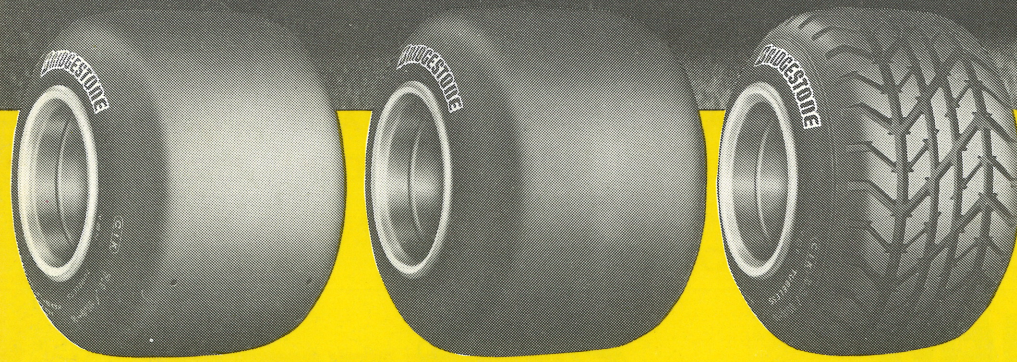


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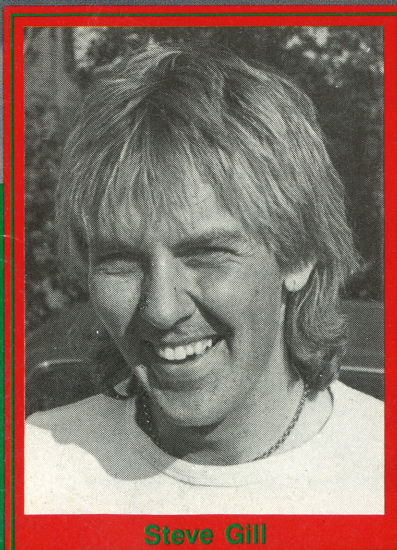
Features include

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KART AND SUPERKART

INCL. G.S.T.
3-30

JULY 1986 80p



Steve Gill

Donington Park — 'UK' Cup & Formula E European Championship — Round 2
Hesketh Trophy — Three Sisters

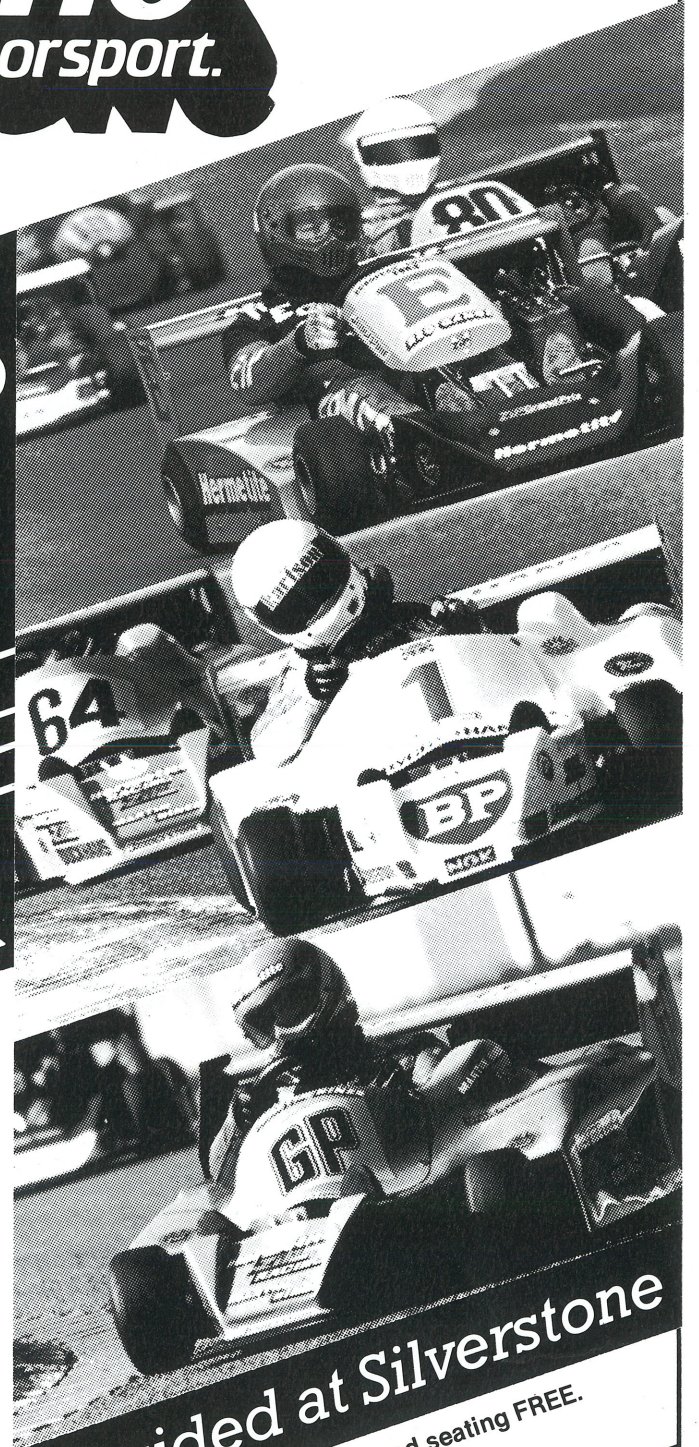
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SATURDAY
SUNDAY
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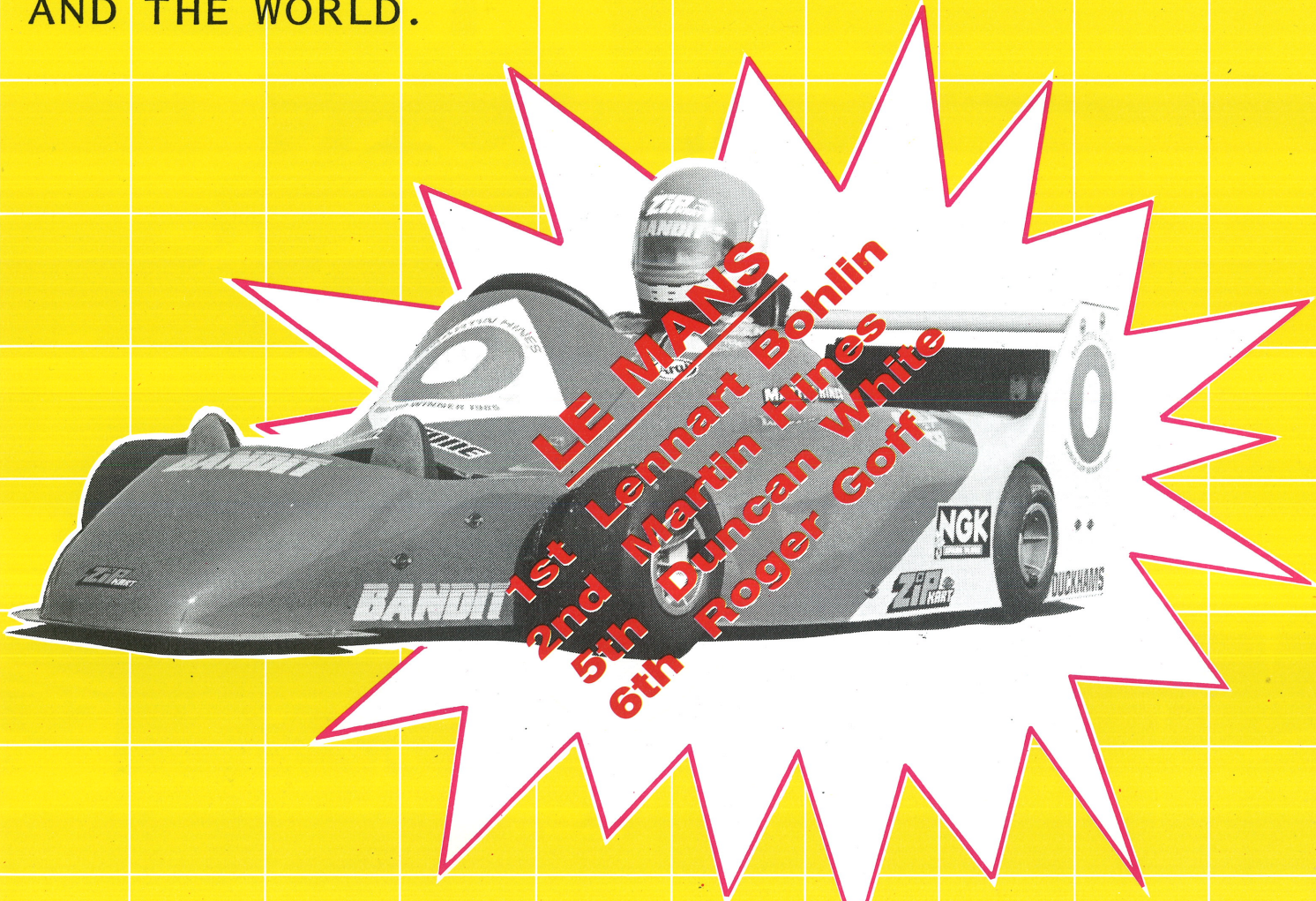
Adult Trackside Enclosures: Saturday £2, Sunday £4.50 including covered Grandstand seating FREE.
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210 Barlotti Villiers, competitive outfit, one 4-port motor just relined; one 2-port motor, one meeting since rebore and piston. Many spares, including exhaust and coil. **£550**
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Phoenix w/c KTM, Long Circuit trim. Engine just rebuilt, lots of spares. **£1,150** or very nearest offer.

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1986 FACTORY PHOENIX 250 INTERNATIONAL (4 races only). Fitted with Rotax just rebuilt and tuned by Derek Price. The outfit comes complete with many spares and bodies at **£1,700.00** for quick sale. Fully enclosed twin axle trailer for two karts with all lights fitted and large storage compartment **£250.00**. New and used Burris and Bridgestone wheels and tyres for sale. First offer of **£2,000.00** can take the lot, and many other small items. Telephone 061-431 3283.

125 P&R BARLOTTI YAMAHA YZ ENGINE, Motiv exhaust, ready to race **£585**. 2-tier kart trailer, new tyres and hitch. **£85**. Telephone Buckley 542561.

100 NATIONAL SPRINT PARILLA, tuned carb etc, very clean with stand, cover, spares etc. **£300 ono**. Telephone Aylesbury 658826 evenings.

MILES HALL'S SALE, very quick Parilla TT27 HK and Yamaha. Both rebuilt and complete **£350** and **£150** respectively. For details telephone (0283) 790693.

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BRAND NEW TD3 BARRELS, never raced, **£100 ono**. TD3 Merlin exhaust **£50 ono**. Mikuni 34mm and 36mm **£35 ono each**. RD bottom end complete and casing **£75 ono**. TD3 barrels used **£15**. Other spares for above. Telephone Gary on 01-472 1666.

AERO 210 NATIONAL DISCS, new axle, pump, spare set of dries **£350**. Telephone Wellingborough 225473 or Northampton 42482 after 7pm.

1986 ZIP BANDIT/ROTAX 125 LONG CIRCUIT KART

Ill health forces very reluctant sale. Used only once.

Sale includes long circuit yellow bodywork, vented disc (optional extra on standard kart), mag wheels, spares slicks, unused wets on mag wheels, spare tacho, fully tuned motor, two Zipkart stands, one Zipkart trolley.

Price new in excess of £3,500
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125 P&R BARLOTTI YAMAHA, very fast, slicks and wets, stand, **£500**. Telephone (0704) 893013 Lancs.

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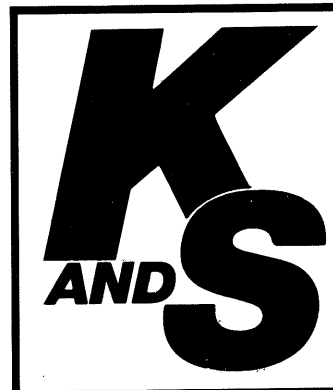
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MONTHLY

No. 88

FRONT COVER:

Alan McNish the TF driver, at Shenington's Super One round, here leading Steven Day (25) and Jamie Beasley in 100 National Super. Inset Pic: Steve Gill — Profiled.

(Pic: Doug Rees)



16 year old Emily Newman, pictured at Rye House with her Sprint outfit, will attempt to set up a six hour karting distance record on Friday 25th July at the Hoddesdon circuit. Emily hopes to complete about 500 laps and the record, supervised by the RAC, has been accepted for entry in the Guinness Book of Records. This marathon drive is the focus of a £50,000 fund raising effort for Dr Barnardo's and the Italian Hospital, London, known as the Karting Appeal spectacular. The event is organised and supported by Pilgrim-Air, specialist in air travel between the UK and Italy.

(Pic: James Darley)

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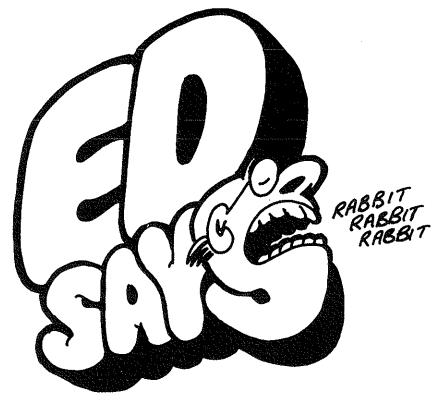
CLUB SCENE

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

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WHERE AND WHEN

Where and when to see Karting during the coming weeks



To amplify the item on the following page about the Dutch Grand Prix at Zandvoort, news has been received outlining the programme for the weekend. The schedule is as follows:-

Friday 15th August — 3 sessions of free practice, each lasting 20 minutes.
Saturday 16th August — 2 sessions of Timed Practice, each lasting 20 minutes. 1 heat of 5 laps.
Sunday 17th August — 1 heat of five laps. 7 laps Final.

The meeting is sponsored by Barclay, the Dutch tobacco company and incorporates sports car and motorcycle racing, as well as karting for 125 National, 250 National and Formula E 250. The KC250 Club of Holland anticipates a spectating crowd of around 60,000.

One very important point which potential competitors should bear in mind is the permitted decibel level — 100DbA, measured at racing speed, at a distance of 7.5 metres from the axis of the track. It is common knowledge that the circuit has had problems with the authorities over the noise levels, so it will be up to you to abide by the regulations.

The official travel agency for the CIK has furnished details of an organised tour to Jacksonville in Florida for this year's 135cc World Championship. The flight out is from Gatwick on Sunday 14th September and returning on Monday 22nd September. The cost is DM 2298, which equates to about £680 and includes the following:-

Airport tax
 Transfer from Airport to Hotel
 8 nights in the Holiday Inn Hotel, Jacksonville, on a 2 to a room basis, although 3 or 4 bedded rooms are available if desired.
 Car hire facilities are also available with unlimited mileage, on the following basis; rates are given in US dollars:-

Model	Per Week	Per Day
Chevrolet Chevette		
2-door, 4 seater	79.00	19.00
4-door, 4 seater	89.00	21.00
Chevrolet Cavalier		
2-door, 4/5 seater	99.00	23.00
4-door, 4/5 seater	109.00	25.00
Pontiac Grand Am		
2-door, 5 seater	119.00	28.00
4-door, 5 seater	129.00	30.00
Buick Century		
2-door, 5/6 seater	139.00	35.00
4-door, 5/6 seater	149.00	37.00

Departures are also available from Frankfurt, Stuttgart and Munich for DM 2198 (£654), and from Paris for DM 2248 (£670) and include the

Next month's features include:- Le Mans 24 Hour Endurance, Cadwell Park, Knockhill British Champs Round 3, Three Sisters Gearbox Champs, Border Champs Rowrah, K&S 'UK' Champs Wombwell, Mini Monaco 'GP' Isle of Man. Also a preview of Silverstone '86, along with a Special Bulletin, plus all the regular news and views from Club racing. (These items correct at time of going to press). Publication date:- Thursday 7th August 1986.

DRAFT CALENDAR CIK EVENTS 1987

10th-11th April	Formula E World Championship Round 1	Bugatti circuit — Le Mans.
17th-19th April	Formula K Grand Prix of Spain (invitation Intercontinental A race)	Palma Circuit (Majorca)
1st-3rd May	Formula E European Championship Round 1	Zandvoort — Holland
9th-10th May	Formula K Grand Prix of France Non-Championship Intercontinental A	Fonteray
28th-31st May	Formula K Grand Prix of Italy (Intercontinental A South Zone)	Parma
6th-7th June	Formula E European Championship Round 2	Hockenheim
19th-21st June	Formula K Grand Prix of Belgium Intercontinental A North Zone	Genk
9th-12th July	Junior Championship	Laval
7th-9th August	Formula E World Championship Round 2	Silverstone
	Formula E European Championship Final Round	
8th-9th August	Formula K Grand Prix of Europe Intercontinental B European Championship	Valence (France)
21st-23rd August	Formula E World Championship Final Round	Nurburgring
28-30	Intercontinental A European Championship Final	Goteborg (Sweden)
10th-13th September	Formula K World Championship	Jesolo (Italy)
30th Sept-4th Oct	Overall Intercontinental A Championship	Las Palmas (Grand Canary)



This relatively new circuit, Playa de Agustin in Las Palmas, Grand Canary, will host the CIK Overall Intercontinental Championship during 30th September-4th October 1987 (Pic: Courtesy Jose Chicharro)

facilities quoted above.

Transporting of karting equipment

All material to be flown to Jacksonville must be packed in a solid case of approximately 160cm long, 105cm wide and 45cm high. Remember you will need the same case for safe transport back to Europe. The fuel tank must be empty and clean. Transportation of fuel oils is strictly forbidden. In the case of infringement, the Controllers or Customs Officers may confiscate the whole of the materials. For all the material you would enter into the USA, you must establish a 'CARNET ATA' with your Chamber of Commerce. The list of all items of equipment must be written in English.

For persons, travellers on the official CIK Tour,

a 'Handling Agent, will be at disposal at Jacksonville.

All drivers and intending spectators wishing to take advantage of this package, which seems realistically priced, are invited to contact 'The Editor', Kart and Superkart Magazine, Pindar Road, Hoddesdon, Hertfordshire. Telephone: Hoddesdon (0992) 444201, for further details. **Ed McCormick**

★ There is a very positive rumour that the Norwegian driving instructor, Torgjer Kleppe is to compete at the Silverstone Grand Prix during 9th-10th August. Torgjer, currently driving Group C2, seems to have found time between his Sports Car commitments, along with some sponsorship, to tackle the event.

