusion in the challenge.
8. Tyres — No change in tyre regulations for 1986 (ie as RAC 'Blue Book') but further talks will take place over the season concerning the inclusion of 'SL' compounds for 1987 — RAC to be officially involved.

ADMINISTRATION —

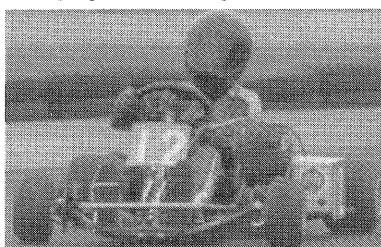
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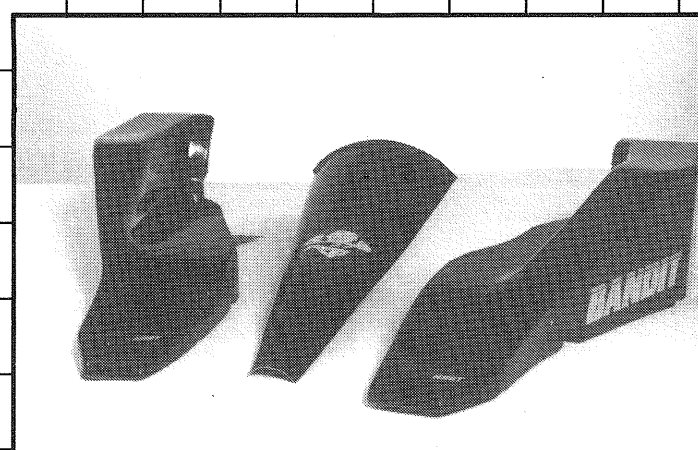
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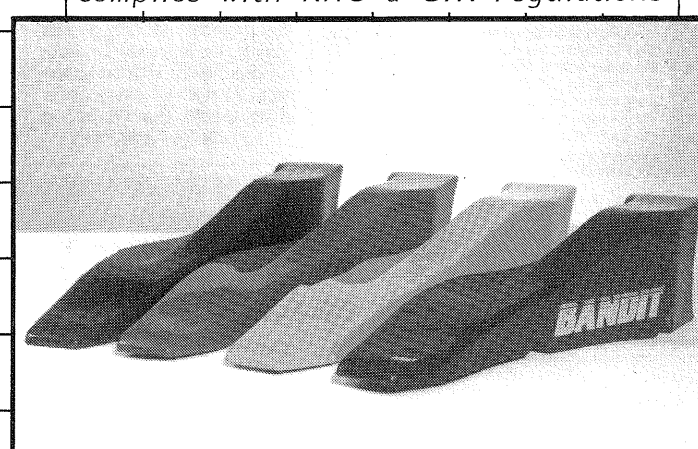
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100 SCENE

Although karting is an all year round sport(!), it is certainly far more enjoyable when the weather is sunny and warm. April should see the start of improved conditions, although with showers always a possibility; a karters lot is not always a straightforward one. Forecasting conditions can be very critical and in many cases has decided a race. The first round of the national Super One series will have taken place over the Easter weekend at Wombwell by the time you read this, and there is every chance that the weather will have played its part. The meeting will see the first serious gathering of the new 100 National Super class, side pods 'et all! The introduction of bodywork has caused many headaches for competitors and manufacturers, and many of the original 135cc prototypes have been doctored to suit the 100 National setup. As yet the only serious alternative to the 'Kali and Huttless' is the Zip manufactured type, these though are quite heavy and some refinements in fixing would be a benefit.

There will undoubtedly be some prototype UK products and some home-made efforts, but be warned — the RAC Blue book rules have been clarified as follows:—

Page 182 — 3.1.7. Side Panels

The first four lines whould include the words. — 'When dry tyres are fitted.'

NOT — 'Whether dry or wet tyres are fitted.'

This in effect stops the need for narrow and wide pods to suit both widths, although when wets are used the rears could well sit some way inside the fibreglass.

One Page 183 the continuing rule:—

'Maximum width rear 17cm front 10cm', should read 'minimum width.' The paragraph regarding fixing includes the 15mm diameter Nerf bar, but it *can* run between axle height and chassis height.

This means that karts using the now popular long Nerf bars can use these as a basis to carry the side pod.

Although not a change to the rules, note that a 22 x 22cm area should be provided for the number plate area.

So, if you have plans to short cut the rules, (or the spirit of them), be careful. The idea is to create a more attractive package and also improve saftey. While talking of rules from the RAC, it would appear there is a lot of concern regarding starting procedures. The lack of discipline was highlighted at a recent meeting at Rye House when the Start hut and several karts were virtually destroyed.

It is felt that the problems with 100cc rolling starts has been increased with the advent of lights as a method of getting a race under way. The hazards of a person standing in the middle of the track with a Union Jack are appreciated, but at least most drivers had respect for that individual. With no physical deterrent starts using lights appear universally to be 'flat out'.

Some discipline could be instilled by the Clerks of the Course and the Starter, but unfortunately many Starters seem to have little knowledge for the starting method. There are many tricks used by karters to gain advantage on the rolling lap and at the start. So, starters — don't be fooled by:—

Hands raised to indicate a problem

Flat out rolling laps

Fierce accelerating and braking

Drivers not forming a tight formation (hanging back to gain a sling-shot at the start

Late starters trying to regain their grids, (more than once drivers have been seen missing a rolling lap, then diving infront of the grid just prior to a possible start)

All these items and more should be viewed and analysed by the Starter and his Officials. The pace of the rolling lap is only critical on the lead into the starting straight, (provided the grid is grouped tightly) and should be between half and three-quarters speed.

Don' spoil starts though by making the pace too slow or oiled engines lead to all sorts of problems at the start.

A couple of suggestions:—

1. Indicate a 'start o'k' line approximately 50 metres prior to the startline, where the Starter has to decide if the grid is in a satisfactory state. If so a raised union Jack or a yellow 'get set' light is shown, to be followed by a drop of the flag or a green light.

2. To deter offenders, issue a starting penalty, (time penalties if possible; if not 1 lap deduction).

3. Stagger the grid formation in order to ensure the pole winner gets the advantage. (After all, following three heats the pole man has earned some kind of advantage).

Example:— Pole 1

2

3

4

5

6 etc

4. How about a radical change — start in single file, through a restricted path in the middle of the circuit, (i.e., coned funnel or similar).

5. Use a pace vehicle to control the front of the grid, (maybe this could double as a mobile bill-board on raceday, i.e. race sponsor's name, Club name, class racing, etc.).

6. Create a chicane prior to the start to restrict excess speed. (The problem here is that mid and rear grid starters can get left behind if a spread grid is allowed.

Food for thought.....?

The Winter Series at Rye House has undoubtedly been very successful, no doubt helped by the Cable T.V. coverage, but to date the most outstanding driver has been 100 National Super triple round winner — Derek Higgins. To win at Rye House is still accepted as a major achievement and for Derek to have done it three times in such hot company is superb. Using his Ferrari Allkart-Parilla to great effect, and his superior driving ability (and aggression) Derek is undoubtedly a natural . In the past his temperament has let him down, but perhaps now somewhat more mature, things could be good. Karting may not be where Derek really gets it together though, as he is intent on progressing

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Formula K Grand Prix Series (CIK Graded or Super Licence holders only)

* Intercontinental A

9th — 11th May	(D) Leidsdorp	<input type="checkbox"/>
*31st May — 1st June	(S) Goteborg	<input type="checkbox"/>
21st — 22nd June	(D) Mannheim	<input type="checkbox"/>
3rd — 6th July	(I) Jesolo	<input type="checkbox"/>
*25th — 27th July	(F) Laval	<input type="checkbox"/>

WORLD CHAMPIONSHIP

Formula K (CIK Graded or Super Licence holders only)

18th — 21st September (USA) Jacksonville ☐

WORLD CHAMPIONSHIP

Formula E (CIK Graded or Super Licence holders only)

10th — 12th April	(F) Le Mans	<input type="checkbox"/>
8th — 10th August	(GB) Silverstone	<input type="checkbox"/>
22nd — 23rd August	(D) Nurburgring	<input type="checkbox"/>

EUROPEAN CHAMPIONSHIP

Formula E (CIK Graded or Super Licence holders only)

3rd — 4th May	(S) Mantorp Pk	<input type="checkbox"/>
7th — 8th June	(D) Jyllandsring	<input type="checkbox"/>
8th — 10th August	(GB) Silverstone	<input type="checkbox"/>

JUNIOR CUP

3rd — 6th July (I) Jesolo ☐

FORMULA C INTERCONTINENTAL C

28th — 31st August (I) Pomposa ☐

EUROPEAN CHAMPIONSHIP

Intercontinental A — NORTH
Intercontinental A — SOUTH
Intercontinental A — FINAL
Intercontinental B — FINAL

31st May — 1st June	(S) Goteborg	<input type="checkbox"/>
25th — 27th July	(F) Laval	<input type="checkbox"/>
22nd — 24th August	(D) Oppenrod	<input type="checkbox"/>

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into single seater racing. Already he has had a very encouraging start (in his four year old Lola), by finishing a fighting third behind Paul Warwick, Kurt Luby, (yes, *the* Kurt) and just in front of Piers Hunnisett at Silverstone. Plenty of ex-karters as you can see showing well in racing cars. Keep it up and good luck, Derek — we hope you secure the funds to get the competitive equipment you deserve.

