

A NEW ERA HAS BEGUN

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WINS
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WINS**

★ NEW concept - the result of 18 months of development

★ NEW tube standards to ensure longer life

★ NEW computerised machining to ensure concentricity

★ NEW self adjusting brakes manufactured to aerospace standards - maintenance free

★ NEW aerodynamic bodywork

★ NEW 'thick grip' steering wheel

★ NEW 8mm Meonite brake discs

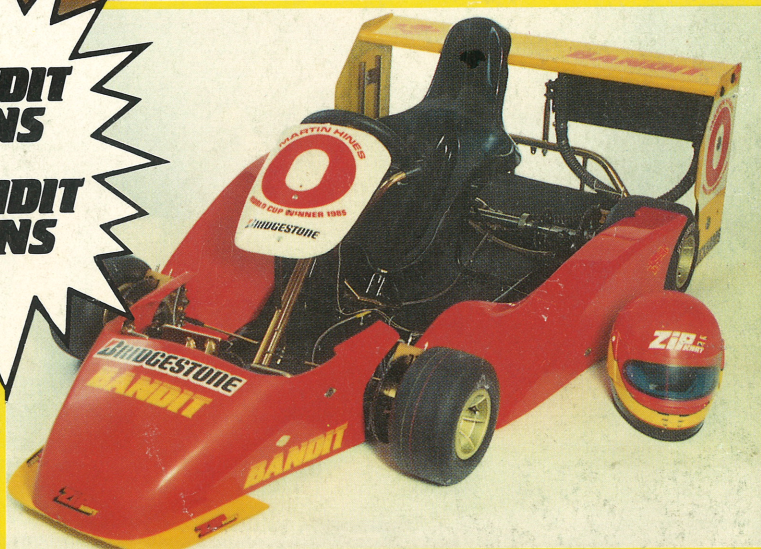
★ NEW as standard - One piece wheels

★ NEW seat with built-in safety head restraint - gearbox classes

★ NEW pre-drilling of body and undertray for ease of fitting gearbox classes



**BANDIT
WINS
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WINS**



After an 18 month test and development programme, we are pleased to introduce the first TOTALLY UNCOMPROMISED kart design from any manufacturer for the past 15 years.

From a clean sheet we have designed a kart to meet the specific requirements of today's circuits, tyres and engines.

Development has been effected by several leading drivers from every class to ensure that the new BANDIT suits everyone.

ZIP KART
WORLD CHAMPIONS
PINDAR ROAD, HODDESDON, HERTS.
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K AND S

THE INTERNATIONAL MAGAZINE

Features include

Rowrah's Border Champs

RAC Gearbox Champs — Three Sisters

Jersey Motorama 250 Super Challenge

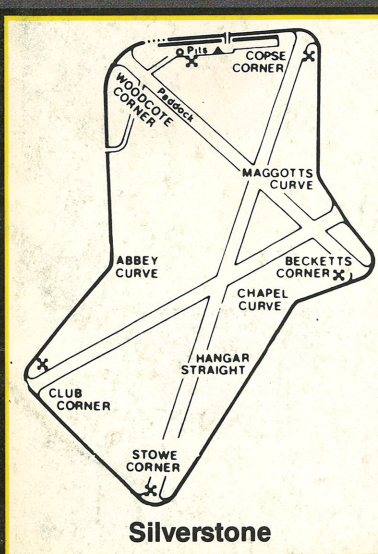
Kimbolton

Blackbushe

KART AND SUPERKART

AUGUST 1986

80p



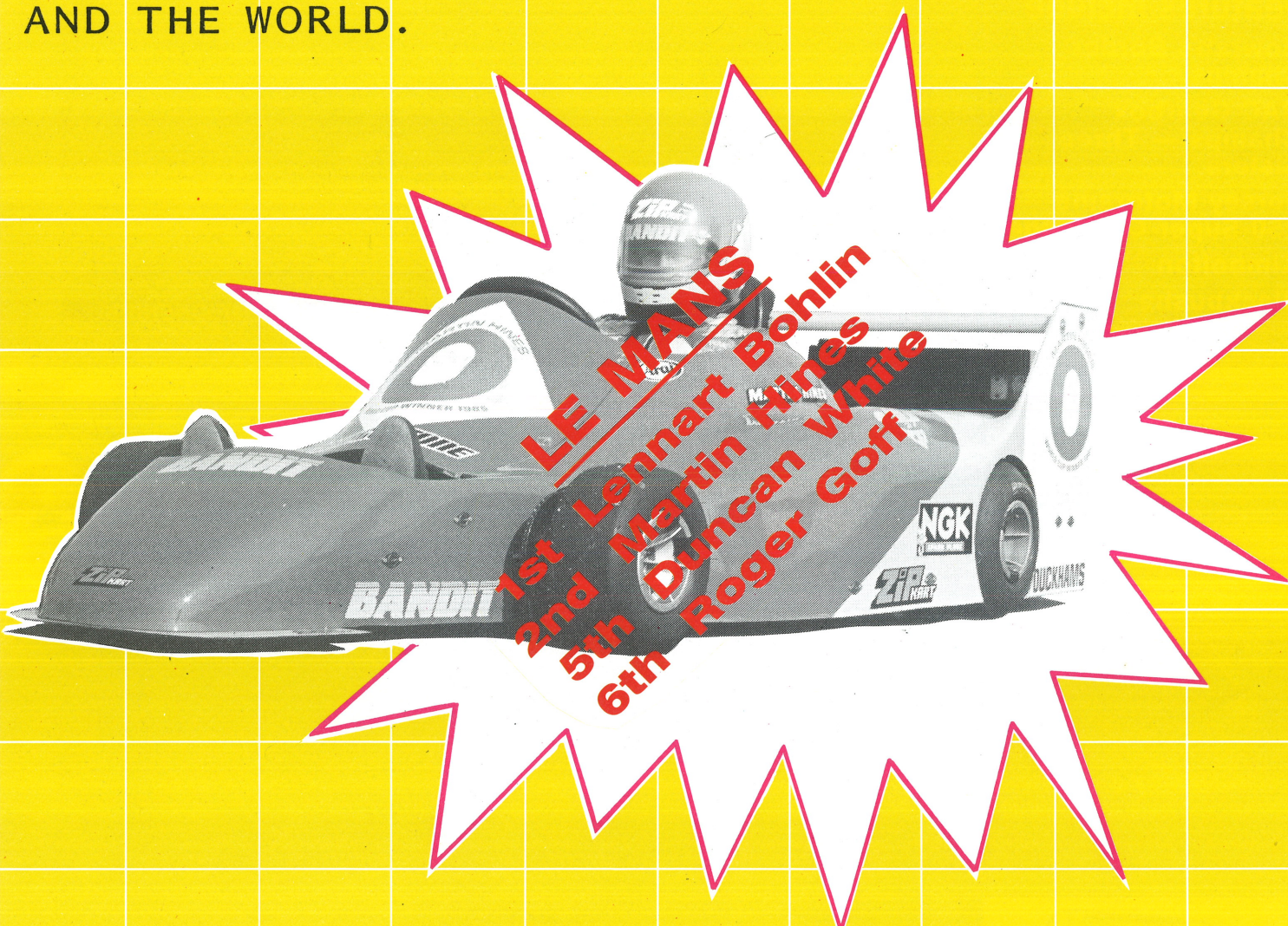
**'GP' PREVIEW
CADWELL SCORCHER
RODGERS DOMINATES**

**Could you be Silverstone?
Star of tomorrow?
See Page 3**

ZIP TEAM EQUIPMENT

THE ONLY READY BUILT, READY TO RACE AND READY TO WIN EQUIPMENT AVAILABLE IN THE WORLD!

ALL KARTS ARE FULLY TUNED AND PREPARED BY ZIP KART TO THE HIGHEST SPECIFICATION AND ARE THE CHOICE OF CHAMPIONS THROUGHOUT BRITAIN, EUROPE AND THE WORLD.



BY JUST (!) 15.3 SECONDS — ZIP TEAM EQUIPMENT 1st & 2nd AT SNETTERTON

BY JUST (!) 13 SECONDS — ZIP TEAM EQUIPMENT 1st AT DONINGTON

A NEW TRACK RECORD

THE RESULTS SPEAK FOR THEMSELVES!

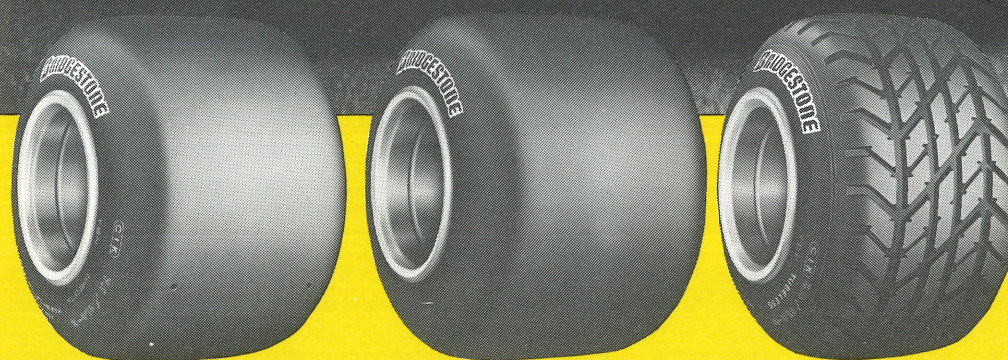
TEAM EQUIPMENT

READY TO RACE

READY TO WIN

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WORLD CHAMPIONS
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BRIDGESTONE Tops on the Kart Chart.



DRY-1

DRY-1 SL

WET-B

Bridgestone cares about karters. Karting is the only family motorsport, and we've done more than any other tire maker to promote it. That's why wherever karts race, the chequered flags usually come down for the kart on Bridgestone tires.

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BRIDGESTONE

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ZIP ARROW, excellent condition, fast, recent respray and piston. Helmet, as new, leather suit. Slicks and wets. Ideal for beginner. £390 ono. Telephone (06755) 2177. Solihull area.

COMPLETE OUTFIT, BARLOTTI 250 INTERNATIONAL YAMAHA TD3, new crank, pistons, heads etc. Extra motor, chains, sprockets, Bridgestones, stand, suit, etc. Special trailer. £525. Telephone Wells (Somerset) 78980.

250 INTERNATIONAL, choice of two Aero/Yamaha LC. Quick reliable club machine £400. Zip/Yamaha TZ, very quick, motor just rebuilt, £450. Any trial. Telephone (0484) 640220 evenings.

CONGRATULATIONS

BRITISH CHAMPIONS 1985:

MARTIN HINES 250 SUPERKART
(World Cup Winner)

STEPHEN COWARD 125 NATIONAL
(GP Winner)

Agents

ANDERSON K C, CTRP, GRANGE KARTING (N. Ireland), PEAK REVS, PHOENIX KARTS, MERLIN DEVELOPMENTS, SRS and ZIP KARTS.

SWEDEN. Lennart Bohlin
NORWAY. Torgjer Kleppe
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Grass Gars Farm, Ulpha,
Broughton in Furness, Cumbria
Tel: 06576 560

ZIP TZ250 WATERCOOLED YAMAHA, long and short circuit trim, trophy winning outfit. Wets, slicks, jets etc. Good clean, well maintained outfit. £600. Telephone (0282) 868381.

SOMETHING TO SELL? Why not have a mini advert in the next issue of Kart & Superkart. Telephone Jackie on (0992) 444201 quoting your access or Barclaycard number. It's as easy as that!

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**Tel: Hoddesdon
444201**

2 BERTH TOPAZ CARAVAN, converted to take kart, with lift up rear door. £325 ono. Telephone Cambridge (0223) 358025.

ZIP 125 ROTAX, long circuit bodywork, Kelgate brakes, spare slicks and wets, very competitive, excellent condition. £900 ono. Telephone (0732) 352699 evenings.

**FOR ALL YOUR
KARTING
PHOTOGRAPHY
CONTACT DOUG
REES
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(0452) 26892**

125 P&R CSK MUGEN

Zip 925, Molloy pipe, engine two meetings only. 1985 Motiv championship winner. Immaculate condition. £900

Due to change of plans — new 1986 Rotax 125 complete with pulse pump and Merlin pipe £650

Tel: 061-437 6171, Ian or Brian Waller

ZIP GP 256 ROTAX, Goff-tuned to '86 spec, full standard bodywork, 2 sets of slicks and wets. 1st non-champ GP in '85, 3rd and fastest lap Snetterton '86, many spares £1,200 ono. Also spare 256 motor, Goff '86 spec with exhausts and carbs £600 ono. Or £1,750 the lot. Going car racing. Also excellent trailer and awning available if necessary. Telephone Adam Philpotts on (0980) 32239 (Wiltshire).

SWAP ESCORT RALLY CAR, unrallied. Receipts for over £1,000. FOR 125 P&R or Rotax complete outfit. Telephone Les on Larkhill (Scotland) 881535.

WRIGHT PCR BRITAIN, trophy winning outfit. Complete with wets, carbs, sprockets and numerous spares. £495. Telephone (0604) 68563 Daytime, ask for Tony.

WRIGHT JUNIOR BRITAIN, two TKM motors, excellent condition wets, trolley, stand, many spares. £550 the lot. Telephone (04853) 33555.

125 AERO ROTAX, long and short circuit trim, rev counter, with wets, slicks, stand, kart cover, sprockets. £650 ono. Telephone Grantham (Lincs) 0476 74387.

"INCREASE YOUR EARNINGS"

AMSOIL Dealership now available to people wanting to develop a lucrative second income. **Contact:**



Phillip Burrows, Winsford. (06065) 54366

ZIP 981 WITH PARILLA & TKM. Both Redhill prepared, very fast. Many tyres and wheels, spares, stand, wets, etc. etc. £490. Including Box trailer, helmet and leathers £590. Telephone (08894) 70372.

VIXEN LEATHERS

Well known in M/C circles. One or two piece leathers to measure. Repairs — Alterations — Zips — Linings. Superb quality hide.

**Enterprise Building, Linden Street,
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BARLOTTI YAMAHA 250 INTERNATIONAL YZ/DX, watercooled. New Padgett pistons and rings. Lots of spares including engine. Telephone Tom on (0661) 22228 Daytime, or (091-237) 7335 evenings.

KART SCHOOL

Everything you need to know about racing a top 100 National Kart.

at TILBURY RACEWAY
on Saturday: 9.30 till 1 pm

for appointments phone
DARTFORD 22645

Don't Miss Out!

Fill in the subscription form on page 35

SRS RACING ARE PLEASED TO ANNOUNCE THEY ARE NOW STOCKING KTM ENGINES & SPARES AT COMPETITIVE PRICES

1985 & 1986 engines in stock.

We are also offering a tuning and re-build service. **PHONE STUART NOW FOR DETAILS!!**

In stock also — DUPLEX CHAINS and SPROCKETS, kits for KTM plus ROTAX and MINARELLI ENGINES, PMP, MERLIN, MOTIV and CTRP exhausts for KTM, ROTAX and MINARELLI also in stock.

Of course, we are still stocking ROTAX ENGINES and SPARES at discount rates and are offering our expert tuning and rebuilding services, as used by the best in karting.

Stockists of CASTROL and SHELL OILS — ZIPKART SPARES — VEGA, BRIDGESTONE & DUNLOP TYRES — plus all the usual spares.

Try our fast Postal Service

SRS RACING
23 The Green, Gt Staughton
Huntingdon, Cambs PE19 4DQ
Tel: (0480) 860823

ZIP SHADOW 250 INTERNATIONAL TD3 DX YAMAHA, very competitive, very clean. Engine and chassis always been looked after. New front Bridgestones and fibreglass. Ready to race. Has been advertised at £875, but will consider any reasonable offer. Telephone Burntwood (05436) 5257 or Aldridge (0922) 52863.

ZIP GP 250 CTRP ROTAX, long circuit trim, wets, slicks, wheels, sprockets, wing etc. All in perfect condition £1,150. Also Esterel folding caravan, easy to tow and erect. Ideal for race meetings, immaculate £1,600. Telephone Newbury 49501 before August 9th or after August 16th.

VAN CONVERSION

Let us convert your van, make it more comfortable and practical for karting. (From tyre racks to the kitchen sink!!!)

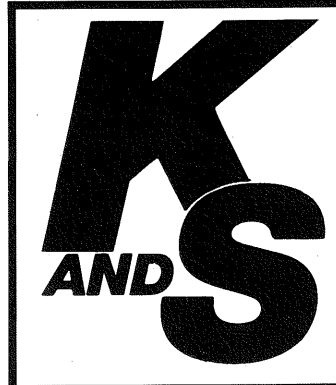
Contact:

GARY MOYNIHAN on 0903-721690

250 NATIONAL ZIP G.P., Peak Revs, YZ250 H, 1984, little used, just overhauled, very good condition, best of everything. Ring for specification. Enforced sale £1050 ono, with spares. P/X GPX Kendal 27822 evenings.

TRANSIT CUSTOM VAN 80. Taxed, tested, new engine, axle, reconditioned gearbox, radio-cassette (8 track), cooker, 12 seats, takes kart, tow bar. Cost £2,500. Best offer over £1,000. For further details telephone 01-597 5927.

MACK ONE FRAME, 100cc short circuit Komet, plus spare Pirelli engine, wets and slicks, lots of spare sprockets and stand, £280. Telephone Loughborough (0509) 266861 after 6pm.



MONTHLY

No. 88

FRONT COVER:

210 'GP' Champion
Andy Martin in action
recently at Knockhill,
here leading John
Waggett(30) and Phil
Featherstone(9). Could
a 'GP' repeat be in the
offing this weekend at
Silverstone for Andy?

(Pic: Doug Rees)



'O' plate 125 UK Cup winner, Chris Stoney, looking good for this weekend? See Silverstone Preview on page 5.

(Pic: Doug Rees)

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The 25th Anniversary of the Club Championships enjoyed sun-drenched weather, and your reporter went along to bask too...

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Mike Smith trotted off to Three Sisters, host this year for the annual Gearbox challenge

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

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WHERE AND WHEN

Where and When to see karting during the coming weeks



The clock seems to have moved quicker this year, Silverstone upon us, virtually before we realised. Or is it simply that advancing age makes it appear so? That should provoke a few comments from certain quarters!

The entry list shows a total of just under 300 for all classes, with 125 National, once again, grabbing the lion's share, 122 entrants, to underline its undisputed popularity. Villiers is, regrettably, down a bit, on 37, whilst 250 National remains relatively stable, equable to last year with close on 60 and the Non-Championship International class raises just over 20. Formula E, racing in two major Championships, apart from the Grand Prix, fields 62 and, it is reliably understood, that figure will increase by one with the confirmation that Ian Shaw will race in the Championships rather than the 250 Non-Championship event. Ian displayed his mettle at last month's Cadwell Park meeting, his first Long Circuit outing on a 250, by finishing third, thus proving to the 'Talent Scouts' he is more than ready for the class switch. For the balance of this season it can be safely assumed that Ian will remain faithful to the 125 legion, with the occasional soiree into the big league. Ian has secured backing from Hazard Racing while the engine impetus remains in the hands of Zip Kart.

As mentioned in an earlier issue *BBC TV Grandstand* will give coverage to Silverstone this weekend, a recording being made for screening on Saturday 16th August. The programme is expected to last for half an hour, with Tony Gubber and Carolyn Hoy giving race commentary; sure to bode well for the publicity of the sport in general. Apart from that 'bonus', this year marks the thirtieth anniversary of a kart ever been driven and, to celebrate such an auspicious occasion, there will be many special events as well as racing taking place at Silverstone, so the meeting promises an excellent weekend for all the family. Those who stay away, electing to spend the weekend in the garden, could well regret it.

Ed McCormick

INTERCONTINENTAL A & B

The European Championships for Intercontinental A and B will take place at Motodrom Oppenrod, Frankfurt, West Germany during 22nd-23rd and 24th August.

Next month's features include:- Full coverage of the Silverstone Grand Prix, the Formula E European Championship and the World Series; Cadwell Park British Champs 4, plus much much more. (These items correct at time of going to press). Publication date:- Thursday 4th September 1986.

RAC NEWS

Unique Numbers — Clarification

In all cases, the numbers may be used at events up to and including National Status meetings from the date on which they are won until the similar event the following year.

Hesketh Trophy — '0' plate for 250cc Short Circuit meetings.

UK Cup — '0' plate for 125cc Long Circuit meetings.

RAC Championships — With the exception of 100 National, numbers 1-9 will be used by competitors finishing in these places in the Championship, provided always that they remain in the same class.

The winner of the 100 National Championship may use a 'C' plate when he is compelled to move into the 100 Super Class.

Tyre Treatment

On the grounds of safety, Art. S.1.6.8. is amended with immediate effect. The last sentence shall now read:-

'Heating of tyres or their treatment by solvents or any other method whether or not it is intended to change their shore rating or to change in any way their normal performance, is strictly prohibited'.

Tyre Cutting

The practice of hand cutting slick tyres as on list B or C to be used as wet tyres, will be forbidden from the 1st January 1987. From that date only moulded patterned wet tyres may be used'.

TM 125 CR

This engine, as well as the Suzuki TM 125 listed in the Blue Book is eligible for the 125 National class. The engine was homologated in 1984 and has been eligible since 1st January 1985.