WHERE AND WHEN

15th JULY

GUERNSEY K&M — St Sampsons

19th-20th JULY

ISLE OF MAN KR Association — National Permit Meeting

20th JULY

CLAY PIGEON (Midway Dorchester and Yeovil, on A37) — Super One Series
 NUTHAMPSTEAD (1½ miles east of Barkway, off B1368, Cambridge-Ware Road)
 PEMBREY (8 miles from Llanelli, on A484, Dyfed, South Wales)
 CRAIL (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, Ernesettle Lane, Plymouth)
 SHENINGTON (8 miles from Banbury, off A422, Banbury-Stratford Road)

25-27th JULY

LAVAL (France) — Formula K 135cc — European Championship/Intercontinental A, Zone South

27th JULY

CADWELL PARK (8 miles northeast of Horncastle, on A153, Horncastle-Louth Road, Lincs) RAC Long Circuit Championships — Round 4 (Full 2¼ mile circuit)
 DUNKESWELL (5 miles from Honiton, Devon)
 BLACKBUSHE (via Cricket Hill — off A30 — and Vigo Lane, Yateley, Surrey)
 FULBECK (8 miles from Newark, off A17 at Brant-Broughton Crossroads)
 SNETTERTON (Kart Raceway, approx 15 miles from Norwich, on A11)
 GOLSPIE (Little Ferry, Golspie, Sutherland, Scotland), Scottish Super Series

29th JULY

GUERNSEY K&M — St Sampsons

2nd AUGUST

CRUMLIN (Northern Ireland) — Mid Antrim MC, Karting Section

3rd AUGUST

LITTLE RISSINGTON (RAF Station, south of Stow-on-the-Wold) — Super One Series
 RYE HOUSE (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts.)
 THREE SISTERS (Bryn Road, Ashton-in-Makerfield, Lancs)
 SUMMERLEA (Merriton Road, Larkhall, off M74 Larkhall-Hamilton Junction)
 CARRICK FERGUS (NI) — Ulster Kart Club Road Race

8th-10th AUGUST

SILVERSTONE (Towcester, Northants) — **DAILY EXPRESS — RAC BRITISH KART GRAND PRIX** Formula E European Championship Final Round (Saturday); Bridgestone-CIK Formula E World Championship — Round 2 (Sunday) — See inside front cover for full details and Page 4 for complete Timetable of events.

10th AUGUST

BOYNE (3 miles west of Banff, Grampian, Scotland)
 ELLOUGH (2 miles from Beccles, Suffolk)
 CHASEWATER (Pleasure Park, approx 1 mile from Brownhills, Staffs)
 GUERNSEY (International event) — St Sampsons
 KIMBOLTON (10 miles west-southwest of Huntingdon)
 JURBY (Isle of Man)
 TILBURY (Dunlop Road, East London, near Tilbury Docks)
 CLAY PIGEON (Midway Dorchester and Yeovil, on A37)

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FOR SALE — 250 Superkart, Zip Rotax, engine fully rebuilt, ready to race. Very good condition, with spares. £1,400 ono. Tel: Tamworth 50067.

210 NATIONAL ZIP SHADOW (red colour), excellent condition, side tank, bodywork, one of the fastest motors on the circuit. Spare 210 RWM tuned motor, loads of bits, including almost new Vega Slicks, Wets, stand, etc. New project forces retirement. £550. Tel: (H) 01-445 0221; (W) 01-747 4185.

ROB JOHNSON'S P&R YZ 125 F engine, Merlin pipe, spares, wins at Fulbeck and Wombwell this year. Telephone: Louth 602460.

CLASS 1, TKM K88TT, excellent condition, prepared for '86 season, include, stand, kart cover, wets on rims, KP brake system, etc. Can deliver, going Class IV. Best offer acquires. Telephone: (Eves) (0622) 891049 (Maidstone).

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£800 + VAT

Telephone: 056-46-3225

AERO 125 SRS ROTAX, long and short circuit trim, wets, spare slicks £795. Telephone (0536) 770180.
 ROTAX 250, tuned, just rebuilt, complete £450. Peter Berry tuned 125 Rotax, just rebuilt, complete with carb and exhaust £480. Merlin tuned 125 Rotax complete with carb and exhaust used as a spare £380. Telephone Crowthorne 778453.

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100 NATIONAL TKM with Super BP TKM engine. Host of spares, driver retiring. Total equipment, suit, slicks, wets on rims, ready to race. Very quick and reliable, £700. Telephone: Dunstable 61172.

BOXER TKM BRITAIN, engine Kartsport prepared, just run in, full service history, all receipts since new, fully tuned, extremely quick. Boxer chassis raced 3 times, including one win. New YBN Slicks on one-piece wheels, new YCK West, spare Slicks and spare Boxer frame (unused). Sale includes — stand, spares, tools, helmet, racing suit, boots, gloves, everything needed for winning outfit. Also Sprint rolling chassis. Going FF1600, therefore best offer this month secures. Tel: (0203) 491802.

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Special Surespeed accessories for your 125cc Rotax engine Reinforced Clutch Baskets still £49.60 inc. Air Filters £16.00 inc. Quiet Exhaust Pipes for long and short circuit £90.00 inc. All designed and tested by Surespeed.

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15 Sturminster Close, Clifford Park, Coventry. Phone (0203) 611224

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etc.

Motoplant, 100cc comp '84 model £47.00
 Motoplant, 125cc Rotax£72.00
 Motoplant, 250cc Rotax£100.00
 Motoplant, 250cc Yamaha with back plate£100.00
 Motoplant rpm gauge to suit all above£55.00
 Motocraft plugs£3.00
 NGK plugs EV£4.00
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 35 pitch engine sprockets 9T, 10T£3.50
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 DID 35T chain (10 metre box)£60.00
 1/2" x 3/8" steel machined 4-hole sprockets, 23-36T£3.75
 1/2" x 3/8" DID 428H chain (per metre)£8.50
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 All wheel sets supplied less rear bosses. Add £2.50 per set for valves and O-rings.
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Zip noise box (compulsory RAC) .. £13.50
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your letters..

Dear Sir,

I am writing to allay anyone's fears about the value of kart accessories produced by Engineering Services in Bedford under their Kelgate brand name.

During last season the Zip Endurance Team used Kelgate brakes and axle components exclusively. These accessories performed faultlessly and totally without maintenance throughout the season.

At the beginning of this year I returned the brake assembly to the manufacturers for service and it was found to be in perfect working order after at least 40 hours of competition use.

I would like to add that we are not sponsored by Kelgate and this letter is written without prejudice, save to say that we do have the benefit of Derek Barnett's experience and advice, so freely given.

Yours sincerely,
George Robinson

NOTE

The RAC 100 Britain-100 National Super British Championships will now take place at Wombwell during weekend 13th-14th September, replacing the scheduled Fulbeck meeting on 6th-7th September.

Drivers are reminded that, due to local regulations, there is no practice or racing at Wombwell during the month of August. However, there is a round of the Kart and Superkart United Kingdom Championships at the circuit on Sunday 6th July, which will also cater for all the Clubmen classes. Additionally, Wombwell advice there is a practice day on Sunday 27th July.

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Featuring

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So, come-on - all you Swedes, Dutch, Danes, Norwegians, French, Germans, Austrians, Swiss - for a meeting to remember, the last big event of 1986!

RACING ON THE FULL 2.5 MILE DONINGTON GRAND PRIX CIRCUIT!

Hosted by the Central Kart Club



SCOTTISH OPEN CHAMPIONSHIPS - LARKHALL 1st JUNE

Left to right:-
 Grabame Melville - 100 Cadet
 Andy Whitefield - 125 P&R
 Robert Wilson - 100 Britain
 Mike Gilfillan - 210 National
 David Coulthard - Junior Britain
 Kevon Park - 125 National
 (Seated in kart) Bryce Wilson - 100 National
 Photo: Iain Dallas

DUTCH GRAND PRIX - CIRCUIT ZANDVOORT

Confirmation has been received from the KC250 of Holland that the annual Dutch Grand Prix will take place at Circuit Zandvoort on 15th-16th-17th August. This is the well known 'Barclay Weekend' and those who made the trip last year will remember the marvellous spectator response the event attracted.

The meeting is open to - Class Formula E 250cc, 250cc National and 125cc National. The meeting has attracted prize money from the sponsors - so don't miss out! Entry forms will shortly be available from *Kart & Superkart*, Pindar Road, Hoddesdon, Herts EN11 0DE (Please enclose stamped addressed envelope)

DAILY EXPRESS-RAC BRITISH KART GRAND PRIX — SILVERSTONE 8th-9th-10th AUGUST

The following timetable of events has been notified by the RAC MSA with regard to the Silverstone Kart Grand Prix and is published here for your guidance:-

FRIDAY 8th AUGUST

09.30 - 10.45 Formula E — untimed practice
 10.55 - 11.15 125 National (Odd Nos.) — untimed practice
 11.25 - 11.45 125 National (Even Nos.) — untimed practice
 11.55 - 12.15 210 National — untimed practice
 12.25 - 12.45 250 National — untimed practice
 12.55 - 13.15 250 International Non-Championship — untimed practice

Lunch Break

14.15 - 14.35 125 National (Odd Nos.) — untimed practice
 14.45 - 15.05 125 National (Even Nos.) — untimed practice
 15.15 - 15.35 210 National — untimed practice
 15.45 - 16.45 Formula E — first timed practice
 16.55 - 17.15 250 National — untimed practice
 17.25 - 17.45 250 International Non-Championship — untimed practice

SATURDAY 9th AUGUST

09.00 - 10.00 Formula E — second timed practice
 10.10 - 10.30 125 National (Odd Nos.) — untimed practice
 10.40 - 11.00 125 National (Even Nos.) — untimed practice
 11.10 - 11.30 210 National — untimed practice
 11.40 - 12.00 250 National — untimed practice
 12.10 - 12.30 250 International Non-Championship — untimed practice

Lunch Break

13.30	Formluea E Pre-Final (European Championship)	6 laps
13.55	125 National — Heat 1A	4 laps
14.15	125 National — Heat 1B	4 laps
14.35	210 National — Heat 1	4 laps
14.55	250 National — Heat 1	4 laps
15.15	250 International Non-Championship — Heat 1	4 laps
15.35	125 National — Heat 2A	4 laps
15.55	125 National — Heat 2B	4 laps
16.15	210 National — Heat 2	4 laps
16.45	EUROPEAN FORMULA E CHAMPIONSHIP FINAL	10 laps
17.25	250 National — Heat 2	4 laps
17.25	250 National — Heat 2	4 laps
17.45	250 International Non Championship — Heat 2	4 laps

SUNDAY 10th AUGUST

10.00 - 11.00	Pit Road Walk-About for holders of Centre Transfers	
10.00 - 11.00	Rides around the Circuit	
11.30 - 11.45	Formula E — untimed practice	
11.55	125 National — Heat 3A	4 laps
12.15	125 National — Heat 3B	4 laps
12.35	250 International Non-Championship — Heat 3	4 laps
12.55	210 National — Heat 3	4 laps
13.15	250 National — Heat 3	4 laps
13.35	125 National — Repechage	4 laps
13.55	Formula E Pre-Final (World Championship)	6 laps
14.20	Parade of Flags by the Silverstone Racing School	
14.40	250 International Non-Championship Race — Final	6 laps
15.10	DAILY EXPRESS BRITISH KART GRAND PRIX — 210 National	8 laps
15.45	DAILY EXPRESS BRITISH KART GRAND PRIX — 250 National	8 laps
16.20	DAILY EXPRESS BRITISH KART GRAND PRIX — 125 National	8 laps
16.45	Formula E Finalists to the Grid	
17.00	DAILY EXPRESS BRITISH KART GRAND PRIX — Formula E (a round of the Bridgestone-CIK World Championship)	10 laps

CLUB SCENE

Mason battling out for a few laps before Mills got past. This was the order as the flag fell with Mason the only runner in the National class.

With a good grid of Nationals it was necessary to run six heats. KR Kartings Richard Hartley won all his three, with the others spread between Derek Shields, Ron Haywood and Nigel Critchley. Hartley lined up on pole with Critchley along side and it was he who led into the first corner from the pole man. Hartley drove down the inside at T-Bar to take the lead. Behind all this was Neil Cunnington and Simon Woolford. As the race progressed Hartley pulled away to a 25 metre lead from new second place man, Cunnington followed by Haywood and a recovering Critchley. Woolford began to catch Haywood and eventually passed him at T-Bar. Soon after this the race was stopped after Shields somersaulted into the sand trap and had to receive hospital attention for what was thought to be damaged neck, knee, and chest. After this it was decided to let the results stand. A shame as it was a rather interesting race.



Alan Jones, a beat win and second in the 250 International final. (Pic: Mike Topp)

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

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CADETS

1st Mark Thomas	Zip/Arrow/Mailer	KR Karting Trophy & Stopwatch
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JUNIOR BRITAIN

1st Clough Jones	Pilot/Parilla	Personal Stereo
2nd Dave Wilson	Boxer/Parilla	Lantern Torch
3rd Jonathan Lester	Kestrel/Arrow	Calculator

100 BRITAIN

1st Mark Beddall	Zip/Arrow/DKW	Deep Fat Fryer
2nd Steve Hall	TKM/DMA	Personal Stereo
3rd Dave Malpas	Gillard/Parilla/KR	Car vac
4th Mark Lawson	Zip/Arrow	
5th Stephen Rogers	Sprint/Parilla/KR	

100 NATIONAL

1st Richard Hartley	Kali/Parilla/KR	Television
2nd Nigel Critchley	Fullerton/Parilla	Telephone
3rd Neil Cunnington	DMA/Arrow	Coffee Maker
4th Simon Woolford	Merlin/Yamaha	Food Mixer
5th Ron Haywood	BM/TKM	
6th Andy Forsdick	Sprint/TKM	
7th Jeremy Evernden	Sprint/Yamaha/Redhill	
8th Robert Schirle	Wright/Rotax	

210 NATIONAL

1st Lionel Sifleet	Dino/Thacker	Radio Alarm Clock
2nd Tom Thacker Jnr.	Dino	Personal Stereo
3rd Robert Webb		Waterproof Lantern

125 NATIONAL

1st Malcolm Green	Zip/Rotax	Personal Stereo
2nd Carl Atkinson	Phoenix/Rotax/DMA	Car-Vac

250 NATIONAL

1st Kevin Mason	Sprint/Yamaha	Food Mixer
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250 INTERNATIONAL

1st Bob Kennings	Dino/Mk9 BKMS Yamaha	Food Mixer
2nd Alan Jones	Zip/Rotax	Soldering Iron

Best Novice — Stephen Henstock

Clubman Award — Michael Wright

Driver of the Day — Patrick Wilding

St. Johns Trophy — Mark Beddall (100 Britain)

Look out for the next big prize fund meeting at Chasewater!

CLUB SCENE

Chasewater

SUNDAY, MAY 11th

After several months of planning, the big one had arrived. With over £300 worth of prizes on offer as well as the normal club trophies, an entry of 90 karts was received and a good few drivers were to go home with something to remember the meeting by. After several races spoilt by poor weather, the forecast was good. However, it did rain during scrutineering, but it soon cleared up with the sun putting in an appearance for the finals.

JUNIORS

The juniors started the proceedings with almost a full grid. Londoner Mark Thomas won two heats in the Cadet class, leaving the other to Stephen Henstock. In the Britain class local lad Clough Jones took all three heats and pole in the final in his own built Pilot Kart. As the flag fell Clough went to the lead yet again followed by Dave Wilson and Michael Wright. As the leader began to pull out a gap so Michaels third place disappeared as he lost control as the Pit Bend and broadsided the Starters Rostrum. He was unhurt and soon continued but much lower down the order. Back in the Cadet class Thomas was beginning to make his move, first passing Ian Dolman and then homing in on Richard Gifford. A little higher up in the order Jonathan Lester and Chris Parkes were involved in a right battle. This allowed Jason Lock to catch up and cause Parkes some problems which in turn allowed Lester to pull away again. So as they crossed the line it was Jones from Wilson in Britain and Thomas in Cadet that won the goodies.

210 NATIONAL

The 210 heats were spread between Lionel Sifleet, Tom Thacker Jnr. and Ed Mellar, with Sifleet on Pole for the final. Good consistant results in the heats gave David Bailey the centre of the front row with Robert Peters outside him. As the flag fell Sifleet moved into the lead from Bailey, Mellar and Thacker. After a few laps the three leaders had about ten lengths on each other, but Mellars third place was soon to go. Thacker moved ahead and the two of them caught up with Bailey. Meanwhile, Sifleet had extended his lead to 100 metres. Thacker soon moved up to second and Mellar to third as these two dropped their pusuers. Mellars place was to be short-lived as his engine began to miss causing him to slow to a crawl. Bailey was soon to retire from third as Thacker began to catch the leader until on the penultimate lap they were only 10 lengths apart and by the flag a mere 5 lengths. So it was Sifleet who took first from Thacker and a distant Robert Webb in the third.

100 BRITAIN

With all these prizes on offer an almost full grid of Britains were entered. Chasewater's own British Champ, Mark Beddall won two heats and so lined up on pole for the final with National class refugee, Paul Jones along side. Steve Hall and Steve Rogers lined up behind. As the flag fell Beddall went into the lead followed by Hall, Jones and Malpas. These last two were engaged in a real battle for much of the race with Malpas getting ahead after a few laps. By this time the leader had a 25 metre advantage over Hall who had a similar one over Malpas. At one point it looked as though the battle for third was to end after a backmarker got in the way, but Jones soon made up the deficit as he went over the line just in front of the winner Mark Beddall and so had to complete another lap. Unfortunately, due to a do or die effort at the Top Bend he went off,

leaving Malpas a steady last half lap to take third with Mark Lawson in fourth and young Steve Rogers in fifth.

125 NATIONAL

The entry in this class was rather poor after last meeting with only six karts turning up. Patrick Wilding won two of them with Carl Atkinson taking the third. However, it was Malcolm Green who lined up on pole by way of a second and two thirds in the heats. As the flag fell Atkinson went into the lead closely followed by Wilding with Green in a safe third. As the two leaders went through the kink side by side it was Wilding on the inside, but Carl braked later and moved ahead. Pat retaliated as they came out of the bend but Carl had the inside into T-Bar again Carl outraked Pat and kept the lead. This continued for the whole race. Well, until the last lap anyway. Going into T-Bar for the last time Pat left his braking incredibly late, in fact too late. He went off into the sand taking Carl with him. Malcolm Green promptly drove past them and into the lead. Atkinson was lucky to be able to get back onto the track and cross the finishing line in second place.

COMBINED 250 NATIONAL & INTERNATIONAL

With ten karts lined up it was better than usual. However, the usual was not to happen because Bob Kennings only managed to win the first two heats because he was put under pressure by Alan Jones in his Zip/Rotax who eventually won the last heat. For the final the front row consisted of Kennings, Jones, and Mills. Bob went off into the lead with National driver, Kevin Mason holding second place briefly from Jones and Mills. Soon Mason was passed by Jones, but he had been held up for too long and couldn't make any impression on the leader. This left Mills and



Trophies and prizes at the St John Ambulance Trophy Meeting — Chasewater 11th May. (Pic: Mike Topp)

SCANDINAVIAN CHAT

The Formula E Nordic Championship, combining the Danish Championship, was held at Jyllands-Ringen on Sunday 1st June, the meeting attracting a healthy entry. Timed Practice over the results were posted, showing current World Champion Poul Petersen fastest with a 44.64 seconds lap, over Lennart Bohlin on 45.26 and Lars Gronning on 45.61. Hakan Dahlman, Keld Pedersen and Bobo Westman filled the next three places on the Pre-Finale grid, whilst Lennart's team mate Monica occupied tenth. Over 15 laps they raced and at the end Petersen managed to hold off Bohlin to take the flag, followed home by Gronning, Michael Buus of Denmark, Norwegian Torbjorn Kvia and Monica. The fastest lap went to Petersen — 45.12sec — 117.68km/hr. The Finale was run over 20 laps and this time Bohlin drove to a fine victory, chased hard by Petersen. Monica improved on her earlier performance by finishing a good third, ahead of Bobo Westman, Keld Pedersen and Torbjorn Kvia. Bohlin also recorded the fastest lap of the race, with a 44.68sec — 118.84km/hr.