Someone who moved into cars for a while, then rested and has now returned to 100cc karting, is Alan Gates. Alan was a works TKM rider in the early '80's and was beginning to stamp his mark as a winner in the old (yellow plated!) International class. The return to karting circles has again been via Alan Turney karts and engines. By all accounts the old craft and speed was soon evident during initial testing and it is likely that Mr Gates will spearhead the 100 National Super TKM attack alongside Ricky Grice — some team!

From some good news to some really bad news — Fulbeck. After nearly 25 years of continuous karting and an ever-improving club, it looks as though the hurly-burly of the twentieth century space age fantasies is becoming a reality. Fulbeck has been designated as a highly likely area for dumping radioactive waste. Although the project is not scheduled to commence until 1990-91, the shock news was given to the Lincolnshire Kart Club that the March meeting was to be the Club's last, although the latest is that the Club has been granted a further month's 'stay of execution', which will enable it to accommodate the second round of the K&S series.

Let us all hope that the Club, its Officials and members can get further extensions and should they have any requests for assistance, or support, then they must feel free to use part of this column to put forward their case.

100 SCENE

Fulbeck and its Committee undoubtedly forms one of the best Class 1 circuits and Clubs in the country and the efforts to improve facilities have not gone unnoticed. The circuit is one of the most demanding in Britain and it is extremely safe, with plenty of run-off areas and unique ash barriers. Indeed it is a very sad day.

One of the major repercussions of the closure of Fulbeck is the reselection of a venue for the RAC 100 National Super-100 Britain British Championships, but you will be kept posted of any developments.

A flicker of hope though in the Yorkshire area is that there is a lot of effort going into opening a new circuit at Doncaster. The location is on waste land at the side of the football ground, (opposite the racecourse). Access is excellent, via the M1, A1 and M18 motorways, so keep your fingers crossed.

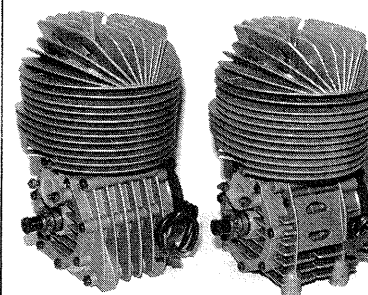
Next month the National Commercial series will have started and we'll bring you up to date with all the news and gossip.

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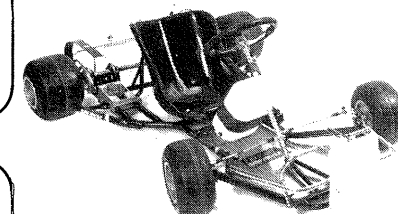
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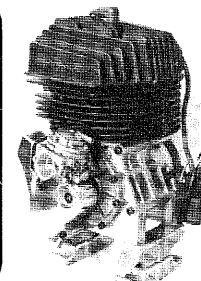
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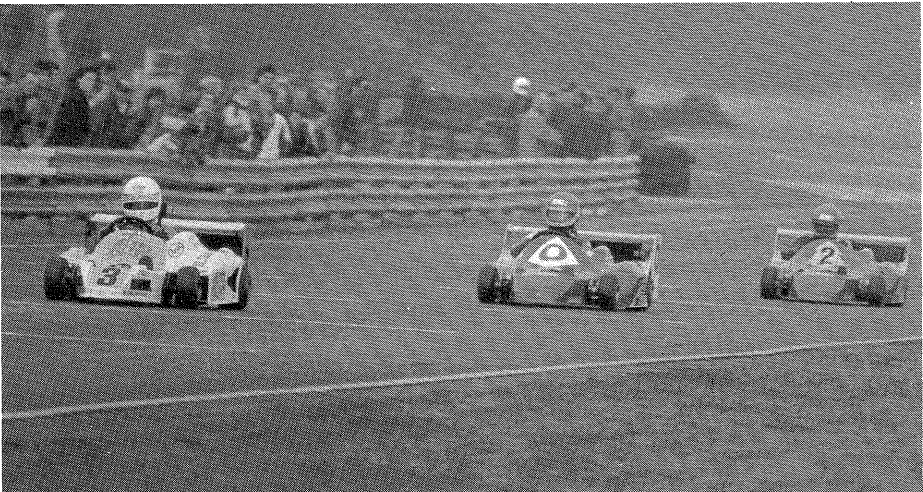
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Formula E — Hines (0) and Goff (2) in hot pursuit of Parrott (3).

In a superb finish Roger Goff snatched victory from Martin Hines at a pace only 2/10th sec off the Formula E lap record. Yet another classic 125 National battle saw Chris Stoney and Stephen Coward at it again, Stoney getting the edge up to the line. Zip's latest conscript, Mark Webster, took the Cheetham prepared KTM to a fine 250 National win, 20 seconds ahead of Rob Hipkin, whilst Garry Parker claimed 210 National honours after a fierce early race struggle with Graham Sykes.

AROUND AND ABOUT

On Saturday 15th March Snetterton circuit was alive with activity as 110 plus competitors turned out in near perfect conditions to shake off the winter 'blues' and help the opening round of the Central Kart Club Championships off to a good start. For a lot of drivers it was the first time out since Mallory last October and a chance to get the bones back in gear after a very hard winter. Nice to see was a sprinkling of familiar and welcome overseas visitors, not racing though because it was a National permit meeting only, but using the Saturday opportunity to test and run in new equipment. Sweden's Lennart Bohlin and Monica Strath had been over here almost a week building up new Bandit gear at Russell's and generally sorting out the K&S editor! Frenchman William Batmalle too was carrying out preliminary testing prior to the World Championships round at Le Mans in a couple of weeks, and Dutchman Piet Hartog just 'dropped over' for the weekend to have a 'nose' and leave an engine for tuning.

Practice commenced early and ran on until 5.00pm, smoothly with no major incidents, although a number of people had their share of troubles. Ian Shaw 'nipped' his second best motor during the morning session and was a bit cagey about how he treated the new Goff tuned first engine, contenting himself with a 1min 16 time during the latter part of the afternoon. Ian was driving one of the Bandit chassis and expressed his satisfaction of its handling qualities in a very positive manner. Stephen Coward seemed to be going well and managed to get his

times down to around 1min 14 — 1min 15. On the Formula E front lots was happening — Martin Hines seized one motor round by the 'bomb hole' but was putting in times between 1min 07 and 08, although earlier in the day he was clocked at 06+. Roger Goff also was impressive and his only problem to mar the weekend was a seize in the first heat on Sunday. Tim Parrott didn't escape problems either, while Philip Glencross holed a piston in the last session of practice. Reg Gange was out on the EDR with a right-hand mounted Rotax and getting used to the alternative configuration. It was really his first chance, as Cadwell in February was anything but. On Sunday he got his times down into the 09's, which was 3 seconds better than Saturday's efforts. He skipped the final, reckoning the motor wasn't quick enough. Lennart Bohlin and Monica Strath turned up around lunchtime on Saturday and spent the afternoon testing and running-in, Lennart getting down to the 09's before the day concluded, though that's not an accurate assessment of his ability. Little Monica too soon settled into her stride, with a 1min 12, very good considering it was only her second long circuit outing, the first being Hockenheim last July.