Start Lights

The Safety Committee had recommended and it has been endorsed by the Kart Committee and Council that all tracks should be equipped with starting lights to be used instead of the traditional Flag Start method. All Clubs are encouraged to switch to this system in 1987 and it will be mandatory from 1988.

The MSA will investigate the possibility of Lucas (or some other Company) making a signal box which could be universally used and in consequence, produced at the lowest possible cost.

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

The publishers accept no liability for any loss or damage caused by an error or inaccuracy in the printing of any advertisements.

Every precaution is taken to ensure the prompt insertion of all advertisements. The publishers, however, do not guarantee the insertion of an advertisement in any specified issue, any special position or at all, and will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatsoever.

All reasonable care is taken to exclude advertisements of fraudulent or objectionable character. *Kart and Superkart* magazine reserves the right to edit or delete any objectionable wording or reject any advertisement, including pre-paid advertisements. Although every effort is made to meet the wishes of our advertisers, mistakes can and do occur. It is important that errors are reported immediately. Mistakes that arise in the course of publication must be notified to us within one month of insertion. After that time claims for credit cannot be considered. No republication will be given because of slight changes or typographical errors which do not lessen the value of the advertisement. All copy submitted is subject to approval of the advertisement manager.

Advertisements are only accepted subject to the above conditions.

KART & SUPERKART UNITED KINGDOM CHAMPIONSHIPS ROUND 5 — SHENINGTON — SUNDAY 24th AUGUST

Entries Close — 7 Days before the Meeting

Entries to:-

Mrs A. Caswell,
Competition Secretary,
Norfolk & Suffolk KC,
9 The Fields,
Tacolneston,
Norfolk NR16 1DG.
Tel: 095389 629

Entry Fees:- £12.00 Seniors
£10.00 Juniors

Practice Saturday (10am to 5pm) — £8.00

SHENINGTON KART CLUB

Besides the 'Gearbox Eduro' on Sunday 17th August, Shenington Kart Club announce their normal Club meeting for the month will take place on Sunday 31st August, this will help compensate for the 'snowed-off' event early in the year. The 31st August date will feature a special race for 210 National run over championship distance of 20 to 25 laps and entitled the 210 TT. The winner will receive the very impressive 'Tal-Ko' Trophy and a host of other prizes have been donated by members of the Committee.

CIK-OVERALL INTERCONTINENTAL CHAMPIONSHIP INTERCONTINENTAL-A 27-30 NOVEMBER 1986 HONG KONG PRE-ENTRY

The first 25 drivers of the general classification of the Intercontinental-A European Championship are qualified for participation. If the 25 who had qualified do not enter this Championship, places would be free. A driver who did not enter 45 days before the running of the event (15th October 1986 in possession of the organiser) will lose his right to participate. The following driver in the classification, the 26th, 27th, 28th etc. may participate. A Pre-Entry is therefore in the interest of all drivers. All finalists at Oppenrod may therefore sign up for a Pre-Entry.

*John Cooke has assumed Chairmanship of the Shenington Kart Racing Club upon the retirement of Simon Pain, (Lightning Windows), forced to vacate the seat due to business commitments.

John Cooke can be contacted at:-

47 Wheeler Close,
Chadwick End,
Solihull,
West Midlands,
B93 0BW.

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

ZIP 925/125 ROTAX

Chassis fitted with new frame, Kelgate brakes and axle, Anderson tuned motor with new Surespeed clutch, piston and renickasiled barrel. Superbly prepared. Many spares including new wets and 2 good sets of slicks. All on rims with retainers, stand, leathers and boots. **£1,250.** Spare motor and Zip GP frame and fittings **£295.**

Tel: JOHN RUSSELL on (0993) 3679 Evenings

SURESPEED Engine Developments

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 or short circuit **£90.00 inc.**

All designed and tested by Surespeed

For all your 125cc Rotax requirements long or short circuit including Mikuni carbs and spares.

Contact **JOHN BROOKS** for our usual friendly help and advice.

**15 STURMINSTER CLOSE,
CLIFFORD PARK COVENTRY CV2 2JX
Telephone (0203) 611224**

JOHN NEWTON'S VAN AND CARAVAN will be for sale toward the end of the season. The caravan — 14' 6" Lunar 79 — with every extra, including central heating and hot water and is immaculate. My transit van has always been maintained to a high standard and is an ideal towing vehicle, with 3 litre V6 and matching ancillaries. It is also well kitted out as a workshop. The whole lot whips along, well in excess of the legal limit — and most of you will have seen it go by! Telephone:- 01-660 3663 (H); 01-680 7414 (W).

SHENINGTON KART RACING CLUB

August 1986

9th Test Day
17th Enduro Class IV 6 hours
23rd No testing
31st Restricted Meeting + 210TT (Racing for Tal-Ko Trophy and various prizes)

September 1986

13th Test Day
21st Restricted Meeting
27th Test Day
Testing: Cost £3.00, Members only.
Joining on the day £10.00 PA.
Race Day entry fees: Members £8.00, Non Members £10.00
Entries by post to:-
Mrs Sue Wilkins,
7 Park Close, Claverdon, Warwick CV35
By Wednesday, first post before the meeting.

KTM 250 NATIONAL, works aero chassis, complete with YBK, Vegas, YBF's, all on wheels. Newman tuned engine, rebuilt with new crank, ignition seals and piston. Lots of spares including barrel, head, crank, radiator, 3 exhaust pipes and lots more. All setting-up information given and will split. Must be sold, due to retirement. Best offer around £1,250 secures. Telephone Rob Bicknell (0933) 681150.

WRIGHT TUNED YAMAHA 483, just rebuilt, not run in £350; two genuine Hewland Arrows, 50.6 and 50.8, complete, fully tuned — £250 each. One nearly new set of Bridgestone wets on rims £65, second set of Bridgestone wets on rims £30. Set of nearly new Vegas on rims £60, second set of Vegas on rims £40. Two carbs £12 each. Other assorted karting spares. Telephone Mark on (0884) 33312.

**Temple Motors
Coach/Transporter for Sale**
Diesel, fully converted, sleeps 8 with sink, worktops, cooker, toilet and workshop area. Very reliable and economical. Long tax and MOT. Taxed private so can be driven on normal licence. For a quick sale £1,650. (Will be at Silverstone)
Telephone: LEEDS (0532) 644121

100 BRITAIN TKM CHASSIS, KP brake, Hewland Arrow engine, very good condition. £400. Telephone Bedford 66549.

KART TRAILER, good road holding, £75. Telephone Bedford 66549.

100 NATIONAL STRATOS, adjustable stubs, Kelgate brake, immaculate condition. £250. Telephone Bedford 66549.

ZIP GP 250 INTERNATIONAL YAMAHA TZ, engine totally rebuilt, needs running in. Long circuit bodywork, numerous spares, £795 ono. Telephone (0458) 47836.

100 NATIONAL ZIP PARILLA, ideal for a beginner or as a fun kart. Many wheels and tyres, £275 ono. Telephone (0458) 47836.

100 NATIONAL ZIP PARILLA, fully tuned engine, very good condition. £260. Telephone (0827) 287877 (Tamworth).

STAR TVM YAMAHA YZ125E, both immaculate, chassis overhauled, enamelled March 1986. Motor overhauled June 1986. Excellent P/R. Also Rotax beater 1985 Northumbria 125 National club champ. Bridgestone Pirelli slicks and wets, all in good condition with purpose built (in 1985) trailer. May split. £525 ono. Telephone Ashington (0670) 812426.

DO YOU WANT A MINI-AD IN OUR SEPTEMBER ISSUE!

If you do, then please note that the deadline for mini-ads for inclusion in our September issue of KART & SUPERKART MAGAZINE is Friday 15th August. Any advertisements reaching our office after that date will have to go into the October issue.

So don't delay, post your mini-ad today to:-
**KART & SUPERKART MAGAZINE
PINDAR ROAD
HODDESDON
HERTS**

ZIP 925 WITH KELGATE BRAKES AND AXLE. Rotax engine, fully tuned by Roger Goff. One piece wheels, winner at most circuits. £900 ono. Many spares, willing to split. Also spare Rotax engine. £450 ono. Telephone (0933) 626062 daytime or (0933) 315238 after 6pm. YAMAHA 250cc TZ DINO CHASSIS, spare bottom end, cranks, gears, stands, jets, in fact complete outfit, ready to race. Just run-in, full long circuit bodywork, spare noses, bubbles, etc. Telephone (0634) 811216, £2,200, a real bargain!!!

BARGAINS!!! Phoenix frames, tyres, wheels, sprockets, fairings, etc. Unused. Best offers. Telephone Chorley 77452.

JOIN THE 210 VILLIERS DRIVERS CLUB

And celebrate the 26 years' of Villiers gearbox kart racing by racing in the oldest and cheapest gearbox class in the country.

All Villiers engines & spares available, to members

**Membership fees £2
To: Tom Thacker, 7 Mount Pleasant, Cheslyn Hay
Nr Walsall, West Midlands.
Telephone: 0922 413300**

FOR SALE

Andy Martin's Stratos CKC 210 Kart, plus full body after GP POA
Short circuit champs motor POA
Engine tuning for 210, 250 NAT, Maico and KTM 125.

Exhausts for 125, 210, 250 NAT
Special gears and shafts for Villiers.

DISCOUNT VILLIERS SPARES

e.g. Gearboxes £15
Crank Cases £10

Now in stock 250 Maico Engines **£650 + VAT**

Full bodys for sale, suitable for 125, 210, 250 NAT. **£180**

**Tel: Ashington (0670) 855983
1 Cleasewell Terrace
Stakeford
Northumberland**

125 NATIONAL PHOENIX ROTAX, 3 meetings on new short circuit frame, Brembo brakes, etc. Spare long circuit frame, engine rebuilt and tuned by CSK. Bored and tuned carb, Duplex chain, Bridgestone and Vega slicks + Bridgestone wets on rims. Spares include clutch, ROTAX tool kit, jets, sprockets, etc. Ill health forces reluctant sale. £1,150 or offers. Telephone (0228) 30365.

D.G.R. LINERS

All types of cylinders relined to standard size.

Scrap-plated bores converted to iron liners. EG KTM & ROTAX.

Same day service by prior arrangement.

One only CR125 cylinder, new standard liner **£45**

**Telephone: (0902) 739650 Days
(0902) 726596 Eves**

WHERE AND WHEN

15th-17th AUGUST

ZANDVOORT — Holland — Dutch Superkart Grand Prix

17th AUGUST

THREE SISTERS (Bryn Road, Ashton-in-Makerfield, Lancs)
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)
FELTON (7 miles from Morpeth, on A1, Northumbria)
PLYMOUTH (Riverside Raceway, Ernesettle Lane, Plymouth)
SHENINGTON (8 miles from Banbury, off A422 Banbury-Stratford road) — 6 Hour Gearbox Enduro

19th AUGUST

GUERNSEY K&MC — St Sampsons

21st-23rd AUGUST

NURBURGRING, EIFEL, WEST GERMANY — BRIDGESTONE-CIK FORMULA E WORLD CHAMPIONSHIP FINAL

22nd-24th AUGUST

OPPENROD, WEST GERMANY — European Intercontinental A & B Finals

23rd AUGUST (Saturday)

SNETTERTON (Approx 15 miles from Norwich, on A11) — RAC Long Circuit Champs 5 (Practice facilities available Friday 22nd)

NUTTS CORNER (4 miles from Crumlin, Co Antrim, NI)

24th AUGUST

BLACKBUSHE (Via Cricket Hill — off 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) — Kart & Superkart 'UK' Championships — Round 5

24th-25th AUGUST

ROWRAH (4 miles from Frizington, Cumbria) — 2 day Special Meeting

25th AUGUST (Monday)

CHASEWATER (Pleasure Park, approx 1 mile from Brownhills, Staffs)

28th-31st AUGUST

POMPOSA, ITALY — Formula C/Intercontinental C European and World Championships

30th AUGUST (Saturday)

DONARD PARK Ulster Kart Club (Closed Meeting)

31st AUGUST

DUNKESWELL (5 miles from Honiton, Devon)

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

THREE SISTERS — (Bryn Road, Ashton-in-Makerfield, Lancs)

SNETTERTON (Kart Raceway, approx 15 miles from Norwich, on A11)

GOLSPIE (Little Ferry, Golspie, Sutherland, Scotland)

KIMBOLTON (10 miles west-south-west of Huntingdon) — RAC British 100 Cadet/Junior Britain Championships

7th SEPTEMBER

LITTLE RISSINGTON (RAF Base, south of Stow-on-the-Wold, Glos)

GUERNSEY K&MC (St Sampsons)

RYE HOUSE (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)

JURBY (Isle of Man)

SUMMERLEA (Merriton Road, Larkhall, off M74 Larkhall-Hamilton Junction)

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RACING INTO FORMULA E!

Silverstone once again takes the lead in supporting karting with the exciting news that in 1987 there will be a

SILVERSTONE RACING-ZIP TEAM!

We scooped this news exclusively only a few days ago from Circuit Director, Hamish Brown.

The team will be managed by Martin Hines who will also carry out driver nomination initially, the final selection resting with Silverstone Circuits.

The driver will be selected from the National Gearbox classes and will compete in all UK Long Circuit events, both kart and driver racing in the Silverstone Racing livery.

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The driver must have, above all, enthusiasm and dedication to the Team, the sport and winning.

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The successful candidate, after one year grooming in Formula E, racing in all British Championships and other Long Circuit events, can expect to be put forward by Silverstone for single-seater racing.

Depending on the success of the project in 1987, there is every possibility that the scheme will continue in 1988, with the selection of another up and coming driver.

Silverstone is intent upon a long term project to nurture youngsters through British motor sport and has decided that karting offers the best training ground there is...

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)

your letters..

Dear Sir,

May I, through the pages of your magazine, thank the individuals and firms who contributed to the prize fund at the RAC 100 National British Championships. Without their help and support, the meeting would not have been so successful.

Ferrari Racing Services, Lane Racing Developments, Dave Button, Peter Sneller and Zeus Racing, Paul Carr Racing, Kartsport, Kartpro, Karthouse (Blyth), Roy Dickson Racing, Premier Team Racing, Kart and Superkart Magazine, Tetrosyl Chemicals, Gillard Engineering, Remair Filter Systems, Ray Robson and Des White (KM Fibreglass), and Rob Gardiner.

To those manufacturers and dealers who couldn't be bothered to reply to my letter, you don't deserve the support of the class which keeps you in business.

Once again, my thanks to those who gave.

Iain Blair

ANOTHER KART CIRCUIT UNDER THREAT

As you may or may not know entries for club meetings at Three Sisters are a lot lower this year than last, and in consequence clubs using the circuit have had to cancel meetings through lack of support. The result is that the owners of the circuit are seriously considering reducing the number of kart meetings there in favour of motor cycles for 1987. If this happens it will be a retrograde step for karting in the North particularly as plans are well advanced to enlarge it from its present 1200 yards to 1.5 miles for 1987/88 making it one of the best circuits in England.

In an endeavour to see that his does not happen Manchester and Buxton Kart Club are organising a meeting at Three Sisters circuit on Sunday 31st August 1986 for all RAC classes. In addition to the normal trophies there will be novice trophies in each class PLUS £50 in cash prizes for each class providing each class attracts a minimum of 16 entries. All entries to be sent to:-

Mrs.S. Cullen, 9 Stocks Gardens, Stalybridge, Cheshire SK15 2RD by Thursday, 28th August 1986.

Entry fee — £8.

So come on drivers, because it's you and not the clubs that are going to determine what happens at Three Sisters.

Brian Waller
Secretary,

Manchester and Buxton Kart Club

Dear Ed,

Over the years that I've been racing I haven't put pen to paper many times, but I can't resist it any longer as there are two particular problems I feel strongly about; one probably affects everybody and the other certainly seems to have got to me.

To deal with the latter first: Whilst I am very grateful to those who organise and run our National meetings, I do feel that we cannot run our last heat and then be expected to be ready for the Final some three races later. For the last two years I have had this problem at Knockhill, and having spent about £150 just to get there and cover my entry plus of course running costs on the day, I feel pretty cheated off when something lets me down in the Final, which I found before the race and simply had to bodge up due to lack of time. Surely the breaks can be better organised to give a little more help in this direction; I can remember the days when we used to have three heats plus qualifying Finals for one day race meetings; less classes I know, but I bet there were more entries in total.

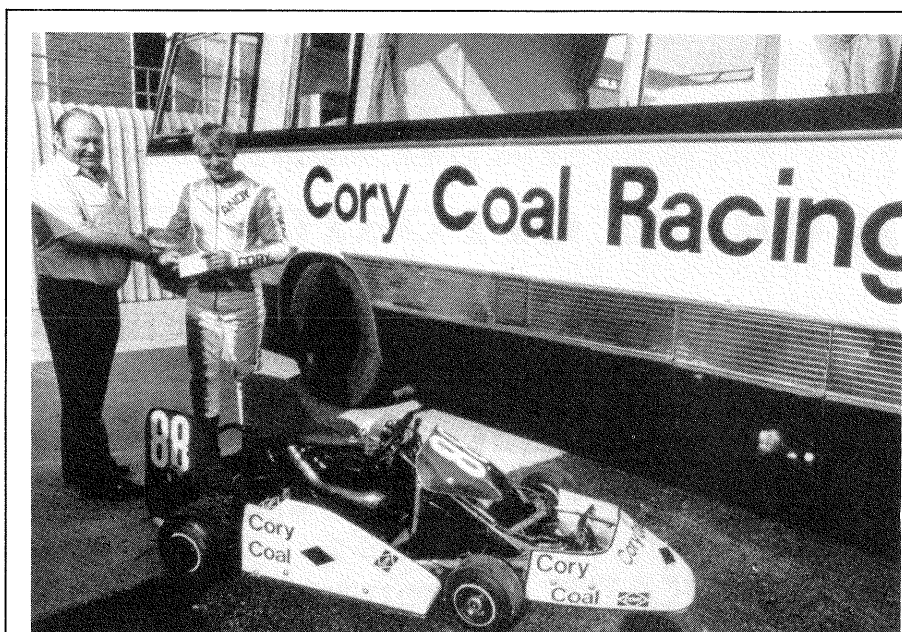
The second problem concerns tyres. Now, I thought karting, particularly the National classes, was supposed to be cheap motor sport, but it

seems to have gone mad. Not only is the price of tyres rising all the time, now over £100 a set, but the wear rate is alarming and particularly this year I find that to be really competitive I've got to have at least a couple of compounds available, depending on the track and the weather on the day. In my opinion if we carry on like this there won't be a sport left; certainly I can tell you that I for one am seriously considering packing in because of it. I have listened to all that has been said about 'long life' tyres and I believe that the drivers in my class have opted for their use for 1987, but the way things have moved recently I wonder how long it will be before the SL compounds are tinkered with to give shorter life and I also worry about "tricky" SLs as well.

One last point, with regard to noise tests. Surely they can be done in practice or before races; I know it's stating the obvious, but if they are done after a race you get no worthwhile reading on jetting and engine settings at all.

The good things about our sport rarely get a mention, but there are still lots of them, so let's have commonsense and bigger grids.

Yours sincerely,
John Newton



CORY COAL SPONSOR ANDY COWGILL

125 National Long Circuit pilot, Andy Cowgill, started off the current season with backing from Cory Coal in his bid for the 1986 British Championships. The Lotherdale driver returned to the scene after an eighteen month break from racing and shows he has lost none of his old skills. Cory, Britain's largest private coal trader, is a new sponsor in the arena of karting this season and Andy is out to give them value for money. Andy is pictured receiving his sponsorship cheque from Bob Glover, Regional Manager for Cory Coal, along with his outfit carrying the Company "Flying Diamond" emblem. Good luck at Silverstone Andy.

CLUB SCENE

100 NATIONAL B LEAGUE

The 'B's saw some very tentative driving in the first two races, as the track was still very wet. Relative newcomer Mark Masterman (name very apt) mastered the tricky conditions very well indeed to register two wins in the first two heats and two thirds. Marcus Roche won the third heat and the final, but two non finishes in the early heats destroyed his chances for overall honours, ultimately finishing third. Martin de Gruchy once again there or thereabouts, finished second overall with two seconds and two fourths.

100 JUNIORS

The Juniors were a sight to behold in the slippery conditions, with Samantha Ruellan and Robert Bonhomme having a battle royale for line honours. Meeting after meeting these two early teenagers provide excellent entertainment for the spectators and have a whale of a time for themselves. Samantha won the first two heats, Robert the second two, they followed each other home respectively in all races. Only one point separates these two for the Junior Championships after five meetings, Samantha on 156 points and Robert on 155. Jason d'Abbot-Doyle the current junior title holder, is rumoured to have sent for his competition licence, but he's left his defence a little late.

125 ROTAX

The Gearbox stalwarts were back in force with Richard Dix making his first appearance in the Rotax division since the endurance race. Gary Wood ran away with the first two heats in the Vega shod Zip, its penultimate meeting I gather for he's awaiting delivery of a new Stratos. Mechanical problems dropped him to second in the third heat and kept him out of the final altogether. Malcolm Crowe had a win, a second and a third to finish third overall but Richard Dix with a win, two seconds and a third despite a sticky throttle, and without wet tyres, carried off the Stewards shield.