- 1st Lennart Bohlin (S)
- 2nd Poul Petersen (DK)
- 3rd Monica Strath (S)
- 4th Bobo Westman (S)
- 5th Keld Pedersen (DK)
- 6th Torbjorn Kvia (N)

- Zip Bandit/Anderson Rotax
- PVP/Rotax
- Zip Bandit/Rotax
- PVP/Rotax
- PVP/Rotax
- Dino/Rotax

During the weekend of 14th-15th June, at the Axamo-Ring, Gönköping in Sweden the Swedish Challenge Cup event was staged, the entry being around the 25 mark. Poul Petersen was not in attendance but Lars Gronning was there to fly the flag for Denmark. Two heats and a final were the order of the day and in both cases Mikael Janson and Hakan Dahlman finished first and second, lining up for the final on the front row. Like Petersen, Lennart Bohlin was not racing, but he turned up to watch his team mate Monica Strath in action. She didn't have much success in the heats, particularly the last session due to wheel bearing problems and, subsequently, started from the back of the grid for the final.

The final had to be restarted three times, Monica crashed the Zip Bandit on the first lap, again due to wheel bearing problems. The race was restarted, this time with Monica on the Zip GP. Off once more and the race was stopped again because of a false start. Meanwhile the Bandit had been repaired and Monica took

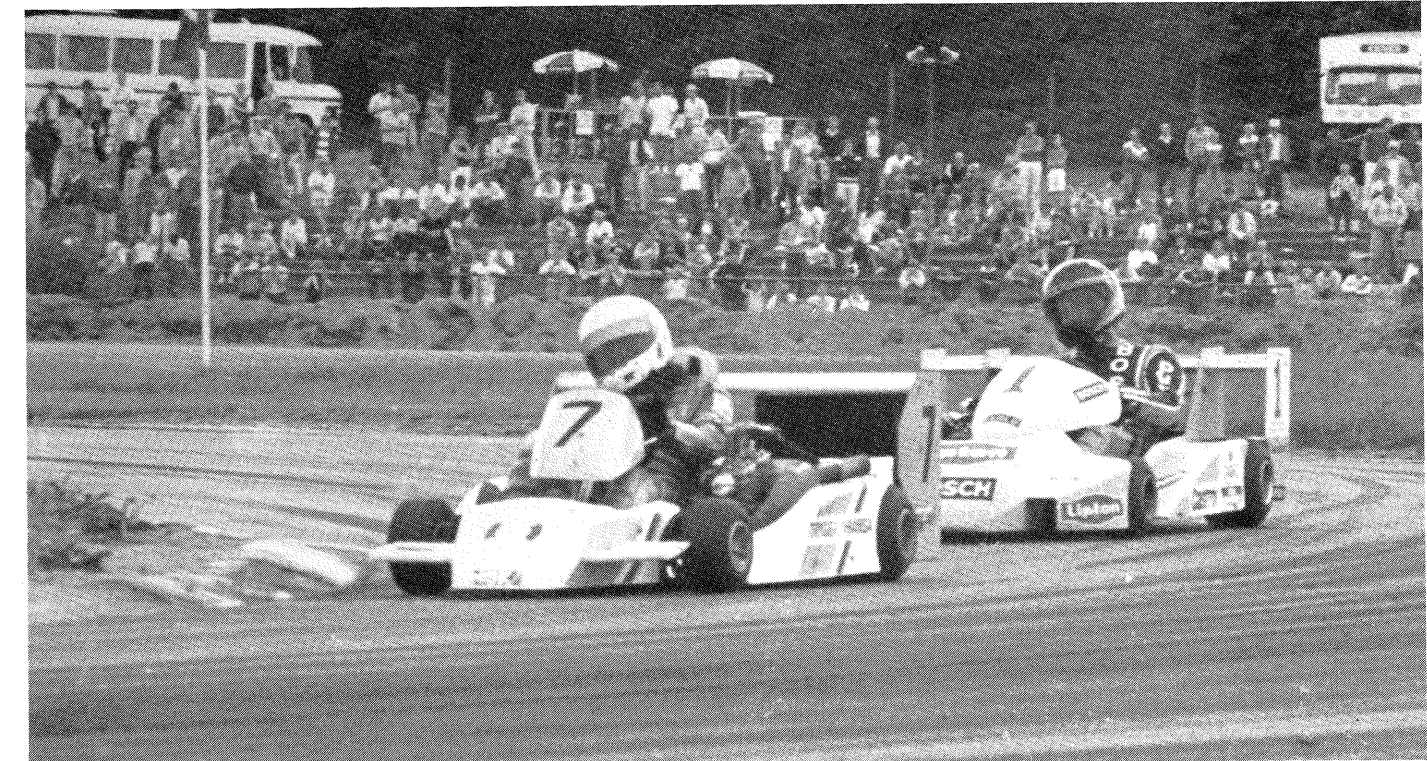


Left to right — Poul Petersen, Lennart Bohlin and Monica after the Jyllands-Ringen event.

it out for the last re-run. This time the racing went without incident, Janson taking up a commanding position from Dahlman and holding it to the flag. Bobo Westman was third home, whilst Monica, after her earlier misfortunes, drove an excellent race to finish fourth ahead of Leif Lundqvist in fifth.

- 1st Mikael Janson
- 2nd Hakan Dahlman
- 3rd Bobo Westman
- 4th Monica Strath
- 5th Leif Lundqvist

- Zip/Bohlin Rotax
- Zip/Bohlin Rotax
- PVP/Rotax
- Zip Bandit/Bohlin Rotax
- Star/Rotax



Bohlin (7) heads Petersen in the final.

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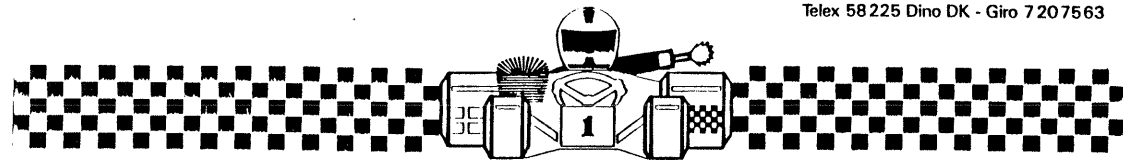
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Our thanks also to Tim Parrott (3rd), Derek Rogers (7th), Phil Glencross (8th), Sandy Dalgarno (10th)
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KNOCKHILL — SCOTLAND'S PREMIER MOTOR RACING CIRCUIT

Saturday — Sunday 5th-6th July

RAC British Long Circuit Championships — Round 3, incorporating the Zip 125cc
Championship — Round 5 and the Central Kart Club Championships — Round 5

FULL PRACTICE DAY SATURDAY 5th — 9.00am to 6.00pm

Knockhill Circuit:- 4 miles north of Dunfirmline, Fife, on A823

CLUB SCENE

100 NATIONAL

Heat one, winners were: Collard, Bailey and Batain. The *second heat* went to: Metcalf, Bicknell and Oliver. The *third heat* winners were: Green, Whitehouse and Dilley. Andy Oliver made the best start and was still in front as the crocodile crossed the line for the first time. Stuart Green was second and he was followed by Bailey, Stansbury, Whitehouse, Dilley and Roffey. On lap four, Stuart Green took the lead from Oliver but the order behind these two was unchanged. On lap six, the unlucky Bob Stansbury fell out which allowed Austin Metcalf up to fifth. For the rest of the race the order of the leaders was unchanged.

CADET

1st	Alex Abbey-Taylor	Barlotti Arrow
2nd	Carl Lemmer	Dart Arrow
3rd	Damon Cousins	Dart Arrow
4th	Sven Gibson	Dart Arrow
5th	David Robinson	Mamba Parilla

JUNIOR BRITAIN

1st	Bobby Game	Lane Parilla
2nd	Steve Kite	Dart Parilla
3rd	Mark Ticehurst	Zip Arrow
4th	James Ferryman	Dart Arrow
5th	Paul Evans	Dart Arrow
6th	Fraser Wells	Zip Arrow

100 BRITAIN

1st	William Hewland	Dart Arrow
2nd	Anthony Geraty	Dart Arrow
3rd	Patrick Smith	Gillard Parilla
4th	Robin Whittaker	Dart Arrow
5th	Chris Minassian	Dart Arrow
6th	Mark Solly	Dino DAP

210/250

1st	Peter Holder	Zip Rotax
2nd	John Coaker	Lynx Yamaha
3rd	Manuel Vicente	Zip Yamaha
4th	John Mooney	Zip Honda
5th	Gordon Ellinor (210)	Barlotti Villiers

125

1st	Graham Cowdry	Stratos Rotax
2nd	Steve Bird	Zip Rotax
3rd	Dave Hoggood	Stratos Rotax
4th	Mark Dell	Zip Rotax

100 NATIONAL RESTRICTED

1st	Chris Stansbury	Dart Arrow
2nd	Ian Dunford	Lane Parilla
3rd	Mike Burke	JCM Arrow
4th	Robin Howorth	Dart Parilla
5th	Brian Calder	Zip PCR
6th	Michael Weedon	Sprint Parilla

100 NATIONAL

1st	Stuart Green	Dart Parilla
2nd	Andy Oliver	Sprint Parilla
3rd	Stephen Bailey	Dino Arrow
4th	Mick Whitehouse	Dart TKM
5th	Austin Metcalf	DAP DAP
6th	Gregory Dilley	Wright TKM

CLUB CHAMPIONSHIP PLACES

Cadet		
1st	Damon Cousins	22
2nd	Sven Gibson	21
3rd	Alex Abbey-Taylor	17

Junior Britain

1st	James Ferryman	24
2nd	Fraser Wells	19
3rd	Paul Evans	16

100 Britain

1st	Martin Collard	18
2nd	Stuart Green	
3rd	Derek Higgins	

210

1st	Gordon Ellinor	18
-----	----------------	----

125

1st	Steve Bird	33
2nd	Dave Hoggood	16
3rd	Graham Cowdry	13

250

1st	John Coaker	24
2nd	John Mooney	22
3rd	Peter Holder	9

Report by Roger Abbey-Taylor

Golspie

SUNDAY, MAY 25th

The day broke for our second meeting of the season with dull skies and signs of rain on the way, with also very high wind. But again luck was with us, the rain, wind and overcast skies cleared by lunch time and gave way to bright, slightly sunny skies. As it was the first round of the Northern Championships some good races were expected. The Hi-Fab Trophy on the Kelvin Catering Rose Bowl was also being contested for.

JUNIORS

First away were the Juniors with 6 Britains and 4 cadets. Gary Issac from Torphins took the first heat, with Neils Christofferson in second place and Graham Garden third. In the 2nd heat Christofferson took the flag followed by David Scott and Mark Falconer. The 3rd heat saw Christofferson again take the flag followed by Issac and then Scott. With everything to play for and anybody's race the final was away. After some very close racing Christofferson took the flag followed by Garden and then Scott. The Cadets saw Lee Livingston take the first heat closely followed by Graham Melville, (Scottish Champion), and local lad George Moodie third. The second and third heats produced the same results with Melville taking the flag followed by Moodie and Livingston. The Final saw little change with the Scottish champion taking the flag followed by Moodie with David O'Brien third.

100 NATIONAL/SENIOR BRITAIN

The next class to run was the 100 National/Snr. Britain. Some 12 drivers took an early lead and couldn't be caught and so took the flag for the first heat, followed by Andy Graham and local Norman McLeod. 2nd heat saw Massie again in fine form, alas Graham had problems and had to retire leaving the way open for McLeod and Jeff Stewart. 3rd heat saw Graham take the flag with McLeod and Massie hot on his heels. The final saw some close racing with Graham and Massie constantly changing places, but Massie developed mechanical problems and lost his chance which left Graham uncatchable to take the flag. The second place was being fought for by McLeod and Lyle McMorland (who lost his pace and had to settle for 4th), so McLeod took second followed by Stewart. Britain class saw Richard Scott take the first heat and the final with Sandy Grant taking 2nd and 3rd heats but still getting a best Novice trophy at the end of the day.

125 NATIONAL/250 INTERNATIONAL

125 National and 250 International saw 6 125's on the grid including the Scottish Champion Paul Cook, but Inverness driver Roy McQueen wasn't going to let him have it all his own way. McQueen took all three heats and the final and was really in fine form. Cook could only manage 2nd place in the heats and 3rd in the final. Third place in heat 1 went to Les Cranston, 2nd heat to Bill Urquhart and 3rd heat to Brian Goodall but it was Urquhart that took second place in the final. 250 saw local, Bevan Fraser take the first and second heat but then had to retire with pump failure leaving the other 250, Richard Simmons, to take the 3rd heat and final.

125 NATIONAL/100 NATIONAL

The Hi-Fab Trophy went to Roy McQueen in 125 National and the Kelvin Catering Rose bowl to Andy Graham 100 National.

G. K. Parks

Lydden

SUNDAY, MAY 11th

Race 1 Grid Qualifyer 6 laps

CLASS 250cc INTERNATIONAL

No.	Name	Laps	Time	Speed
58	A. Pritchard	6	4.27.6	80.72
9	P. Wall	6	4.28.3	
36	A. Eastwood	6	4.29.2	
51	J. Gosling	6	4.37.1	
8	M. Bennett	6	4.54.1	
65	M. Spree	6	5.08.0	
26	G. Standing	5	RTD	

CLASS 125cc NATIONAL

66	M. Sandford	6	4.42.6	
181	S. Thomas	6	4.45.6	
146	M. Dell	6	4.50.3	
64	A. Dell	6	4.56.2	
48	D. Palmer	6	4.56.5	
76	G. Scown	6	4.56.7	
74	B. Carpentiere	6	5.10.6	
71	K. Edwards	5	4.33.9	
42	R. Connick	5	4.35.7	
61	L. Nutley	5	5.00.9	
15	D. Hoggood	5	RTD	

Race 7 Final 10 laps

CLASS 250cc INTERNATIONAL

58	A. Pritchard	10	7.28.2	80.32
9	P. Wall	10	7.29.3	
36	A. Eastwood	10	7.35.0	
51	J. Gosling	10	7.37.4	
8	M. Bennett	10	8.05.2	
52	E. O'Brien	5	RTD	
27	M. Court	5	RTD	
26	G. Standing	4	RTD	
65	M. Spree	2	RTD	
18	B. Harvey	0	RTD	

CLASS 125cc NATIONAL

66	M. Sandford	10	7.53.6	
15	D. Hoggood	10	8.06.2	
64	A. Dell	10	8.06.4	
76	G. Brown	10	8.06.7	
48	D. Palmer	10	8.07.0	
146	M. Dell	10	8.13.7	
61	L. Nutley	9	8.04.2	
74	B. Carpentiere	9	8.04.6	
42	R. Connick	9	8.06.2	
181	S. Thomas	5	RTD	
71	K. Edwards	7	RTD	

CLUB SCENE

100 NATIONAL CLUBMAN

Heat 1: 1st Martin Collard, 2nd Mike Booth, 3rd Wayne Fobelets.

Heat 2: 1st David Button, 2nd Duncan Roberts, 3rd Martin Rimán.

Heat 3: 1st L. Ribbans, 2nd Martin Rimán, 3rd Wayne Fobelets.

Heat 4: 1st David Button, 2nd Martin Collard, 3rd Rob McIntyre.

Heat 5: 1st Mick Whitehouse, 2nd Mike Booth, 3rd Wayne Fobelets.

Heat 6: 1st David Button, 2nd Martin Collard, 3rd Mike Manley.

Button, still on a Restricted licence, led the field from pole but went missing on the first lap leaving Collard to dominate the race from the front followed by Whitehouse, Booth, Scutchins and Rimán. After 5 laps Collard and Whitehouse had opened a gap from third place Booth who also had a clear lead from Scutchins. Clark was moving through the field and by lap 6 was fifth and closing on Scutchins. Restricted driver Tim Jones caused problems on lap 6 when he overturned out of Kim corner and staggered off leaving his machinery upside down on the track, the debris was cleared without incident and the race continued with the two leaders pulling well clear of the field. Clark slipped past Scutchins to take fourth on lap 8 and the race ran its course with no further changes, Collard holding off Whitehouse to take the flag with Booth, Clark, Scutchins and Rimán collecting the remainder of the trophies.

100 NATIONAL PREMIER

Heat 1: 1st Charlie Brown, 2nd Derek Higgins, 3rd Robin Chuter.

Heat 2: 1st Derek Higgins, 2nd Clive Wheldon, 3rd Charlie Brown.

Heat 3: 1st Derek Higgins, 2nd Gary Parker, 3rd Ron Cox.

Higgins on pole took the lead immediately from Wheldon, Brown, Parker and Cox. By lap 3 Brown had got past Wheldon for second and Rhodes was closing in on Cox. With Higgins driving immaculately he gradually pulled away from Brown and the race was for third between Wheldon, Parker, Cox and Rhodes. Rhodes moved ahead of Cox on lap 5 but these four still battled away in line astern. Wheldon went missing on lap 9 and try as he did Rhodes could not get past Parker in spite of his 10lbs weight advantage. Higgins took the flag waving his arm in triumph followed by Brown, Parker and Rhodes with Cox just squeezed out of the trophies.

JUNIOR CADET

1st Guy Smith Gillard/Arrow
2nd Nicholas Dudfield Wright/Arrow
3rd Simon Spencer Wright/Arrow

JUNIOR BRITAIN RESTRICTED

1st Andrew Cox Reema/Arrow
2nd Tony Cheshire Zip/TKM

JUNIOR BRITAIN

1st Lee Rennison Sprint/Parilla
2nd Bobby Game Lane/Parilla
3rd Tony McArthur Wright/Parilla
4th Richard Peak Sprint/Parilla
5th Jonathan Watkins Wright/Parilla
6th Gary Munro Gillard/Arrow

100 BRITAIN

1st Darren Gibbs Zip/Arrow
2nd David Hedger Gillard/Parilla
3rd Rupert March Zip/Arrow
4th Simon Harrison Wright/Parker Yamaha

5th Richard Beecroft Gillard/Parilla
6th Tony Lee Wright/Carr Parilla

100 NATIONAL CLUBMAN

1st Martin Collard Dart/Parilla
2nd Mick Whitehouse Dart/TKM
3rd Mike Booth Birel/Goff PCR
4th Jeremy Clark S.Hutless/Parilla
5th Paul Scutchins Zip/PCR
6th Paul Ryman Sprint/Parilla

100 NATIONAL PREMIER

1st Derek Higgins AllKart/Parilla
2nd Charlie Brown Kali/TKM
3rd Gary Parker TKM/Parker TKM
4th James Rhodes Wright/Parilla

125 NATIONAL

1st Roger Goff Zip 925/Goff Rotax
2nd Graham Stevens Zip/Goff Rotax
3rd Steven Webb Spyda/Rotax
4th Ian Mason Zip/Rotax

210 NATIONAL

1st Alan Poole Zip/Villiers
2nd Jeremy Pinney Aero/KPMV
3rd Steve Puddiphut Barlotti/Villiers

250 NATIONAL

1st Martin Pluck Dino/Yamaha

Blackbushe

The weather for Camberley's April meeting was quite pleasant and dry. There was a good entry with visitors from London, Shenington Bromsgrove and Hoddesdon clubs. Our landlords, British Car Auctions, are carrying out further developments to their site and are excavating a huge drainage pond adjacent to our paddock. Unfortunately, the contractors had used our paddock as a short cut for JCBs and when we arrived for the Saturday clean-up, the surface had gone under a layer of rutted rubble. In the short time available there was not much we could achieve and on Sunday competitors were greeted with even worse conditions than normal. However, by unloading in what was left of the paddock and leaving our vehicles outside the circuit area we made the best of the conditions. The club hopes that everyone will be understanding and co-operative until the construction work is complete and we have a surfaced paddock.