The introduction of a 105Db maximum noise level by the Club officially comes into force at the Donington meeting on 27th April and checks on all karts were carried out to see how many were trying to conform to the notice in the Club Membership booklet. Of the 125's 7 had managed to get down to 105, while the rest of the class ranged between 106 and 112. In fact, one or two registered 103-104. Formula E ranged

from 104 to 111; 250 National 108 and 112 and it was interesting to note that Mike Doble's Yamaha and Mark Webster's KTM both registered 108 while Mark Allen was higher at 111. 210 National showed a range of 108 to 113. These were static tests, on circuit test were also carried out but I don't have the figures available yet.

As is the norm Formula E Qualifying took place before the heats got under way, with the following results which indicated the grid order for both heats:-

R. Goff	1min 07.7sec
M. Hines	1min 07.8
T. Parrott	1min 08.4
R. Boston	1min 09.10
P. Glencross	1min 09.10
D. Rodgers	1min 09.10
D. White	1min 09.3
R. Gange	1min 09.9
A. Philpotts	1min 10.0
P. Cook	1min 10.4
M. Turner	1min 10.4
J. Jackson	1min 11.2
S. Papworth	1min 11.3
R. Dean	1min 11.5
A. Pritchard	1min 12.0
J. Vale	1min 12.8
R. Fenton	1min 16.5
G. Jackson	1min 17.6
P. Wall	1min 18.6
T. Maxwell	1min 19.5

(No times available for Steve Styryn and Steve Gill)

The heats on Sunday and a rather depleted grid of 210 Nationals with a couple of 125 P&R's got things under way. British Champion John Newton showed impressive form, wrapping up both heats and collecting pole for the final. The Aero-CKC prepared Villiers of Garry Parker posed a continual threat to Newton throughout both sessions and netted two seconds, while Graham Sykes and Phil Featherstone had a third and fourth apiece.

Of the eighteen 250 Nationals only a handful were left running after one lap in the first heat. 'GP' winner, Lightning Windows driver, Mark Allen, failed to score anything in the heats and when asked: "What's gone wrong?" the reply was "What hasn't!" Partner Keith Bisp collected a first and a third, Rob Hipkin two seconds, while Mark Webster's Alan Cheetham KTM took the win in the second heat after several niggling problems in the first. Mike Doble was another, along with Barry Tomlinson, who fell to the hands of attrition in the first outing, though managed a fourth in the next.

125 National showed the healthiest field, with 48 karts of various marques champing at the bit and giving the usual fierce opposition. The rivalry between Stephen Coward and Chris Stoney continued, they set a frantic pace, one trying to outdo the other; the result — a win and a second apiece. Peter McCallum earned a third and fifth, Boyd Barrington, driving very well — a third and fourth. Adrian Wilcox, Ian Westwood and Colin Poole were all well up in the results, whilst Ian Shaw had a seventh and eighth, running very rich, fearful of a seizure and not making the grid for the final.

Formula E and four names immediately come to mind — Hines, Goff, Parrott and White because they dominated the heats, although Roger Goff had a seize in the first heat which



Cadwell 'Opener' 1985 before swapping to the Phoenix (Pic: Iain Blair).

Originally Mark's parents were against his decision to go Long Circuit until he'd had a few years building up experience on the short circuits. In retrospect he feels it is a good idea — too many drivers take the long circuit plunge before gaining the experience necessary to back-up such a move.

Looking back on his racing, Cadwell stands out as the most satisfying, when the won on the new KTM, particularly after twelve months of continuous failure. That was the season he drove the Phoenix; it handled excellently and the brakes had all the stopping power needed of them. The KTM engine had a lot of little teething problems initially, but once those were sorted it proved a very good power plant — and can be very reliable.

This year sees a change of marque — to the new Zip 'Bandit'. 'Many thanks to Martin Hines.' In fact he was out on it at the first Cadwell meeting and speaks well of its handling qualities. Alan Cheetham is looking after Mark this season, particularly on the engine front. So, with the Cheetham expertise and a little bit of luck, who knows! 'It would be nice to follow in my brother's footsteps and also become a British Champion!'

As always it is the people behind the scenes who add the ingredients for success. In Mark's case there is his girlfriend, Jane, who acts as lapscorer, helmet cleaner, chief cook and bottle washer. She also looks after the paperwork, doesn't object to sitting in during the evenings because all Mark's wages go on karting. Spannerman, 'Swiftly', who helps most nights in the workshop — get's the blame for everything and credit for nothing! Last and certainly not least is Mark's dad; he devotes a lot of time to his son's karting interests and aspirations. He



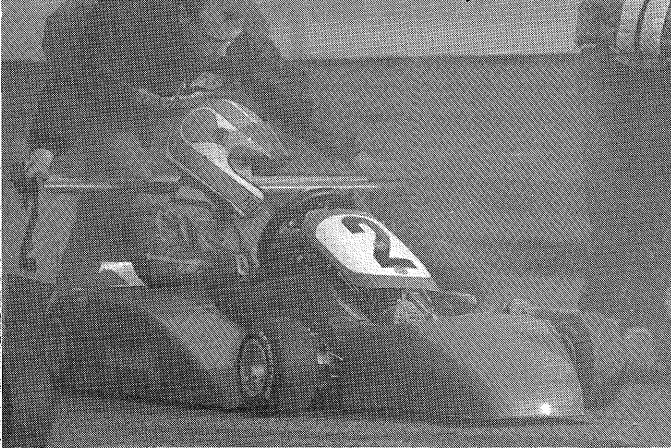
Cadwell '86 on the Bandit (Pic: Iain Blair).

helps out with the expenses and keeps the team in line; without him as guide and mentor they wouldn't be able to manage.

Like others of his mould Mark aims to win both the British Long and Short Circuit titles in 250 National and of course the Silverstone 'GP'. He hints at a wish to try Formula E 250 or Formula Ford, though being realistic about it appreciates the expenses involved. 'I would have to have a lot of money or a very good sponsor.'

'On another front — I think Junior Gearbox could be a great boon for the sport, it could bring youngsters into karting who might otherwise head elsewhere. I would also like to see karting back on television — it has a lot to offer, not only to the participants but for the armchair enthusiast. Outside sponsors should be sought to back individual meetings. That way there could be some prize money, which would make all the cash pumped into karting by the drivers seem more worthwhile. The revival of the 250 National Drivers' Championship would do a lot to promote the class, as indeed the 210 Challenge and the 125cc series have done for those categories. As for all this talk about 250 National grids falling — just wait until the weather warms up, then we'll see who's kidding who!' 'Karting is definitely still a friendly, family sport, bit I also feel, as stated last year in Kart and Superkart, that it needs a P.R.O. for karting at the RAC, someone who has a genuine interest in the sport, will go out to promote it, and not just turn up at the odd meeting as the feeling takes he or she.'

'I remember once I was involved in a shunt at Mallory and when I got home, I realised that whilst still dazed, I had been trying to fight with Ron Brassey who was only trying to help! Of course, apologies were made to Ron who really took it all in good part.'



First Snetterton — just before the final, with 'Swiftly' (Pic: Doug Rees).



Mark (55) aboard the Star with a 125 Rotax at Three Sisters.

Mark's first full season on the long circuits was a nightmare. He entered every Long Circuit meeting and failed to finish one; the cause — seizures each time. After that season he declares he was on the point of calling it a day, but his determination not to be thwarted prevailed and he decided to give 250 National a try. 250 National proved the turning point for Mark, a real morale booster in fact, when he went out at Cadwell Park and scored a victory aboard the Zip-KTM outfit. Later in the season he was given a Phoenix chassis and went on to win at Knockhill and Oulton Park, but always seemed short on power though, compared to the likes of Alan Cheetham and Mark Allen. At the last meeting at Mallory in '85 he stood a fair chance of pulling off the Long Circuit Championship, but the dreaded 'gremlins' struck again. In the first heat a head gasket blew and then he suffered gear problems, thus did not make the grid for the second heat in time, which resulted in his starting the Final from the back. He managed a really good start from the back

row and, as the race progressed, pulled up to third place — until a puncture slowed him up and he limped home in fourth. It was sufficient though to secure second in the RAC Championship and paralleled his second spot in the Short Circuit Championships. All in all — a good year.

Mark has made a lot of friends in the sport, particularly in the past year or two. Rival drivers have helped immensely when there have been problems, proving that the rivalry is only a track affair, and without such help he would never have made some of the Finals. 'That's what I call sportsmanship.' Kurt and Jim Luby were very good, helping him set up the Phoenix during the season.