125 PISTON AND REED

Steve Davis once again dominated the 125cc Piston and Reed class with three wins. Mark Goguelin beat Steve into second place on one occasion and also had a second himself, but two non finishes left him third overall. Mike Russell, after a practice shunt, had to get a trifle heavy handed to straighten out the front end of his kart, but nevertheless it handled well enough to gain two seconds and two thirds, leaving him second overall.

100 NATIONAL A LEAGUE

The 'A's had their usual incident packed, adrenalin charged series of races, with John

d'Abbot-Doyle taking the first two followed by Leon Channing and Dave Torpy in the first and Dave and Reg Roberts in the second, but not before some superb charging in the wet conditions by Roger Norman and Robert Miere. Roger spinning out of third and two laps to go, and Robert doing his Pavlova impression out of second on the last corner of the last lap. Reg Roberts took line honours in the third heat, with Dave Torpy again finishing second and Roger Norman third. D'Abbot and Robert Miere both had early spins in this heat, and were subsequently excluded from the results, for supposedly not crossing the line after the eventual winner. For the final then, on a now dry track, we had Reg and d'Abbot on the front row with Dave and Leon on the second, these four all in with a chance of overall honours. The scene was set for what could and ultimately proved to be, one of the best races of the year. Reg, the pole man, eased in the mixture screw, running as leanly as possible to enable him to keep the pace as slow as he could on the final parade lap. At the green light, d'Abbot's engine picked up cleanly despite the slow pace and managed to outdrag Reg to the first corner, drifting wide on the exit, d'Abbot allowed Reg to get back alongside, a touch of wheels, and Reg was in a spin, the following drivers having to make an instant decision which way to pass. Leon assumed second behind d'Abbot, Roger third and Robert Miere fourth. They could have been as one, until Robert pulled off an excellent overtaking manoeuvre at cafe with two laps to go, relegating Roger to fourth.

The Michael Colston Weeks trophy was also raced for on Sunday, based on race results plus a handicap. Mark Masterson showed some

excellent kart control in the early heats, this with a good handicap, enabled him to start his silver collection. To which I am sure he will add before the season is out.

Results of the meeting were as follows:-

100 NATIONAL B LEAGUE

1st	Mark Masterman	Hutless/Sirio
2nd	Martin de Gruchy	Zip/TKM
3rd	Marcus Roche	Zip/Komet

100 JUNIORS

= 1st	Samantha Ruellan	Zip/PCR
= 1st	Robert Bonhomme	Wright/Sirio
3rd	Fabien Channing	Sprint/TKM

125 ROTAX

1st	Richard Dix	Miere/RD/Rotax
2nd	Gary Wood	Zip/Rotax
3rd	Malcolm Crowe	Stratos/Rotax

125 PISTON AND REED

1st	Steve Davis	Miere/Honda
2nd	Mike Russell	Zip/Honda
3rd	Mark Goguelin	Miere/Honda

100 NATIONAL A LEAGUE

1st	John d'Abbot-Doyle	Miere/Parilla
= 2nd	Leon Channing	Sprint/Parilla
= 3rd	Reg Roberts	Zip/Parilla

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

Rooster



Reeds

As used by MARK WEBSTER all season and several other top drivers

Contact MARK WEBSTER on
0704 892169 (after 6pm)

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CHASEWATER KART CLUB

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SEPTEMBER 6th/7th

Sponsored by **Sunblest Bakeries**

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Sunday: Remaining heats and FINALS. All RAC Classes/National Permit/Entry Fee £11

Written entries only SEND to:

COMPETITION SECRETARY, Mr G. RANSTED, New House, Nafford Road, Eckington, Pershore, Worc WR10 3DH
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OCTOBER 5th: CASTROL Clubmans Diary — Restricted — Fee £9 — All RAC Classes
NOVEMBER 2nd: CASTROL Autumn Finalé — Restricted — Fee £9 — All RAC Classes

CLUB SCENE

Roger Moth and Andy Oliver. They were chased by Collard and Hewland who in turn had Murphy behind him. Moth seemed to be the only driver who could keep up with Booth but what might have been an interesting race was doomed for disappointment as Moth stopped on the second lap. This enabled Booth to pull out a good lead over Bond who was then chased by Hewland as Andy Oliver had also dropped out on the second lap. Martin Collard was pushing hard and on the third lap he passed Hewland for third place and by the sixth lap he had got in front of Bond to secure second place overall.

Hewland was also determined to get to the front although Murphy passed him at one stage, he recovered his place and subsequently passed Bond for third. In the early stages of the race Mick Whitehouse ran very wide at the paddock exit corner and his kart went up to the bank, flipping him out. The kart continued on its own which proves the rumour that Dartford Jim's products know their own way around Blackbushe. Although Mick had medical treatment he was seen later in the afternoon with a strapped up wrist an it was a relief that the injuries were not more serious. The Club received its usual good support from St. John's Ambulance and from the Marshalls of the Feltham Motor Club.

RESULTS

JUNIOR BRITAIN

1st	Steve Kite	Super Dart TKM
2nd	Fraser Wells	Zip Arrow
3rd	James Ferryman	Dart Arrow
4th	David Gowers	Super Dart TKM
5th	James Zanelli	Super Dart TKM
6th	Clive Murrell	Super Dart TKM

CADET

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

100 BRITAIN

1st	Craig Booth	Super Dart TKM
2nd	Chris Minassian	Dart Arrow
3rd	Tim Murphy	Super Dart TKM
4th	Terry Baker	Super Dart Arrow
5th	Colin Larkin	Art DAP
6th	Roger Hunt	BM Parilla

250/210

1st	Alan Pritchard	All Speed Zip Rotax
2nd	John Coaker	Lynx Yamaha
3rd	Alan Rose	Zip Rotax
4th	John Mooney	Zip Honda
5th	Simon Babington	Barlotti Bultaco
6th	Adrian Spencer	Barlotti Yamaha

125

1st	Steve Bird	Zip Rotax
2nd	Jamie Hodgson	Zip Rotax
3rd	Dave Hopgood	Stratos Rotax
4th	Dave Rofo	Zip Rotax
5th	David Smith	Solar Rotax
6th	Mark Dell	Zip Rotax

100 NATIONAL RESTRICTED

1st	Phil Brown	Cobra Parilla
2nd	Michael Green	Gillard PCR
3rd	Mike Burke	JCM Arrow
4th	Jim Limont	Lane Arrow
5th	John Perry	Lane TKM
6th	Peter McBrian	Dart TKM

100 NATIONAL

1st	Craig Booth	Super Dart Parilla
2nd	Martin Collard	Super Dart Parilla
3rd	William Hewland	Sprint Arrow
4th	Vincent Bond	Lane Parilla
5th	Brian Calder	Zip Parilla
6th	Steve Bicknell	Dart Parilla

CLUB CHAMPIONSHIP POINTS

JUNIOR BRITAIN

1st	Fraser Wells	31
2nd	James Ferryman	30
3rd	Paul Evans	22
4th	David Etheridge	10

JUNIOR CADETS

1st	Damon Cousins	40
2nd	Sven Gibson	31
3rd	Alex Abbey-Taylor	23

100 BRITAIN

1st	Craig Booth	42
2nd	William Hewland	23
3rd	Anthony Geraty	19
4th	Robin Whittaker	10

100 NATIONAL

1st	Martin Collard	24
2nd	Stuart Green	19
3rd	Derek Higgins	18
4th	Andy Oliver	15

125

1st	Steve Bird	51
2nd	Dave Hopgood	24
3rd	Graham Cowdry	19

250

1st	John Coaker	33
2nd	John Mooney	26
3rd	Alan Rose	15
4th	Peter Holder	9

210

1st	Gordon Ellinor	36
2nd	Tony Wickenden	12

Report by Roger Abbey-Taylor

Jersey

SUNDAY, JUNE 8th

BROWNE'S FASHION HOUSE TROPHY

The first of a four meeting series for the Browne's fashion house trophy was run on 8th June at the Belle Vue circuit in brilliant sunshine.

Tony Browne, the sponsor of the event, was one of the founder members of the Kart Club along with Bill Knight, Tico Martini, (now a major European racing car manufacturer) among others. Tony, realising the importance of starting this sport young, has been instrumental in enabling the club to re-establish the now growing junior class. Senna, Piquet, Prost, Rosberg and Mansell the current gang of five in the Grand Prix were all junior karters. The sky's the limit.

100 JUNIORS

The Juniors, with the welcome addition of Fabien Channing, made for some very exciting racing indeed, Robert Bonhomme and Samantha Ruellan treated us to some quite spectacular manoeuvres whilst fighting for the lead in all four races, Robert eventually beating Sam three one. Exciting stuff!

125 GEARBOX

With some of the gearbox drivers off in the UK for the British Championships (a report on this will be forthcoming), the class was somewhat depleted. Gary Wood, showing his usual clean pair of heels, had a clean sweep in the Rotax division, whilst Steve Davis, returning to 125cc piston and reed for this meeting did the same. Mike Russell with two seconds and a third and fourth finished second overall with Mark Foster finishing third.

100 NATIONAL B LEAGUE

In the 100 B league, Richard Roche registered two firsts, a second and a third to take overall victory with Graeme Harris and Martin de Gruchy both recording a win each.

100 NATIONAL A LEAGUE

The 100 A league was minus Roger Norman and Reg Roberts, Roger was last seen swanning down some Venetian canal in a gondola and Reg's reason for not racing cannot unfortunately be printed in this column, nevertheless, a good days racing was had. Having spent the week prior to the meeting in Hospital with obscure stomach problems, John d'Abbot-Doyle had a highly successful day, winning three races. d'Abbot was seen to vanish rather rapidly towards the Gents after each race, which probably accounts for his turn of speed. Leon Channing also recorded a win to finish second with Dave Torpy third.

Results of the first of this four meet Browne's Fashion House Trophy series were as follows.

100 JUNIORS

1st	Robert Bonhomme	45pts
	(Wright Sirio)	
2nd	Samantha Ruellan (Zip/PCR)	39pts
3rd	Justin Roche (Zip/Komet)	25pts

125 ROTAX

1st	Gary Wood (Zip/Rotax)	48pts
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125 PISTON AND REED

1st	Steve Davis (Miere/Honda)	48pts
2nd	Mike Russell (Zip/Honda)	31pts
3rd	Mark Foster (Zip/Honda)	29pts

100 NATIONAL B LEAGUE

1st	Richard Roche (Zip/Komet)	40pts
2nd	Graeme Harris (Sprint/Parilla)	37pts
3rd	Martin de Gruchy (Zip/TKM)	28pts

100 NATIONAL A LEAGUE

1st	John d'Abbot-Doyle	42pts
	(Miere/Parilla)	
2nd	Leon Channing (Sprint/Parilla)	30pts
3rd	Dave Torpy (Miere/Arrow)	28pts

SUNDAY, JUNE 29th

The man from the Beeb must have thought he was dealing with persons of doubtful sanity when he was told "Yes, racing will happen regardless of the weather". At 10.30, amidst a daytime electric fireworks display, the heavens opened, within half an hour, the track was more reminiscent of a boating lake than a racing circuit. Much to the disbelief of the sceptics, the next two hours were spent in wellies or even bare feet bailing and pumping the thousands of gallons of water laying in the low spots on the circuit. By 1.15 there wasn't a puddle in sight, just a generally wet surface. At last, the second meet of the Browne's Fashion House Trophy could get under way.

A LOOK AT SILVERSTONE '86

This year's traditional Silverstone Kart Grand Prix hosts three major events with two prestige titles up for grabs during the very intensive racing programme scheduled over the 8th to 10th August. The Formula E European Championship third and final round will take place on Saturday the 9th, whilst on Sunday the prestigious 'GP' number plates for the four classes participating — 125, 210, 250 National and Formula E will be decided, the Formula E event incorporating round two of the Bridgestone-CKI World Championship. A lot has been voiced about the wisdom of combining separate championship events into one meeting, when one considers the mandatory free practice and qualifying time devoted exclusively to Formula E. During the past couple of years the National classes, which subscribe more than three-quarters of the total entry at Silverstone, have complained vehemently about the lack of practice time. This year, however, the programme has been so structured as to allow the Nationals a fairer crack of the whip.

Let's take a look at the classes individually, starting with Formula E and the struggle for the European title. Two rounds have already been run, both resulting in Swedish victories — Mikael Janson at Mantorp and past World Champion Lennart Bohlin at Donington Park, successes which earned them 15 points apiece. Janson, however, finished out of the points at Donington and equally will have his work cut out at Silverstone against the wealth of other talent battling up front. Bohlin's failure to finish at Mantorp means he too will have a struggle on his hands. Also on 15 points and sharing joint second with the two Swedes is Leaside's Phil Glencross, next highest on the list with 12 points.

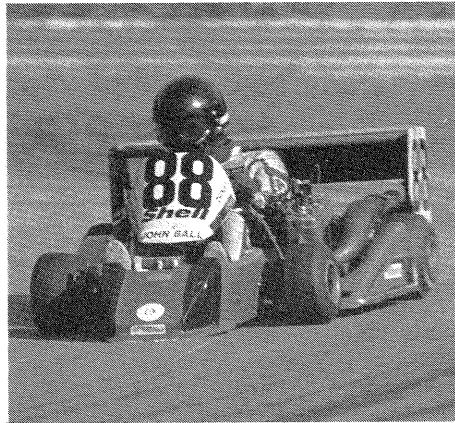
The man leading the European series is Zip boss, Martin Hines, having collected a second and third respectively, totalling 22 points, and definitely in with more than an odds on chance of clinching the title. He only has to finish fourth to take his total to 31 and he can carry the 'E' plate back to Hoddesdon. So, the current European Champion, Poul Petersen of Denmark looks set to relinquish his crown. Although his fourth place at Donington netted him 9 points, Poul would have win and all others with a higher or equal rating finish outside the points, in Martin's case finish twelfth, to retain the title. There are many permutations which can be made, as the table below reveals. Whatever the outcome, Saturday's race promises a tremendous clash.

1st	Martin Hines	22 points
2nd =	Lennart Bohlin	15
2nd =	Mikael Janson	15
2nd =	Phil Glencross	15
5th	Derek Rodgers	10
6th	Lars Gronning	10
7th =	Sandy Dalgarno	9
7th =	Poul Petersen	9
8th	Richard Dean	8

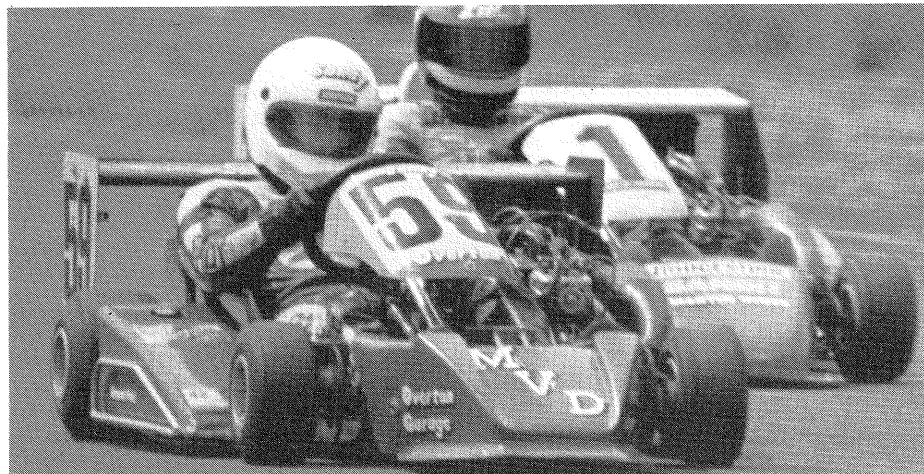
The World Championship, on the other hand is still wide open, only one of the three rounds having been run. The victor at Le Mans in April was Bohlin, netting 15 points, Hines second with 12 and Parrott third with 10. It is interesting to speculate — if Martin won on Sunday at Silverstone and Lennart finished second, both would be heading for the Nurburgring in two

weeks time with 27 points apiece. Add to that another third for Tim Parrott, bringing his total to 24 and supposing he won in Germany, with either Martin or Lennart finishing second, that would produce a tie-breaker situation of 39 points, the same as arose at Le Mans in 1983 between Martin and Torgjer Kleppe. Still, there are many others who could wreck the example just given, including Kleppe who will be competing in both the European and World Series races at Silverstone and, depending on his results, he may also race Formula E at the Nurburgring, fitting that in during his Group C2 commitments with Martin Schanche aboard the Zakspeed turbo powered Argo.

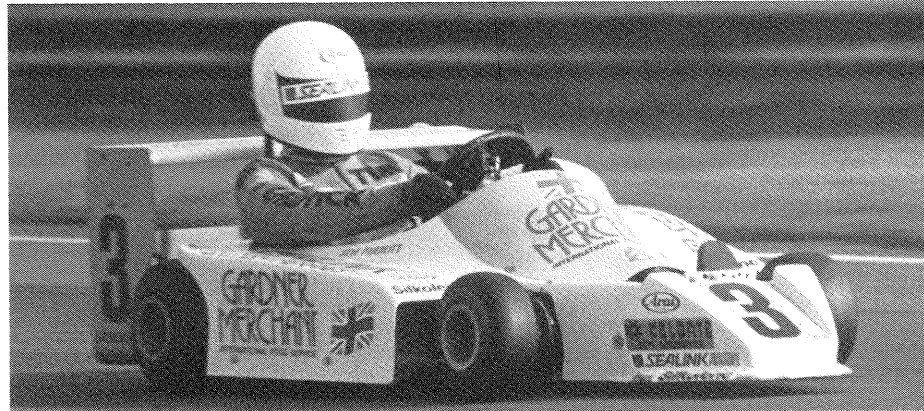
Roger Goff, the other Zip Team pilot, had a disappointing World and European title chase in 1985, although can take some solace from the 7 points he collected this year at Le mans and



John Ball, making a welcome return. (Pic: Doug Rees)



Sandy Dalgarno (59) and Martin Hines; Hines looking good for the European title. (Pic: Doug Rees)



Tim Parrott, lying third in this world series, at the moment... (Pic: Doug Rees)

BRIDGESTONE-CKI WORLD CHAMPIONSHIP Points after Round 1

1st	Lennart Bohlin	(S)	15 points
2nd	Martin Hines	(GB)	12
3rd	Tim Parrott	(GB)	10
4th	Poul Petersen	(DK)	9
5th	Duncan White	(GB)	8
6th	Roger Goff	(GB)	7
7th	Derek Rodgers	(GB)	6
8th	Phil Glencross	(GB)	5
9th	Bobo Westman	(S)	4
10th	Sandy Dalgarno	(GB)	3
11th	Robert Owsianny	(D)	2
12th	Lars Gronning	(DK)	1

is intent on furthering that score during Sunday at Silverstone. Petersen, Rodgers and Glencross likewise could be spanners in the works when the time marches round to 5.00pm on Sunday. Again the points table is printed below for you to work out your own permutations, but bear in mind there are other drivers whose names do not appear on the list who will be racing at the Grand Prix. Dave Buttigieg, who almost pulled it off last year, and John Ball, making a welcome return; Reg Gange, past European Champion and 1982 'GP' winner, not having the best of seasons but whom we hope can pull out all the stops; Brian Heerey, not yet seen racing this year but whom it is hoped will attend. Steve Styryn and Steve Gill are another pair prepared to give anyone a race for their money and another man ▶

to watch, who has been going very rapidly of late, is privateer Richard Dean. Sandy Dalgarno and Rob Kerkhoven, although no longer racing as a team because of business commitments are another couple of dedicated and skillful competitors who give their all on the day. To others not mentioned, apologies, but you are being thought of; to quote all would go beyond space limitations.

Now to the National classes that make up the bulk of the entry list. Last year close on 130 125 National drivers alone turned up for the three day karting extravaganza, 210 and 250 National also sporting very full grids.

Take 125 National first, examine last year's results and compare with current performances in the British Championships. Last year you will recall the brilliant battle royal between Stephen Coward, Chris Stoney and Paul Molloy, which resulted in Coward taking the accolade for the second time, while Molloy and Stoney finished close runners up. This year, though, Coward isn't having the success he has been striving for nor which his talents deserve. As we go to press he currently lies joint fourth with Peter McCallum and Richard Crump in the Long Circuit Championships. Stoney, on the other hand, seems the man to beat this year. He won the 'UK Cup' at Donington in May and collected the new letter 'O' number plate for his class in its inaugural year, and heads the Championships. He can be beaten though, as was proved by a very on-form Ian Shaw at the first Donington meeting of the year and also has had his share of problems but on the day Stoney is a hard man to defeat. Stratos-mounted colleague, Paul Molloy, likewise is presenting a thorn in the side to others. He took a convincing victory at Knockhill last month from Coward and lies well up the Championship ladder.