JUNIOR BRITAIN AND CADET

Britain heat winners were: *Heat one*, Ticehurst, Kite and Game. *Heat two* went to Ferryman, Game and Duncombe, and in *Heat three* Game, Kite and Ferryman. In the final, Steve Kite made the best start and still had the lead at the end of the first lap. He was hotly chased by Bobby Game, Mark Ticehurst and James Ferryman. Bobby Game grabbed the lead on the second lap and steadily increased it without being seriously challenged. Kite held second throughout but on the fifth lap Ferryman passed Ticehurst for third place. Paul Evans started and finished in fifth. The Cadets shared the same race but started behind the Brits. The heat winners were: *one*: Gibson, Abbey-Taylor and Cousins and *two*: Abbey-Taylor, Lemmer and Gibson and *three*: Abbey-Taylor, Cousins and Lemmer.

Carl Lemmer had gone well in the heats particularly as he was starting at the rear of the grid as he was still on black plates. Alex Abbey-Taylor was on pole for the final to my great pride.

His kart was running well, which was particularly satisfying as I had passed up my own drive to concentrate on assisting him. Alex took the lead at the start of followed by Carl Lemmer and Sven Gibson. The first two places did not change but towards the end of the race Damon Cousins scraped past Sven Gibson. David Robinson drove steadily to take fifth. There were some heart stopping moments as the fastest Brits lapped the Cadets but no damage was done and the Cadets maintained their order to the end. I must have aged twelve years during those twelve laps but it was worth it!

100 BRITAIN

Heat one, winners were: Geraty, Hewland and Langton. *Heat two*: Whittaker, Bowden and Hewland. *Heat three*: Smith, Baker and Geraty. Grid positions and a good start were vital as there were no changes in positions among the leaders. William Hewland eased out a small lead but Anthony Geraty in second had Patrick Smith pushing him very hard but try as he did, Smith could not get past.

210/250

There was a fairly small entry for the bigger gearbox class but the top contenders were present. *Heat one*, winners were: Coaker, Vicente and Ottrey. *Heat two* went to: Holder, Coaker and Spree. In *three* the order was: Coaker, Holder and Mooney. It was John Coaker who got his Yamaha powered beast off the line the fastest and he soon opened up a cushion on Peter Holder. The latter had taken second place from Manuel Vicente on the second lap and this seemed to shake Vicente who fell behind John Mooney a couple of laps later. But he came back later in the race and fought his way back to third. Gordon Ellinor was the best 210.

125

Some of the regulars were missing this month but the racing was still close and exciting. *Heat one*, went to: Bird, Cowdry and Ogilvie. The *second heat* winners were: Bird, Hoppood and Dell. Based on heat performances Steve Bird was the favourite but Graham Cowdry took the lead on the first lap and the race was over as far as the rest were concerned. Steve Bird held second throughout. Mark Dell made a good start and was third on the first lap, however he was caught and passed by David Hoppood and so finished fourth.

100 NATIONAL RESTRICTED

There was another full grid for the restricteds; this class continues to attract good support. *First heat*, winners were: Green, Collyer and Stansbury. The *second heat* went to: Burke, Weedon and Green. The *last heat* went to: Perry, Weedon and Collyer. There were several strong performances in the heats but also some tales of woe resulting in low grid positions, all of which made for a good entertaining race. Mike Green made the fastest start and was leading in the first lap. Close behind him were Perry, Lunford, Howorth and Stephens. Next through was Bob Stansbury and he was obviously out to improve on his poor heat showing. On the second lap he had passed Stephens and three laps later he was in front of Robin Howorth. The order at the front was unchanged. On lap seven, Stansbury was in front of Perry and on the next lap he got past both Dunford and Green to take the lead. It was an impressive drive. Sadly, Green dropped out on the penultimate lap but Mike Burke made it into third after a terrific drive up from last on the first lap. His was also a most impressive drive.

MARK BLUNDELL

MARTIN HINES

ROB McELNEA

RON HASLAM

FREDDIE SPENCER

NIGEL MANSELL

THIERRY BOUTSEN



IAN SHAW

PAUL LEWIS

RUSSELL SPENCER

JOEY DUNLOP

MIKE BALDWIN

TIM PARROT

KEKE ROSEBERG

MARTIN BRUNDLE

WES COOLEY

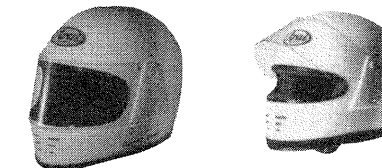
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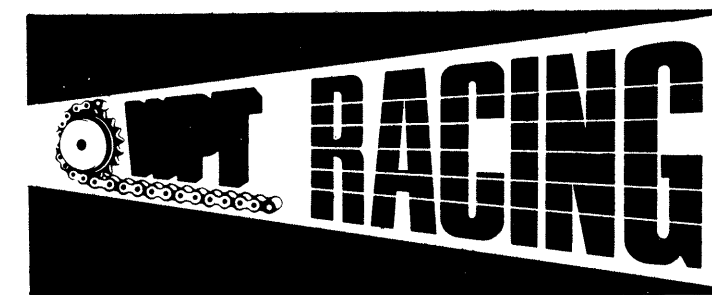
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STEVE GILL — AN INSIGHT

About two and a half years ago Steve Gill foresook 100cc karting for the Superkart league and in his first season, following victory in the 250 International Non-Championship event at Silverstone in 1984, he earned Formula E grading.

The 29 year old farmer from Womersley, near Doncaster, began his education at the village infants school, graduated to the primary before moving on, after resisting his parents wishes to attend a private school, to continue his studies at Pontefract Senior Boys School. As a somewhat chubby youngster Steve never excelled at sports, although he enjoyed the competition. On the other hand he was very successful in Technical and Craft subjects and attributes this to a preference to learn from experience, rather than revision. As the school years drew to a close he had accrued 7 GCE 'O' Level certificates and it was time to consider the future. He knew what he wanted to do and it was contrary to his parents' desire that he attend agricultural college; he would devote his full time to what he had spent every minute of his spare time doing — helping on the family farm. Another surprising point, not readily evident nowadays and a contributing factor in his decision not to attend college, was he was very much a shy youth who felt awkward amongst other people.

Like many others school was where his interest in karting began, especially when he involved himself in a project to build a Fun Kart. From there it was natural progression and when he saw an old Zip-DAP advertised in the local paper he snapped it up, hoping to use it for fun on disused airfields. Everywhere Steve and his friends went they were asked to leave, in consequence a letter was penned to the RAC in search of the nearest local kart tracks. The RAC was very helpful and the information supplied led to Steve making contact with Chris Stoney who lived a short distance away. The long term association between the two had begun.

His first real experience of a meeting was a trip



The competitive spirit is a difficult thing to quell. (Pic: Doug Rees)

to Morecambe to meet Chris who was racing in 100 National. It was a wet, miserable weekend, but the young man from Womersley returned with more than a cold, he had caught the karting fever! Well and truly hooked, young Gill applied for his licence and took his bent Zip, (he didn't know it was at the time), along with its grandfather DAP off to Wombwell. After that meeting and after being lapped on the last tour by the leaders, Steve decided in future the front was the place for him, not the back!

He began to tour the circuits — Fulbeck, Hemswell, Wombwell, Three Sisters and so on. He shook the money tree and out fell a UFO-Hewland and twelve months later found himself constantly finishing second to Chris Stoney, until Chris left National for Britain.

Then followed a couple of season which produced consistently good results, although the British Championships and the SAM Series netted disappointments. Probably the biggest drawback was the fact Steve resided in a small village, the insularity of a community with too few excursions beyond meant too few friends. As driver, mechanic, race preparer, etc., the strain of a one man operation began to tell; the desire to race was there but it was overshadowed by his commitments to the farm. The result was he found himself reluctantly facing retirement from karting, but the competitive spirit is a difficult thing to quell; the forceful, ambitious inner fire that karting had stoked was smouldering away. There was only one option — face it and work it out of the system. The decision was made — to the top or bust. It had to be conquer Superkarts or fail and retire with a clear conscience, with the knowledge he had at least tried.

Despite Chris Stoney's stern advice to steer clear of the class — "You couldn't win", he said, enquiries were made and a Zip GP-Rotax was collected from Martin Hines on February 24th 1984 and driven to sixth place at the Cadwell season opener two days later.

Then followed another year, of learning, of competition, of ability impeded by over-enthusiasm and inexperience and yet more disappointment, apart from the highlight of the Non-Championship win at Silverstone. Determination, persistence and a little less weight on



the right pedal culminated in a victory amongst the best at Mallory in the last event of 1985. The ambition was coming within reach, the dream materialising.

The most satisfying race should have been the win and good time trial performances of late '85, he displayed the ability but the achievements were marred by conflict. So the winning of the first Cadwell event of this year must rank as the highlight, to beat the best on equal terms and the point was made.

Steve's equipment is a Zip GPX with Chris Stoney tuned Rotax power. The kart is fine, though his experience of setting it up is limited. Chris Stoney's work has been of great help, the motors proving competitive, although the best has proved elusive, being dogged by mechanical failures.

At the last Donington meeting it was apparent that the young Doncaster farmer is experiencing a touch of the 'blues', created by his particularly urgent need of technical assistance at race meetings. He has no complaints about Stoney's preparation work on the engines, rather he needs someone with the knowledge and time to point him in the right direction. Understandably Chris's time is limited because of his own racing commitment. So, there's a job going for some enterprising technical enthusiast.....

Another drawback — tyres, a limiting factor shared by many. "If you're able to fit new rubber regularly you're O.K. Without it you cannot maintain that competitiveness."

"Finance is always a limiting factor for the privateer, yet to be fair, no other form of motor sport provides more competition, more thrills, more speed, for less outlay. Winning costs, unfortunately, in any sport."

"Trying to stay up front does put a strain on resources, so some form of backing wouldn't go amiss; I need to update my equipment."

"You ask about other interests. Well, really... I find I cannot diversify, cannot share my time, my racing demands all that, and more. It provides all my ambition, is my sole cause for celebration — and disappointment. Even my work often grudgingly affords extra time to race preparation. Just like the rest of our breed I burn the midnight oil in my overalls, all for an hour in the seat. It's an addiction."

"My girlfriend, Annette, is pretty understanding, undemanding and a good cook, but she won't do 120mph. Karting does pose a threat to many women and obviously they have a point when the home suffers. Time has to be shared and the

Sideways on and stalled, he was hit unavoidably by Leon Channing, who put d'Abbots kart back on line, then by Dave Torpy, which effectively gave him a bump start, the engine fired, and d'Abbot continued his pursuit of Steve Davis without losing a place. There was talk in some quarters of protesting, for getting outside assistance.

GEARBOX

The gearbox classes were dominated by Malcolm Crown in the Rotax class and Ray Monet in the piston and reed class, both recording three wins each. Gary Wood and Mark Gogulein taking the others in what was to prove an entirely uneventful series of races.

At the post race committee meeting held at the Central Park, points raised during the day were aired. Members will be advised of the conclusions in the forthcoming monthly newsletter.

Members of the Jersey Kart Club would like to take this opportunity of congratulating Mr. Derek Warwick for his fine win in the Silverstone 1000kms on Monday, and wished him every success at Le Mans.

Results of Sundays meeting were as follows: *100 Nat 'B' league:* first, John Forrester, second, Graham Harris, third, Richard Roche. *Juniors:* First equal, Samantha Ruellan and Richard Bonhomme, third, Justin Roche. *100 Nat 'A' league:* first, Roger Norman, second, Reg Roberts, third, Leon Channing. *125cc Rotax:* first, Malcolm Crowe, second, Gary Wood. *125cc piston and reed:* first, Ray Monet, second, Mark Gogulein.

Nageoire

Kimbolton

SUNDAY, MAY 11th

With 152 drivers signed on out of an entry of 160 Kimbolton airfield was pretty full and with 36 races scheduled we were in for a busy day. By 12.30 when the first race appeared the car parking was full and vehicles were parked down the drive to the road. With a strong breeze blowing away the early clouds and a mid afternoon sun shining on the finals there were some pretty red faces leaving at the end of the day. Unfortunately in recent weeks we have heard that Chairman Martin Farrow is moving to Kent and will have to retire at the end of the season.

JUNIOR BRITAIN

Heat 1: Richard Walton, 2nd Guy Wood, 3rd Martin O'Connell.
Heat 2: 1st Bobby Game, 2nd Andrew George, 3rd Jon Watkins.
Heat 3: 1st Bobby game, 2nd Guy Wood, 3rd Lee Rennison.

JUNIOR CADET

Heat 1: 1st Guy Smith, 2nd Nicholas Dudfield, 3rd Gare.
Heat 2: 1st Guy Smith, 2nd Gareth Hession, 3rd Mathew Stilp.
Heat 3: 1st Nicholas Dudfield, 2nd Simon Spencer, 3rd Mathew Stilp.

Gay Smith on pole looked the favourite with two heat wins but as they came round on the first lap he was playing second fiddle to Nick Dudfield with Simon Spencer and Gareth Hession in hot pursuit. These four pulled away from the rest and for five laps there was no change as Smith could not find a way past Dudfield. As they entered Kim corner for the sixth time Dudfield left room up the inside and

Smith spotted the mistake and took the lead. Dudfield chased valiently but to no avail and as they lapped backmarkers Smith took the honours with Dudfield, Spencer and Hession in line astern behind.

JUNIOR BRITAIN RESTRICTED

Heat 1: Andrew Cox, 2nd Max Gilks, 3rd Andrew Haste.
Heat 2: 2nd Andrew Cox, 2nd Tony Cheshire, 3rd Steve Edge.
Heat 3: 3rd Andrew Cox, 2nd Stephen Edge, 3rd Simon Fenn.

The final got under way at a fast rate of knots with Charlie Goff muttering "these kids don't know what slow means", as soon as they saw the red they light they sprinted for it for all they were worth. Andrew Cox winner of all the heats was first to show as they headed through Stow and into the Willows he was chased by Cheshire, Edge, Haste and Thorpe with the rest trailing. With Cox opening up a lead from Cheshire, Haste took third from Edge on the second circuit. The two leaders pulled clear of the field and by lap 6 were lapping backmarkers. Cox went on to win from Cheshire followed by Edge, haste and a lapped Thorpe in fifth place.

210 NATIONAL & 250 NATIONAL

Heat 1: 1st Alan Poole, 2nd Jeremy Pinney, 3rd Brian Holloway.
Heat 2: 1st Jeremy Pinney, 2nd S. Phuddiphut, 3rd Brian Holloway.
Heat 3: 1st Alan Poole, 2nd Paul Umney, 3rd Jeremy Pinney.

Only two 250 Nationals entered and both of these, Bob Almond and Martin Pluck, had problems in the heats. Jeremy Pinney, Alan Poole and Steve Puddiphut made up the front row and Pinney was first through Stow corner followed by Poole, Holloway, Puddiphut and Umney, these five pulled clear of the rest led by Smith and Hemming. Poole was looking for a way past the leader with Holloway a few lengths back waiting to pounce if the front two made a mistake. On lap seven Poole went for the outside at Kim but although he got level Pinney held his ground and still held his slender lead. With time running out for Poole the last lap board came out and as they approached the final corner Pinney left a gap on the inside and Poole squeezed him out, dragged his machinery round the corner got it in a straight line pointing in the right direction and just held off Pinney in the dash to the line. Puddiphut, Holloway and Umney were next in that order.

JUNIOR BRITAIN

Heat 1: Richard Walton, 2nd Guy Wood, 3rd Martin O'Connell.
Heat 2: 1st Bobby Game, 2nd Andrew George, 3rd Jon Watkins.
Heat 3: 1st Bobby game, 2nd Guy Wood, 3rd Lee Rennison.

Twenty three starters lined up on the dummy grid headed by Bobby Game and Lee Rennison with Guy Wood and Martin O'Connell on row 2. Rennison came out of Stow corner first followed by Game, O'Connell, Walton and Watkins. O'Connell and Walton tangled at Stow on the second circuit, restarting at the rear, promoting Watkins to third with McCarthy and Woods just behind. The two leaders had now opened a gap on the chasing bunch and Game was looking for a way past Rennison. On lap six Game got inside as they approached Kim corner but drew back when he could not get on level terms. Meanwhile McCarthy had taken up the chase from Watkins, Wood and Peak. Winner of the restricted race Cox had fought his way

CLUB SCENE

through from the rear into twelfth place with a spirited drive. With Bobby Game unable to get the better of Rennison the chequered flag fell after ten laps for Rennison with Game still glued to his rear bumper, McCarthy came in a lonely third and with Wood sidelined Peak had ousted Watkins to take fourth and Munro took sixth and with it the last trophy position.

100 BRITAIN

Heat 1: 1st Rupert March, 2nd Darren Gibbs, 3rd David Hedger.
Heat 2: 1st Martin Gilbert, 2nd Simon McKeever, 3rd Richard Beecroft.
Heat 3: 1st David Hedger, 2nd Darren Gibbs, 3rd Glenn Taylor.
Heat 4: 1st Phil Hart, 2nd Martin Gilbert, 3rd Jeremy Lee.
Heat 5: 1st Darren Gibbs, 2nd Glenn Taylor, 3rd Simon Harrison.
Heat 6: 1st Phil Hart, 2nd Jeremy Lee, 3rd Rupert March.
B Final: Paul Rixon, Chris Wilson, Mel Jacquet, Roy Lowe.

Gibbs and Hart led out the final followed by Gilbert and Hedger. As the red light changed to green a full grid of Britains roared off leaving behind a blue haze. In the distance Gibbs off pole was first through Stow and into the Willows followed by Hart, Gilbert and Harrison, who came through from grid 6. A middle order driver spun causing some chaos and allowing the leading group some breathing space. By the end of lap 2 Gibbs forceful style had opened up a gap and Hedger had displaced Harrison for fourth; the next group consisted of March, Bunton, Rogers, Lee and Beecroft. Disaster struck Hart on lap 5, as he vainly chased Gibbs, when his motor seized on the straight and he was left stranded in the centre of the track. Starter Mick Nairn was quickly on the scene with a yellow flag and the strung out field avoided any contact. On lap 6 the new second place man Gilbert also seized on the straight and spun safely out leaving Gibbs with a big lead from Hedger, March and Harrison. The next group of Burton, Lee, Beecroft and Moss were providing all the action now as they fought for the lower placings. Lee got past Burton on lap nine and Burton dropped a further place to Beecroft on the next lap. Beecroft homed in on Lee and with one lap to go relieved him of fifth place. Gibbs took the flag comfortably followed home by Hedger, March, Harrison, Beecroft and Lee with Burton next but out of a trophy position.

125 NATIONAL

Heat 1: Roger Goff, 2nd Ian Mason, 3rd Gary Thexton.
Heat 2: 1st Roger Goff, 2nd Graham Stevens, 3rd Neil Dickens.
Heat 3: 1st Graham Stevens, 2nd Ian Mason, 3rd Melvin Parker.

Roger Goff shot into the lead from the start chased hard by Ian Mason and Graham Stevens. By lap 3 Stevens was second and Mason was being overhauled by Webb, these two had opened a gap on Lawman, Evans, Whitehead and Parker. Among the early retirements was Paul Umney in his first meeting on a 125, Evans retired early with mechanical problems. On lap 6 Webb, still only 16 and in his first season out of juniors outraked Mason at Stow and took third. With Evans out Russell moved up to the fifth in front of Lawman, Parker and Whitehead, these being the only drivers left running out of an entry of nineteen. Goff was a comfortable winner from Stevens, who chased him all the way, with Webb and Mason battling throughout for the other trophies.