Aboard the Phoenix-KTM at Mallory Park last year.

chucked him out of contention near the end of the race, leaving Parrott the task of trying to wrest victory from Hines. At the finish it was — Hines, Parrott, White, Paul Cook, Derek Rodgers and Richard Boston; Martin and Tim sharing a quick lap of 1min 06.6sec. Reg Gange seized and Steve Stylin went out with a puncture on the first lap. The second outing and it was Hines again with Goff second, in a 'battle of the Bandits'. Parrott was third and Duncan White a tidy fourth. Derek Rodgers and Phil Glencross finished fifth and sixth, Phil improving one place on his previous heat. Steve Stylin and Paul Cook were the next home. Hines and Goff shared a joint fast lap of 1min 06.7sec.

210 NATIONAL FINAL

Two heat wins put John Newton safely on pole with Garry Parker alongside. The only two 125 P&R outfits of Adrian Naul and Barry Fortnum were tacked on the rear of the grid when the Villiers rolled out for the first final of the afternoon. On the green light it looked to be Parker who made the best of the break, from Sykes and Newton as they tore off up to Riches.

Out of Coram Newton had hit the front, Sykes just behind clawing his bumper. Parker had slipped to third with Featherstone bringing up the rest of the field. Into Russell, Newton and Sykes were side by side and on the exit almost contacted. Down the Revett straight to the Esses the order changed as Parker moved back into the

Parker was about fifty yards up on Sykes. The 'GP' plates of Andy Martin were forced to seek retirement before the flag came out. A fine win then for Garry Parker, with Graham Sykes in second. Phil Featherstone held onto third over Alan Ogden, Simon Quance and Garard Coakley, while Barry Fortnum represented the 125 P&R class.

1st	Garry Parker	Aero/CKC
2nd	Graham Sykes	Zip/Longtune
3rd	Phil Featherstone	Cobra/FPU
4th	Alan Ogden	Zip/Longtune
5th	Simon Quance	Zip/Longtune
6th	Gerard Coakley	Aero/Villiers

Race Time:- 13min 04.8sec — 87.94mph

Fastest Lap:- (Sykes/Parker) — 1min 17.6sec — 88.83 m p h

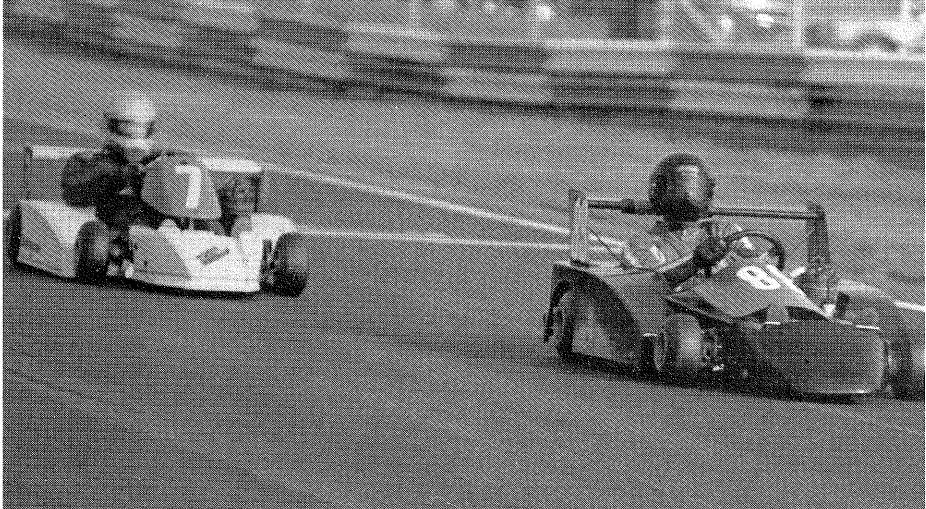
125 P&R

1st Barry Fortnum Dino/Yamaha

Race Time:- 14min 10.6sec

250 NATIONAL FINAL

As they shot off the line Keith Bisp, Rob Hipkin and Mark Webster had the advantage. By the end of the first lap Webster had hit the front with Hipkin tucked up his exhaust. Mike Doble had come steadily through the field and slotted into third when Keith Bisp dropped back to fourth spot. Then came David Brown, Barry Tomlinson,



The Villiers final — Graham Sykes (7) chasing Garry Parker (89) home.

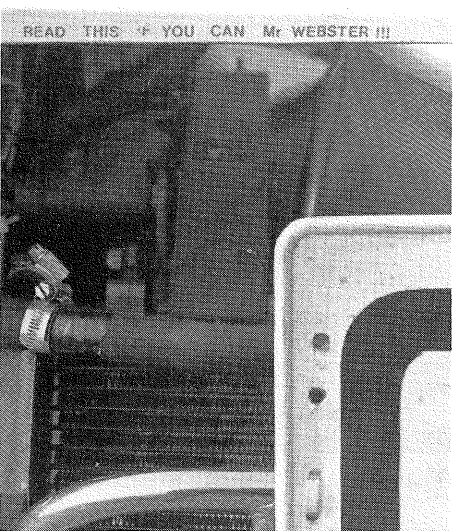
lead, Sykes was in second fighting off a relegated Newton, then Featherstone, Simon Quance, Alan Ogden, and Andy Martin.

Along past the startline Newton's hand went in the air and he retired with a big end failure, leaving the leadership struggle to Sykes and Parker, both of whom had pulled out a sizeable gap over third placed Featherstone. Quance had slipped down the order and now lay in eighth behind Featherstone, Martin, Howard and John Underdown.

A lap later Parker had forged ahead again but with Sykes continually snapping at his heels, whilst the gap back to Featherstone was steadily increasing. In turn, Featherstone was a fair distance up on the battle between Ogden and Martin and it was some seconds before the trio of Howard, Underwood and Quance put in an appearance out of Coram.

Regrettably, with such a small field the racing tended towards the latter stages to be a bit processional, with the main action centred round Sykes' frequent challenge for the lead. By two thirds distance Underdown had gone from the order, so also the P&R of Adrian Naul, leaving class colleague Barry Fortnum to struggle with Gerard Coakley back in seventh.

By the time the last last lap board vanished



Spotted on You know Who's kart!

'GP' Mark Allen and John Wheatley.

Another tour saw Webster still at the front, easing out a gap over Hipkin and Doble, whilst Tomlinson progressed past Bisp and Brown. Mark Allen was still in seventh, seeming unable to improve on that position; Steve Pell toured into the pits to retirement and Mike Doble failed to reappear.

There seemed to be just no touching Mark Webster, he had established an embarrassing lead over Rob Hipkin and, by the time another couple of laps had gone, he had the distance from Coram to Russell over the EDR Yamaha driver. Keith Bisp had managed to clear Barry Tomlinson, though with a struggle on his hands to keep the Broxbourne driver in check. then there was a gap back to Mark Allen over David Brown before John Wheatley, Martin Pluck and Terry Hawkes came through.

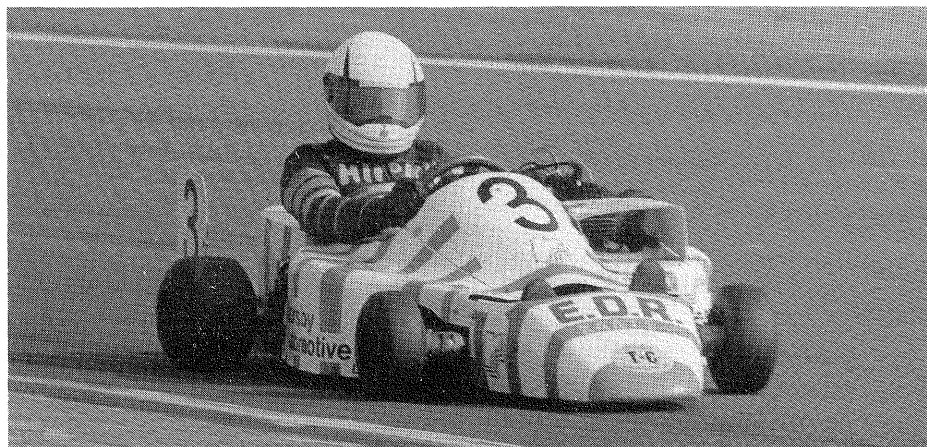
The halfway stage and Webster was in an unassailable position from Hipkin; Bisp and Tomlinson were still hard at it in third and fourth while Mark Allen was struggling to keep in touch, though he was safely clear of David Brown, Wheatley was next along and Hawkes nipped past Pluck on the run down to Russell. Webster lapped both men on that tour as he rocketed across the start-finish line.