Second to Stoney is Salford's Ian Shaw who finished fifth last year at Silverstone just behind that equally good pilot, Adrian Wilcox, the pair enjoying a fierce dispute for the duration of the Final. Ian and Adrian have had spurts of good results and matching consistency during this season and, when everything goes right for them, are the equal of the other front runners. Andy Cowgill made a return to the 125 ranks recently after intermittent appearances last season and seems to be getting back into his stride, sharing eighth with Boyd Barrington in the points table. Barrington has been showing good performances, on the occasions he has been seen racing. Derek Price along with Ipswich driver, Nigel Wigg, also share equal status in the points league; Derek with the assistance of Kurt Luby and Nigel on Simon Wright equipment. Silverstone is a unique place though and anybody putting money on the outcome of Sunday's Final is just as likely to

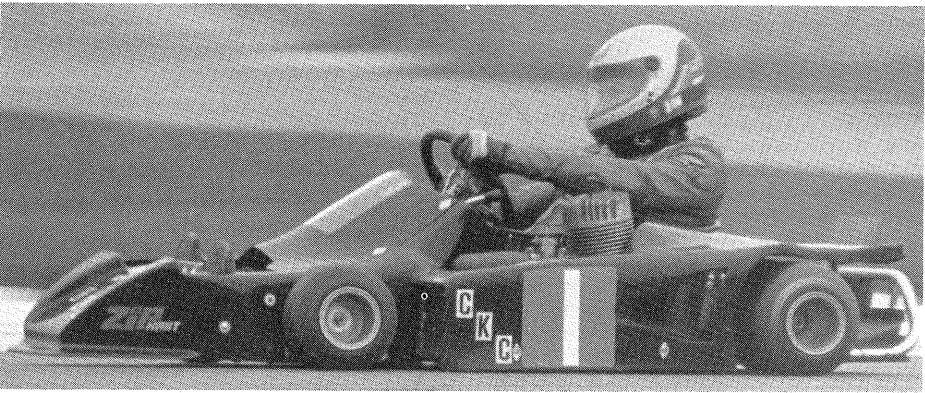


Chris Stoney (0), quietly confident of 125 National honours, leading colleague Paul Molloy. (Pic: Doug Rees)

lose his shirt! A lot of drivers concentrate solely on Silverstone, possibly due to work commitments or financial limitations, some restricting themselves to the odd long circuit meeting to set up for Silverstone. Unfortunately the name of the egame is 'keep at it', so competitive is 125 National that the only way to stay at the front is to be out there on a regular basis.

Another very good driver is Wootton based Colin Poole who this year is devoting most of his time to long circuit, rather than dividing his efforts between that and short circuit. Though Colin has yet to win a major title he is always up there with the leaders and this goes to amplify what has just been said in the previous paragraph. Mr. Poole, along with the rest, will definitely be looking for those magic letters — 'GP'.

In 210 National the grid numbers have been falling, on long circuit at any rate, but the attraction of Silverstone always tempts those more 'casual' of Villiers competitors into submitting entries and willing to take on the hard core of regulars. Current protagonist in the

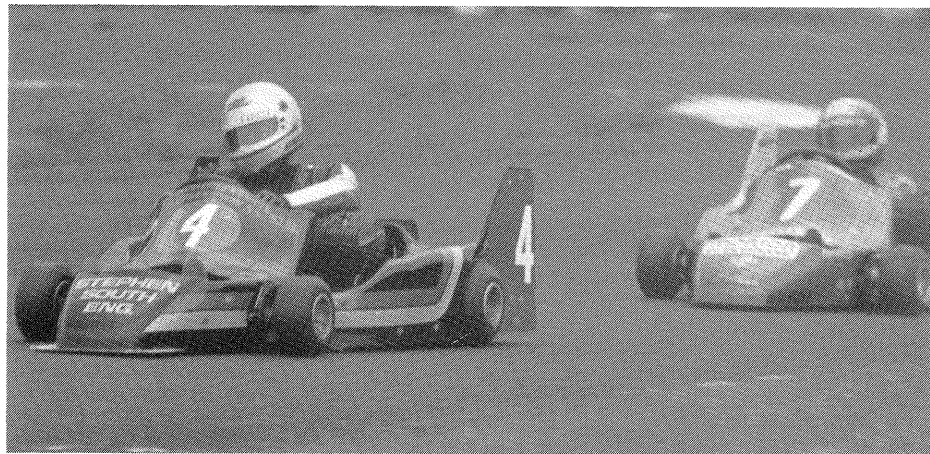


John Newton, a dismal Villiers GP in 1985. (Pic: Doug Rees)

Championship scramble is Andy Martin, heading the table from Mark Lockley, Phil Featherstone and 1985 British Champion John Newton. Andy, pictured on this month's cover, took a decisive victory last year, the Stratos-Car and Karting Centre villiers untouchable as the race entered its second half. His dominance in the class this season speaks highly of a repeat performance. Andy also voices his intention of competing 250 National at the Grand Prix using the Maico engine. He'll have a busy weekend so we wish him luck. John Newton, last year earmarked as a serious contender, retired early in the race and this year has yet to break the Martin grip on the class, but should go well. Mark Lockley raced to victory at the June Cadwell, though it wasn't a Championship event, however, a second and a third so far have netted him 10 points and his performances put him in with a fighting chance. There are others though determined the title should fall to them. Phil Featherstone, going extremely well this year; Kilkenny's John Brennan, Graham Sykes, supported by Bill Longdon's tuning finesse, finished fourth last year and is embarked upon an intensive cam-

paign to secure the victor's plates on the Sunday. If victory does come it wont be without a fight, others — John Waggett, Dudley Martin, Alan Ogden, Simon Quance, Tim Price, Steve Jones, John Underdown and the rest will be right there with him.

Lastly we come to 250 National and it certainly looks as though Zip Bandit driver, Mark Webster, will be the man to beat. Since he teamed up with Alan Cheetham on the tuning and preparation front Mark has notched up three convincing victories in the British Championships, as we go to press, and also leads the Central Kart Club series. Last year Mark Allen was the man to beat, clinching the 'GP' title in no uncertain terms and winning the British Championship later in the year. One year you're up, the next you're down and unfortunately that's the way it has seemed thus far with Mark, lying well behind Webster in the points. Although, as said earlier, the 'GP' is unique and Mark Allen might well pull it off.



Adrian Wilcox (4) and Ian Shaw, both men gave splendid performances last year in 125, but are hoping for better results. Shaw is also racing Formula E, so he'll have his work cut out. (Pic: Doug Rees)

CLUB SCENE

Blackbushe

JUNE 2nd

Jerney Howe was competition Secretary of Camberley Kart Club from 1972 to 1974 and an active participant in gearbox kart racing during the 1970's. Jeremy was the pilot of a helicopter that crashed earlier this year unfortunately, killing all the occupants. His widow Pam, has started a memorial fund for under privileged children in sport and the profits from this meeting will be donated to this fund. The trophies too, were donated by karters who raced with Jeremy back in the good old days. The kind donation of these trophies has enabled the club to save its normal expenses on trophies and this additional money has also been donated to the fund.

As we arrived at the circuit it was pleasing to note that the owners of Blackbushe had spent some time in levelling the paddock for the kart circuit and the inconvenience of the more recent meetings was not likely to be so apparent. The work which the owners have been carrying out in the area of the kart circuit is nearly complete, so hopefully we will not be inconvenienced for many more meetings.

The track surface was still quite wet in the early morning and the weather was overcast and quite damp. However as the sun burned through the overcast cloud, the day warmed up and the track surface dried out quite quickly during the very early practice sessions.

JUNIOR BRITAIN AND CADET

The Britain heat winners were:

In heat one: Kite, Wells and Ferryman.

In heat two: Kite, Evans and Wells.

In heat three: Kite, Ferryman and Wells.

Clearly, Steve Kite had to be the favourite for the final and so it proved, as he led the race from start to finish. Initially, Paul Evans held second place but on the fifth lap, he started to drop back, being passed initially by Fraser wells and then by James Ferryman and unfortunately, he did not make it to the finish. There were several restricted entries in the Junior class and it is encouraging to see so many newcomers.

The Cadets shared the same race but started behind the Brits. The entries were the usual group and it seems a shame that there has not been much growth in this class at Camberley over the year. Damon Cousins dominated the meeting and went on to win the final in fine style. Carl Lemmer, although still racing on restricted plates, is continuing to make good progress and following a good start in the final, was able to take second place. The kart of Alex Abbey-Taylor, suffered from carburation problems all day and as I was racing as well, we were unfortunately not able to sort out these difficulties.

100 BRITAIN

Heat winners were:

Heat one: Geraty, Booth and Baker.

Heat two: Booth, Payne and Murphy.

Heat three: Booth, Fazzzone and Minassian.

Although Craigh Booth was also racing in the 100 National class, no-one seriously expected him to be beaten in the Britains and so it proved, with another flag-to-flag victory. Terry Baker had a good meeting with heat performances of third, fifth and sixth and with several non finishers,

he had a good start for the final and held second place to Craig Booth for the first eight laps. Chasing him in third place was Chris Minassian and he had Tim Murphy on his tail. On lap ten, they caught and passed Terry Baker and that was the final finishing order. Anthony Geraty did not have a successful meeting by his standards, despite winning the first heat. From a low grid position, he fought his way up to fifth place by the fourth lap, but that was as far as he got.

250/210

Heat performances were as follows.

Heat one: Rose, Pritchard and Coaker.

Heat two: Coaker, Pritchard and Mooney.

Heat three: Coaker, Pritchard and Mooney.

Alan Pritchard led the final all the way, chased by John Coaker. Alan Rose was third and John Mooney fourth and these positions did not change throughout the whole race. In the 210 section Gordon Ellinor dominated, but it was encouraging to see a slightly larger entry in this class for him to race against.

125

Heat winners were as follows:

Heat one: Hopgood, Cowdry and Rofe.

Heat two: Cowdry, Rofe and Hopgood.

Heat three: Cowdry, Hopgood and Rofe.

Steve Bird had not figured particularly well in the heats with fourth finishes in all three. However, he must have been saving himself for the final! On the first lap, David Rofe led, with Steve Bird and David Hopgood in third place. Graham Cowdry was fourth. This order remained unchanged on the second lap, but on the third, Steve Bird took the lead and steadily pulled away. Rofe held second place from Hopgood although on the sixth lap Jamie Hodgson, still a restricted driver, moved up to third and, towards the end of the race, he managed to take second from Dave Hopgood and that was the order in which they finished.

100 NATIONAL RESTRICTED

Heat winners as follows:

Heat one: Green, Brown and Stansbury.

Heat two: McBrian, Perry and Ackner.

Heat three: Brown, Lovatt and Hill.

Phil Brown was making a return to karting after a few years of absence and his experience showed as he led the final from flag-to-flag. John Perry held second place in the early stages and Michael Green quickly moved up to third place. On the fifth lap, Perry dropped back a couple of places and this allowed Green and Burke to take second and third, which they held to the finish. Jim Limont also making a comeback started off in seventh spot on the first lap but, worked his way up to fourth by the end of the final.

100 NATIONAL

The National race at this particular meeting, was given added interest by the entry of two of the star performers from the 100 Britain class, namely, Craig Booth and William Hewland. It would be interesting to see how they fared against the 100 National establishment. Heat winners were as follows:

Heat one: Booth, Oliver and Bond.

Heat two: Collard, Booth and Moth.

Heat three: Booth, Bicknell and Murphy.

Craig Booth was clearly going to figure strongly in the final although William Hewland's heats had been less successful. Roger Moth who was expected to do well, had experienced problems in the heats. Booth it was, who made the best of the start and led on the first lap followed by

On lap 4 Woodward was just ahead of Powell, with Hoare in the lead inching clear. Series leader Haigh was storming through from a mid-grid start and was up to fifth. Powell who was gradually losing places allowed Charles Morris into third and Haigh eventually into fourth. At the flag Colin Hoare took a comfortable win from Paul Woodward, with Charles Morris in third.

250 INT/NAT

A small turnout owing to a long circuit event in Scotland and so these two classes were combined. It will be interesting to see how long it is before all 250's move from the short circuits as it would appear that most short circuit clubs are being used for training grounds for long circuit drivers. Of course it does not help long and short circuit dates clashing, however it does bring home the fact that the majority must prefer long circuit — a pity, but there you are. Nevertheless, thanks to those who did enter for making an interesting afternoons racing.

NATIONAL

Heat wins for Steve Ford (2) and Bob Phair. Phair, Ford and John Maklow fought a great race all through, swopping places with some Internationals all the way to the flag, resulting in a win for Phair from Ford and Manklow.

INTERNATIONAL

An interesting dual between Bob Kennings and Chris Tomkinson (who was in a National single cylinder kart). These two fought all afternoon with Kennings just getting the verdict, even in the final giving him the Keith Chandler Memorial Trophy to hold for a year. Full marks to Tomkinson for effort. Allan Jones came in third (one place behind Bob Phair in the Nationals).

In closing, a good days racing in all classes, thanks to all officials for getting through 35 races in good time. A very special thanks to a good friend of the B.K.C., Mrs G. Twigg for her very special 'persuasive' efforts in the raffle.

P. OGDEN

RESULTS

CADET

1st Simon Spencer
2nd Nicholas Lamb
3rd Gareth Hession

100 NAT NOVICE

1st Robin Howorth
2nd Kim Marks
3rd Len Fish

125 NATIONAL

1st Alan Dell
2nd Michael Morris
3rd Maggie Dell
4th Jonathan Williams
5th Chris Robinson

JNR BRITAIN

1st Bobby Game
2nd Guy Wood
3rd Jonathan Watkins
4th Dave Wilson

100 "SUPER"

1st Grahame Pettit
2nd Nicky Hart
3rd

210 NATIONAL

1st Colin Hoare
2nd Paul Woodward
3rd Charles Morris
4th John Haigh
5th Mark Powell

100 BRITAIN

1st Graham Wallace
2nd Robert Husband
3rd Mark Gellatly
4th Mark Beddall
5th Jason Bird

100 NATIONAL

1st Wynford Davies
2nd Martin Jones
3rd Kevin Clarkson
4th Keith Summerhill
5th Andy Jowett
6th Ken Brown

250 NATIONAL

1st Bob Phair
2nd Steve Ford

250 NATIONAL

1st Bob Kennings
2nd Chris Tomkinson

CLUB SCENE

Graham Poultney.
Heat 5: Alan Poole; 2nd Tom Thacker; 3rd Graham Poultney.
Heat 6: No. 55; 2nd Jeremy Pinney; 3rd Lionel Sifleet.
'B' Final: 1st Glen Clarke; 2nd Jim Fitzgerald.

Local drivers had mixed fortunes, with Paul Umney pulled up for a mechanical fault when leading the 'B' Final and Alan Poole pulled up when leading the first heat.

Jeremy Pinney was first away from his position on grid three and by the end of lap one Alan Poole had emerged from the back of the pack to challenge strongly for the lead. These two were pulling away from Thacker, Sifleet, Spavins and Haigh, with the field already starting to spread out in line astern. Pinney and Poole battled away up front with Poole looking quicker and likely to get past. On lap five Pinney left a gap up the inside as they exited the Willows and Poole went in for the half chance, the karts made contact as Pinney tried to shut the door and both spun off, leaving the way open for Thacker to take the lead. Pinney could not keep his motor running but Poole rejoined the race back in seventh place. Haigh challenged Sifleet on lap seven and took third then closed in on second place Spavins, passing him into Stow on lap nine. Poole was battling to regain lost ground and moved up to fifth at the expense of Fitzgerald and Clarke. Thacker took the flag from Haigh, Spavins, Sifleet and Poole, with Fitzgerald slowing and leaving the final to Clarke.

Duncan Taylor

100 CADET		
1st	Jamie Spence	Super Dart/Arrow
2nd	Daniel Stilp	Dart/Arrow
3rd	Alan Glencross	Zip/Arrow
4th	Mark Tomlison	Zip/Goff PCR

JUNIOR BRITAIN		
1st	Martin Jubb	Fullerton/PCR
2nd	Bobby Game	Lane/Parilla
3rd	Andrew George	Sprint/Parilla
4th	Gary Munro	Gillard/Arrow
5th	Tony McCarthy	Wright/Parilla
6th	Darren Kinsey	Gillard/Goff TKM
7th	Oliver Gavin	Wright/Parilla

100 BRITAN		
1st	Simon Reeks	Gillard/Gillard Arrow
2nd	Glenn Taylor	Wright/Parker TKM
3rd	Gary Smelt	Jeta/DAP
4th	Martin Gilbert	Gillard/TKM
5th	David Hedger	Gillard/Arrow
6th	Chris Watson	Wright/Yamaha

100 NATIONAL CLUBMAN		
1st	Lee Gage	Wright/Parilla
2nd	Jeremy Clark	Swiss Hutless/Parilla
3rd	Neil Robinson	Wright/TKM
4th	Simon Benoy	Boxer/TKM
5th	Gary Powell	TKM/Parilla
6th	Martin Collard	Dart/Parilla
7th	Gareth Howell	Ferrari/Parilla
8th	Stuart Sampson	Ferrari/Parilla

100 NATIONAL PREMIER		
1st	Clive Wheldon	TKM/Parker TKM
2nd	Steve Tillett	Gillard/Parilla
3rd	James Rhodes	Wright/Parilla

125 NATIONAL		
1st	Colin Poole	Zip/Goff Rotax
2nd	Graham Stevens	Zip/Goff Rotax
3rd	Ian Mason	Zip/Rotax

210 CHALLENGE		
1st	Tom Thacker (Jnr)	Dino/Villiers
2nd	John Haigh	Phoenix/Quantum Villiers
3rd	Graham Spavins	Zip/CKC
4th	Lionel Sifleet	Dino/Villiers
5th	Alan Poole	Zip/Villiers
6th	Glen Clarke	Barlotti/Villiers

L.Rissington

SUNDAY, JULY 6th

As the 130+ competitors converged on Little Rissington for the July 6th meeting, so the sun came out. The principal racing was for 250 International who were racing for the Keith Chandler Memorial Trophy, unfortunately with a long circuit event the same day, a small quality field was seen. It was also Round 3 of the 210 Challenge which turned out to be one of the best races seen in this class for a long time. (210 Challenge Series Organisers — "keep up the good work")

CADET

Heat wins for Nicholas Dudfield (2) and Simon Spencer but there were at least 6 others capable of taking the honours. The final got underway at 4.30, right on time. From the start Simon Spencer edged out Pole man, Nicholas Dudfield with Nicholas Lamb in third. This was the order for three laps until a close fought battle developed between the two leaders. Meanwhile, further back, Stu Freeguard was charging through the field up to fourth place. The Spencer/Dudfield dice went on until the last but one lap when starting the back-straight towards the dogleg, Dudfield went off, leaving Spencer clear. Lamb was now in second and Freeguard third. At the flag this was the order, however after the race Stu Freeguard was disqualified for having an illegal carburettor, moving Gareth Hession up to third.

JUNIOR BRITAIN

Jonathan Watkins and Bobby Game took the wins in the heats but some consistent driving from others made them try that much harder in the final. Watkins started on Pole from Guy Wood. By the end of the first lap Wood led from Watkins and Game. These 3 were clear of Dave Wilson in fourth. Game had moved up a place by the end of lap two and was pressuring the leader Wood. At the dogleg on lap 3, the pressure was too much and Game was through, a position he held until the flag. Some interesting dices in midfield, in particular between Fraser wells and Andrew Cox.

100 BRITAIN

A very large quality grid with 1985 British Champion, Mark Beddall heading the list, however the remainder ensured he had a busy day. Anthony White and Robert Husband shared the honours in the heats, but the consistent Beddall started the final from Pole position, however by the end of the first lap he was down to third with Graham Wallace in the lead and Jason Bird on his bumper. On lap 2 Bird went off after colliding with Beddall, restarting well down. By now Husband was storming through the field taking places with ease, closing all the time on leader Wallace, however he could not quite take 1st for at the end it was a well

deserved win for Graham Wallace with Husband taking 2nd and Mark Gellatly finishing 3rd.

100 NATIONAL NOVICE

Twelve novices entered ensuring a race for themselves and a good afternoons racing they had. Certainly some names to watch out for amongst them, one in particular being Robin Howorth who won all three heats and so led off in the final. Howorth proceeded to leave the rest of the field who made a good race of the remaining positions. Len Fish was second at the end of the second lap from Kim Marks (who is doing well for himself after a good meeting at Clay Pigeon). On lap 5 Marks found a way through leaving Fish to hold onto third. This was how it finished with a win for Robin Howorth.

100 NATIONAL

Amongst the 100 National were 3 "Supers" having their own race. It was a Charlie Brown benefit event in the Supers, with him winning all his heats, however Nicky Hart and Grahame Pettit were not there just to make up the numbers. Pettit led from the off from Brown, however Brown was soon through using all his local track knowledge to full advantage. A good fight soon prevailed as Nicky Hart joined in and this continued until lap 5 when Brown began to ease away. On lap 7 the leader's sidepod fell off, although not halting his progress to the deserved win, it did however make him underweight and so excluded from the results, moving Pettit up to first. In the Nationals, Wynford Davies was the most consistent driver, earning Pole. From the flag Davies began to pull clear quickly from the chasing pack, Martin Jones had come through from fifth to second and was trying to catch the leader, Kevin Clarkson had also come through and was chasing in third. As the race progressed Davies was in a class of his own and at the flag was pulling away from Jones in second.