Clay Pigeon

SUNDAY, MAY 11th

CLAY CHAT. Third round of the club championships and who should pay us a visit the night before the weekend but a brace of glue sniffing vandals who virtually wrecked the cafe and club house. Many thanks to those committee members and drivers who did so well to get the place sorted out in time to run the meeting. Also a welcome and congratulations to Phil Piper and family the new caravan site and cafe owner who recovered well from the damage and provided a first class cafeteria service at his first meeting. You'll be glad to hear the vandals have been caught. On race day we saw something we haven't seen this year — shadows! It was dry at last and a good turn out for the grids despite a few who phoned in but didn't turn up. In the pits the 100 Britain tyres were top (or bottom) of the chat show. With reports of tyres only lasting one meeting somewhere, its fortunate the superb new finish of the Clay track means that tyres of whatever type do last a long, long time. The crystal ball hints that we will hear more about tyres.

However, race day, dry, warmish and a bit of sun all contributed to the friendly atmosphere commented on by our visitors and solicited a few more members — welcome.

100 BRITAIN NOVICES

Nine in number all together, and the novices provided some very good racing which was well disciplined and closely matched everywhere in the field, except that no one could catch Jerry Sheahan. Jerry won all three heats and shared the front row for the final with his closest competitor Bob Harris. Jerry took the lead from the flag and stayed there throughout the final while behind him Bob Harris was closely followed by Paul Vincent and Jason Russell, all out for second place. A bit further back Paul Holmes was leading a persistent Paul Buck who stuck with it all day to complete his races. On lap seven Colin Harris slipped off at top bend which let Marcus Cunningham into fifth place and, as Chris Pike left the track on lap ten the chequered flag order was Sheahan, Vincent, Harris.

GEARBOX

A dozen for this meeting. Well done, we love you, the spectators adore you because they have such a good view, and the colourful racing in a pleasant environment on this circuit is most welcome. Some good stuff in the heats with the gearbox men showing what they could really do on a dry track and Tim Malone (twice) and Julian Schnitzer took the heat wins. For the final Ian Hathaway was unlucky to have a flat tyre during warm up and Jerry Wilton also came in after a couple of laps. That left ten of them out there with Julian Schnitzer streaking around to maintain the lead — how fast would he go with two eyes? — while Glen Cullen and Tim Malone kept at it for second and third. Fourth place was iffy throughout between John Lawley and Tim Malone while Robin Webb was unlucky to lose his fifth spot with technical problems on the last lap. Great entertainment.

100 BRITAIN

We know that letting the Britain drivers loose

in the dry would give some fine racing, and it certainly did. Though occasionally it did seem that some drivers were trying to do a bit more than they were capable of with some over-cooking causing a few pile ups and damaged machinery. Andrew Clark took all three heats giving his Kart-Tech combination eleven consecutive wins on this track. Next to Andrew on the final grid was Brian Randall with Richard Marsh and Gordon Payne on the second row. After a good start Andrew Clark assumed his accustomed spot. Anthony Cleal, Steve Prickett, Brain Randall were nose to tail for the other top spots with Roger Lee and Paul Sirett having their own little tussle which Roger won, but only to come off at Billys Blind and drop a few places. In the middle of the race Luke Wilson, John Boardman and Richard Page were providing good entertainment but we seemed to lose all three before the finish, which was a pity. On the last lap with 327 yards to go Andrews big end gave up; this had two effects — firstly Steve Prickett gained a very well earned first place, and secondly Peter Francis, as reliable as ever, was able to say that he knew he could beat Andrew Clark!

100 NATIONAL

A grid of thirty five allowed the novices to have their own heats with the winners being Jamie Snow (twice) and Steve Bowden. Congratulations to Miss Wilson from Dunsley who showed that ladies do have a place in this class. The 100 National heat winners were Neil Hann (twice) Peter Stephens and Denys Jones, though as expected the final was nose to tail between Russell Maple and Neil Hann — these two changing places three times in the first lap. The other top places were between Jones, Stephens, Roginson and Darren Maple. These leading six were right behind each other for most of the race which turned out to be a real cracker. On lap ten Stephens dropped out with engine trouble and Richard Copeland started to creep up the field. In mid field the usual confrontations between Wood, Miller, Hiscock and Snow contributed to the spectacle of a superb race. On the last lap Neil Hann, then in second place, came together with Bert Gumbleton which took them both out to give Russell Maple the win followed by Jones, Darren and Robinson. Probably one of the closest fought finals we've seen for a long time and adrenelin producing viewing.

V. Sirett

100 BRITAIN NOVICES

1st	Jerry Sheahan	BM Arrow
2nd	Paul Vincent	Wright Arrow
3rd	Bob Harris	Dino DAP

100 NATIONAL NOVICES

1st	Jamie Snow	BM Yamaha
2nd	Stephen Dean	Jeta DAP
3rd	Philip Goodwin	Zip Parilla

GEARBOX

1st	Julian Schnitzer	Barlotti Yamaha
2nd	Glen Cullen	Zip Yamaha
3rd	Tim Malone	Zip Rotax

100 SENIOR BRITAIN

1st	Steve Prickett	Jeta Arrow
2nd	Anthony Cleal	Superdart KT Arrow
3rd	Brian Randall	Superdart Arrow

100 NATIONAL

1st	Russell Maple	Wright RM TKM
2nd	Denys Jones	DAP DAP
3rd	Darren Maple	Wright DM Arrow

Jersey

SUNDAY, MAY 4th

Gallons of midnight oil had been burnt in the three week rest period after the endurance race, rebuilding engines and karts that had taken a proverbial hammering. Saturday, saw a lot of karts chugging round at an unusually slow pace, plumes of blue exhaust smoke tell taleing a rich mixture for running in new mechanical parts.

After a week of fine weather, it was back to normal on Sunday with high winds, an overcast sky and showers, for the Clan-brassil Trust sponsored meeting. It was a meeting where the southpaws should in theory have shone, for it was the first anti-clockwise meeting of the season. Trophies for this meeting were for 'B' league and junior drivers.

100 NATIONAL & JUNIORS

First off, were the 'B' league, running concurrently with the juniors. The warm up lap, saw so many incidents and accidents, the field was depleted by some 90% before the start! As in yacht racing, (yacht racing?), a general recall was ordered. The restart, saw the field get away cleanly, with honours ultimately going to John Forrester in the 'B's and Richard Bonhomme in the juniors. There was very much a feeling of Deja Vu for their second heat, as the warm up lap, was a carbon copy of the first. The second restart saw John Forrester grab the lead with an excellent start, hotly pursued by Richard Roche. The second lap saw John seize at Donkey bend, (the approach being considerably faster anti-clockwise), sending him spiralling down the circuit. With Richard only inches from Johns rear bumper, he had little or no time for contingencies, the avoiding swerve, sending him crashing into the grass covered bank. With a bent rear axle and steering column, that kart was retired for the day. Though not in appearance, Richard is uncannily reminiscent of Paul Daniels, producing another kart from the back of his car like Mr. Daniels would produce a rabbit from a hat. The heat was won by Alan Roche in the 'B's and Samantha Ruellan in the juniors. Heats three and four, were largely uneventful with line honours going to John Forrester on both occasions in the 'B's, giving him a conclusive win and one each to Samantha Ruellan and Richard Bonhomme in the juniors. Young Justin Roche, in his first meeting drove the most consistently, finishing only one point behind Samantha and Richard who tied for first place. Inevitably, there being such a plethora of Roches', initials got wrongly interpolated and Alan was credited with the third place trophy, but in actual fact it belonged to Richard. Graham Harris, driving the ex d'Abbot sprint/parilla finishing second.

100 NATIONAL

The 'A' league saw ex gearbox supremo Steve Davis entering the fray with a kart borrowed from Vince Morgan, his new 'Miere' still being in assembly stage. The first heat saw Steve drive an excellent tactical race in the restricted 'Britain' class kart, holding all the 'National' class drivers at bay and taking the flag. The second heat was won by John d'Abbot-Doyle just keeping Reg (Winston) Roberts at bay. Roger Norman, the Club President taking the last two races. Probably the most amusing incident of the afternoon, was in heat three when d'Abbot spun on pits bend whilst in pursuit of Steve Davis.

mention of settling down and having a family sees the fella race for the sanctuary of his garage, all for this racing obsession."

"Everything I've set out to do in the past I've achieved, eventually, mainly due to a belief in myself, the determination and dedication. I hope for a British or even a World title, given time, support and a lucky break or two. Just that and to be successful in my farming career, hoping my Grandfather would be proud of my efforts in running his legacy to me. As always, to work hard, earn my achievements and always to try my best. Oh yes, and I'd prefer not to grow old, so that I can live my life at a Superkart pace."

"The future of the sport? Karting should be a growing phenomena, if it can resist pricing itself out like so many other forms of pleasure. It should always represent the cheapest form of motor sport in which to compete. Exposure is critical and careful monitoring is essential to ensure technical advances do not overtake the needs of the sport, namely and firstly its competitors. Don't squeeze out the drivers by pricing them out. Set about presenting the spectacle, the attraction, the spectator appeal as best we can to attract the attention of the media, financial backing from sponsors to promote the sport in general, then hopefully a wider audience will be reached."

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In action at the recent Cadwell with Martin (1), but destined not to finish when a rod went through the crankcase. (Pic: Doug Rees)



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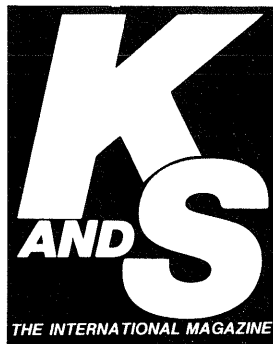
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CLUB SCENE

Vicky shot straight into the lead in the final, pursued by Scott Armstrong, Andrew Jacks and Martyn Price. This was in fact the order all the way to the flag but the race was made more interesting by the efforts of the chasing drivers to improve their own positions. Vicky won followed closely by Scott with Andrew and Martyn a little further behind. Alistair McDougall finished 5th ahead of Adrian Fletcher and the novice battle between Jason Yeomans and Matthew Holt came sadly to nothing as Jason dealt with the Cadet backmarkers and the pair became separated.

100 BRITAIN

Another Ross benefit as he won two and finished last in the other after fouling a plug on the rolling lap. David Allen scooped the win in that heat and was second in the other two to land opposite pole. Unluckiest driver was Des White, who left the circuit in the first heat, winding and bruising himself as well as bending the axle on the kart. He played no further part in the days proceedings.

The final was rather tedious as Lloyd took the lead from the flag and was never troubled again. David Allen was second from Mike Popham whilst Andrew Lee caused the only excitement of the race by spinning off on lap eight.

100 NATIONAL

The heats proved interesting as they turned up a new polewinner, Ian Williams. Allan McNish had entered late and started from the rear of the grid, ending up with a win, 2nd and 14th after a contretemps at the chicane. On opposite pole was Stu Davison with 2nd, 3rd and 4th from the ever improving Ian Fairless heading the second row from Chris Needham. Chris had pulled out his six-year-old Zip/Parilla outfit and netted three 5ths, for the back of the grid, impressive stuff. Also impressive was the return of Mark Windle as he lined up on the fourth row behind McNish and Louis di Resta.

The final was stopped after a couple of laps as the grid was seemingly taking great delight in a masochistic wrecking spree. A swift reminder of how close the British Champs were brought about an amazing change in driving styles on the restart.

Ian Williams took command from the flag, followed by Stu Davison, Chris Needham, Ian Fairless and Allan McNish. McNish had moved up to Williams bumper and began looking for a way through into the lead. Needham had taken advantage of McNish's move and had dropped Davison back down to fourth. Louis di Resta had moved up a place, deposing Ian Fairless who had hurriedly replaced a stub axle bent in the mayhem of the stopped race. Behind the top six, an interesting scrap was going on between David Tooley, John Docker and Mark Windle which lasted all the way to the 12th lap when Tooley and Docker tangled at the hairpin, only Tooley restarting. McNish made his move towards the end of the 10th lap, removing Williams from the premier position but joy was shortlived for the young Scot. Williams was marginally quicker out of the left-hander and rode over the back of Allan's kart, bringing them both to a halt and out of the race. This left us with the rare sight of a novice leading a 100 Nat race by quite a comfortable margin. Chris Needham was out on his own ahead of Davison, di Resta, Fairless, Windle and Paul Henderson. That was how the order stayed right up to the end of a trying race but entertaining in the end.

125 NATIONAL AND P&R

Pole secured by Berni Stoney with 1st, 3rd and

6th in the heats although Willie Grieve was fastest and would have held pole but for a broken coil wire in the second heat, giving him a maximum. Two wins saw him line up on the outside of the front row with Brian Bird taking up the vacant slot in the middle. Gilbert Keenan headed the second row after also non-finishing the second heat, and was joined by Alan Moffat who steadily improved all day.

The P&R category was the domain of John Brolley with three wins over Nicky Robson who had 2nd places in the heats. Where have all the P&R's gone? The final went the way of Brolley as he made the break with the traffic, leaving Robson to cope with the faster rotaries in his wake.

The rotary section was led for nine laps by Willie Grieve, tearing off into the distance with seemingly nothing between him and victory. This was not the case, however, as his solderless nipple pulled through the throttle cable for the second meeting running, leaving him with only half throttle. Berni Stoney was quick to take advantage and moved into the lead with the hapless Grieve dropping back into the clutches of the ever closing Gilbert Keenan. Gilbert had taken a few laps to dispose of a large gaggle of drivers before setting off after the leaders. On the last lap, Gilbert was able to remove Willie from second but had no time to do anything about the leader and had to settle for what he had. The unfortunate Grieve had to make do with third ahead of Alan Moffat and Jim Brolley.

210 NATIONAL

With the absence of regular hotshoes Ashley Winter, Terry Percival et al, a different winner looked on the cards. Geoff Preston won all the heats to secure pole position with Mike Stephenson beside him after finishing second in the heats. The front row was completed by novice Mike Fry with steady, rather than startling performances. Tony Holman came to Rowrah with high hopes of winning a trophy but his liner broke up in the second heat, shortening his day no end. None of the other runners completed the heats without some form of mishap promising some fun for the final.

Kevin Bleasdale burst through into the lead from the second row and led for the first five laps before the experience of Preston took him to the front. Mike Stephenson had third spot for some time before he, too, dropped Bleasdale a place. Terry Bradley soldiered on in fourth, thoroughly enjoying himself in the process and beating Terry Earl into the bargain. Of the drivers who started the final, all but Fry finished, not a bad reliability record is it?

250 NATIONAL

The late entry of Chris Stoney caused a little amusement and some consternation as he was using his wives 125 outfit. It was certainly effective as he won all the heats with little trouble to make sure of pole position. Mike Aspey lined up alongside, having come second to Chris in the course of the heats. John Leah completed the front row with three 3rds and the second row was made up of Denis Boud and Brian Crickett.

Stoney was by far the quickest in the final as he harrassed the leading twin for fourteen laps before melting a hole in the piston at the start of the last lap. Using too soft a spark plug was the reason given for this failure which caused him to roll to a halt just past the start line on the penultimate lap. Mike Aspey, second throughout up to that point, inherited a secure first place, being the only other driver on the same lap as the first twin. Mike duly won the

race, followed by novice Denis Boud, John Leah and Brian Crickett who had taken a couple of laps to persuade the beast to run.

FORMULA E

Brian Graham sewed up pole with a couple of wins and a DNF with Trevor Alexander next following three 2nds and Steve Mattinson completing the front row taking the other win as well as a 3rd and a DNF.

Brian shot off the line with a vengeance, determined to hold on to the lead on the road. This he managed to do by means of superior acceleration although Stoney was faster round corners and the pressure was on for all but one of the 15 laps. Trevor Alexander hadn't the same pace as Brian but survived to finish 2nd whilst the challenge from Mattinson failed to materialise.

Iain Blair

JUNIOR CADET

1st Dario Franchitti	Sprint/Deavin Arrow
2nd Laurence Keenan	Fullerton/Arrow
3rd Gary Robertshaw	Zip/DAP

JUNIOR BRITAIN

1st Vicky Starkey	Fullerton/White TKM
2nd Scott Armstrong	Sprint/Dickson TKM
3rd Andrew Jacks	Wright/Arrow
4th Martyn Price	Fullerton/Boyce PCR
5th Alistair McDougall	Sprint/Parilla

100 BRITAIN

1st Lloyd Ross	Zip/Grice TKM
2nd David Allan	Wright/DAP
3rd Mike Popham	Stratos/Arrow

100 NATIONAL

1st Chris Needham	Zip/Parilla
2nd Stu Davison	TKM/TKM
3rd Louis di Riesta	Sprint/Parilla
4th Ian Fairless	Sprint/TKM
5th Mark Windle	AllKart/Ferrari Parilla
6th Paul Henderson	Sprint/Arrow

125 P&R

1st John Brolley	Zip/Honda
2nd Nicky Robson	Barlotti/Kawasaki

125 NATIONAL

1st Bernadette Stoney	Stratos/CSK Rotax
2nd Gilbert Keenan	Zip/Rotax
3rd Willie Grieve	Zip/Rotax
4th Alan Moffat	Zip GP/Rotax
5th Jim Brolley	Barlotti/Rotax

210 NATIONAL

1st Geoff Preston	Barlotti/Villiers
2nd Mike Stephenson	Barlotti/Villiers
3rd Kevin Bleasdale	Barlotti/Villiers

250 NATIONAL

1st Mike Aspey	Zip/Yamaha
2nd Denis Boud	Phoenix/KTM
3rd John Leah	Barlotti/KTM

FORMULA E

1st Brian Graham	Zip/RL Rotax
2nd Trevor Alexander	Zip/Rotax



with Williams in third, but on lap six Sattichai squeezed past Gray to head the field. Good clean driving was the feature of this race and at the line it was Sattichai, Gray and Martin who grabbed third on the last lap from Williams. First Brit home was Coleman (sixth o'all) followed by Ashdown and Townsend. If Mr Sattichai, a guest from Hoddesdon, makes himself known to Ted Tredwell we promise to get the pronunciation of his name correct at the next trophy presentation.

SENIOR BRITAIN

A bulging grid of 27 drivers contested this class and some "aggressive" driving in the heats supplied the following results.

Heat one 1st Craig Booth; 2nd J Ford; 3rd
Heat two 1st Tom Radford; 2nd I Connell; 3rd Keith Baines.
Heat three 1st Craig Booth; 2nd Paul Wells; 3rd T Murphy.

Final Craig had pole with Paul Wells alongside, then it was J Rainbird and J Ford. Booth once again proved his superiority in the Britain Class making the break at the line and opening a small but comfortable gap from Paul Wells — who had an equal advantage over Rainbird and Ford. By half distance Craig Booth had done all that was needed to secure victory and it was noticeable that he "turned down the turbo boost" to ensure a finish. I think Paul Wells realised the situation deciding that Craig had it in the bag and decided to settle for a second. Similarly Rainbird had no chance of catching Paul and at the line it was Booth, Wells, Rainbird, Ford, Connell (a repeat of their grid positions).

100 NATIONAL (lots of them!)

37 Nats entered for the meeting meaning we had to hold heats in groups ABCD, and a repechage enabling 6 'B' finalists to make it to the A.
Heat one Groups A&B
1st Ricky Grice; 2nd Osborn; 3rd A Gates.
Heat two Groups C&D
1st Gannon; 2nd Garry Prior; 3rd P Wells.
Heat 3 Group B&C
1st Ricky Grice; 2nd A Gates; 3rd P Wells.
Heat four Group B&C
1st Gary Prior; 2nd A Sinclair; 3rd C Howes.
Heat five Groups B&D
1st Ricky Grice; 2nd Gary Prior; 3rd C Palton.
Heat six Groups A&C
1st J Priestly; 2nd M Osborn; 3rd D Innocent.