Tomlinson finally succeeded over Bisp who, unfortunately, was only to last another lap before vanishing from the charts. That left Mark Allen the task of trying to haul in Tomlinson, but he was unable to get close enough for any effective manoeuvres and time and distance were running out.

Mark Webster went on to take the new Bandit-Cheetham prepared KTM to a storming victory.



That Bandit man — Webster — resounding victory in 250 National.



Hipkin scored yet another second, but.....



.....No pots for Allen this trip.

Rob Hipkin held onto second spot all the way and Barry Tomlinson finished third, pleased after the day's earlier misfortunes. Mark Allen in fourth brought home David Brown and Terry Hawkes.

1st Mark Webster	Zip Bandit/ Cheetham KTM
2nd Rob Hipkin	EDR/TC Yamaha
3rd Barry Tomlinson	Zip/Yamaha
4th Mark Allen	Barlotti/KMP KTM
5th David Brown	Zip/KTM
6th Terry Hawkes	Zip/KTM

Race Time:— 12min 24.8 sec — 92.66mph

Fastest Lap:— (Webster) — 1min 13.6sec — 93.77mph

125 NATIONAL FINAL

With the likes of Coward, Stoney, Wilcox, Barrington, McCallum and Poole all up front as the pace led the horde to the startline it was obvious there was going to be some fireworks during the ten lap session.

The green lights — and off! Coward, Wilcox, Poole and Stoney fighting for the edge through Riches and Sear, Stoney collecting the advantage down Revett and as they reappeared on the skyline at Coram, the order was — Stoney, Coward, Wilcox, Poole, Westwood, Barrington and McCallum, with no quarter given as they ducked and weaved trying for places up the finish straight.

Another tour and Coward snatched the lead from Stoney but it was very marginal, Stoney fighting desperately to regain it and the pair pulling out a short gap from now third placed

Into the halfway stage and Stoney still had the edge over Coward at Coram, but it was Coward with the best line through Russell that put him at the front, albeit a short-lived glory because Stoney was back in the lead before the lap finished. Wilcox and Westwood were still *in situ*, but Barrington had sorted out Poole and McCallum, promoting himself to fifth. Bolton was in eighth and Ian Shaw had lost a place to Dave Clark; Wigg and Crump were hard at it, with Wigg gaining the upper hand as the lap closed.

Then it was all change again — Coward in front and Stoney hounding him for all he was worth. There was no alteration to the rest of the table down to eighth, but Shaw hit back at Clark to take ninth, which left Wigg and Crump chasing hard on Clark's tail. Every lap the lead swapped and further back Adrian Wilcox had Ian Westwood climbing all over him but he managed to fend off the Bletchley driver's manoeuvres.

Into the last tour it was Coward from Stoney, but it was so close it was anyone's guess which one would cross the line first. Round Coram and down to Russell Stoney had the edge just enough to take him to the chequered flag ahead of the Nantwich driver. Adrian Wilcox was next along, with Ian Westwood, Boyd Barrington, Colin Poole had lost out and had to be towed in, then Simon Bolton. McCallum, Shaw, Clark and Crump completed the order to ten.

1st Chris Stoney	Stratos/CSK Rotax
2nd Stephen Coward	Zip/Field Rotax
3rd Adrian Wilcox	Zip/Anderson Rotax
4th Ian Westwood	Zip/Rotax
5th Boyd Barrington	Spyda/Rotax
6th Simon Bolton	Zip/Rotax

Race Time:— 12min 34.3sec — 91.49mph

Fastest Lap:— (Stoney/Coward) — 1min 13.9sec — 93.38mph

The prizes in the 125 Zip Champion of Champions Series went to:—

1st Stephen Coward	1 set of tyres + £25
2nd Adrian Wilcox	£50
3rd Ian Westwood	£50
4th Simon Bolton	£50
5th Peter McCallum	£50

FORMULA E FINAL

Two convincing heat wins gave Martin Hines pole position for the ten lap final. Sharing the front row also were — Tim Parrott, Duncan White and Derek Rodgers. Hine's team mate



Adrian Wilcox, third in 125 National, also collected £50 in the Series.

Profile... Mark Webster

Mark Webster, Soutport born, now residing near Ormskirk, attended Burscough Priory High School where he collected several good CSE grades before leaving to tackle work on his father's 'Lower Park' farm near Lathom. During his school years Mark was keen on outdoor pursuits, particularly cross-country running and was a member of the School Team. He also enjoyed swimming and likewise, soon found himself in that school team. He still keeps himself fit weight training, running and swimming and as other interests quotes watching videos apart from looking after a pet chipmunk and a goat!

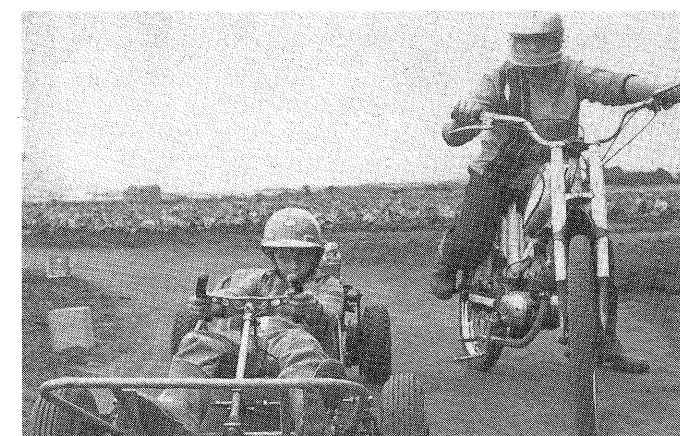
In 1973, at the age of nine, he bought his first kart for £20.00 from a local engineering firm, the outfit had been made by an apprentice and young Mark raced it around the fields. As can be seen from the photograph it was quite a unique construction. The other guy in the picture is Mark's brother Stuart, who went on to become British Sand Racing Champion in 1984 in the 500cc and 1000cc class. With an elder brother involved in racing, it naturally followed that Mark would also show leanings towards racing, though he was to opt for four wheels rather than two.

That early kart kept young Webster occupied for a long time and helped fortify the resolve that he would one day own a kart that he could race.

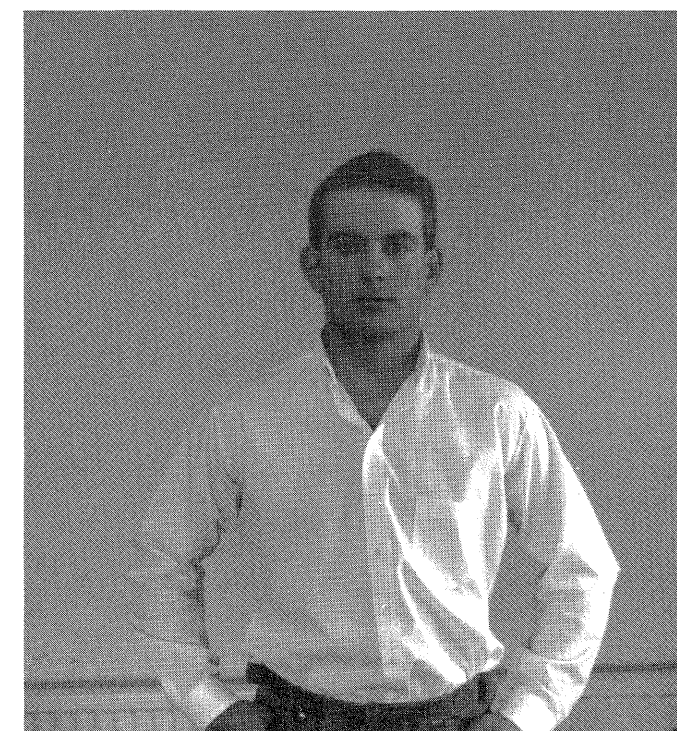
Three months before his sixteenth birthday on 24th June 1980, Mark had collected together £500, the cost of a secondhand 125 Barlotti-Yamaha and devoted the next few months setting up to suit his needs. That first year was a good training ground in the art of driving and racecraft, most of his experience being gained at Three Sisters and Morecambe.

Realising the Yamaha was not quite as competitive as needs required, with a bit of panic saving he was soon able to afford a new Barlotti chassis with a 125cc Rotax motor. He quickly began to notice the improvement in performance and was soon winning meetings at Chasewater and scoring high in the placings at Three Sisters, also Morecambe. He won the Buxton, Merseyside and Morecambe Club championships, along with a day's tuition in a Formula Ford 1600 at Aintree.