125 NATIONAL

The best racing of the day came from this class. Alan Dell, Michael Morris and Jonathan Williams each took a heat and with a grid full of possible winners the final was not to let us down. Jonathan Williams was on pole with the Dells (Alan and Maggie) alongside. As the flag went down, the usual fight for supremacy at the first bend took place, with Alan Dell just heading the stampede from Williams. Onto the back-straight and Dell's engine seemed to have the upper hand on top end as he pulled slightly clear. By lap 3 Morris was ahead of Williams, the two Welshmen having a good scrap, joined by Maggie Dell and Russell Caldwell. By lap 5 Morris was closing in on Alan Dell, behind Maggie Dell was up to third. With two laps to go Morris was right with Alan Dell and off the back-straight for the last time Morris came through. Dell not satisfied with 2nd place, pulled out of Morris' slipstream as they came to the line to just take the win by a coat of paint. GREAT STUFF! Well done both drivers, let us hope the next confrontation will be just as exciting.

210 NATIONAL

Round 3 of the 1986 210 Challenge came to Rissi with John Haigh leading the series from Lionel Sifleet and Martin James. Open heats from this large entry with wins for Colin Hoare (2), Paul Woodward and Charles Morris. In the 'B' Final, Martin James won easily. Paul Woodward, Colin Hoare and Mark Powell made up the front row of the 'A' Final.

Local drivers Hoare and Powell were fighting it out for the first laps with Woodward in third.



Mike Doble, 1984 250 National GP winner. (Pic: Doug Rees)

Mike Doble, faithfully sticking to the Yamaha in face of the invasion by the Austrian KTM engine, lies second to Webster and has proved his motor to be just as able as the KTM. EDR mounted, again with Yam power, Rob Hipkin with a second and fourth in the CHampionships is another driver whose skills are not to be thought of lightly. Also going well this year is Russell Powell who heads Barlotti man Keith Bisp by one point in the British. Keith recently had a successful excursion to France to help promote the class over there and finished fifth and sixth at Circuit-Carole in the two races he was entered — and that was racing with the twins! David Griffiths and Barry Tomlinson are another couple of drivers who have put in some energetic and fine performances this season, Barry having to labour under the dictates of work commitments as to the number of circuit appearances he makes. Steve Matthews, who last year managed ninth in the 'GP', has swopped to a Cheetham prepared KTM and romped home to a fine victory at the Cadwell 25th Anniversary meeting in June. If that is any yardstick and he's out front there will be some interesting action.

Just some of the names, not as many as we would have like to mention, on parade this weekend. Remember, although there will only be four 'GP' winners, the efforts past and present put in by all the drivers, mechanics and helpers to ensure that Silverstone remains the highlight of the Long Circuit calendar, deserve credit for devotion.

In the National classes each competitor takes in three heats. Grid positions are predetermined and each driver starts — once from the front, once from the middle and once from the rear of the grid. The winner of each heat scores 0 points, the second man 2, the third 3 and so on throughout the rest of the finishing order. The points scores of each competitor are totalled at the end of the heats and the driver with the lowest score wins pole position for the main event, the rest of the drivers occupying grid positions in numerical order of merit.

As the 125 National class has the largest entry and the maximum number of karts allowed on the grid at any one time is 60, a system of 'split' heats is necessary. 50 places are reserved on the grid of the main Final for the drivers who qualify from the heats, whilst those competitors failing to qualify will take part in a 4 lap 'Repechage' or last chance race and the first ten finishers from the Repechage will occupy the remaining 10 places on the grid for the Final.

To all — a safe, successful and very enjoyable weekend.



PAST GRANDS PRIX CHAMPIONS

1978	Paul Elmore	— Formula E
	David Griffiths	— 250 National
	Owen Jones	— 210 National
	Steve Elmore	— 125 National

1979	Steve Styryn	— Formula E
	David Griffiths	— 250 National
	Brian Heerey	— 210 National
	Steve Elmore	— 125 National

1980	Martin Hines	— Formula E
	Gary Deal	— 250 National
	Phil Ansell	— 210 National
	Nick Carter	— 210 National

1981	John Ball	— Formula E
	Mark Newby	— 250 National
	Mike Gardiner	— 210 National
	Stephen Coward	— 125 National

1982	Reg Gange	— Formula E
	Alan Mugglestone	— 250 National
	Richard Boston	— 210 National
	Kurt Luby	— 125 National

1983	Torgjer Kleppe	— Formula E (GP and European Title)
	Alan Cheetham	— 250 National
	John Newton	— 210 National
	Colin Mills	— 125 National

1984	Martin Hines	— Formula E
	Mike Doble	— 250 National
	George Bett	— 210 National
	Keith Glendenning	— 125 National
	Steve Gill	— 250 International (Non-Championship)

1985	Poul Petersen	— Formula E (GP and World Title)
	Mark Allen	— 250 National
	Andy Martin	— 210 National
	Stephen Coward	— 125 National
	Adam Philpotts	— 250 International (Non-Championship)

GENERAL SPORTING REGULATIONS FOR THE CIK FORMULA E WORLD AND EUROPEAN CHAMPIONSHIPS

The World and European Championships series' this year are each being staged over three rounds and are open only to Formula E 250cc drivers who qualify according to the criteria issued by the CIK.

Saturday hosts the deciding third round of the 1986 European Championship, whilst on Sunday the second round in the Bridgestone-CIK World Championship will take place; the final round will be at the Nurburgring on Saturday 23rd August.

The Champion in each series will be the driver who has accrued the highest number of points, all rounds in each Championship to count.

Points are awarded on the following basis, from first to twelfth place:- 15, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. In the event of a tie for first place on points, each Championship will be decided on the number of wins. Should this still not resolve the tie, second places and then third, etc., will be taken into consideration. If this still does not resolve the tie, the result of the last round will be taken into account.

PRACTICE AND QUALIFICATIONS

There will be official practice for Formula E ►

SILVERSTONE KART GRAND PRIX — CLASS IDENTIFICATION

Parading at Silverstone this weekend will be four different classes of Long Circuit Gearbox karts. For ease of identification the number plate colours are the best guide, as they signify the categories.

GREEN (with white numbers)	— 125 National, powered by 125cc single-cylinder, air-cooled, two-stroke engines. Maximum seven gears.
RED (with white numbers)	— 210cc National, powered mostly by replicas of the original Villiers engine, again single-cylinder, air-cooled, two-stroke with a maximum of four gears.
WHITE (with black numbers)	— 250cc National, powered by air or water-cooled, single-cylinder, two-stroke with piston and/or reed valve induction, series production motor-cycle engines with a maximum of five gears.
YELLOW (with black numbers)	— Formula E, powered by 250cc air or water-cooled, two-stroke engines with a maximum of two cylinders. This class has been dominated for the past five years by the Austrian produced Bombardier-Rotax, inline twin, rotary valve engine.

In order to avoid confusion when you see two different groups bearing yellow number plates out on the circuit, it has to be explained that the class is sub-divided into 'graded' and 'non-graded' drivers. The 'non-graded' drivers will race in 250cc International and will form the group for the Non-Championship International event on the Sunday. Upgrading to Formula E is dependant upon drivers satisfying the criteria laid down by the sport's governing body — the CIK, administered in this country by the RAC Motorsports Association.

SPECIAL NUMBER PLATES

Red No. 1 (Formula E)	— Signifies World Champion
'GP' Letters	— Signifies winners of last year's Grand Prix
No. 1 (White or Black)	— Signifies RAC British Long Circuit Champions in 1985
'O' Letter (125 National)	— Signifies winner of the 125 'UK' Cup

lasting at least three hours. This is divided into — a free practice session and two separate one hour Qualifying sessions, separated by at least one and a half hours and the last qualifying session must be completed at least three hours before the time scheduled for the start. Each driver must take part in the Qualifying sessions to set a time which will qualify him or her. The qualification minimum required of the drivers is as follows:-

A maximum of 115% of the average of the three best times achieved during the official timed practice sessions.

All the laps of the official timed practice sessions will be timed in order to determine the grid positions of the drivers for the start of the race. The driver putting in the quickest time will be on Pole position.

The drivers will then race a Pre-Final of 6 laps for each Championship event and the finishing

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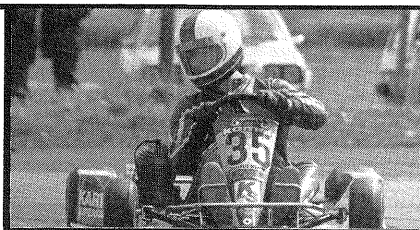


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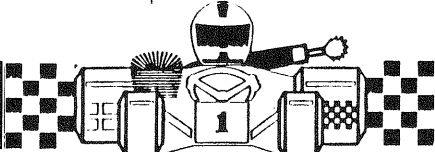
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Kimbolton

SUNDAY, JUNE 8th

Another massive entry of 155 meant a long day for drivers and officials; fourteen entries in the Cadet class must be unheard of for a club meeting — it is very pleasing to see Junior racing so well supported as it was here.

We welcomed the 210 Challenge back again this year and were treated to four heats and a B Final of high quality even before the final, the main event of the day. It was good to see the class that was the mainstay of karting for many years still well supported. Unfortunately the 250's could not muster anything special as they spluttered round behind the 125's. Come on lads, surely you can do better! Commentator Stu Perry was well pleased, after blowing up our amplifier at the Super One he borrowed a unit which lasted the day. I hear Dr. David Rhodes had a go with the mike, although I didn't hear him Stu said he did, quote — very, very well — unquote.

100 CADET

Heat 1: Jamie Spence; 2nd Daniel Stilp; 3rd Gareth Hession.

Heat 2: Jamie Spence; 2nd Daniel Stilp; 3rd Gareth Hession.

Heat 3: Jamie Spence; 2nd Guy Smith; 3rd Mark Tomlinson.

With Jamie Spence making a clean sweep the odds wont be very high on him retaining his British Championship title here later this year. I noticed Tony Temple showing an interest in Jamie as a candidate for the British Team when he reaches the ripe old age of 14.

As Spence sped away at the start it looked like a one-horse race, but Daniel Stilp had other ideas as he chased hard all the way, ensuring that any mistakes by the Champion would be punished. Third place was held until lap eight by Guy Smith but he spun out at Stow Corner to restart well down the field. Matthew Stilp spun off and was restarted well down the order, while Alex Taylor pulled up for repairs, rejoining the race two laps adrift of the field.

With Spence showing the chasing Stilp a clean pair of heels the next places were held by Glencross, Tomlinson and Firmin. Spence took the flag thirty yards ahead of Stilp, with the other trophies going to Glencross and Tomlinson.

JUNIOR BRITAIN

Heat 1: Richard Walton; 2nd Martin Jubb; 3rd Marcus Gavin.

Heat 2: Martin Jubb; 2nd Oliver Gavin; 3rd Richard Walton.

Heat 3: Bobby Game; 2nd Richard Walton; 3rd Martin Jubb.

With Walton and Jubb lining up on the front row of the grid with equal points a hard fought battle between these two was expected. Walton headed the field round the first corner followed by Jubb, Game, Oliver Gavin and George. With Jubb snapping at his rear bumper Walton hung onto his lead, these two had opened a gap over Game who led Gavin, with George and Lowther battling just behind for fourth position. As they entered Stow again Walton locked his brakes and spun leaving Jubb the clear leader. Lowther spun exiting the Willows and the order behind the new leader was now — Game, George, Munro and Gavin slipping to fifth, Kinsey and McCarthy

were busy constesting seventh place. Game tried valiantly to catch Jubb but the leader hung on. Game went missing on lap nine and McCarthy got past Kinsey who was having an off day. Jubb took the flag six lengths ahead of Game, with the other places going to George, Munro, McCarthy and Oliver Gavin.

SENIOR BRITAIN

Heat 1: Glenn Taylor; 2nd Chris Watson; 3rd Paul Murphy.

Heat 2: Simon Court; 2nd Chris Watson; 3rd Phil Hart.

Heat 3: Gary Smelt; 2nd Jeremy Lee; 3rd Simon Court.

Club Champion Paul Murphy appeared for the first time this season, resting from his Formula Ford racing and sporting an Arrow which wasn't quite quick enough, at least that was his story. Glenn Taylor comfortably took pole and along with Chris Watson headed a field of 24; two drivers did not make the grid due to earlier shunts.

Watson beat Taylor through Stow Corner but with Taylor glued to his rear bumper he took a wide line past the Ambulance Station and Taylor forced his way inside for Kimbolton Corner and led after the first lap, from — Watson, Reeks, Murphy and Smelt. Taylor increased his lead over Watson but on lap three Reeks got past Watson and set about reeling in the leader who thought he had shaken off the field and, by lap five, found himself under strong attack.

Watson was holding onto third from Smelt, Murphy, March and Gilbert. The leader was keeping Reeks just out of reach to prevent the tow down the straight giving him the edge into Stow Corner. By lap seven Murphy had dropped back to eighth as Gilbert and Hedger moved up, dropping March to seventh. Gilbert with Hedger in tow moved up in front of Watson on lap ten.

As Taylor came round Kimbolton Corner for the eleventh time Reeks closed up and was looking for the tow. As they rounded Stow they were level, with Reeks getting round the outside and forcing Taylor to drop back through the Willows. They tangled on the exit from the Willows and Taylor lost three lengths as he recovered control and lost any chance of coming back on the last half lap. Reeks took the chequered flag, followed home by Taylor with the pack of Smelt, Gilbert, Hedger and Watson some twelve lengths adrift.

100 NATIONAL CLUBMAN

Heat 1: Wayne Fobelets; 2nd Simon Benoy; 3rd Mick Whitehouse.

Heat 2: Lee Gage; 2nd Gareth Howell; 3rd Andy Clark.

Heat 3: Gary Powell; 2nd Wayne Fobelets; 3rd Andy Clark.

Heat 4: Martin Collard; 2nd Jeremy Clark; 3rd Stuart Sampson.

Heat 5: Lee Gage; 2nd Neil Robinson; 3rd Stuart Sampson.

Heat 6: Jeremy Clark; 2nd Neil Robinson; 3rd Martin Collard.

'B' Final: Paul Scutchings; 2nd Anita Sampson; 3rd Alan Hersey; 4th Bob Morrison.

A full grid of 28 lined up for the Final, headed by Lee Gage and Jeremy Clark, with Neil Robinson and Simon Benoy on row two.

From the off Gage took the initiative and soon had a comfortable lead from Clark, Robinson, Benoy, Howell and Collard. Gage's lead was never challenged and the first four circled for lap after lap with no change. Lower down the order Powell was charging and took fifth place from Howell at Stow Corner on lap six,

CLUB SCENE

promoting himself to fourth ahead of Collard with the same manoeuvre on lap nine. With no changes in the order Gage won comfortably from Clark and Robinson. This was a surprisingly uneventful Final, considering the size of the entry.

100 NATIONAL PREMIER

Heat 1: Clive Wheldon; 2nd Steve Tillett; 3rd Gary Blick.

Heat 2: James Rhodes; 2nd Clive Wheldon; 3rd Steve Tillett.

Heat 3: James Rhodes; 2nd Clive Wheldon; 3rd Ron Cox.

Clive Wheldon and Jamie Rhodes led out the field on the first of many rolling laps. Mark Woolford stopped to change a plug and rejoined on the third rolling lap at the front of the grid, so round they went again, much to the consternation of Chas Goff who wasn't aware of the delaying tactics.

Finally the drivers decided they were ready and young Jamie Rhodes was through Stow while the rest were still jockeying for position. Wheldon, tucked in behind the leader and Tillett and Hunt sporting the yellow plates of the Super brigade gave chase. As they entered Kimbolton Corner for the third time Wheldon forced Rhodes wide and took the lead, whilst Tillett had shaken off Hunt and tucked in behind the leaders. Woolford was now in fourth place in front of Hunt, Blick, Glencross and Banbury, with Cox spectating after spinning out through the Esses. Tillett out-braked Rhodes on lap eight as they approached Kimbolton and tucked in behind the leader. Tillett attacked Wheldon hard at every corner but could not force an error and at the flag it was Wheldon by a length from Tillett with Rhodes five lengths back in third place.

125 NATIONAL & 250

Heat 1: Colin Poole; 2nd Colin Mason; 3rd Nick Evans.

Heat 2: Graham Stevens; 2nd Colin Poole; Ian Mason.

Heat 3: Ian Mason; 2nd Graham Stevens; Geof Hodge.

250cc: Heat 1 — Andrew Scott; Heat 2 — Andrew Scott; Heat 3 — Steve Pell.

The front row of the grid was made up of Mike Reynolds, Nick Evans and Colin Poole with Graham Stevens surprisingly back on row three. At the off Poole was first away and led after one lap from Ian Mason and Stevens, already charging from his third row start. The rest were headed by Restricted driver, Whitehouse, and Evans. Evans outbraked the less experienced Whitehouse on lap three to take fourth and Stevens closed in on Ian Mason, relieving him of second on lap five at Stow. Hodge moved up the order and was fifth after six laps at the expense of Whitehouse but was well back from the leaders. Andrew Scott pulled up his 250 on lap nine and his retirement ended any 250 involvement in the race. Whitehouse dropped further back after his early promise when Neil Dickens passed him on the straight.

Poole took the flag, already easing off, from Stevens, Ian Mason, and Evans out of the trophies in fourth place.

210 CHALLENGE

Heat 1: Paul Robinson; 2nd Tom Thacker; 3rd Edward Mellor.

Heat 2: John Haigh; 2nd Lionel Sifleet; 3rd Jeremy Pinney.

Heat 3: Alan Poole; 2nd Tom Thacker; John Haigh.

Heat 4: Martin James; 2nd Gary Marshall; 3rd ▶

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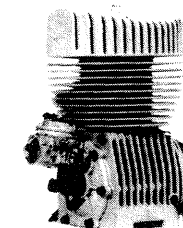
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250 SUPER CHALLENGE 1986

Sunday May 16th saw a smaller than usual number of drivers assemble at Wombwell for Round 4 of the 250 Short Circuit Super Challenge and just for a change.... it was raining!!!! (Why us Lord?) Luckily it only lasted until the start of practice.

Anyway, halfway into the day's racing, Trevor Cryer approaches yours truly and successfully cons me into writing this article! No problems there you may think, except that I was trying to race as well, so I apologise now for any inaccuracies and the somewhat sketchy nature of this report.

Heat one saw Trevor Cryer take a pole to flag win in very convincing style, followed by Ron Banthorpe, Iain Slater (despite a first corner "off" that had some spectators ducking!) and John Tonkinson. Unfortunately Andy Milner disappeared halfway through this heat, for reasons unknown, and Harry Knight suffered a bottom-end seize on the fifth lap thus reducing numbers even further for the rest of the day.

Heat two was yet another easy win for Cryer followed by Banthorpe, who seemed to be "getting into the groove" very rapidly, and then Tonkinson. Slater made a right cock-up of the start and so trailed home fourth, amongst the 210's.

Heat three had Slater on pole and in the lead for once, but it was short lived as he had yet another spin (must have been dizzy!) enabling Cryer, Banthorpe and Tonkinson to storm through in very quick succession, with Cryer and Banthorpe building up a very substantial lead in no time at all. The finishing order in this heat was the same as the first. Cryer, Banthorpe, Slater and Tonkinson.

During the interval, the heavens opened, forcing everyone onto wets for the final and the line-up for this was Cryer (pole) alongside Banthorpe, with Slater next to Tonkinson on the second row.

Inevitably, Cryer stormed off into the distance chased by Banthorpe and Tonkinson, and that was how it stayed until lap 9, when Banthorpe had a nasty looking incident due to his steering column coming adrift. Fortunately he sustained no damage to himself but he was sidelined for the rest of the race. Finishing order for the final was a well deserved win for Cryer, to take 1st Rotax, followed by Tonkinson (1st Yamaha) and Slater (2nd Yamaha).

These positions, and the points that go with them, have altered the Series placings so that now, half-way through the Series, it reads as follows:

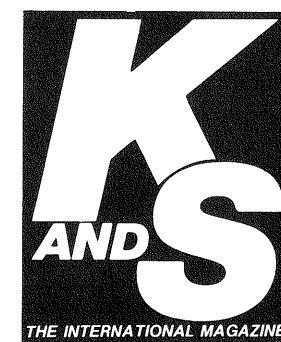
1st Bob Kennings	96 pts	6th John Lloyd	31 pts
2nd Trevor Cryer	89 pts	7th Ron Banthorpe	25 pts
3rd Iain Slater	43 pts	8th Paul Pedalty	23 pts
4th John Tonkinson	39 pts	9th Andy Stafford	14 pts
5th Andy Milner	33 pts	10th Harry Knight	12 pts

Our thanks go to Wombwell K.C. for putting up with us and enabling us to have a very interesting and enjoyable day's racing.

The next round was at Fulbeck on July 27th and saw some very hard racing as the midfield drivers battled it out for the precious one or two points that make all the difference. More news of that later.

On the final note, the subject of noise reared it's ugly head once more, with all of the 250 Inters registering three figure levels. It makes one wonder (and this is purely a personal opinion) if our governing body is asking for just a little bit too much in the way of silencing.

Iain Slater



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CADWELL SCORCHER!



Steve Matthews ran out the class winner in 250 National.