Repechage

The Paddock Marshalls seem to have a hell of a job getting drivers together for the repechage. I'd have thought the guys would be straining at the leash to get into the 'A' final but we always seem to resort to "if your not on the grid in two minutes we'll be off without you". Finally the grid was assembled and Sterry, Rottey, Sinclair, Weedon Tidmarsh and Clarkew made it through to the 'A'.

Final

Mr Grice had pole with Gary Prior alongside. At the flag Ricky simply sailed into the lead from Gary with Gates in third and Priestly in fourth. As the laps rolled by, Ricky pulled further and further ahead of Gary. On lap 6 Prior disappeared from the lap charts promoting Gates to second and Priestly to third. Running in a hotly contested fourth spot was M Selzer. On lap 12 Innocent was past the opposition and up into third. At the front Ricky was having a field day, in fact, as he passed the cafe I though he was going to stop and nip in for a quick cup of tea!

But he didn't and finished a comfortable winner from Gates, Innocent, Dalton and Gannon.

The performance must have done Grice Racing Services trade van a power of good!

Class IV's

My favourites! (well, I've insulted them in every other article!).

Heat one 210 Clinch; 250 Nat Batington; 250 Int Botton.

Heat two 210 Johnson; 125 Clinch; 250 Nat Batington; 250 Int Brown.

Heat three 210 Johnson; Clinch; 250 Nat No finishers; 250 Int Brown.

Final

Some friends who were attending their first kart meeting commented on how strange it was to see karts starting from a stationery position which surprised me. I just think it's a pity that our friends in the gearbox classes have to cope with a circuit primarily designed for class one machinery. However I hear on the grapevine that they may have more tarmac to play with in the not too distant future. (No Jim Cruttendon's not negotiating for a ten mile stretch of the M25!).

The Final proved great fun with more gear changes than I've had Gin and Tonics — well nearly! One driver in particular having us all in fits of laughter at the hairpin as he progressively left more and more rubber on the circuit. The flag gave the following results.

210 1st M Johnson; **125** 1st Clinch; 2nd S Young; **250 Int** S Brown.

The committee decided to present the trophies trackside and it was extremely pleasant to have the honours performed by Mrs Turney — a charming lady. Perhaps we could take this opportunity of wishing the TKM business even greater success in the future. Thanks as usual to St John Ambulance — especially today for looking after Peter — Pearl and the girls, Mr Drake, Syd, Reg, Bernie, Terry, Dave Webb and the Haynes family. Finally, I Dunford, if you're not a ravishing 25 year old blond could you find me one for the next meeting?

See you all next month.

Terry Penn

JUNIOR BRITAIN

1st Oscar Newman Wright/PCR
2nd Russell Penn Superdart/TKM
3rd S. Davison Gillard/PCR

100 CADET

1st Jamie Spence Sprint/Arrow

100 CADET (RESTRICTED)

1st J. McNulty Superdart/Arrow

RESTRICTED GROUP 1

1st J. Perry Lane/Parilla
2nd I. Dunford Lane/Parilla
3rd J. Ironside Dart/Arrow

RESTRICTED GROUP 2 NAT/BRITAIN

1st ? Sattichai AllKart/Parilla
2nd T. Gray Dart/TKM
3rd T. Martin —/—

100 BRITAIN (RESTRICTED)

1st T. Coleman Superdart/TKM
2nd G. Ashdown Superdart/Parilla
3rd T. Townsend Superdart/Parilla

100 BRITAIN

1st C. Booth Superdart/TKM
2nd D. Wells Superdart/TKM
3rd J. Rainbird Gillard/Arrow
4th J. Ford Superdart/TKM

100 NATIONAL

1st R. Grice TKM/TKM
2nd A. Gates TKM/TKM
3rd D. Innocent Zip/Parilla
4th C. Dalton Gillard/Parilla
5th G. Gannon Gillard/Parilla
6th C. Hawes Superdart/Parilla

Rowrah

SUNDAY, MAY 11th

After the flying lessons last month, I thought I'd be safer as Clerk of the Course for this meeting. Wrong! One driver, who shall remain nameless decided three rows was more fun than two and aimed down the middle at muggins who was attempting to slow the pace down. My immediate thought was "Oh, s**t, not again" and then gave an amazing display of amateur gymnastics by leaping over the oncoming driver, landing safely on the other side. The said driver is now aware of my feelings on such matters.

Also aware of my feelings are the entire 100 National grid who gave a wonderful display of banger driving before the final was halted and the threat of missing certain meetings was put to them. The transformation in driving behaviour was nothing short of miraculous.

Gripes apart, the racing was generally good with the weather god kind to us and even providing the odd ray of sunshine in the afternoon. Our entry was excellent considering the proximity of the Super One meeting and sported the Stoney family out in two classes with one outfit. Other luminaries in attendance were Dario Franchitti, Gilbert Keenan, Louis di Resta and Allan McNish whilst the 100 Nats had two ex-international drivers making returns to the sport. Mark Windle and Chris Needham are back and all eyes were on them to see how they fared against the current crop of quick men.

JUNIOR CADET

Lawrence Keenan took pole with two wins and a 2nd from his heats, coming out on top over pre-event favourite, Dario Franchitti, whose win was accompanied by 2nd and 4th as he seemed too anxious to do well trying out a Sprint chassis in place of his usual Fullerton. The two novices shared the second row and were content to do battle themselves rather than mix it with the more experienced drivers.

The final turned out to be a Franchitti benefit as he drove with great skill and speed to eventually usurp the leading Britain driver. Lawrence Keenan had rather more drivers to contend with and took longer to deal with them although racing against drivers with potentially more power will push him up the learning curve. He finished second ahead of Gary Robertshaw who fended off the attentions of Andrew Parker all race.

JUNIOR BRITAIN

Vicky Starkey took pole with two wins and a fourth, with the news for the Hazard camp being Ralph is again up for free transfer. Throttle linkage was the reason cited this time and one of his legs is now considerably longer due to the pulling. I am informed that he drives the van without mishap, however. Martyn Price was next best taking two 3rds and a second with Andrew Jacks and Scott Armstrong filling the second row.

LENNART LEAVES 'EM

CIK Formula E European Championship — Round 2 Donington Park Saturday 24th May

Due to the cancellation of the European round at Jyllandsring in Denmark the Central Kart Club came to the rescue and hurriedly changed the date of their scheduled Bank Holiday Monday meeting to the Saturday of that same weekend.

This was the second round of the European Championship and the first ever competition for the newly sanctioned 125cc U.K. Cup. All RAC National classes were catered for and the meeting also incorporated the fourth rounds of the Zip 125 Championship and the Central Club Championship.

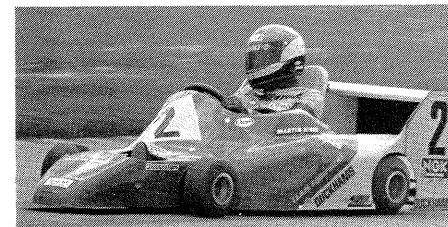
The overall entry was rather disappointing and being about twenty short of the number entered at the April Donington fixture.

Just thirty-seven 250 Formula E competitors attended, all but about ten of those being home based. The 125 Nationals had the largest entry, as you would expect, with 71 names listed in the programme. The 210 Villiers lads numbered just twenty whilst the 250 Nationals had 39.

The winner of the Swedish round at Mantorp Park, Mikael Janson was present hoping to add to his 15 points gained on home ground but with fellow countryman Lennart Bohlin also present Mikael was faced with a difficult task. Current World and European Champion Poul Petersen was proudly displaying the No 1 plate and looking to greatly improve on his non finish in Sweden. Sandy Dalgarno and Rob Kerkhoven were both making another of their all too rare appearances whilst Martin Hines..... second in Sweden ...was confident that he could add to those twelve points thus going to the final round at Silverstone in August in a very strong position.

It was nice to once again welcome back Dave Buttigieg, especially to the scene of his marvellous 1982 European Title victory. Dave and Peter Berry were with recently acquired equipment for the first time and expressed a hope that a reasonable finish would perhaps help to attract some sponsorship. Where have we heard that before?

As is usual, timed practice was the order of the day and that in fact took place on Friday with a free session then two separate timed sessions. With those times used to decide the Pre-Finale grid positions a good session against the clock was desirable in order to start well up the grid on Saturday.



Hines, fastest in Qualifying — 1min 12.9sec.



The Finale and Bohlin (30) from Rodgers (6), Parrott (4), White (25), Dean (12), Hines (2) and Goff (3).

Sweden's Lennart Bohlin recouped his Mantorp Park losses with a convincing victory over Leaside's Derek Rodgers and Bandit boss Martin Hines, but Hines still leads the three round Championship, carrying forward to the final round at Silverstone a total of 22 points. The inaugural meeting of the prestigious 125cc 'UK' Cup saw Pontefract pilot, Chris Stoney, romp home to collect the '0' number plate from Ian Shaw and Derek Price. Good class results went to Mark Webster (again!) in 250 National over the surprise entry in this category of Stuart Ziemelis, who beat Mike Doble to the line. Phil Featherstone, in 210 National, led home Steve Jones and Paul Woodward.

Report: Mike Smith
Pics: Doug Rees

The man who made sure of pole position for the Pre-Finale was Zip's Martin Hines. He had set a new lap record around Donington in April and on Friday he got that pole with a time of 1m 12.9s in the first session. Lennart Bohlin recorded his best time in the second timed session....1m 13s ...and he occupied the second spot on the front row. Tim Parrott was next up with a 1m 13.5s and the Sealink...Gardner Merchants driver was the only one other than Hines and Bohlin to get under 1m 14s.

The next four places went to Leaside Tyres Derek Rodgers 1m 14s; the Zip Bandit of Duncan White, 1m 14.1s; privateer Richard Dean with 1m 14.1s and the Zip Bandit of Roger Goff with a 1m 14.2s. Derek completed the front row with the latter three making up the second. Poul Petersen, Steve Gill, Phil Glencross and Reggie Gange all got under 1m 15s and they made up the third row for the Pre-Finale.

Mikael Janson was well off the pace of the front row with a time of 1m 15.8s and he obviously had his work cut out, starting the Pre-Finale in seventeenth place on the grid.

Butty's best was 1m 17.1s, but even he was reasonably happy with that, in view of the age of his equipment and this being the first time it had turned a wheel in anger.

Rodgers	Parrott	Bohlin	Hines
Goff	Dean	White	
Gange	Glencross	Gill	Petersen
Dalgarno	Vale	Styrin	
Dahlman	Janson	Boston	Tschanz
Turner	Wimmer	Kerkhoven	
Rhodehouse	Owsianny	Philpotts	Buttigieg
Atherton	Jackson	Lyons	
McWhirter	Batmalle	Buus	Pritchard
Papworth	Goy	Eastwood	

PRE-FINALE

So with just eight laps of the Donington circuit to decide the grid order for the main Finale all eyes were on the front row as Ian Rushforth



Denmark's Petersen (1) managed 4th, seen here leading Styryn (5).

flicked the lights to green and sent the pack rushing down to Redgate. Mick Goy and Malcolm Turner had both pulled into the pit lane before the green, Malcolm to call it a day but Mick rejoined later.

It didn't take the Zip Bandit of Martin Hines long to hit the front but he was being hotly pursued by Steve Styryn, Tim Parrott, Derek Rodgers and the on-form Lennart Bohlin.

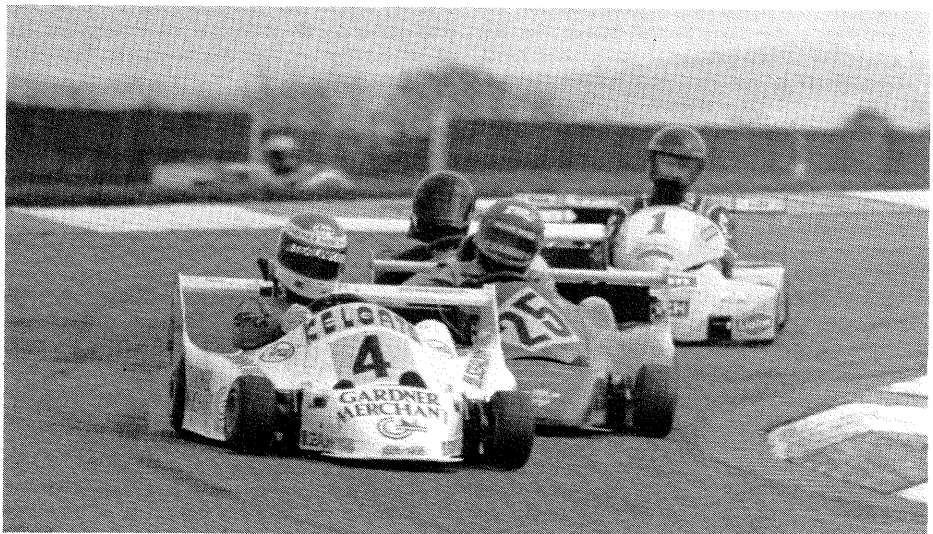
After two frantic laps Hines led... Bohlin had moved into second spot with Derek Rodgers motoring nicely in third on the Anderson prepared Leaside Tyres outfit. Styryn and the Zip were next up ahead of Tim Parrott's Gardner Merchants/Sealink livery and the pace was certainly hot.

Mikael Janson... winner of the Swedish round ... had survived just one lap before pulling into the pit lane to reflect on what might have been.

Privateer Richard Dean was running a good sixth, with Duncan White, Sandy Dalgarno, Poul Petersen and Rob Kerkhoven chasing hard. Hines and Bohlin kept up their front running battle and after four laps... half distance, had lapped the out of luck Mick Goy.

As the second half of the race started Rogers held third place.... Parrott was fourth.... Dean was ahead of Styryn with White in pursuit. Charles Atherton had been into the pits and out again but he also found himself a lap down on the leading half dozen.

Bohlin continued to press Hines as the race progressed and with seven of the eight laps completed the Swede hit the main straight in the lead. Hines was second and the battle behind the Zip man was still hectic as Parrott, Rodgers, Dean



Tim Parrott (4) finished sixth and collected seven points to carry to Silverstone.

As the lights flicked to green it was Derek Rodgers and the Leaside outfit off the line very quickly but as they hurtled into Redgate Lennart Bohlin had a slight advantage. Through the Craner Curves and swooping downhill to the Old Hairpin it was Gardner Merchant's Tim Parrott at the head of the queue. Duncan White was second.... Rodgers headed Bohlin, Dean and Hines as they dived under the old Starkeys Bridge and up Coppice.

As one lap was completed Parrott still had the edge but, as they reached the back of the circuit for the second time, Rodgers had hit the front. Parrott had been relegated to fourth behind a hard charging Bohlin and White. Hines was fifth with Dean, Petersen and Gange in tow. By lap three Parrott was back up to thirdGange was in trouble and slipping back... while Hines had been pushed down to seventh spot. Out of the Old Hairpin for the fourth time and it was all change yet again.... the pace was rapid and Bohlin had taken the lead as Parrott relegated Rodgers to third. White, Dean and Petersen were next along with Roger Goff ahead of Hines.

Phil Glencross was enjoying better fortunes this time out and from a lowly grid position had put the Leaside colours inside the top ten after five laps. Steve Gill, from a similar start position had also covered the opening laps at tremendous pace and he had settled into eleventh spot after one third distance.

At the front Bohlin now began to exert more pressure and after swapping the lead with Rodgers he made his first spot look a little bit more secure.

As they hit the main straight for the start of lap seven the order wasBohlinRodgersWhiteParrottDeanPetersenHines and Goff. Glencross and Gill were next through with Dalgarno and Kerkhoven chasing hard.

Into the second half of the race and the Super Swede stretched his lead as Derek Rodgers hung on grimly to second spot. A frantic scrap was going on behind the lead pair for third place and White, Dean, Hines, Parrott, Petersen, and Goff were the drivers in the thick of it. Lap eleven and Rodgers had made his second place quite comfortable.... the blue and white outfit clear of Hines who had overcome the challenge to claim third. Petersen was able to make the break next and he and Hines then became locked in battle for third spot.

With just three laps to go Dean held fifth as they took the Old Hairpin yet again ...Glencross was next up ...then.... Parrott with White and Gill still chasing hard.

As the race reached its closing stages Bohlin was moving sweetly in first spot with a comfortable lead now established over the scrap for second. Both Hines and Petersen had closed up on Rodgers but they were still well clear of the next man....Richard Dean.

For the last time into the Old Hairpin they swoopedBohlin on his ownRodgers, Hinesand Petersen nextthen a gap before Dean appeared ahead of Gill, Glencross and Parrott.

Out of Park Chicane for the last time and Bohlin it was who took the flag first, the time sheets showing the Swede with almost five seconds advantage over the next man after fifteen laps. Leaside's Derek Rodgers had that second spot, with Hines claiming third ahead of Petersen. Just 6/10ths of a second covered those three whilst Richard Dean was fifth some four and a half seconds adrift.

Tim Parrott came home in sixth spot, with Phil Glencross and Steve Gill claiming the next two places after some stirring driving from their lowly start positions.

Duncan White, Rob Kerkhoven, Hakan Dahlman and Sandy Dalgarno completed the top twelve to take the remaining points positions.

Dave Buttigieg had the misfortune to lose a

Chenery and L. Cage both did well in their heats with G. Chenery winning two and coming 2nd in one, and L. Cage finishing with one 1st place one 2nd place. The final proved very interesting from the start. It was G. Chenery away first with B. Kett and D. Adams behind, respectively. Lap 3 and G. Chenery increased his lead to 3 seconds with B. Kett and D. Adams fighting for second place. This battle for 2nd place led to the two karts colliding, with B. Kett going off the track into the safety tyres. D. Adams with now a clear track in front of him tried his hardest to catch G. Chenery, both men were ducking below their cowlings to reduce the wind drag as they went up the long straight of the track. Adam's efforts were nearly rewarded, he finished in 2nd place behind G. Chenery by half a karts length. T. Bishop took 3rd place. Well driven the lot of you, one of the best finals of the day.

100 National
1st G. Chenery
2nd D. Adams
3rd T. Bishop

100 Senior Britain
1st S. Reeks
2nd K. Tinworth

Tilbury

SUNDAY, MAY 11th

Berney Turney and his family formed one of the foundation stones of karting in this country as long ago as 1960. Berney became involved in the sport following some adventures with stock cars and after many small scale ventures into kart production he finally founded Talko Motori — the mighty TKM organisation which is today run by his wife and son. Sadly Berney died in 1982 and today's meeting is our clubs annual tribute to a good friend and scrupulously straightforward business man.

Far from creating a solemn atmosphere the meeting provided an excellent Spring Sundays entertainment — I even got down to my Tee shirt for around 30 seconds. It wasn't actually sunny but it was dry.

Practice was completed uneventfully and it was nice to welcome some new faces to the circuit.

An excellent grid of Juniors got proceedings under way at 12.00 — Well nearly.

JUNIORS

Heat One 2 Rolling laps and they were off. Russell Penn took the lead at the first corner closely followed by Peter Olsen. At the second corner Peter tried for a gap that just wasn't there, hit Russell and took the hairpin on 2 wheels at 45 degrees to the ground, the kart finally turned over and deposited Peter on the grass. The rest of the field completed the lap to find the red flag waiting, for the St. John Ambulance were ministering to a motionless Peter Olson, but after a minute or two, up he got and walked away. Apparently completely unharmed — he was whisked off to hospital for the customary check, but a phone call later said everything was OK. Tough little kids these Swedes! Try again. This proved the only serious incident of the day and heat 1 went to R Penn followed by Stephen Kite and Oscar Newman.

Heat Two 1st Oscar Newman; 2nd Simon Bunce; 3rd Simon Davidson.