When the Barlotti was judged ready for change Mark bought a new Star kart from the Heysham factory of Bert Hesketh. The Star kart was to produce most of his Short Circuit successes and for twelve months he reigned unbeaten at Three Sisters; with the addition of Bolton, he retained all the Club Championships



That first kart! with brother Stuart.



previously won.

The last World Cup meeting held at Heysham in 1983 turned out a very big disappointment. After snatching up the offer of an RG500 carburettor about a month before the event he went and shattered the Heysham lap record in a practice session. Satisfied, he then decided not to use it any more but keep it specially for the World Cup event.

In the first heat for the 125's Mark held the lead for three or four laps, until the motor locked up solid. Back to the Pits and a hasty rebuild, but the same thing happened again in the second outing. After a team discussion it was decided to revert to the original setup, albeit not as quick but proven to be reliable. He finished seventh in the Final, starting from the back of the grid. Disappointment, it was the one race he wanted to win, particularly as it was to be the last time the World Cup was to be held at the Morecambe circuit.

Hopes were to be dashed again, this time the RAC Short Circuit Gearbox Championsps at Fulbeck. After earning a good position for the Final and leading for ten laps, his motor just died. When the dejected crew returned home and began looking for the reason they could hardly believe that the root of the fault was a broken plug cap!



Chasewater and the first win (Pic: Nigel Burton).

ARROW ENGINES/SPARES

Mounting plate & Allen screws complete.....	£13.13
Cylinder head.....	£30.40
Cylinder barrel to head	
'O' ring.....	£1.00
Exhaust pipe.....	£790
Cylinder barrel.....	£29.90
Cylinder liner, TT.....	£34.80
Cylinder liner, 3-port.....	£30.40
10T sprocket, fine pitch.....	£4.00
11T sprocket, fine pitch.....	£4.00
12T sprocket, fine pitch.....	£4.00
9T sprocket, std, pitch.....	£4.00
Output shaft oil seal.....	50p
Rotary valve cover.....	£13.20
Oil seal 25357.....	60p
Hub r/v drive hub.....	£4.96
'O' ring crank valve hub.....	40p
Crankshaft nut.....	£1.20
Crankcase R.H. Pair.....	£60.00
Crankcase oil seal.....	60p
Big end roller bearing.....	£3.75
Cylinder head nut.....	50p
Piston assy, all sizes incl. piston rings, and circlips.....	£11.00
S/E Thrust washer.....	75p
Crankpin.....	£3.60
Connecting rod TKM.....	£20.24
Crnk assy, inc. rod.....	£74.00
Crank half R.H.....	£30.00
Crank half L.H.....	£30.00
Engine mount clamps.....	£3.50
Rotary valve, tuned, 45-72°.....	£5.70
Rotary valve, 45-65°.....	£5.00
Cylinder comp. 3P.....	£80.00
Cylinder comp. TT.....	£64.00
Cylinder D Port.....	£71.20
Liner 3P.....	£33.00
Liner TT.....	£34.80
Liner D Port.....	£39.60
Gaskets, paper.....	20p
Connecting rod.....	£20.24
Connecting rod, selected.....	£25.04
Carb restrictor.....	£2.00
Carb restrictor stepped.....	£4.80

PARILLA/IAME SPARES

Genuine TT27	
Cylinder Head.....	£30.45
Gudgeon Pin light.....	£2.45
Piston TT Bare.....	£8.75
Rings 2 Super.....	£6.90
Exhaust Gasket.....	49p
Exhaust Bend.....	£6.60
Woodruff Key.....	25p
Bronze Washer.....	£1.00
Paper Gaskets.....	30p
Crank Pin.....	£2.75
K80 Cylinder Comp.....	£87.64
TT27 Nat. Cylinder Comp.....	£85.26
Conrod Super 81.....	£30.00
Conrod Super 81 Selected Comp.....	£42.63
Conrod HI-FI Selected Comp.....	£54.81
Crankcase Jubilee & Washer.....	£92.54
Crankcase Nat. & Washers.....	£97.64
Rotary Valve.....	£4.62
Rotary Valve Locator.....	£4.50
10T Sprocket IAME.....	£5.18
Factory packed Gasket Set.....	£2.00
Iron Liner TG14.....	£23.00
Iron Liner TT27 Nat.....	£32.00
Iron Liner TT27 Jubilee.....	£38.99
K88/K55/K80 Crank Pin.....	£2.75
K88/K55/K80 Conrod.....	£30.00
K80TT Crankcase Comp.....	£85.26
K88 Crankcase Comp.....	£75.46
Komet Cylinder Head.....	£30.45
Komet Rotary Valve.....	£4.62
Komet Valve Locator.....	£4.50
Timing wheel and boss.....	£23.10
Trade supplied on all IAME products	

KART COVER AND TOOLS

Kart cover, 100cc.....	£10.50
Seat cover, universal.....	£8.50
Kart stand, unsprayed.....	£10.50
3mm, 4mm, 6mm, 8mm, T-bar	
Allen-key.....	£1.50
10mm T-bar socket.....	£3.25
13mm T-bar socket.....	£5.25

Sprocket puller.....	£4.75
Motoplat puller.....	£1.95
Motoplat holder.....	£1.75
Gudgeon pin extractor.....	£3.25

BEARINGS

6204, C3 (metal cage).....	£1.50
6204, C4 (metal cage).....	£3.00
6204, C4 (fibre cage).....	£3.25
6204, T, B, P63 (fibre cage).....	£5.75
6204, V.N.S.K.....	£2.00
Super roller cage.....	£3.75
Standard track rod ends (female).....	£1.95
Super track rod ends (male).....	£2.50
Track rod ends (male).....	£1.95
Axle bearings 30mm (Super).....	£3.50
Axle bearings 25mm.....	£3.00
Axle bearings, 1".....	£3.00
Stub axle bearings, 15mm.....	£1.00

TKM ENGINE SPARE PARTS

Head.....	£28.80
Piston, complete.....	£11.00
Piston, bare.....	£7.80
Ring set (Super).....	£4.75
Gudgeon pin (ligtened).....	£1.00
Cylinder stud.....	£2.00
Head nut (brass).....	50p
Exhaust stud.....	35p
Exhaust bend.....	£7.75
Exahust flex.....	£1.85
Silencer.....	£10.50
Oil Seal (ROLF high RPM).....	55p
Valve cover (sloping).....	£12.00
Crank complete.....	£65.60
Crank pin.....	£2.80
Cage & rollers (steel/silver plated).....	£3.75
Big end spacer washer.....	60p
Small end rollers, 2mm x 13.8mm.....	90p
Small end washer (aluminium).....	65p
Small end washer (steel) 1mm thick.....	31p
Crankcase main bearing shims.....	30p
Valve locator.....	£4.96
Valve locator circlip.....	20p
Crank nylon stuffers.....	£1.20
Aluminium stuffers.....	P.O.A.
Copper rivets.....	33p
Cylinder Comp. 3P.....	£60.00
Cylinder Comp. TT.....	£64.00
Cylinder Comp. L90TT.....	£68.00
Crankcase Comp. 3p.....	£52.00
Crankcase Comp. TT.....	£60.00
Crankcase Comp. L90TT.....	£68.00
Crankshaft Comp. 3 p + TT.....	£70.40
Crankshaft Comp. L90TT.....	£76.00
Crankhalf Drive 3p + TT.....	£28.00
Crankhalf Drive L90TT.....	£32.00
Crankhalf Mag. 3p + TT.....	£25.60
Crankhalf Mag. L90TT.....	£29.60
Conrod long/short.....	£20.24
Conrod Selected.....	£25.04
Rotary valve cover FF99.....	£12.00
Rotary valve Cover L90TT.....	£13.60
Rotary valve all models.....	£3.60
Rotary valve magnum, All mods.....	£4.40
Rotary valve locator.....	£4.96
Liner 3 port.....	£30.24
Liner TT.....	£34.80
Gaskets, paper.....	16p

IGNITIONS

Motoplat, Class 1 comp, with coil.....	£37.50
Motoplat coil.....	£18.97
Dial guage.....	£10.00
Extension.....	£1.75

GOODYEAR TYRES

(CIK) 11-4.50x5 moulded wets.....	£14.00
11-6.00x5 (German).....	£14.00
11-4.50x5 (German).....	£14.00
11-3.50x5 Large IDA.....	£7.50

DART RACEWEAR

All PVC suits are available in red, green, black or blue with contrasting stripes and available in

7 sizes to ensure a perfect fit. DART std PVC suit.....£2700
New team suits are in the latest fashion with stripes up the side of arm, leg & body and carry DART logo on back and shoulders.....£3300

New F1 style CIK suit. A new standard in style and comfort.....£42.00

Leather suits are available in colours and sizes as per PVC overalls. But manufactured in top quality leather.....£90.00
DART new team leathers. New style, in various colour combinations in 7 sizes, also carrying DART logo. Manufactured in top quality leather.....£120.00
PVC racing boots.....£12.50
Super leather boots.....£18.50
Short leather racing gloves.....£8.50
Long leather gloves.....£10.95
Equipment bag.....£6.50

TUNING

We tune any Class 1 engine to Works specification. All engine work undertaken is done in DK's workshop, DK Special Tuning, £50.00; Liners renewed from £30.00.