Sun-drenched Cadwell Park (almost unheard of!) and a fine day's racing saw Martin Hines' Formula E take victory from Richard Dean and Phil Glencross. In the National classes the 250 of Steve Matthews obliterated the opposition, racing untouched to the flag ahead of an ever-improving Arthur Thompson aboard the Loctite SRS Zip-KTM and the Yamaha of Mike Doble. After a race-long struggle Adrian Wilcox succeeded over Ian Beaumont and Richard Crump in 125, whilst the Villiers of Mark Lockley had a splendid outing, winning both heats and the final from Simon Quance and Alan Ogden. The third round of the Cadwell 125 P&R Series and it was local man, Graham Barker, to lead home Barry Fortnam and Alan Naul.

**Report: Ed McCormick
Pics: Doug Rees**

A slightly depleted entry of around 130 drivers signed on for the 25th Anniversary of the Cadwell Park Club Championships on Sunday 15th June, the meeting also incorporating the third rounds of the Cadwell Series' for all classes. Though the event clashed with the Short Circuit Gearbox Championships at Three Sisters, it did nothing to detract from the quality of the racing displayed by those present, nor the enjoyment of the many spectators.

A healthy entry of 125's, missing only the likes of Chris Stoney, Ian Shaw and Stephen Coward, was to provide plenty of fireworks in the heats and indeed in the 10 lap final of the full 2 1/4 mile circuit. With Mark Webster taking his Bandit to Three Sisters that opened the door for others in 250 National to clammer for the honours. One of the up-and-coming, relative newcomers is Sandy based Arthur Thompson, the plasterer who works for a major housing construction company. Arthur has sponsorship from Loctite, while his tuning and preparation lies in the capable hands of Stuart Ziemelis and the SRS Racing set-up. Thomson is going a lot better now and his creditable second place to Matthews in the final speaks highly on his future. The Villiers entry was well down on numbers and had the 125 P&R contingent running off the back of the grid to give support.

Only a handful of the regular faces were absent from the Formula E ranks, Tim Parrott and Roger Goff, again off to Three Sisters for the Gearbox Champs, where Tim succeeded in wresting the title from third placed Roger, thus denying the

Bedford man of the desired hat trick. A pleasant surprise in the Paddock on Sunday, contentedly working away on his outfit, was John Ball. John, you will remember, was the Zip Discount Centre sponsored driver who won the 1981 Silverstone Grand Prix. It is understood John was using the Cadwell meeting, plus maybe another, to prepare for this year's Silverstone. He claimed an eighth in the first heat, didn't finish the next and suffered a puncture on lap eight of the final. Nevertheless, it's nice to see you back John.

After timed practice for Formula E to determine the grid order for the heats, Martin Hines came out on top with a 1min 29.1sec lap, whilst Steve Gill, Richard Dean, Derek Rodgers, Duncan White and Jamie Vale also showed good times. Vale was credited with a time that put him on the front row, which surprised the young man! Anyway, when the grid was posted in Race Control, the first few rows looked thus:-

Hines	Vale	Gill
White	Rodgers	Dean
Styrin	Goy	Glencross

The first heat of the day got under way around noon and it was the Villiers and P&R that led off. As in the second outing it was to produce a convincing victory for the Cannock driver, Mark Lockley, aboard the EDR. Phil Featherstone

finished in second place, from Simon Quance, Alan Ogden and Steve Young. Graham Sykes, who has been showing well at other events this season, did not unfortunately have the best of days. In 125 P&R Barry Fortnam and Louth based driver Graham Barker shared a win apiece, whilst other good placings went to Alan Naul, Rob Johnson and Nigel Wrisdale.

250 National continued to provide some very competitive racing. Scots pilot, Robert Johnstone from Berwick had an excellent battle with Broxbourne's Barry Tomlinson and the Northampton based Steve Matthews to come out on top in the first affair, whilst the other two finished in that order. Frank Rowntree, Arthur Thompson and Neil Bolton were the next men home. In the following session it was the turn of Matthews to collect the chequered flag, from Johnstone in second, followed by Tomlinson. Neil Bolton was next up while Mike Doble brought his Yamaha along, this time to finish fifth. Sixth was Melton Mowbray-EDR driver, Rob Hipkin.

Though 125 National had split heats there was no Qualifier, grid positions for the final based on heat merits. In the first outing it was Derek Price, driving the Phoenix-DPR Rotax aided by FF1600 exponent Kurt Luby, who set the pace in the orange full body to head home a charging Ian Beaumont. Ian Westwood filled third place, whilst Richard Drump, Peter Robinson and Dave Eagland all finished in the top six. The second group took to the track and the excursion gave Ipswich driver Nigel Wigg the chance to pit his skills against Stratos ace, Paul Molloy. 'Wiggie' did so and beat Paul to the line, chased hard by Peter McCallum, supporting the Jack Field Club in the absence of Stephen Coward. Steve Murray, Kenny Tibbs and 'Fast Lane' magazine's Ryan Baptiste, racing Molloy's old number 77, also finished in the places. The penultimate outing and Adrian Wilcox put the nose of his Anderson prepared Rotax over the line ahead of Ian Beaumont, collecting another second, with the Phoenix Minarelli of Nick Bowler dashing home for third; Steve Murray another fourth, then Geoff Tuckey and Penrith driver Craig Dixon. Paul Molloy had success in the final session, with Richard Crump and Peter Robinson on his tail. Dave Clark, Howard Watkins and Ryan Baptiste with another sixth were the next three home.

The Formula E had two heats, both starting grids identical, dictated by the Qualifying times. Unfortunately there was a problem with the lights which gave rise to a false start being declared. They ran one lap before coming back up the Mountain to reassemble and that lap was marred by an incident which saw poor Mick Goy taken to the Medical Centre for examination. Thankfully Mick escaped with only bruising, but his racing was curtailed for the meeting. On the restart of the four lap session Martin Hines got smartly away, chased hard by young farmer, Steve Gill, and the rest of the pack. Hines held onto the lead until the last lap when Gill took over and headed him to the flag. Hines only six tenths of a second behind. Phil Glencross was third with his Leaside companion, Derek Rodgers, fourth. Duncan White and Steve Styrin were the next pair along. John Ball started from the back of the grid and climbed well into eighth place by the flag, a shade behind Richard Boston.

The second heat — again it was Hines and Gill at loggerheads, with Gill glued to Hines' tail seeking a way through. At the line the Bandit man won out and Gill had to settle for second spot. For Phil Glencross another third and this

time Duncan White managed to improve on his previous performance, with a fourth ahead of Derek Rodgers. Richard Dean, Jamie Vale and Steve Styryn filled the rest of the places to eighth. Reg Gange completed the weekend with a seize coming out of Mansfield corner on the last but one lap and, with only one motor, took no further part in the proceedings. John Ball finished his race on the back of a recovery vehicle after having climbed to eleventh by the third lap. The average race speed over the four laps was 89.47mph, so it was on the cards that a 90mph plus average on the full circuit in the final would be a very real possibility.

210 NATIONAL FINAL

After a short interval the first final of the afternoon got under way, with the Villiers and 125 P&R leading out. The Villiers line-up had Lockley on Pole, Quance and Featherstone alongside. Ogden, Sykes and Young occupied the second row, with Ralph Howard on the third.

On the green it was Lockley, Sykes and Featherstone to make the best of the break up to Coppice, with Quance taking up station in fourth place, just ahead of Ogden, Howard and Young. Into the second of the ten tours Lockley was still at the helm, but Featherstone had moved into second with Sykes now hard on his heels. Quance was still there, leading Ogden, whilst Steve Young had bettered Ralph Howard.

Another tour and Lockley was beginning to ease out a gap from the scrapping pair of Featherstone and Sykes and it was Sykes who gained the upper hand before the lap ended; Quance held station over Howard and a relegated Young. During the next lap Sykes was gone, which lengthened the distance between Leader Mark Lockley and Phil Featherstone, the latter with his work cut out to try to haul in the Cannock driver. Quance had lost out to Ogden, whilst Howard and Young were still at it, hammer and tongs.

The halfway stage then, with Lockley well out in the distance, all action was centred on Featherstone as Ogden and Quance closed in for the kill. It took Ogden two laps to succeed, which left Featherstone the filling in the sandwich between himself and Quance. A lap later and Quance also found a way through, but Featherstone continued to fight back until he was forced to follow the ailing machinery of Howard into retirement.

No one could touch Lockley, he had the length of the main straight to his advantage. Into the penultimate tour and Quance broke out of the tow to move past Ogden. Steve Young hung on in the last spot and that was the order at the finish.

- 1st Mark Lockley

2nd Simon Quance

3rd Alan Ogden

4th Steve Young
- EDR/CKC Villiers

Zip GP/Villiers

Zip GP/APV

Stratos/Haywood Villiers

Race Time: 17min 10.1 — 78.63mph average
Fastest Lap (Featherstone): 1min 41.3sec — 79.96mph

125 P&R FINAL

Eleven P&R finalists lined up behind the Villiers, the front couple of rows consisting of Graham Barker, Alan Naul, Barry Fortnam and Roger Naul, David Gilson, Nigel Wrisdale. Barker was quickly into his stride at the head of the field, followed by Gilson, Wrisdale, Fortnam, Alan Naul, Graham Marris and the rest of the order.

Into the second tour and Barker was beginning to establish undisputed control, Fortnam had moved ahead of Wrisdale who had Alan Naul in tow. Roger Naul was leading the rest of the field

— Blakely, Marris who had slipped back, Sue Nicholls and Paul Hunt. David Gilson had also slipped back and was lying around tenth spot at that stage.

By the halfway mark Graham Barker was still leading from second placed man Barry Fortnam about twenty kart lengths adrift. Wrisdale had gone missing, leaving Alan Naul running a lonely third. Blakely held station in fourth while Gilson had improved considerably and was next up; Roger Naul and Graham Marris were the next pair along. With the exception of Andy Blakely and Roger Naul who disappeared from the lap charts in the closing stages, there was little, if any, change to the order to the chequered flag.

- 1st Graham Barker

2nd Barry Fortnam

3rd Alan Naul

4th David Gilson

5th Graham Marris
- Barlotti/TM125

Dino/Honda

Dino/Honda

Stratos/Yamaha

Zip Pitstop/Yamaha

Fastest Lap (Barker): 1min 44.4sec — 77.58mph

250 NATIONAL FINAL

One heat win and a second place put Scotland's Robert Johnstone on pole for the final, while Steve Matthews with a win and a third sat next; Barry Tomlinson secured the last spot with a second and a third place. Row two had Neil Bolton, Arthur Thompson and Rob Hipkin and



Arthur Thompson (39) had a fine second in 250 National.

the third rank was occupied by John Taylor, Tony Wilson and Dale Couzens.

As the starter sent them on their way Matthews, Tomlinson and Johnstone swept clear of the line almost in unison and led the pack up Coppice and into Charlies. Out of Mansfield and Matthews was in the lead with Tomlinson bringing up Hipkin and Thompson; Johnstone had gone missing. As they topped the Mountain the order behind them was — Bolton, Taylor, Rowntree and Mike Doble.

Another tour under their belts and it was still Matthews leading with Tomlinson holding steady in second spot. Thompson and Bolton had both gained ground when the EDR pilot, Rob Hipkin, slipped down into fifth. Doble had made a fine charge to take up position in sixth, followed by Rowntree, Taylor, David Griffiths and Dale Couzens.

By the time they came round again Matthews had eased out a gap of some six or seven kart lengths over Tomlinson, the Broxbourne driver now coming under immediate threat from Thompson and Bolton. The Yamahas of Hipkin and Doble were locked in a fierce contest, but the EDR man was holding his ground over the Zip. Frank Rowntree held sway over the rest of the field, with Couzens close, but not quite close enough to cause any problems. David Griffiths had gone down another slot in favour of Tony Wilson, who had been steadily working his way

through the order. Then followed John Taylor, Widdowson and Polding.

Nearing the halfway stage and Matthews had established a commanding lead, Tomlinson, Thompson and Bolton jockeying over second place, with Tomlinson fighting a battle royal to hang onto it. Hipkin and Doble were still slugging it out while the order behind them remained unchanged. Into the next lap and things were getting interesting, Doble had cleared Hipkin and was threatening Bolton; half a tour later the Sanderstead man was through and joined the struggle for second place being enacted by Tomlinson and Thompson. Over the Mountain and Thompson found the line to go past Tomlinson under the footbridge. Meanwhile, further back down the order, Rowntree still hung on in seventh, but Couzens had lost out to Wilson and found himself relegated a place.

Three laps to go and Matthews was winging along, clear of the rest by a good one hundred yards, his Cheetham prepared KTM perfectly on song. Calamity, Tomlinson was gone from second place back to fourth and being hassled by Hipkin and Bolton. Thompson fought hard to maintain second, but Doble was a relentless pursuer and found a chink in the Loctite armour before the lap closed. Next time around though Thompson was back into second, Doble tucked up his exhaust, ready to pounce. Hipkin was close by in third; Barry Tomlinson was gone after

a fine performance with blown reed valves.

Into the closing stages, as Steve Matthews motored towards the chequered flag, Doble prepared himself for a last ditch effort to seize second place but Thompson was of a different opinion and clung on desperately. Likewise, Hipkin tried the same on Doble but it didn't come off and as they crossed the line only tenths of a second separated the three karts. Dale Couzens finished in fifth while Widdowson had worked his way through the order from tenth on lap six to a creditable sixth place at the flag.

Steve Matthews failed to come round off the slowing down lap, in the kart that is. The exhaust bracket had broken as he crossed the finish line and the outfit was parked up on the circuit. When he came sprinting up the Mountain towards the pits it looked as though he was going to do the lap of honour on foot! Well done Steve, a worthy victory.

- 1st Steve Matthews

2nd Arthur Thompson

3rd Mike Doble

4th Rob Hipkin

5th Dale Couzens

6th P. Widdowson
- Zip/Cheetham KTM

Loctite Zip/SRS KTM

Zip/Yamaha

EDR/T&C Yamaha

Zip/KTM

—/—

Race Time: 16min 15.1sec — 83.06mph
Fastest Lap (Matthews): 1min 35.8sec — 84.55mph

RESULTS (MAJOR EVENTS)

THREE SISTERS HESKETH CUP

1st Jim Flanigan

Dartford Karting Tuned Parilla TT27

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1st Jim Flanigan

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2nd 100 Britain
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2nd Dart Kart/DK Arrow
3rd Superdart Kart
4th Superdart Kart
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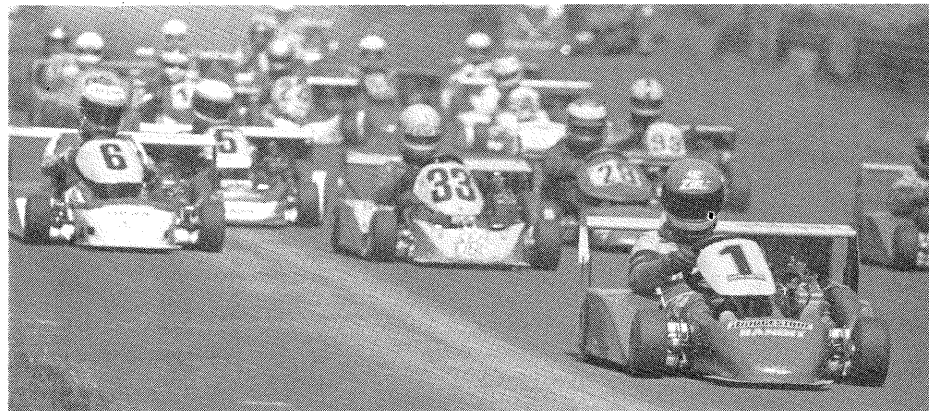
125 NATIONAL FINAL

The full grid of 125's rolled up to the start line, the front row consisted of Paul Molloy, Ian Beaumont and Richard Crump. On the second sat Peter Robinson, Steve Murray and Adrian Wilcox, whilst the third rank contained Nick Bowler, Ryan Baptiste and Ian Westwood. A splendid final looked in store.

The drop of the Union flag and it was Molloy to smartly pick up the advantage from Beaumont, Wilcox and Crump, while Ian Westwood headed Steve Murray and Dave Clark. One tour completed and Molloy was streaking away from the tight bunch — still Beaumont and Wilcox locked in battle, but Westwood had moved ahead of Crump, with Clark, Murray and Derek Price climbing all over Crump's rear bumper.

The third tour and Molloy had established a good lead, Wilcox had removed Beaumont from second, only just! Both Ian Westwood and Derek Price vanished from the order, leaving the dispute over fourth spot to Clark, Crump and Murray. Bowler, Eagland, Watkins, Dixon, Pask, Cullen and Nigel Wigg formed the train of karts chasing hard for the places.

Molloy still had the front and looked untouchable as the race neared the halfway stage. Wilcox, Beaumont, Clark and Crump were all locked in battle, in that order, though Crump seemed to be falling back a little on the action. Murray still



The Formula E horde sets off, with Hines (1), Gill (33), Glencross (6) and Rodgers (5) fronting the order.

headed Bowler, then there was a gap back to Dave Eagland with, now, Kenny Tibbs in ninth place. John Curtis had fought his way up to tenth, ahead of Simon Cullen, Mark Pask and Sean Mellor who had bettered Ipswich driver Nigel Wigg during the course of the fifth lap; Marek Piatkowski led the rest of the field. Wigg, unfortunately, was to endure for only another lap before disappearing from the score sheets. There was no change to the order on the sixth tour, apart from Cullen mastering Curtis.

Three laps to go and fate dealt a lousy hand to Stratos man Paul Molloy when he failed to appear. Wilcox, the new leader, was still fending off the attentions of Beaumont and after a bit of a struggle he managed to put a few kart lengths breathing space between himself and the Suffolk pilot. Clark was in third and closing on Beaumont, weaving and darting, looking for that break, that weakness, to get through. Crump was comfortable in fourth with Murray about ten yards adrift in fifth. Eagland, a somewhat distant sixth, led Tibbs, Cullen, Curtis, Mellor, Pask, Piatkowski and Gary Cordner.

Lap eight and it was all change at the front. Beaumont, driving hell for leather, had closed the gap on Wilcox, found the right line and was through into the lead, but the Walsall driver had no intentions of letting him remain there for long; Dave Clark waited, looking for the error that must surely come as Wilcox showed Beaumont his nose cone up the outside into

Coppice as they commenced the last lap. Meanwhile Crump was hauling in Clark and was dangerously close as the quartet swung out of Charlies onto Park straight. Then Wilcox broke the tow, whipped out and was through into the lead again, Beaumont snapping at his heels. Emulating Wilcox, Crump executed a similar manoeuvre and cleared Dave Clark. Murray continued to hold onto fifth and the gap between him and Dave Eagland had visibly narrowed, with Eagland under constant threat from Tibbs and Cullen.

The final run down to the flag Wilcox successfully fended off Beaumont to claim the victory. Crump held onto third ahead of Clark, while Murray homed in for fifth. The threat to Eagland was realised when Cullen swooped through just before the line to finish in sixth spot; Tibbs followed Eagland in eighth.

1st Adrian Wilcox

Zip Bandit/
Anderson Rotax

2nd Ian Beaumont

Zip Rotax

3rd Richard Crump

Stratos/CSK Rotax

4th Dave Clark

Stratos/Rotax

5th Steve Murray

Zip/Pitstop Rotax

6th Simon Cullen

Zip Motorsport/
Rotax

Race Time: 16min 7.53sec — 81.38mph

Fastest Lap (Molloy): 1min 38.0sec — 82.65

FORMULA E FINAL

When the grid for the Formula E final formed on the dummy grid it looked thus for the first four rows:-

Glencross	Hines	Gill
Styrin	White	Rodgers
Jackson	Vale	Boston
Hobbs	Chambers	Wall

Richard Dean was on the next row in company with Alan Eastwood and Darren Beecroft, while Papworth, Ball, Pritchard, Jones, Gill Jackson and Glenn George brought up the rear guard.

Round to the startline and on the drop of the flag it was Hines, Gill and Glencross to make the best of the break into Coppice with the rest of the field led by Styrin. One lap completed the order was — Hines in the lead, Gill, Styrin had outmanoeuvred Glencross for third, White, Dean and Vale.

Gradually the Bandit man increased his advantage, a comfortable buffer between himself and Gill, though Gill was striving hard to close the gap. Styrin had slipped the order three places, leaving Glencross, White and Dean to do battle for third place ahead of him. Rodgers, not getting the best of starts, had mastered Vale,

while Boston was coming under attack from John Ball, coming through well from the rear of the grid and getting quickly into his stride. Then followed Chambers, John Jackson, Papworth, Wall and Beecroft.

Lap three and Hines still out in front with Gill chasing, saw plenty of action for the places. Duncan White was gone which gave Richard Dean the opportunity to close up and threaten Phil Glencross. Rodgers had moved ahead of Styrin and Boston was now in seventh trailing Vale. John Jackson was tucked in behind Ball looking for a way through, with Chambers leading Papworth, Beecroft, Glenn George working his way up, Giles Jackson and Peter Wall bringing up the rear.

Another tour and Gill had closed on leader Hines, pulling him in down Park, the pair with a sizeable gap over the desparate struggle going on between Glencross and Dean for third place. Rodgers and Styrin were in situ and there was no real change to the rest of the order.