Heat 3 1st Oscar Newman; 2nd Simon Davidson; 3rd Duncan Harding.

Final Oscar had pole with Russell alongside then third came Simon Davidson (making a very welcome return to Tilbury) and Steven Kite. They flew off from a very well ordered start in precisely that order. The front three obviously had the legs over the rest of the field and opened up a significant gap. But as usual, young Jamie Spence — Cadet, was carving through with his usual flair. The front three, Oscar, Russell and Simon flew round for eight laps driving like seasoned professionals. Lap eight and they started to encounter well mannered back markers. Lap nine and again the three got by more tail enders with no trouble. Lap ten and a whole gaggle (is that the collective noun for a group of Karters?) of slower drivers blocked

the exit to the last corner. Oscar got by, but the tail enders moved across in front of Russell and Simon, putting Simon right on Russells bumper, then squeezed through the very small opening and at the line Russell had it by half a kart. I bet those back markers had to change their leathers pretty sharpish! Jamie Spence finished an excellent overall fourth. First restricted was J McNulty on his Superdart/Arrow.

An excellent entry of 33 National Restricted drivers and 16 Senior Brit Restricted necessitated two groups to be run. The first being solely National drivers and the second National and Britain combined, Group one consisted of 24 drivers and the heats fell thus:-

NATIONALS AND SENIOR BRITAIN

Heat One 1st-P Brown; 2nd-J Ironside; 3rd-I Dunford.

Heat two 1st-J Perry; 2d-D Jackson; 3d-I Dunford.

Heat three 1st-D Farmer; 2nd-D Jackson; 3rd-A Wells.

Could I at this point apologise to most of the drivers at our meetings. While I obviously know the majority of the Juniors christian names and some of the "notorious" senior drivers I'm afraid I haven't yet got to grips with the rest of you! No bias intended! (For all I know I Dunford could be a ravishing 25 year old blond female — if you are could you let know at the next meeting!).

Final From the line J Perry on his Lane-Parilla took the lead from Mr (or Ms?) Dunford, hotly pursued by J Ironside with C Tween taking fourth slot. For the first three laps the race followed the pattern of the Juniors. Rapid rotation with no place changes. On lap two however Tween lost fourth to P Brown but clawed his way back up to fourth by lap six. On lap seven P Raynor grabbed 4th and that's the way it stayed until the flag. 1 Perry; 2nd I Dunford; 3rd J Ironside; 4th Raynor.

We seem to be improving on reliability with our Restricted classes, having 14 finishes in the first group. (Thats good for Tilbury!).

Group two consisted of Nats and Brits but at the end of the day trophies were fairly distributed.

Heat One — National

1st T Gray
2nd Sattichai
3rd Williams
Britain
1st Townsend
2nd Coleman
3rd Sazzion

Heat Two — National

1st T Gray
2nd Boocock
3rd Comben
Britain
1st Coleman
2nd Waters
3rd Tuck

Heat three — National

1st T Martin
2nd Sattichai
3rd Gray
Britain
1st Waters
2nd McNulty
3rd Townsend

Final Gray had pole and took off from the line at a fair rate of knots hotly pursued by Sattichai

Plymouth

SUNDAY, MAY 18th

The PKC, May meeting was a roaring success; 60 racers, some coming from as far away as Bristol, Bournemouth and Wareham supplied exciting action for a crowd of hundreds. So large was the crowd that many spectators were forced to park outside on the public road!

Of the 60 racers, no less than 14 were novices many going for their first upgrading signature; proving yet again that the PKC is going from strength to strength.

JUNIORS

Adrian Coles (Weymouth) showed why he is reigning South West Champ by taking a third and three wins in this 85mph class for drivers aged between 10 and 16 years. Will Collinson (Dorset) was his only real competitor, while the two PKC brothers, Nick and Martyn Baker, drove steadily to pick up fourths and fifths and collect upgrading signatures.

COMBINED GEARBOX

Sadly a very disappointing entry in this usually entertaining class. Tony Burt (Camelford) won much as he wanted on his 250 Yamaha powered outfit, while spirited racing went on between Alan Timson, John Ellicott and Dave Butson.

In the third heat for this class the two PKC men Timson and Ellicott exited Pit Bend (flat out in third) when Timson suddenly suffered a rear puncture and fish-tailed the entire length of the start-finish straight. Ellicott missed him and went on to take the second spot.

100 BRITAIN NOVICES

So full was the Britain class that the ten novices were given three heats and a Final of their own — and they sure supplied action! The four races had three different winners in the shapes of Ed Baker (PKC), Phillip Shears (Torbay) and Neil Bevan (PKC) who took two wins.

The Final was entertaining, with three lead changes in just fifteen laps. Mike Punsak (Dorset) led for a couple of laps until Baker squeezed by at Island Bend, while he was doing that, Bevan was climbing through the field after a poor start.

With just five laps to go Bevan forced his nose alongside Baker, who was so surprised by Bevan's sudden appearance that he swerved off-line and sent five or six course markers flying high into the air. By the time he had recovered, Bevan, Punsak, and Other had stormed past. Entertaining.

100 BRITAIN

The spectators just didn't have enough eyes to watch all the action that went on in this most popular of classes. There were dices going on right throughout the field; in heat three there was a great race going on between five guys not to be last!

The expected needle match between Torbay's Julian Pitocco (Tabor DAP) and PKC man Mike Perkin (Owntune Arrow) failed to materialise, as Perkin had two silly spins in traffic in his first heat, then had his seat stays break in his second! Pitocco, meanwhile, went on to score two wins and a second to take pole position in the Final in a demonstration of controlled haste.

Good heat runs came from Ian Jordan (Bristol), Dave Cooke (PKC), John Lewandowski (PKC) and Ian Mulliner (Poole).

The Final was Pitocco's all the way from flag-to-flag — but behind him all hell let loose! Dave Cooke (PKC) led the battle for second place, while five other racers breathed collectively down his neck executing all sorts of hairy manoeuvres at the same time.

From midfield, Perkin was tigering his way forward, leap-frogging past two men at a time in some corners. While he was doing this, Cooke was suffering from a slowly deflating tyre and had to give best first to Mulliner then Jordan. Perkin got by the fading Cooke, tussled with Jordan for two laps before getting by, then set to with Mulliner. In typical Karting fashion, rather than settle for a safe third place, Perkin made a kami-kazi move at the Hairpin and for two seconds held third place — then he went spinning off through the tyre wall and out of the race.

While all that was going on, Pitocco was driving a copy book race; cool, from the front and able to pick his way through the backmarkers without being pressured. Great stuff.

100 NATIONAL

In this quickest 100cc class, PKC man Mike Bradley carried the Plymouth banner almost single handed against a horde of fast visitors. Chief among these was Weymouth school teacher Ron Shone on his immaculate Tabor DAP outfit.

Shone took hard earned wins and a third in the heats, being chased equally hard by Bradley, Ian Hiscock (Dorset), Gareth Bowen (Bournemouth) and Chris Lord (PKC) on his new Star-Lite Windows DAP.

As the grid rolled round for the Final, Shone was on pole with Bradley alongside, behind them came Bailey and Bowen. The flag dropped and immediately Shone and Bradley were at it hammer-and-tongs; wheels were clashed, bumpers nudged and this went on for six laps. Then Shone made a mistake and immediately he went from first to fourth in one corner — that's how close the racing was! Bradley now led from Hiscock for a couple of laps, but these two then tripped each other up in one of the turns and Shone leap-frogged back into the lead! Hiscock really had the bit between his teeth now, so threw himself up the inside of Bradley at the Hairpin, Bradley tried to stay with him but he was off-line and went spinning off course.

As the leaders started to lap the backmarkers Hiscock closed on Shone and, with a brilliant move, boxed him in behind a slower driver to take the lead. Shone just held on to second ahead of Bowen and a much improved Carl Bailey. Great stuff again!

Spectator

JUNIORS

1st A. Coles Jeta/Tabor DAP
2nd W. Collinson DAP/DAP
3rd S. Freegard Jeta/DAP

100 BRITAIN

1st J. Pitocco Jeta/Tabor DAP
2nd I. Mulliner Wright/Arrow
3rd L. Jordan Jeta/DAP
4th D. Cooke Sprint/Arrow

100 NATIONAL

1st I. Hiscock Wright/DAP
2nd R. Shone Jeta/Tabor DAP
3rd G. Bowen DAP/DAP

COMBINED GEARBOX

1st T. Burt Aero/Yamaha
2nd A. Timson Zip/Owntune

100 BRITAIN NOVICES

1st N. Bevan Jeta/DAP
2nd M. Punsak Kestrel/DAP
3rd S. Lawry Sprint/Arrow

Ellough

SUNDAY, MAY 25th

Sunshine bathed the track at Ellough Airfield, Beccles, for the first day of a two day event, namely 'Pryde of the East' with Norfolk and Suffolk Kart Club. Quite a good turnout with 60 karts competing in the various classes.

JUNIOR BRITAIN & JUNIOR CADET

D. Caswell dominated the heats with some excellent driving with A. Baker, R. Westbrook and G. Kershaw swapping places all the time behind him. The final saw D. Caswell leading from the start with G. Kershaw and A. Baker fighting for 2nd place. A. Baker spun out on lap 6 which put him in 4th place behind R. Westbrook. D. Caswell took the chequered flag; 10 seconds later came G. Kershaw in 2nd place and R. Westbrook in 3rd place. A. Baker who finished 4th was disqualified for not having a restrictor.

125 NATIONAL

S. Webb, C. Mason and R. Johnson drove well in the heats with some close results. S. Webb was away first in the final with C. Mason close behind, followed by R. Barrington. This sequence remained the same throughout the final and S. Webb finished 9 seconds in front of 2nd place man, C. Mason.

210 NATIONAL

J. Sapey won two of the heats with M. Barnes and K. Austin close behind. The final, J. Sapey led from the start with M. Barnes behind, closely followed by K. Austin. As J. Sapey lengthened his lead a good race developed for 2nd place as K. Austin kept right behind M. Barnes. The 8th lap saw K. Austin move into 2nd position as he passed M. Barnes on the fast straight with speeds up to 90mph.

On the final lap K. Austins kart seized which led M. Barnes back into 2nd place which he had held for the first 8 laps. T. Ayres came through to take 3rd place. J. Sapey who had driven well all day took the chequered flag, 12 seconds in front of his nearest rival.

250 NATIONAL & INTERNATIONAL

C. Breeze seemed to be the driver to be reckoned with on the day, he and M. Finnie were up amongst the leaders during the heats. The final was very close. C. Breeze, M. Finnie and J. Coaker (International) all had a good start with C. Breeze just taking the lead for the first corner, followed by M. Finnie and J. Coaker. Lap 3 and M. Finnie took the lead, but Breeze, not content with 2nd place managed to get back in front on lap 6. M. Finnie trying his hardest to keep up with C. Breeze spun out on the final corner of the last lap. As he got going again he cut up J. Coaker (International), all crossed the line safely with a win for C. Breeze, M. Finnie second and J. Coaker 3rd overall but 1st in the 250 International Class.

100 NATIONAL

13 karts competed in this class so getting through the field was no easy task. Having said that G.

wheel exiting the Chicane, fortunately without any personal injury and his hopes of a finish were dashed. Phil Glencross in that charge from the back was credited with the fastest lap of the final1m 13.3s a speed of 96.12mph.

Hines, having switched to his second outfit, had found the pace of Bohlin just a little too much to answer, but after two rounds the Zip Bandit driver goes into the final round at Silverstone in August with a seven point lead over Mikael Janson, Lennart Bohlin and Phil Glencross. Derek Rodgers now has twelve points with Denmark's Lars Gronning on ten. Mathematically Poul Petersen, Sandy Dalgarno and Richard Dean could also beat Hines' present points total. That however would mean that Hines and those immediately below him in the points table not finishing at Silverstone. With Hines' record at the Northants circuit, coupled with the threat from Bohlin, Rodgers and Glencross, it would be a brave man who would put money on the outcome of that August weekend.

1st Lennart Bohlin (S) Zip Bandit/Anderson Rotax
2nd Derek Rodgers (GB) Zip/Anderson Rotax
3rd Martin Hines (GB) Zip Bandit/Zip Rotax
4th Poul Petersen (DK) PVP/Rotax
5th Richard Dean (GB) Zip Bandit/Anderson Rotax
6th Tim Parrott (GB) Kelgate Zip/Anderson Rotax
7th Phil Glencross (GB) Zip Bandit/Anderson Rotax
8th Steve Gill (GB) Zip GPX/CSK Rotax
9th Duncan White (GB) Zip Bandit/Zip Rotax
10th Rob Kerkhoven (GB) Zip Bandit/Rotax
11th Hakan Dahlman (S) Zip/Rotax
12th Sandy Dalgarno (GB) Zip Bandit/Anderson Rotax
Winner's Time: 18min 35.6sec — 94.74mph Race Average
Fastest Lap: Phil Glencross — 1min 13.3sec — 96.12mph

CIK EUROPEAN CHAMPIONSHIP — FORMULA E — RESULTS DONINGTON PARK 24th MAY

1st Lennart Bohlin (S) 15 points
2nd Derek Rodgers (GB) 12 points
3rd Martin Hines (GB) 10 points
4th Poul Petersen (DK) 9 points
5th Richard Dean (GB) 8 points
6th Tim Parrott (GB) 7 points
7th Phil Glencross (GB) 6 points
8th Steve Gill (GB) 5 points
9th Duncan White (GB) 4 points
10th Rob Kerkhoven (GB) 3 points
11th Hakan Dahlman (S) 2 points
12th Sandy Dalgarno (GB) 1 point

STONEY'S UK OK!

The 125 class also had their big day at Donington with the introduction of the 125 UK Cup, an event which offered to the winner the number Zero.

Seventy one names appeared in the programme and all the front runners were present. Two split heats and a qualifier were needed to sort out the grid positions for the ten lap final and if previous 125 encounters were any guide then this one was going to be a cracker.

Chris Stoney and his Stratos secured pole position with a win in both heats but Salfords Ian Shaw was also looking good on the Zip Bandit and with additional backing from Morson International he took a win and a second place to line up alongside Stoney on the front row. Lowestoft based Ian Beaumont claimed the next spot with a heat win and a fourth placing whilst the Anderson Rotax of Adrian Wilcox completed the front row.

The Phoenix of Derek Price sat on row two in the company of Andy Cowgills similar chassis and the Stratos of Dave Clark completed that



Ian Shaw, second to 'UK' Cup man Stoney.

row.

Stephen Coward was still plagued by bad luck, chiefly in the form of Rotax seizures, and the GP plates would start the final from row seven. Ten drivers went forward from the qualifier and after six laps of that one Richard Crump headed Boyd Barrington over the line to make sure of a final place.

Corder, Gray, Eagland, Mellor, Piatkowski, Scown, Moore and Shirley filled the next eight places to line up on the back of the main ten lap final. So with the 'O' plate at stake it didn't take Chris Stoney long to hit the front when the green light appeared. Ian Shaw didn't get the best of starts but by the end of one lap he was settled in third place behind Stoney and Derek Price. Colin Poole, Ian Westwood and Dave Clark were up there too but Stoney was already beginning to open up a gap.

Once the Stratos driver gets in front and breaks the tow he can be a very difficult man to catch. By the end of two laps Shaw had moved in front of Price and the chase was on. Stephen Cowards challenge lasted only for one lap before luck deserted him once more.

Richard Crump... winner of the qualifier... was really motoring well and by the time they started lap three he had somehow ground his way up to tenth spot.

Stoney meanwhile was striding it out at the front and the very best efforts of Shaw and Price could do little to change that.

After just four laps Stoney had taken the first of the backmarkers and the order behind the Stratos was... second, Ian Shaw... third, Derek Price... then Ian Westwood, Andy Cowgill, Dave Clark and Nigel Wigg.

Relentlessly Chris Stoney reeled off the laps

swallowing up more back markers as the race progressed. As he crossed the line to start his last lap he had three of the slower drivers between himself and second placed Shaw. Price still had third followed by Westwood and the rest.

Out of the chicane for the last time and it was Stoney who took the flag in fine style to be the first holder of the 125 UK Cup. Disappointment for Ian Shaw in second spot but Chris Stoney's



Elated, Chris Stoney with commentator Don Briggs.

comment that he would have liked Ian to have been just a bit closer to make a race of it summed up the friendly rivalry between two of the best drivers in the class.

Derek Price took a good third from Ian Westwood, Dave Clark and Adrian Wilcox. Andy Cowgill, Keith Glendenning, Richard Crump and Nigel Wigg completed the top ten: Glendenning

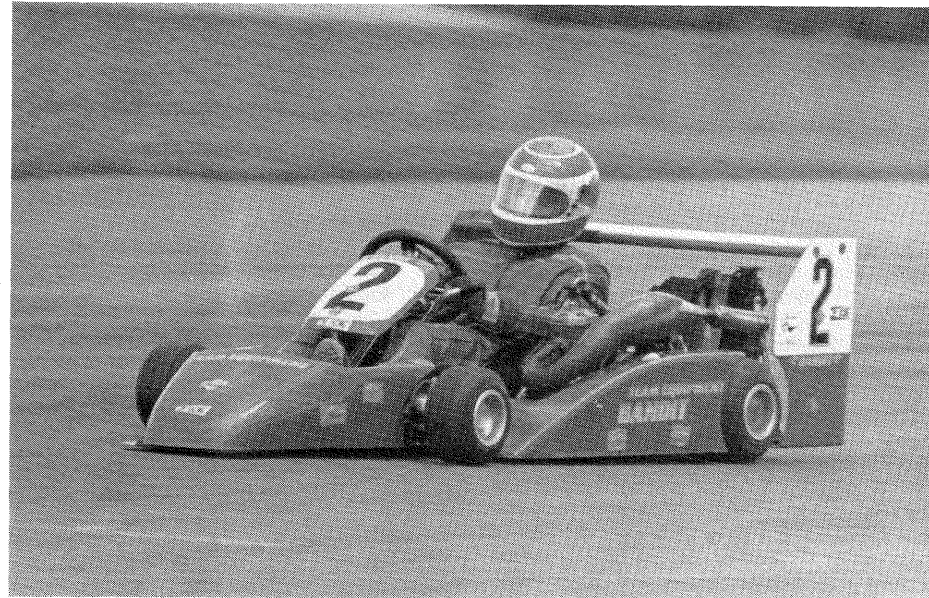


Derek Price, third aboard the Phoenix.

sharing fastest lap with the winner.

- 1st Chris Stoney Stratos/CSK Rotax
- 2nd Ian Shaw Zip Bandit/Zip Rotax
- 3rd Derek Price Phoenix/DPR Rotax
- 4th Ian Westwood Zip/Rotax
- 5th Dave Clark Stratos/Rotax
- 6th Adrian Wilcox Zip Bandit/Anderson Rotax

Winner's Time: 13min 51.9sec, 84.70mph
Fastest Lap: Stoney and Glendenning 1min 22sec, 85.93mph.



Another 250 National victory for that man Webster.

WEBSTER AGAIN!

Just as last years 250 National scene was dominated by Mark Allen and the year before that by Mike Doble, 1986 looks set to be Mark Websters season.

With the Zip Bandit and Alan Cheetham prepared KTM he dominated the two heats in style to wrap up pole for the final.

Mike Doble and Mark Allen each had a second and a fifth from the two heats with Rob Hipkin, Rob Bicknell, Russell Powell and Dave Griffiths also featuring in the top half dozen.