Labour prices:
Strip, hone and rebuild.....£10.00
Big end replacement.....£3.00
Reboring & honing.....£2.00
Resleeve & machine.....£8.00
Carb test & rebuild.....£2.50
D.K. special tuning.....£50.00
Honing, crankshaft splitting and rod replacement while you wait (Except Wednesday afternoon).

We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec.

NOTE: Crank splitting and Big End replacement, honing and crank truing if required during rebuild will be done at no extra charge. Unable to bring your engine rebuilt or tune to us then we will collect and return to you — £8.00.

New liner fitted with spectacular DARTWAYS — £25.00
Equipping your liner with DARTWAYS including removal and fitting — £25.00

TUBES

600/710 Tubes.....	£750
450 Tubes.....	£450
350 Tubes.....	£350
Large stock of all above now in stock.	

DART LEISURE KART

Designed for quality and most important, safety.....£300.00
We guarantee you can't buy better.

Our spec. includes racing hubs, not nylon bushes.

Fun Kart complete.....	£300.00
Fun Kart assembly.....	£15.00
Fun Kart Wheels & Tyres Set.....	£57.50
Centrifugal clutches.....	£14.00
Bare Fun Kart Frame.....	£50.00
Honda Fun Kart 3½hp engines.....	£115.00
Throttle cable.....	£2.00
Axles.....	£7.50
Steering Column.....	£5.50
Sprockets, each.....	£2.50
Pedals, set each.....	£3.50
Sprocket carrier.....	£2.75
Steering Wheels.....	£6.50
Brake.....	£15.50
Brake cable.....	£1.75
Axle bearings.....	£3.50
Track rods, each.....	£1.50
Track rod ends, each.....	£1.95
Stub axles, each.....	£7.50
Seat, each.....	£10.50

Helmet.....	£12.00
Chain, each.....	£5.00
Set nuts and bolts.....	£5.00
Chainguards.....	40
Finger chainguards.....	£1.65
Half steering Bush.....	40
Steering Bush (1 piece).....	90

IAME PARILLA MOTORS

TT27/31 SUPER COMP WITH MOTOPLAT EXHAUST, LESS CARB.....	£380.00
TT27/31 JUBILEE COMP WITH MOTOPLAT EXHAUST, LESS CARB.....	£483.00
TT27 CHALLENGER COMP WITH MOTOPLAT EXHAUST, LESS CARB.....	£499.00
TT28 SOON TO BE AVAILABLE	

SUPERDART FOR '86 PACKAGE

Class: Cadet
Superdart 28mm Kart with adjustable caster camber, fully assembled including floor mounted fuel tank, F/glass side panels and nose cone. Bridgestone YBN tyres. D.I.D.chain and sprocket, Hewland arrow 3 port motor, complete, ready to race.
£753.54 including 15% VAT

Class: Britain, Junior/Senior
Superdart 28mm kart with adjustable caster camber, fully assembled including floor mounted fuel tank, front nose cone, D.I.D. chain and sprocket, TKM FF99TT engine, complete with mount, ready to race.
£708-69 including 15% VAT

Class: 100 National TKM Package
Superdart 30mm kart with adjustable caster and camber, front nose cone, TKM L90, L95, L92 engine, complete with mount. D.I.D. chain and sprocket, Vega tyres, fully assembled ready to race.
£738.02 including 15% VAT

Class: 10 National Parilla Package
Superdart 30 mm kart with adjustable caster camber, front nose cone Parilla TT27/31 engine, complete with mount, DID chain and sprocket, Vega tyres, fully assembled and ready to race.
£838.64 including 15% VAT

Class: 100 National Super
Same as above National karts, to include shaped side pods (compulsory) including all fittings.
£750.00 plus VAT

TUNING OF ENGINE ON ABOVE PACKAGE DEALS
£50.00 + £7.50 CARB TUNE + VAT.

Roger Goff sat on the fourth row, the result of his failure to finish the first heat.

On the green the horde swept off the line, darting and diving, each looking for the edge. Round Sear and into Revett Hines had the advantage over Parrott and White. Out of Coram Parrott had wrested the lead from Hines, then White, Glencross, Rodgers, Goff gaining ground very rapidly from his tenth spot start and Steve Styryn.

The next tour and Parrott was still at the front but there wasn't much in it between him and Hines. Glencross was tucked in behind the third place vacated by Duncan White when he dropped back a bit. Roger Goff had moved into fourth, ahead of Rodgers who was followed by White, Styryn, Gill and Richard Dean. Hines kept the pressure on but Parrott held him off while Goff moved up to third and Dean had beaten the Leaside crew back to slot himself into fourth; Gill had bettered Styryn and Duncan White lay back in ninth.

There was definitely no quarter given at the front and it was certainly no place for those of faint hearts to be! Round Coram and it was Hines at last in front, Goff in third and Parrott the filling in the middle, none of them giving an inch and stretching out some space from Rodgers, then gill and Dean. Styryn was next along, heading a relegated Glencross who had Duncan White in tow; Malcolm Turner pitted at the end of that lap.

The next frenzied session and Parrott was back in control — just! while Hines and Goff were fighting each other for the advantage and the gap back to the rest of the field was steadily increasing. Steve Styryn had moved up to fourth in front of Rodgers, Dean, Glencross and White. Steve Gill had gone with a tyre failure, Paul Cook was parked up at the entrance to the Russell chicane and Restricted driver, Jamie Vale up from 250 National this year, pitted and called it a day. Just past the halfway stage Goff hit the front, then it was Hines and Parrott tucked up his exhaust. Styryn was still fourth, Glencross had moved into fifth, with Dean and White dangerously close behind. Adam Philpotts and Richard Boston occupied the next couple of places.

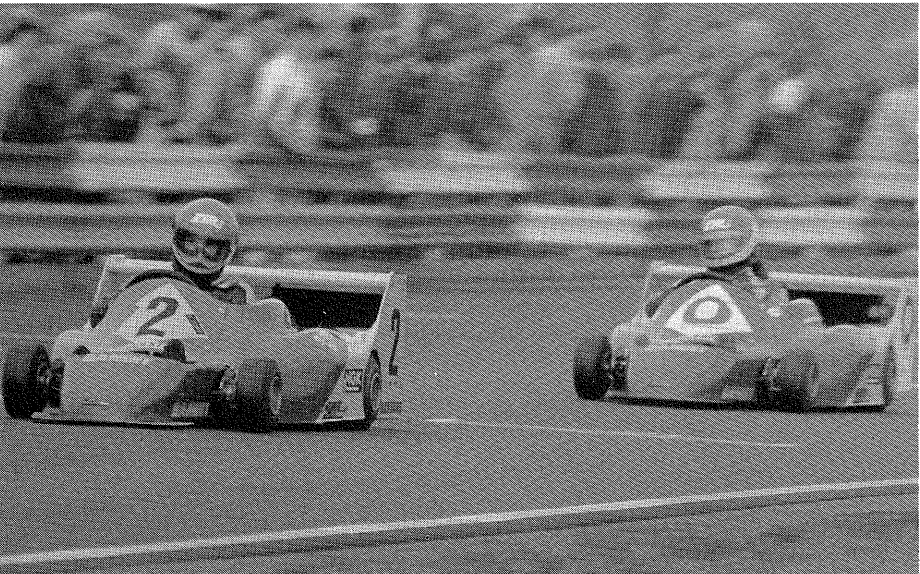
The next lap and Parrott was gone at Sear corner when a tyre bead broke, leaving him stranded and Hines had regained the lead from Goff, and the gap back to the others could be measured in terms of about 13-14 seconds. Glencross held third over his team mate though looked hard pushed to keep it as Rodgers was pressuring him every yard of the way. Styryn was next along, leading Dean, White and Philpotts.