Along the main straight into the fifth tour Gill whipped out from the tow and passed Hines on the way up Coppice, but he wasn't destined to be there long, as Hines was back in control before the lap was halfway through. Glencross and Dean were still scrapping furiously and Rodgers had closed in to share the action, leaving Styrin running a lonely sixth. Alas, Derek wasn't to last the distance when he opted for premature retirement. Boston and Vale were enjoying their own personal dispute over seventh, while John Ball had got the better of John Jackson. Alywyn Chambers continued to lead the rest of the field.

Lap six and Gill had the edge over Hines but there was only a fraction in it as they swept along the main straight. Dean managed to get past Glencross as they took Coppice by storm, the Ripley driver easing away from the Leaside boss, intent on catching the leaders.

Three tours to go and it was still Gill from Hines — just, Dean, Glencross, Richard Boston was gone, then Vale, John Jackson now ahead of John Ball, Papworth, George, Beecroft, Chambers who had slipped three places, Giles Jackson and Alan Pritchard. One down and two to go, it was Hines who appeared first topping the Mountain; Steve Gill, after a valiant effort, was gone with what was reported as a big end failure. The result, then, looked to be a foregone conclusion, Hines was well out on his own, Dean and Glencross were lonely second and third men. Jamie Vale now led John Jackson, John Ball pitted with a puncture, while Glen George had set himself up in sixth place.

To Martin Hines then the victory, six seconds clear of Richard Dean. Phil Glencross was third, heading Vale and Jackson up to the flag, but it was Jackson to whip out of the tow and pip Vale across the line for fourth place. Sixth place went to Glenn George.

Though Steve Gill failed to finish the distance he had some consolation in the knowledge that he broke the lap record for the 2 ¼ mile Cadwell circuit, with a 1min 27.7sec lap, equating to 92.36mph.

1st Martin Hines

Zip Bandit/Zip
Rotax

2nd Richard Dean

Zip/Anderson Rotax

3rd Phil Glencross

Zip Bandit/
Anderson Rotax

4th John Jackson

Zip/Anderson Rotax

5th Jamie Vale

EDR/DRE Rotax

6th Glenn George

Zip/Rotax

Race Time: 14min 54.8sec — 90.52mph

It is the first time that Formula E karts have broken the 90.0mph lap average of the full circuit.

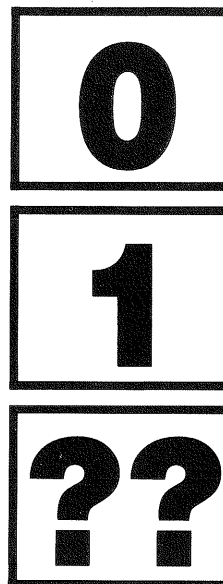
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Congratulations Tim!

Hesketh Trophy Winner

R.A.C. Short Circuit Gearbox Champs

What's Next!!



Also... Lennart Bohlin — 1st Donington
Derek Rodgers — 1st Knockhill
Alan Pritchard — 1st "Mini Monaco" Peel
Phil Glencross — 2nd (joint) European Champs
Richard Dean — 2nd Knockwell

All using Zipkarts fitted with KELGATE equipment of course

MAKE US YOUR FIRST PITSTOP —
from Wednesday, 6th August at Silverstone

P.S. Thanks George!

and entertaining week. Unfortunately, James ran out of laps and had to be content with fifth for his efforts.

1st Bobby Cox Sprint Parilla
2nd Paul Henderson Sprint/Parilla
3rd Mike McAleer Sprint/Parilla
4th Ron Shone DAP/DAP

"C" FINAL

Dave Redfern was the pole sitter for this one, accompanied on the front row by Robin Chuter with Malcolm Budd and Robert Schirle lining up on the second row. Budd led the race after the end of the first lap as Chuter failed to come round and he was pursued by Redfern, Duncan Bullock, Schirle and Jim Baillie. Bullock moved up a place on the next lap and held that until his retirement on lap 14, where he handed his runner-up position to Andrew Clark. Andrew had driven well from the middle of the grid and was getting used to the extra grip and bottom end of National equipment. Third and fourth were Frank Crankshaw and Ian Fairless, although Crankshaw was due to be penalised for overtaking on the yellow flag. Their positions were wasted when they tangled towards the end of lap 18. Fairless came out best but could get no higher than 5th by the time the flag came out for the end of the race. Sour grapes then unfortunately took over with some quite disgraceful scenes in the pits after the racing. It seems likely that one of these drivers will not be permitted to drive at Rowrah again. Back on the track, Lee Gage and Andrew Graham took advantage of the "incident" to secure their places in the B final.

1st Malcolm Budd AllKart/Parilla
2nd Andrew Clark Sprint/Parilla
3rd Lee Gage Wright/Parilla
4th Andrew Graham Kali/Rutherford

"B" FINAL

Richard Smith held pole from Hugh Dunne, row two contained Jon Earnshaw and Pete McNicol and fancied runners John Docker and Rob Gardiner were relegated to the third row. Smith led for the first three laps but had to give best to Dunne who strode on to win in fine style. It was not all plain sailing though, John Docker had made a strong challenge and was on Dunne's bumper from lap nine; unable to find a conventional way through, John played a waiting game and did enough to qualify for the big one. Jon Earnshaw was fairly secure in third but a battle of epic proportions was raging behind him. Richard Smith held the last place on the A final grid and had been hard pressed by Pete McNicol but Andrew Clark's amazing drive from the back of the grid was astounding, especially when he took over from Smith with four to go. Smith's reaction was immediate, and he re-took fourth with two laps remaining. The pressure was intense as the drivers started their last lap and Clark was trying all ways to progress to the next race. They raced down the left-hander and Clark made his move, only to tangle with Smith and invert himself in the process. Both drivers were out, but Clark was in obvious discomfort and he was dispatched to hospital with a suspected broken collar-bone. The closely following Russell Maple had also come a cropper in the shunt, leaving his shadow, Craig Booth, to take up the final spot on the grid for the main event.

Clark has the consolation of knowing he has won the Golden Cycle Clip and as soon as he's fit, he will get his test in a Zeus FF1600. For the unfortunate Smith, the only consolation he has is that he was part of a truly great race.

1st Hugh Dunne Kali/PCR
2nd John Docker Sprint/Deavin Parilla

3rd Jon Earnshaw Sprint/Parilla
4th Craig Booth Superdart/Parilla

"A" FINAL

After 14 heats and four repechage finals, this was the championship line-up.

Needham	Windle (pole)
Fobelets	Millward
Forsyth	Rhodes
Hird	Vance
Williams	Giddings
Rose	Wheldon
Parker	Collard
Threadgold	Price
Kershaw	Tutin
Vignali	Chenery
Docker	Dunne
Booth	Earnshaw

The start was the best disciplined of the meeting with Needham getting the early advantage over Windle. Fobelets held off Millward, Forsyth, Hird, Rhodes et al whilst Docker found himself restarting after getting caught in someone else's accident for the third time in the meeting. Lap two saw Fobelets yield to Millward for third place and Forsyth retire with a blown motor with Ian Williams climbing up the order after a rather average start. Windle took over the lead on lap 5, pulling Millward through with him as Needham began to experience a misfire which was to worsen as the race wore on. Windle's grip on the lead lasted only three more laps as the rapid Millward reeled him in and found a way through into the premier place. Fobelets was now in third ahead of Rhodes, Needham, Williams, Giddings and Hird, but that was soon to change as Williams blasted through into fourth with little over a third of the race gone. Lap 17 saw a major change in fortunes as Williams

pulled into the pits with terminal problems to end his Championship on a sad note. Needham had got back ahead of Fobelets and into third spot but the challenge from Fobelets was soon to end as he, too, retired on lap 20 elevating Hird to 4th. Giddings was 5th and George Price making good progress in 6th ahead of Graham Kershaw, James Rhodes and Marco Vignali.

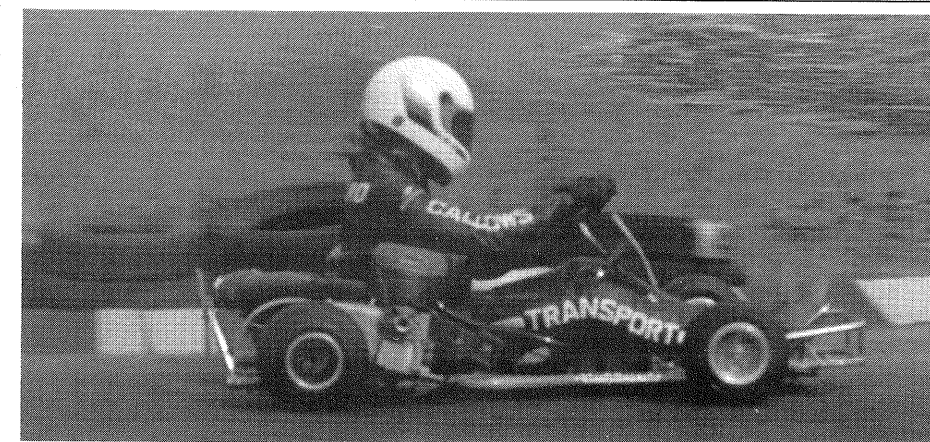
The pace set by the leader was relentless as he reeled off the laps at a blistering rate. The latter third of the race was dominated by an excellent drive by Rhodes as his motor got its second wind and he began to pick up a few places. By the end of lap 28, he was up to 4th but too far away from John Hird to consider mounting a serious challenge. The top three drivers were now fairly well spaced out with the other drivers circulating in groups of three or four. Into the last lap, and the final positional change was made as Craig Booth removed Mark Parker from a number plate position in ninth. The leader exited the last corner and took the flag with one finger showing from his clenched fist, Jonty Millward showing the world who was the new British Champion. Mark Windle tried not to show his disappointment in second place especially after his pole position. John Hird finished 3rd ahead of James Rhodes, Chris Needham and Peter Giddings.

1st Jonty Millward	Gillard/Rotax
2nd Mark Windle	AllKart/Parilla
3rd John Hird	DAP/DAP
4th James Rhodes	Wright/Parilla
5th Chris Needham	Kali/Parilla
6th Peter Giddings	Superdart/DK Parilla
7th George Price	DAP/GEP/DAP
8th Graham Kershaw	AllKart/Parilla
9th Craig Booth	Superdart/DK Parilla
10th Mark Parker	Sprint/DAP

DON'T FORGET

**RAC BRITISH CADET AND JUNIOR
BRITAIN CHAMPIONSHIPS**
Kimbolton — 31st August

**RAC BRITISH 100 NATIONAL SUPER
CHAMPIONSHIP**
Wombwell — 14th September



The New British 100 National champion, Gillard's Jonty Millward. (Pic: Iain Blair)

MILLWARD MAKES IT!

RAC 100 National British Championships. Rowrah, 12th & 13th July 1986

The annual thrash for the 100 National lemmings was held at Rowrah this year, a slightly different challenge from the wide open spaces experienced at Wigan in '85. 111 drivers were listed in the programme, less than had been anticipated but no doubt some drivers were put off by the automatic grading to 100 Super of a certain number of drivers. This number seems to have varied from one to fifteen but the word from the RAC was that only the Champion would be graded, with the rest of the top five optional.

Weatherwise, the meeting was mixed, lovely and sunny on the Saturday but Sunday dawned overcast and rather cool, one heat even experiencing a few drops of rain. Thankfully, the rain held off and wets were surplus to requirements. A superb prize fund had been gathered by the Cumbria club with the jewel being the offer of a FF1600 test drive for the top three plus the "Golden Cycle Clip Award" of another test drive for the meetings unluckiest driver. Our thanks must go to Peter Sneller, Zeus Racing and David Button for arranging this inaugural scholarship award.

Practice on the Friday had indicated that lap times in the low 28s region were necessary to be on the pace; as it turned out, heats were won in 29s lap times whilst others were struggling in mid grid with times a full second quicker. The racing was of the highest order, given the variation of talent on display, and commenced at 2pm on Saturday.

HEAT ONE

Guy Pratt led from pole for four laps before the flying Hugh Dunne took over at the front and fended off the attentions of Ian Williams (Champion in '77) to take the win. Clive Wheldon, assisted by the capable Steve Davis, finished third ahead of local hero, John Docker, with Pratt in fifth and John Hird sixth.

HEAT TWO

Flag to flag win for returnee Mark Windle, stretching out quite a lead by time he crossed the line. Richard Smith had been second throughout the race but a last lap slip let Chris Needham and James Rhodes through ahead of him. Gordon Chenery finished fifth from Lee Gage in sixth.

HEAT THREE

Another flag to flag win, this time for Peter Giddings, the Dartford Karting driver using his pole position to good effect. Second in a storming drive from mid-grid was Jonty Millward who dragged Jim Forsyth up from the row behind into third. Robert Schirle wound up fourth ahead of Robert Crossley and Martin Collard.

HEAT FOUR

This was led for the first four laps by Robin Chuter before Mark Parker demoted the Aylesbury driver and strolled on to the win. Gavin Cairns came home next ahead of Dave Banbury driving the sole Stratos in the Championships and Ulsterman, Alan Vance.

HEAT FIVE

Fine win for Prudhoe based Ian Fairless, driving off opposite pole into an unassailable lead. All was busy behind him though as first Jim Baillie, then Andrew Clark and finally Craig Booth held second spot. Clark finished third ahead of Paul Mace, Baillie and Andy Pallister.

HEAT SIX

After Louis di Resta's seize at the start of the second lap whilst holding the lead, Mark Rose took up the cudgels and ran out a comfortable winner. Jon Earnshaw picked up second at the same time and never relinquished it despite late pressure from Ian Williams who finished third. Fourth was Paul Henderson with Mark Windle in close proximity whilst the top six was completed by Martin Collard.

HEAT SEVEN

John Hird stamped his authority on the race from the off, winning from the moment the starters flag was raised. Marco Vignali took up second place on the third lap but it took Frank Crankshaw until lap nine before he could ease himself into third place. Chris Needham did well to get himself into fourth from an unfavourable grid position, as did Jim Forsyth in fifth. The top six was completed by Ian McLeish, running his usual Zip chassis although he had tested the Bandit on Friday.

HEAT EIGHT

The last heat of the day was red-flagged with one lap to go after Robert Woolstencroft had a shunt at the paddock bends and was trapped under his kart. He was badly shaken and sustained a cut to his hand, electing not to continue in the morning.

The results at the end of lap thirteen stood at the end of the day with the win going to James Rhodes from Wayne Fobelets, Vic Threadgold, Lloyd Ross, Steve Tutin and Mike West.

HEAT NINE

Sunday's first heat was won by William Turner aboard a kart said to be handling like a pregnant camel. It had evidently given birth overnight. Booth finished second from Paul Mace, Gordon Duncan and Jon Earnshaw. This race was also red-flagged after Paul Henderson found himself in the track covered in kart. He was OK after a check up from the doctor and continued his racing later.

HEAT TEN

Very nearly a flag to flag win for Pete McNicol who led for fourteen laps before the flying Windle passed him with consummate ease to take his second heat win, the only driver to win more than one. Ian Hiscock finished third ahead of George Price and Alan Vance with Dave Redfern completing the top six.

HEAT ELEVEN

Jonty Millward won this one at a canter after deposing Malcolm Budd on the second lap and strolling off into the distance. Budd held on to second but had Jim Forsyth to deal with in the latter stages which he managed to do successfully. Phillip Wooley finished fourth

shutting out Craig Percy, Hugh Dunne and Clive Wheldon.

HEAT TWELVE

Flag to flag win for Wayne Fobelets with Ian McLeish stealing second on the last lap from Russell Maple, who had held it every lap until then. Andrew Graham finished fourth ahead of Steve Tutin and Vic Threadgold. This race was halted on the startline after the opposite pole man stole some ground and an oiling up engine caused a shunt in midfield.

HEAT THIRTEEN

Flag to flag win for poleman Bobby Cox, who was able to get away from the pack and win with ease. Alan Vance landed second after a race long battle with Ashley Sinclair and George Price, those finishing 3rd and 4th ahead of Christopher Hawes and Martin Collard.

HEAT FOURTEEN

The last heat of the Championship went to Chris Needham after taking over the lead on the ninth lap from Lee Gage, who held on to that place to the flag. Having his best result to date was Graham Kershaw who had been second before the intervention of Needham. He eventually finished third. Fourth was Robert Gardiner, showing well from Darren Maple and Simon Richardson. Ex-FF driver, Dave Button survived an oiled plug and bad start to salvage eighth from this heat.

"E" FINAL

The attrition rate had been such that the scheduled F final was scrapped and the club went straight into the E final.

Ray Davison held pole for this final with Bob Stansbury alongside, but it was third row driver Dave Banbury who led the field round at the end of the first lap ahead of Keith Rhoods, Bob Stansbury, Tim Bishop and Craig Percy. Stansbury tumbled down to 7th on the fourth lap, promoting Bishop to a qualifying position, Percy already having moved up on lap two. Bob Moon struck back immediately and snatched fourth but there was more to come. Rhoods made a mistake at the chicane, dropping two places to fourth before going for good at ¾ distance. This gave Bishop his 4th place back but he was being chased by local lad Kevin McBride, who just missed out in the end on a D final place.

1st	Dave Banbury	Stratos/Parilla
2nd	Craig Percy	Sprint/Parilla
3rd	Bob Moon	TKM/Parilla
4th	Tim Bishop	DAP/Parilla

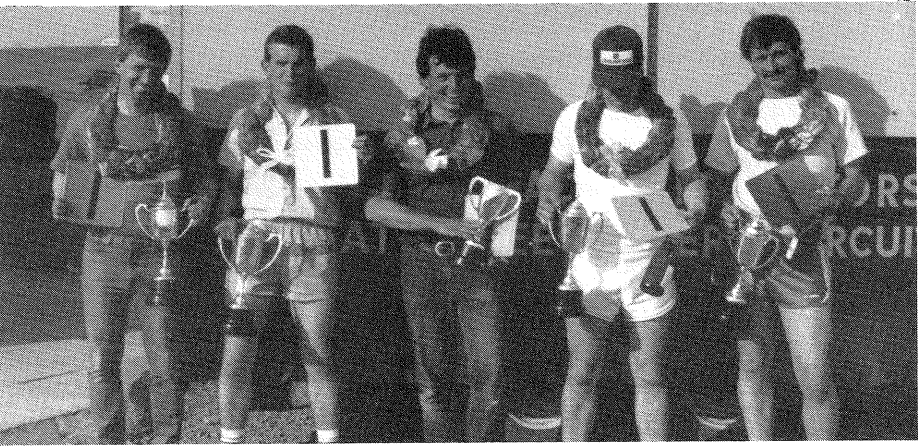
"D" FINAL

Pole to Paul Henderson, now recovered from his earlier shunt with Bobby Cox alongside and the second row made up of Ron Shone and Mike McAleer.

Cox made the best start and soon began to pull out a lead over the chasing group, which was made up of Henderson, McAleer, Shone and Gordon Duncan. Dave Button from mid grid, was fair shifting and had moved up to 5th by lap six, improving on that one lap later. He held fourth for the best part of ten laps before engine trouble intervened and he retired. This change in fortune brought the smile back to Ron Shone's face as he was handed back his ticket to the next final. It wasn't all plain sailing though as James Weedon was determined to make it through to the C final to salvage something from a varied

RAC Short Circuit Gearbox Championships

Cheshire Kart Club Three Sisters Sat/Sun June 14th/15th 1986



The New champions (L to R) Chris Stoney, Mark Webster, Andy Fairless, Tim Parrot and Andy Martin.

Tim Parrott takes the Short Circuit No 1 from local lad John Ashe in second spot. Defending Champion Roger Goff's tyres cry enough twice and he spins down to third place. Mark Webster on the Zip Bandit goes one better than last year and takes the 250 National title after closest rivals Mark Allen and Keith Bisp retire. Chris Stoney retains the 125 National No 1 with yet another sparkling performance aboard the self prepared Stratos/Rotax. Colin Poole runs home second after a fine drive with Ian Shaw out of luck in third.

The 210 Villiers No 1 is retained by Andy Martin in fine style on the Stratos with Steve Jones, John Newton and Paul Woodward filling the next three places, all piloting a Stratos outfit.

Report: Mike Smith

A touch of summer arrived for the weekend of June 14th and 15th and the Cheshire Kart Club had a good entry of 150 to contest the 1986 Short Circuit Championships at the superb Three Sisters circuit near Wigan.

Under the watching eyes of Les Jones and Mike Barratt, together with member clubs of the North West Karting Association, the meeting ran very well throughout the two days and some excellent racing was seen from all classes.

Despite a clash with the 25th Annual Club Championships at Cadwell a number of regular long circuit drivers were present, scattered over all the categories with three defending champions present....Roger Goff 250 E; Chris Stoney 125 Nat; Andy Martin 210 Nat; Paul Elmore 250 Nat was present but not racing.

A small grid of 125 P & R lads were included on the programme but were not of course running for championship stakes.

STONEY'S SECOND No 1.

125 National started the racing on Saturday with the first of three split heats, two of them on

Pics: Iain Blair

Sunday, and straight away the defending No 1 Chris Stoney threw down a challenge to the rest.