- 1st Mark Webster Zip Bandit/Cheetham KTM
- 2nd Stuart Ziemelis Zip/KTM
- 3rd Mike Doble Zip/Yamaha
- 4th Keith Bisp Barlotti/KMP KTM
- 5th Rob Hipkin EDR/T&C Yamaha
- 6th Dave Griffiths Zip/KTM

Winner's Time: 13min 25.5sec, 87.47mph
Fastest Lap: Stuart Ziemelis 1min 19.3sec, 88.85mph.

FEATHERSTONE FIRST

A small field of Villiers lads had two heats and a ten lap final during the day and by the end of



John Brennan won both Villiers heats and pole position, but slipped to 5th place at the flag.

it all their numbers were sadly depleted. Retirements were the order of the day with only six drivers managing to complete the final.

John Brennan was the man on pole after winning both heats and making his trip from Kilkenny worthwhile.

Andy Martin, John Waggett, Phil Featherstone, Mark Lockley, Alan Ogden, Steve Jones and George Bett all found a way into the top six during the heats but British Champion John Newton was not having much success.

So with ten laps of the final to run Ian Rushforth sent them on their merry way and it was Alan Ogden who made it to the front during the first tour. Andy Martin, George Bett, Graham Sykes and Steve Jones filled the next few places after one lap but by the end of lap two the scene was already a little confusing. John Brennan had somehow not appeared on lap one but at the end of lap two he followed Alan Ogden and Andy Martin over the line and looked to be every bit as quick. The official lap scorers, of course, had it all worked out... Brennan was in fact a full lap behind!

After four laps the Irishman crossed line ahead of New leader John Waggett with Martin and Ogden next up. Newton had already called it a day managing just one lap before pitting. With six laps gone the confusion for the average spectator became worse for there was only eight karts left running... Brennan was leading them round and the one surviving 125 P&R driver Andy Blakeley was at the back. Andy Martin, Alan Ogden and Graham Sykes had all gone into retirement. Next to call it a day was John Waggett and that left Phil Featherstone in the lead with three laps to go.

So at the end of a rather mixed up 210 final Phil Featherstone crossed the line to take the flag in first place... officially... Steve Jones was second, Paul Woodward, third, Mark Lockley fourth and that man John Brennan actually fifth. Paul Ricketts took sixth place and Andy Blakeley claimed the 125 P&R honours as Roger Naul only managed to complete nine of the scheduled ten laps.

I hope you understand all that, it's taken me a week to work it all out!

- 1st Phil Featherstone Kobra/FPV
- 2nd Steve Jones Stratos/Pooley
- 3rd Paul Woodward Stratos/Villiers
- 4th Mark Lockley EDR/CKC Villiers
- 5th John Brennan Zip/Villiers
- 6th Paul Ricketts Stratos/FPV

Winner's Time: 14min 50.9sec, 79.09mph.

Fastest Lap: Andy Martin, 1min 24.5sec, 83.38mph.

RESULTS (MAJOR EVENTS)

THREE SISTERS HESKETH CUP

1st Jim Flanigan

Dartford Karting Tuned Parilla TT27

ULSTER GRAND PRIX

1st Jim Flanigan

Dartford Karting Tuned Parilla TT27

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100 National

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Dartford Karting Tuned Parilla TT27

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100 National

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1st Superdart/DK Arrow

Junior Britain

1st Steve Kite Superdart/DK TKM

2nd 100 Britain

1st Craig Booth Superdart/DK TKM

2nd Dart Kart/DK Arrow

3rd Superdart Kart

4th Superdart Kart

100 National

1st Craig Booth Superdart DK TT31 Jubilee

2nd Martin Collard Superdart/Kart

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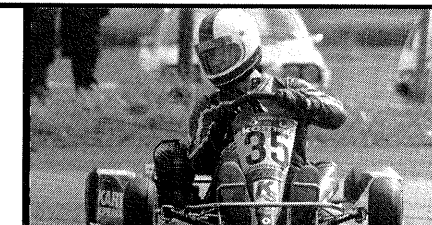


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Ziemelis, aboard No 39, second from Mike Doble.

With ten laps of the Donington circuit to do Mark Webster very quickly threw down the challenge to the rest with his 'catch me if you can' start. Mike Doble did his best to stay with the flying farmer from Ormskirk and for the opening three laps held on grimly in second place. Stuart Ziemelis was motoring well though with his KTM and after four laps had moved ahead of Doble to take second place. Keith Bisp

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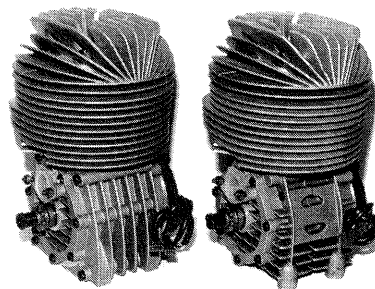
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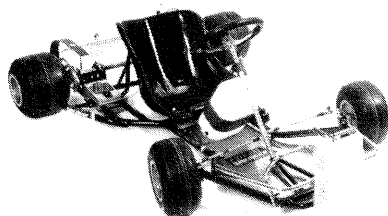
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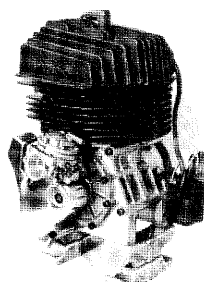
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CABOURG 6 HOUR ENDURO

By George Robinson

The French Endurance Racing season started a couple of weeks later than normal at the customary opener — Cabourg on the north coast of France, approximately half way between Cherbourg to the west and Le Havre to the east. The Cabourg race has been dogged by foul conditions for the past two years, so all concerned were hoping for fairer weather this time, particularly now that the race was scheduled for 25th May instead of the beginning of the month.

The usual teams from England — two from Remrod, one from Zip, were joined on the occasion by occasional Endurance racers, Heath and Thompson. Rumour before the race was that Stan Owen was to produce a team, including Jamie Kavanagh, but sadly this did not materialise. However, nice to welcome one new set of faces in the Heath-Thompson camp, to their credit they were campaigning a Sprint kart of uncertain vintage, plus DAP engines whose reputation is similar to very beautiful women — fast and extremely expensive to run! Their outfit stayed together and although they were not the quickest set-up running, run they did without too many problems and stayed in the midfield consistently all day.

The Remrod camp were in trouble from Saturday practice on! Reg Dormer driving with son John using AllKart/Parilla and Mark Tilley-Thierry Ranchin on Zip/TKM. I cannot catalogue their disasters here and I'm sure they would rather I didn't. Suffice to say that both teams seemed down on power, reliability and mostly luck. They have all been highly successful in the past and I'm sure their present form will not last. Swiss Endurance master, Rolf Carigiet, driving with H. J. Mischler, was as usual quick and professional, using Techno/PCR 50 Testa Rossa.

Roger Moth and I, Bandit mounted for the first time, had virtually trouble free Saturday practice running in our PCR's and setting up the kart.

Sunday dawned clear and bright with heat haze as early as nine o'clock, promising to be a scorcher and banishing our fears of a wet race for the third year.

The race started at 11.00am. With thirty-seven entries, a considerable crocodile and a lot of blue smoke the race was on. In the middle of the grid Thierry Ranchin on 20, Roger Moth on 21 and Mischler on 19, the pace was furious and these three carved their way up through the field, only briefly interrupted when a very quick REFO-engined outfit caught and took them all. This team, although not regulars on the Endurance circuits, have done the Brignoles 24 Hours and some 6 Hour races. The drivers are Kieffer and Schmitter from Wittenheim.

There were several casualties during the first hour, particularly Mischler whose turn it was to attract every accident looking for somewhere to happen. He had a couple of 'Offs', the last of which clobbered him up so much he could no longer drive. Rolf Carigiet took over and with the rest of the race to drive drove single-handed more quickly than anyone expected. Also running well was the local team of Gaspin-Rousseau-Gaspin who stayed in the leading bunch throughout the proceedings. Yacco Team — Bougent-Breteau from Le Mans were also running reliably with the AllKart/PCR in about sixth place.

Roger and I were having very few problems early on, until the tyres went off badly at the fourth hour. We were leading by a

lap from Kieffer-Schmitter and their REFO — so quick was it that we thought they were on a 135! Our fifth hour was poor, during which time we lost four laps through a dud set of tyres and an engine that was missing the top end of the piston. Kieffer and Schmitter took this opportunity to press home their advantage and took victory with 478 laps from Roger Moth and I. In third was the Gaspin-Rousseau Team; fourth Carigiet-Mischler, Rolf emerged from five hours in his helmet, remarkably unscathed, quite an achievement in one of the hardest races we have ever done. Bougent-Breteau in fifth followed by Commere Lucien, also Endurance regulars, in sixth.

Prize-giving was held in Cabourg Town Hall where Roger and I collected a load of garden furniture and an electric oven!

The hapless Remrod teams finished sixteenth and seventeenth, so close together after so many divers problems. Heath-Thompson finished fourteenth and now promise to get a newer kart. Coupled with their boundless enthusiasm they can only improve.

The next big event in the Endurance calendar is a 24 Hour at Le Mans on 21st-22nd, so long since finished by the time this is published. News of that one in next month's issue.

Last but not least, good news that Sherington are to stage their 6 Hour in August.

REMAINING ENDURANCE RACING VENUE AND DATES FOR 1986

GENK (Belgium)
30th August
Distance 500km

LOCARNO (Switzerland)
7th September
Time limit 3 hours

TERNANT (France)
28th September
Time limit 4 hours

LE MANS (France)
5th October
Time Limit 6 hours

CAEN (France)
12th October
Time Limit 6 hours

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THE HESKETH TROPHY

Report: Mike Smith

Pics: Doug Rees



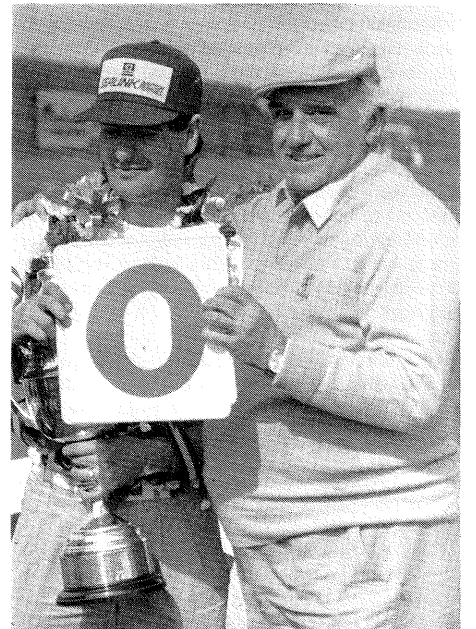
Victory and the Hesketh Trophy '0' plates to Tim Parrott in 250 International.

at the front and increasing their lead as the laps passed. Lap eight and the first of the backmarkers. By the close of the sixteenth lap only four drivers were on the same lap, ParrottDeanAshe ..and Atherton with the rest being well spread around the 1100 metre circuit.

So as they hit the main straight for the last time, with the flag in sight, Parrott crossed the line to take a good win. Dean held second from Ashe and Atherton with Gosling and Beecroft completing the top six.

The entry may have been small but Tim Parrott still had to do twenty lapsin front of everyone else.... and that he did in style to take the Hesketh Trophy and the Zero plates.

Richard Dean chased hard but didn't quite get on terms with the leader whilst John Ashe had a good result in third spot.



Tim, with the founder of the event, Bert Hesketh.

A lot has been said about the circumstances surrounding the change of name and venue of what had for many years been considered THE most prestigious meeting in the karting calendar. I don't propose to enter into the continuing arguments in this report, except to say that after 18 years of success it does seem a shame that the 19th year of the World Cup should bring so much controversy. The sport just doesn't need that sort of aggro and it can only end in a more divided sport rather than a much more desirable united one.

As Ed said in a recent Editorial date clashes, both National and International, can and should be avoided. It is time for the RAC and CIK for that matter to invest in a simple Year Planner on which permit applications can be noted. At least any clashes would, or should, be seen early enough so that action can be taken to arrive at a sensible and workable karting calendar.

However that has all been said before by many people, mistakes are still being made so perhaps it is all falling on deaf ears.

Anyway, away with the soap box and on to Three Sisters circuit near Wigan on Sunday and Monday May 25th and 26th, the Hesketh Trophy meeting.

Under the circumstances the two organising clubs, Bolton and Merseyside managed to put together a couple of days of good racing.

All gearbox classes were catered for together with a grid of 100 National and the overall entry totalled around 100.

Some valuable sponsorship had been forthcoming from Therm-a-Stor Double Glazing, Wigan Metro, Lynton Commercial Trailers, Amsoil, and Roller Coaster Quick Foods.

One or two drivers made the trip up the motorway from Donington to take part including Hesketh Trophy contenders, Tim Parrott, Richard Dean, Steve Gill, Malcolm Turner and Mark Allen.

Practice had been available on Saturday with further session on Sunday morning before the heats kicked off at 2 o'clock.

Four twelve lap heats were scheduled for all classes with the best three being used to decide final grid positions and it was the main event which started the ball rolling with the first heat on Sunday afternoon.

THE HESKETH TROPHY

When the grid sheet was posted for the main final the man on pole was No 12, Tim Parrott. He had found racing round the demanding Three Sisters circuit hard work but nevertheless had taken three heat wins and a second place to make sure of that pole position.

Richard Dean had made Tim work for his victories, though, chasing hard throughout. Richard took the middle spot on the front row.

The Rotax of Alan Jones made up the row after three to five finishes in the heats with Charles Atherton and short circuit specialist Bob Kennings on the second row.

Steve Gill had not had a very good time of it on Sunday and he opted to return to Yorkshire and miss Monday's racing. 125 front runner Ian Shaw had a run out on a 250, courtesy of Steve Edwards, and he showed well until the crank cried enough and that was Ian's 250 racing over.

The founder of the event Bert Hesketh was present on Monday and it was he who dropped the flag to signal the start of the main final. Tim Parrott immediately went for the lead from pole and succeeded with Richard Dean in tow. Chas Atherton was up there too and after the first of twenty scheduled laps the order wasParrottDean, Atherton.... Jones..... John Gosling.... Bob Kennings and Paul Pedelty. Local favourite John Ashe began to move up the field as the race progressed and after five laps ...quarter distancewas in fifth spot.

Parrott and Dean though were striding it out

125 NATIONAL

A few drivers in this class had also made the trip from Donington including Ian Shaw, Stephen Coward, Adrian Wilcox and Keith Bisp.

The first three heats were dominated by local driver Phil Middlehurst on the Phoenix and those three wins secured pole position.

Ian Shaw and Stephen Coward completed the front row with Adrian Wilcox and Keith Bisp on the second row. That looked to have all the ingredients to make a cracking twenty lap final.

At the off it was Middlehurst who took up the running in first spot hotly pursued by Shaw and Sean Mellor. Graham Stephens, Bisp, Mike Ballantyne, Stephen Coward and Adrian Wilcox were battling over the next few places.

Middlehurst's lead lasted for only two laps for as Shaw dived down the inside at the end of the straight up went the hand of the Phoenix driver



Salford's Ian Shaw clinched the 125 National final.

and he pulled off into retirement.

For the next 18 laps Ian Shaw proceeded to put on what almost amounted to a demonstration drive. The Zip Bandit with Morson International backing was leading the field in style. By lap five Shaw had taken the first of the backmarkers and his progress was a delight to watch. His lines were precise as he reeled off the laps, looking totally at ease. Behind Shaw a great scrap was going on for second place with Mike Ballantyne leading Coward, Stephens and Bisp.

At half distance that was the order and just one lap later Ian Shaw lapped the unlucky John Brady for a second time. Despite his large lead Shaw never let up...increasing his lead over the second group as each lap passed. On unofficial timing he was lapping very close to the times of the leading 250 drivers and edging away from Ballantyne and the rest by as much as a second a lap.

After fifteen laps Shaw had five backmarkers between himself and the second placed driver but the scrap for that second place was still providing some interest for the spectators. Ballantyne still had the edge after sixteen laps but one lap later and Coward had moved into second. Stephens was still fourth and Bisp in fifth spot.

That was how it stayed for the remaining laps with Shaw taking a decisive victory whilst Coward, Ballantyne and Stephens contributed much in their scrap for the next three places. Bisp came home in fifth spot ahead of Williams.

125 P&R

The 125 P&R trophy looked to be going the way of Warrington's Dale Spruce as he took three heat wins, with Andy Fairless from Milnthorpe running second.

However all that was reversed in the final for it was Fairless who took up the running and led after one lap.

Spruce was second with Scottish Champion Andy Whitefield and the S plate in third place.

Andy Fairless was in no mood to give up his first spot and as the race reached its half way stage he had put a backmarker between himself and Spruce. The Warrington man closed the gap again but Fairless was having none of it and soon increased his lead. Whitefield was still running in third place ahead of Dickinson and Peers.

That was how it stayed as the flag came out to signal the end of twenty laps with Fairless taking a sound win from Spruce, Whitefield, Dickinson, Peers and Morris.

250 NATIONAL

Only a very small field of 250 National Drivers had assembled and throughout the two days the retirement rate was high.

Stuart Innes-Smith, Mark Todd and Martin Pluck made the best of the heats and they comprised the front row for the final with Innes-Smith on pole.

At the end of the first lap of the final just nine drivers came through to start lap two. Mark Todd had the lead from Morgan, Pluck, Innes-Smith and Blackburn.

By lap six almost two thirds of the field had gone...just four karts were left running and the order was... Morgan...Pluck...Tony Brown... and Justin Boyce. Todd and Innes-Smith had come together in the centre of the circuit and that was their race over!

So for the remaining thirteen laps the lap scorers almost had a holiday with time to breathe for a change.

Tony Brown was the next unfortunate driver to have to call it a day leaving just a trio of karts running. After twenty laps Pete Morgan hit the line first from Martin Pluck and Justin Boyce following. Even a spectating Mark Webster had to go into hiding, he just couldn't stand the sight of so many single cylinder lads falling by the



250 National, unfortunately, saw many fall by the wayside.

wayside! Still the manner in which Mark has been leading long circuit meetings this season doesn't give him much chance to see any action...perhaps the shock was just too much.

210 NATIONAL

Four different drivers topped the heat result sheets with Steve Jones, Paul Robinson, John Haigh and John Brennan each taking a win. Jones also had a couple of second places so he had pole for the final with Robinson and Haigh on the front row.

Robinson it was who made the best of the opening lap to lead Tom Thacker, John Haigh and Steve Jones over the line to start lap two. Haigh quickly moved into second spot and for ten laps chased Robinson for all he was worth. The effort paid off on completion of eleven tours he was in the lead. Steve Jones had third from Thacker, Gary Marshall and Glen Clarke. Dudley Martin was making progress and, as the race reached its fifteenth lap, had moved into fifth place ahead of Clarke.

Haigh continued to lead the field and stayed at the front for the remainder of the race to take the flag and victory.

Robinson had second at the end with Jones, Thacker, Martin and Clarke making up the top half dozen.

100 NATIONAL

Twenty non-gearbox drivers competed in the scheduled four heats and a final, with again the best three heats counting in deciding final grid positions.

Jim Flannigan from Northern Ireland and Nigel Critchley from Crewe each had a couple of wins in the heats and they formed the front row for the final. Carlos Maidana and Jim Forsythe were next up on the second row with Ian McLeish and Adrian Wolfenden making up row three.

Flannigan very quickly hit the front at the off with Critchley, McLeish and Forsythe heading the rest.

Backmarkers were being encountered by lap nine as Flannigan continued to lead. McLeish was second from Critchley and Forsythe with Wolfenden leading the rest.

For twenty laps that was virtually how it stayed with Flannigan taking the victory. McLeish had made a little ground to secure second place from Forsythe, Critchley, Wolfenden and Ron Haywood.



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