Derek Rodgers, third Formula E home.



A classic scrap saw Chris Stoney succeed over Stephen Coward in 125 Nat.



Bandits 1-2; Roger Goff (2) flew home with Martin Hines (0) on bis Formula E wing.

Out of Coram for the last time and into Russell Goff had the edge to race to the flag and a well deserved victory over Martin Hines after both men had demonstrated an incredible example of driving skills during a race that had been *'bloody hard work!'* Derek Rodgers, Phil Glencross, Steve Styryn and Richard Dean were the next home. Duncan White, Adam Philpotts and Steve

Papworth made up the following group. The two leaders were over 15 seconds up on the third placed man.

1st Roger Goff	Zip Bandit/Zip Rotax
2nd Martin Hines	Zip Bandit/Zip Rotax
3rd Derek Rodgers	Zip/Anderson Rotax
4th Phil Glencross	Zip/Anderson Rotax
5th Steve Styryn	Zip Bandit/Rotax
6th Richard Dean	Zip/Anderson Rotax

Race Time:— 11min 15.6sec — 102.15mph

Fastest lap:— (Goff/Hines) — 1min 06.4sec — 103.93mph



BRIDGESTONE

THE UNITED KINGDOM

VEGA



CHAMPIONSHIPS

LAST YEAR WE PLEDGED —
TYRES WORTH £5,500!

KARTS FROM:-

GILLARD
ENGINEERING



DARTFORD
KARTING



VENUES

Tilbury — 13th April
Fulbeck — 27th April
Clay Pigeon — 15th June
Wombwell — 6th July
Snetterton — 24th August
Kimbolton — 28th September

5 OUT OF 6
ROUNDS TO
COUNT



Some of the Prizes.



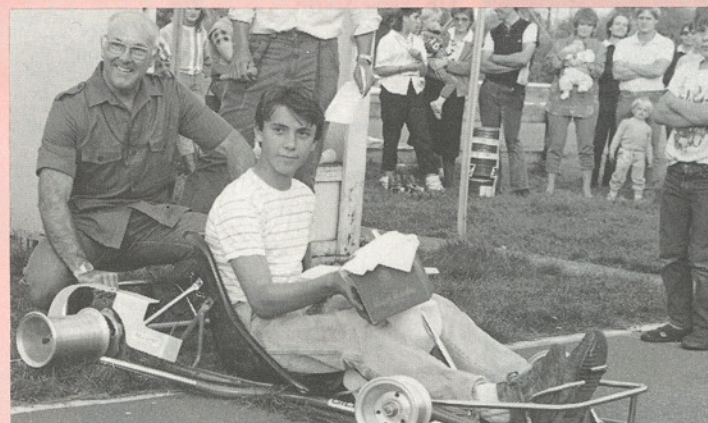
Ricky Grice — National Winner.

TROPHIES
CUT GLASS CRYSTAL
HELMETS
RACE EQUIPMENT
RACEWEAR
KART EQUIPMENT
DISCOUNT
VOUCHERS
WINE
AND

MORE!

CLASSES

100 CADET
100 JUNIOR BRITAIN
100 SENIOR BRITAIN
100 NATIONAL
100 NATIONAL SUPER



Murray Walker with Senior Britain Champ, Ian Turner.



100 Cadet Champ — Dario Franchitti.

YES WE HONoured OUR PLEDGE!
1986 PROMISES TO BE A GREAT YEAR — EVEN MORE
SPONSORS AND MORE PRIZES — DON'T DELAY, REGISTER TODAY

KART AND SUPERKART UNITED KINGDOM CHAMPIONSHIPS — 1986 SERIES REGULATIONS

Kart and Superkart Magazine, along with the Bridgestone and Vega Tyre Companies, Zip Kart and other sponsors, will promote a six round Championship Series in 1986 to be known as the 'KART AND SUPERKART UNITED KINGDOM CHAMPIONSHIPS'. The Series is open to drivers in the following RAC MSA Kart Classes who register for competition with Kart and Superkart Magazine:-

100cc CADET, 100cc JUNIOR BRITAIN, 100cc SENIOR BRITAIN, 100cc NATIONAL, 100cc NATIONAL SUPER

The regulations will be strictly adhered to by all competitors. Any driver in any class found infringing these regulations may suffer disqualification and/or total loss of championship points scored in the round in which the infringement occurs or, if the infringement causes such a serious breach of the regulations, the offending driver may suffer total disqualification from the Series without recourse to any refund of registration fee so paid.

The Series will be held over six rounds, the best five rounds out of six to count towards Championship status and the driver in each class who accumulates the highest points score from the best five rounds will be declared the winner.

Tyre restrictions and weight limitations are per 1986 RAC MSA 'Blue Book', with 100cc National on Bridgestone Yaks, and are as follows:-

CLASS	TYRES	WEIGHT
100cc Cadet	Bridgestone YBN SL83 4.50 x 10 — 7.10 x 11	105Kg
100cc Junior Britain	Bridgestone YBN SL83 4.50 x 10 — 7.10 x 11	115Kg
100cc Senior Britain	Bridgestone YBN SL83 4.50 x 10 — 7.10 x 11	132Kg
100cc National	Bridgestone YAK 4.50 x 10 — 6.00 x 11 — 7.10 x 11	132Kg
100cc National Super	Vega SL 4.20 x 10 — 7.10 x 11	132Kg

WET TYRES

100cc Cadet, 100cc Junior Britain and Senior Britain — wet tyres as per RAC MSA 1986 Rule Book. 100cc National — Bridgestone wet tyres as per Rule Book. 100cc National Super — Bridgestone or Vega wet tyres as per Rule Book.

All classes will be restricted to the tyres listed above and each driver will be restricted to one set of slicks and one set of wets only per meeting, plus one front and one rear (slick and wet) tyre as spares.

REGISTRATION FEE

There will be a registration fee of £10.00 for the Series, payable to Kart and Superkart Magazine. Upon registration each driver will be allocated his or her personal race number for the Series, along with a copy of these regulations. These regulations should be read in conjunction with the appropriate ASR's issued by each individual club hosting a round of the championship. The clubs and dates are as follows:-

Round 1	Tilbury	13th April	Round 4	Wombwell	6th July
Round 2	Fulbeck	27th April	Round 5	Snetterton	24th August
Round 3	Clay Pigeon	15th June	Round 6	Kimbolton	28th September

As stated earlier, the driver who accumulates the highest points from the best five rounds in each class, will be declared the Series winner. The Series is unique, in as much that drivers score points in the heats as well as the final. At the end of each meeting the points will be totalled and it may be that the winners of the finals will not necessarily have accrued the highest points score to carry forward to the next round. By using this system, it is hoped that every driver will have a fairer chance of becoming Series Champion in their particular class.

(NB:- REGISTERED DRIVERS ONLY WILL SCORE POINTS IN THE KART AND SUPERKART UNITED KINGDOM CHAMPIONSHIPS).

POINTS SYSTEM

Each driver will participate in 3 heats and at least one Final. Points will be awarded at each round, as follows:-

Heats:-			
1st	30 Points	6th	25 Points
2nd	29 Points	7th	24 Points
3rd	28 Points	8th	23 Points
4th	27 Points	9th	22 Points
5th	26 Points	10th	21 Points

All other finishers score 15 points

B Final:-			
1st	No Points — Goes forward to 'A' Final	6th	20 Points
2nd	No Points — Goes forward to 'A' Final	7th	19 Points
3rd	No Points — Goes forward to 'A' Final	8th	18 Points
4th	No Points — Goes forward to 'A' Final	9th	17 Points
5th	No Points — Goes forward to 'A' Final	10th	16 Points

All other starters score 10 points

The highest 20 point scorers from the heats go forward to the 'A' Final, highest scorer on pole position, and so on. The remaining drivers go to the 'B' Final. The first 5 from the 'B' Final go forward to the 'A' Final, at the rear of the grid.

Points in the 'A' Final, as follows:-			
1st	50 Points	11th	39 Points
2nd	48 Points	12th	38 Points
3rd	47 Points	13th	37 Points
4th	46 Points	14th	36 Points
5th	45 Points	15th	35 Points
6th	44 Points	16th	34 Points
7th	43 Points	17th	33 Points
8th	42 Points	18th	32 Points
9th	41 Points	19th	31 Points
10th	40 Points	20th	30 Points