He went on to win again on Sunday and together with a third place from the last heat it was the Stratos which sat on pole for the twenty lap final on Sunday afternoon.

The Zip Bandit of Ian Shaw also collected a couple of wins and a third from the heats so he occupied the middle spot on the front row for the twenty lapper. Stephen Coward took a win, a second and a third to complete the front row. Mike Ballantyne and Colin poole also did well during the heats and they made up the second row.

Stephen Webb and the Spyda were on form on Saturday with a fine heat win but then the gremlins got in and although he managed a third place in the second heat on Sunday he had to start the final from row nine. Bernie Stoney had steady heat performances and she lined up for the final on row five.

A fifteen lap qualifier was on the programme on Sunday due to the large entry and just four

drivers went through to the main final.

Mark J. Allen, Steve Cowell, Ken Gill and Clive Elmore were the four who made it and an excellent final was in prospect with the usual question being asked...Who could beat the flying Chris Stoney?

As the flag dropped to send them on the first of twenty laps the answer was twofold.... Stephen Coward and Colin Poole. After one lap those two had the advantage with Stoney third, Jersey's Malcolm Crowe fourth and Ian Shaw fifth. By lap three it was all change....Poole was leading...Stoney was up to second with Coward third. Shaw had motored well to move ahead of Crowe and the battle was hotting up in true 125 style.

At quarter distance...five laps gone...that man Stoney hit the front! Poole held grimly on to second with Coward in third, Shaw fourth and Mike Ballantyne fifth.

As Stoney motored on out front Stephen Coward, Colin Poole and Ian Shaw were fighting it out for second spot with Poole holding the advantage. Around half distance Coward, in attempting to get past Poole, found himself riding piggy back on Poole's outfit and his race was soon over. Fortunately no serious injuries were sustained, Stephen having a badly bruised arm and out of the running.

Ian Shaw was closing on Poole and after twelve laps the Zip Bandit moved sweetly into second place with its sights set firmly on the leader Stoney.

Backmarkers were now becoming scattered around the circuit and it was on lap sixteen.... four to go, that Ian Shaw found himself confronted by two. He had been gradually closing on Chris Stoney and with an abundance of blue flags.....the marshalling had been excellent all weekend.....the Salford driver closed rapidly on Maggie and Alan Dell. Sweeping past the pits ...and blue flags.....the errant pair stuck to the racing line for the left hander by the old pit lane....Shaw was forced to take an outside line and off he went...into a spin on the rough! He quickly regained the track but his chance had gone....Poole was back up to second and Stoney had gained that valuable breathing space.

After a couple more laps Shaw had split the Dells, putting Maggie behind him and about to lap Alan but with just two laps to go his spirited driving was not enough to catch Poole and Stoney.

At the end of twenty laps then Chris Stoney had retained his No 1 in fine style....Colin Poole had driven a great race to take second and Ian Shaw was left with a nasty taste and a lot of disappointment! Behind the leaders Mike Ballantyne had driven a good twenty laps to come home fourth on his All Kart whilst the Spyda of Stephen Webb had been driven in style to fifth place from a ninth row start.

1st	Chris Stoney	Stratos/CSK Rotax
2nd	Colin Poole	Zip 925/Goff Rotax
3rd	Ian Shaw	Zip Bandit/Rotax
4th	Mike Ballantyne	All Kart/Rotax
5th	Stephen Webb	Spyda/Rotax
6th	Ian Mason	Zip 925/Anderson Rotax

STRATOS 1...2...3...4

Anyone who dare say that 210 national is almost dead should have been at this meeting....a marvellous entry of 47....the highest of the meeting and two split heats and a QUALIFIER needed to determine final grid positions. Defending Champ Andy Martin was present as were George Bett, John Newton, the Thackers, Mark Allen, Steve Jones, Phil Hemes, Des Davison and John Haigh, to name just a few.

The heats went very much to form....Andy Martin taking three wins; John Newton two wins and a second and George Bett claiming a win. The latter didn't have a very good time of it in the other two heats though and he was forced into the fifteen lap qualifier.

The front row then for the twenty lap final was....Martin on pole...Newton in the middle and Charles Morris from Milford Haven on the outside. Paul Woodward and Steve Jones were on the second row reflecting good heat performances whilst Paul Robinson, John Haigh and Alan Poole made up row three.

From the qualifier Keith Trainer, James Wallace and near neighbour George Bett together with Phil Hemes took the rearmost positions on the main final grid.

Twenty laps then of 210 action and it was a delight to see such a large field form up on the start line.

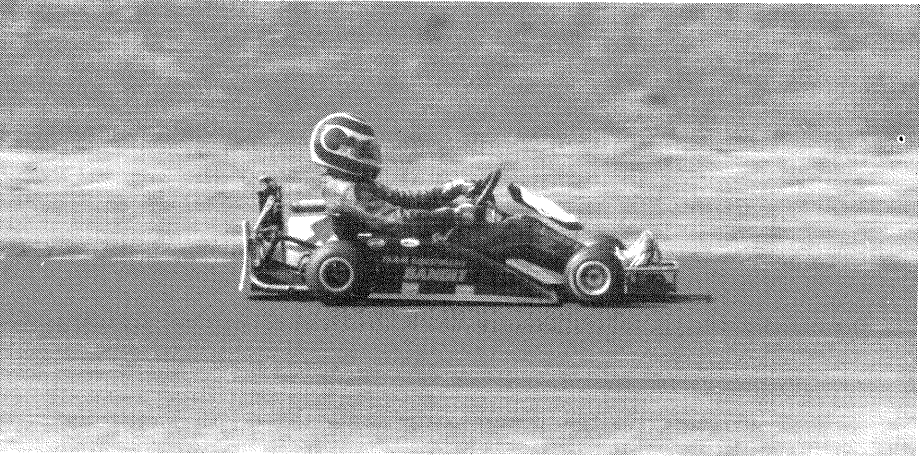
It was Charles Morris and the Phil Ansell Villiers getting the best of the opening laps and for the first four tours the Milford Haven driver fended off the advances of Andy Martin in second spot. Steve Jones and John Newton were next up with Paul Robinson making progress in fifth. Andy Martin was challenging strongly though and by the end of five laps the Stratos was in front. Morris had second from Jones.

By lap eight Morris had been forced into retirement after an excellent opening period and that elevated Jones to second spot.

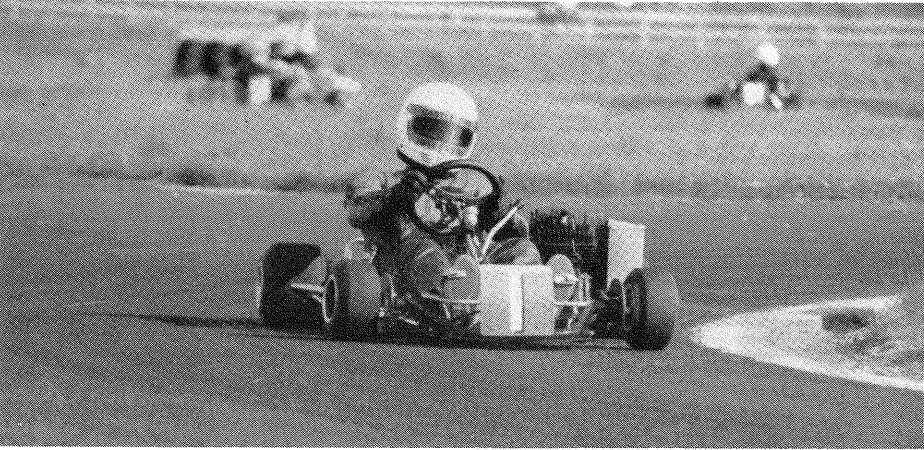
Newton was third and coming under pressure from local hero John Haigh. By half distance backmarkers were being encountered by the leader and the situation was a little confusing for the onlookers.

After twelve laps the order was Martin..... Jones.... Haigh..... Newton..... Robinson. The leader was taking the slower runners on every lap and increasing his advantage over Jones, the prospect of Martin retaining the No 1 was becoming a distinct possibility as the laps were reeled off seemingly without difficulty.

So after twenty laps it was indeed Andy Martin and the Stratos over the line first in dominant style, Steve Jones took second....John Newton third and Paul Woodward fourth. The first four



Mark Webster's Bandit secured the 250 National title.



Chris Stoney retained his No.1.

home were all Stratos mounted...quite an achievement for Paul Malloy's marque.

Paul Robinson and Des Davison completed the top six. John Haigh had slipped to ninth behind Don Thompson and Alan Poole.

1st	Andy Martin	Stratos/CKC Villiers
2nd	Steve Jones	Stratos/Pooley Villiers
3rd	John Newton	Stratos/Villiers
4th	Paul Woodward	Stratos/Villiers
5th	Paul Robinson	Zip/Villiers
6th	Des Davison	Zip/EDR Villiers

THE CABBAGE PATCH KID!

250 National was the one class in which a new Champion was sure to emerge from the weekend racing as last year's winner, Paul Elmore was not defending his title.

Nevertheless a healthy entry of 27 included current long circuit pace setter Mark Webster with the Zip Bandit; Long Circuit Champion and GP title holder Mark Allen and fellow Barlotti driver Keith Bisp.

The one heat on Saturday went to Ormskirk driver Mark Webster with Mark Allen second ahead of Chris Tomkinson and Colin Breeze.

Webster was not completely satisfied with the way his Bandit/KTM was performing, the outfit literally hopping out of certain corners. Sunday morning was not too much of an improvementindeed he could manage only third in the heat behind second place Breeze and winner Bisp. However, after a change to the gearing and the tyres of the Bandit under the experienced eye of Alan Cheetham, Mark went out in the last heat and took the win which wrapped up pole for the final. Colin Breeze was in the middle of the front row with Chris Tomkinson taking the outside spot.

Michael Aspey and Neil Ward made up the second row whilst Keith Bisp and Mark Allen

had to be content with a third row start.

So, with twenty laps to run, could Mark Webster go one better than last year and take the title...or would Allen and Bisp come good after those heat problems?

Webster soon gave the answer to that one.... hitting the front rapidly with Allen and Bisp in hot pursuit. Tomkinson, Breeze and Ward filled the next three places but after just three full laps disaster struck Mark Allen once again. As he crossed the line at the start of lap four his hand went up and he pulled off into retirement. 1986 is certainly not his year.

That left Keith Bisp as Webster's closest challenger and he tried all he knew to keep on terms with the flying Bandit. Seven laps completed and Bisp was in trouble... slowing and dropping back down the field. Colin Breeze took over second spot as Bisp almost coasted round for a couple more laps before he ...like Allen..... called it a day.

Webster was now out on his own as half distance approached....Breeze held second comfortablyTomkinson was third from Ward, Aspey and Wheatley.

The three at the front were well clear of the rest and of each other as the race progressed and lap 13 was to prove unlucky for Neil Ward. After running well in fourth spot he fell into retirement, elevating Aspey one place.

Behind him a four way scrap was taking place between Wheatley, Justin Boyce, Pete Morgan and Richard Blackburn with Boyce holding a slight lead from lap fourteen. Whilst the leading four held steady...Webster was well clear of Breeze, Tomkinson and Aspey the next four were fighting it out for fifth spot. Just two laps to go and Blackburn had gone missingBoyce still had the upper hand over Morgan and Wheatley and that was how they finished after twenty laps.

For Webster it was a resounding victory..... Breeze ran well throughout and claimed second place with Chris Tomkinson third.

1st	Mark Webster	Zip Bandit/ Cheetham KTM
2nd	Colin Breeze	Zip/CB KTM
3rd	Chris Tomkinson	Dino/KTM
4th	Michael Aspey	Zip/Yamaha
5th	Justin Boyce	Phoenix/KTM
6th	Pete Morgan	Zip/Balmuir KTM

TIM TOPS

Wherever they race you can't mistake the sound of the roaring Rotax and this weekend was no exception. Twenty-two of the beasts contested three heats and a final and some good entertainment was provided. As Stuart Perry,



Ian Williams wrapped up the 100 National final. (Pic: Iain Blair)

pleted by Stu Davison, Paul Henderson, John Wright, Louis di Resta and Kevin McBride.

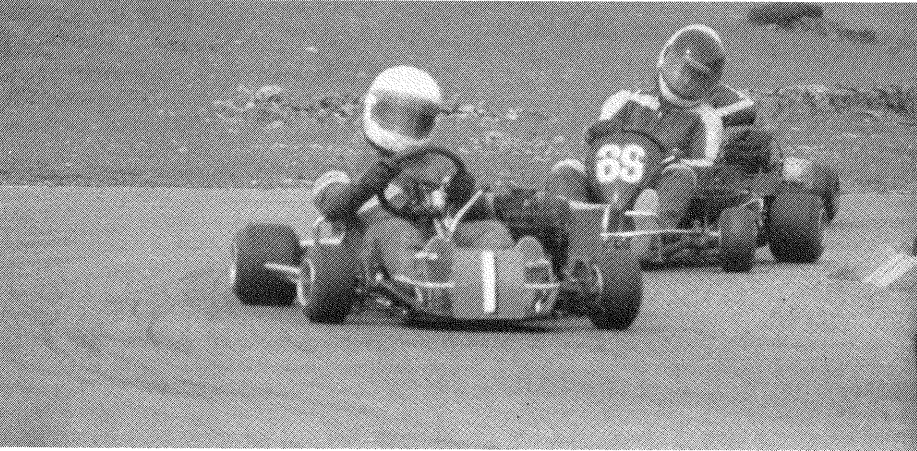
Brooks underlining just why Chris wears the No 1 plate.

125 NATIONAL

Chris Stoney was expected to walk this one but he found drivers in the heats very possessive over the bit of tarmac Chris was aiming for. As soon as he lined himself up for it, another driver would dive in and claim it, leaving Chris to abandon the black bit on numerous occasions. However, pole went to marathon man, Louis di Resta, with three magnificent heat wins against the best driver in the country who took 2nd, 3rd and 4th to line up on the outside of the front row. The middle place was occupied by Gordon Brown with two 3rds and a 2nd. Gilbert Keenan and Mike Brooks took up their positions on the second row with the third row reserved for Chris Bell, Barry Mellor and Alan Tolson. Larkhall winner, Kevin Park was having a very poor day by anyone's standards and languished on the fifth row for the final.

Stoney was determined that no-one should come between him and the chequered flag in the final so it was no surprise that he shot off into the lead when the flag was dropped. Gordon Brown was under severe pressure from Louis di Resta and even lost out to him for a lap but, once the backmarkers intervened, Brown was able to slip through into 2nd again. Gilbert Keenan held 4th throughout the race but that didn't stop him being lapped with two laps to go. Willie Grieve started the final well but encountered problems at around half distance, slipping into retirement. Fifth was then taken up by Mike Brooks, having an excellent drive and fully deserving his position.

So Stoney won comfortably from Gordon Brown, Louis di Resta, Gilbert Keenan and Mike



Success, yet again, for Chris Stoney in 125 National. (Pic: Iain Blair)

with Mike Stephenson some way behind in fourth.

250 NATIONAL

Tony Brown showed the mettle of his Maico motor in the heats as he cruised to three heat wins to secure pole position. Joining him on the front row were John Leah and Neil Percival with Dennis Boud and Graham Scarsbrook making up the second row.

Tony led the field at the start of the final but had a spin out on the second lap, dropping him to the back of the grid where his place was taken up by John Leah. Within half a dozen laps, Brown was back in the lead and really motoring stretching out quite a considerable lead over his pursuers who were now led by Leah from Boud, Scarsbrook and Percival.

Boud made it up to second on the tenth lap and was stuck in that position until lap 23 when Brown was afflicted by a terminal ailment causing his retirement. Boud now led the race followed by Percival who had triumphed over Leah and Scarsbrook which is how it stayed till the end.

FORMUAL E

Only two drivers in this class became one for the final as Steve Mattinson struck engine problems in the last heat, causing him to miss the final. Brian Graham had won all the heats and absolutely romped away with the final, being the only driver on the correct lap when the flag fell after Tony Brown's retirement.

JUNIOR CADET

1st	P. Dumbreck	—/—
2nd	Chris Clark	Fullerton/PCR
3rd	Laurence Keenan	Fullerton/Arrow

JUNIOR BRITAIN

1st	Desson McDonald	Wright/TKM
2nd	Martyn Price	Fullerton/PCR
3rd	Scott Armstrong	Sprint/TKM

SENIOR BRITAIN

1st	Lloyd Ross	Zip/Grice TKM
2nd	John Coupe	TKM/Cowells
		Yahama
3rd	Mark Bruce	Jetta/DAP
4th	Andrew Lee	Zip/DAP

100 NATIONAL

1st	Ian Williams	DAP/Parilla
2nd	John Docker	Wright/Redhill
		TKM
3rd	Jim Forsyth	All Kart/Parilla
4th	Roy Dickson	Sprint/TKM
5th	Rob Gardiner	TKM/TKM
6th	Stu Davison	TKM/TKM

125 P&R

1st	John Brolley	Zip/Honda
2nd	Frank Hyndes	Zip/Honda
3rd	Mike Banks	Sprint/Yamaha

125 NATIONAL

1st	Chris Stoney	Stratos/CSK Rotax
2nd	Gordon Brown	Zip/Rotax
3rd	Louis di Resta	Zip/Rotax
4th	Gilbert Keenan	Zip/Rotax
5th	Mike Brooks	Zip/Rotax

210 NATIONAL

1st	Andy Martin	Stratos/CKC Villiers
2nd	John Brewis	Aero/Villiers
3rd	Gordon Addie	Zip/Villiers

250 NATIONAL

1st	Dennis Boud	Phoenix/KTM
2nd	Neil Percival	Zip/Yamaha
3rd	John Leah	Barlotti/KTM

FORMULA E

1st	Brian Graham	Zip/RL Rotax
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The championship trail moved south, this time to the Rowrah Stadium where over 90 drivers were anxious to improve or maintain their points score from the previous excursion at Larkhall. All the regulars were in attendance although the 100 Nats were pleased to see that Allan McNish had elected not to enter this round, throwing the racing open to a wider group of likely winners.

Two drivers had entered who were guaranteed to strike terror into the hearts of their fellow drivers. Andy Martin and Chris Stoney were sporting the No 1 plates for 210 and 125 respectively and were using this meeting as a sorting session for the British Champs the following weekend.

For once the rain god took some time off and we were blessed with a day devoid of the wet stuff with a brief sighting of the sun on occasions.

JUNIOR CADET

Pole was the property of Chris Clark with two wins and a third to his credit and he was joined by P. Dumbreck who netted two 2nds and a 3rd from the heats. The other heat winner, Douglas Clark, had the inside of the second row accompanied by Gary Robertshaw with the third row made up of Andrew Parker and Laurence Keenan paying the price for a dropped heat.

From the moment the flag was raised to start the final, the winner was never in doubt. Dumbreck made the most of his front row place to shoot into the lead which he was destined never to lose. Although Chris Clark battled gamely, he could do nothing about the leader and had to settle for second. Laurence Keenan made up for his heat faux pas by having a terrific tussle with Doug Clark for the entire race, slipping through into third on the very last lap. Doug Clark was classified fourth ahead of Robertshaw and Parker.

JUNIOR BRITAIN

Barry Forsythe looked to be streaking away with his class before a last heat DNF dropped him to the third row of the grid. Pole was taken by Scott Armstrong with opposite pole going to Desson McDonald; the second row contained Jason Yeomans and Alistair McDougall with the third row consisting of Richard Wilson and Barry Forsyth.

Desson McDonald took up the initiative at the flag and began a superb race for flag-to-flag victory, hounded for eleven laps by Barry Forsyth before Barry disappeared from the lap charts only restarting on the last lap. Scott Armstrong was excellently placed for most of the race but was just short of that little extra pace

necessary to challenge the leader. Mertyn Price was up there all race, third by lap three and taking over in second upon Forsyth's demise which he held to the end. Fourth eventually went the way of Alex Jack whilst the rest of the grid punctuated their race with a series of spins mainly due to over enthusiasm.

SENIOR BRITAIN

Pole went to its usual occupant, Lloyd Ross, but only after giving everyone a fright by finishing a rare 7th in the last heat to add to his earlier wins. Craig Porter shared the front row with Lloyd and lining up on the second row we had Ken Rodgers and Campbell Scott, both scoring consistently in the heats. We had a local pairing on the third row as Colin Shanks and Mike Popham lined up ahead of John Coupe who's DNF dropped him to the fourth rank.

Predictably, Ross led away the final and had no-one to deal with over the 25 laps duration of the final. Coupe was up to 2nd within four laps but couldn't challenge the leader effectively and had to settle for what he had. Third for virtually the entire race distance was Craig Porter but he was excluded at scrutineering for having no restrictor fitted to the motor. Mark Bruce was thus promoted to the third spot ahead of Andrew Lee and Nicky Stamper.

100 NATIONAL

Four heats were needed to decide the order for the final in this class and we had four different winners, showing just how competitive it is. Roy Dickson won the first heat but a relatively poor third heat meant that he started from the third row for the final. Rob Gardiner coupled the second heat win with third and fourth to give him a place on the front row alongside Ian



100 Britain winner, Lloyd Ross. (Pic: Iain Blair)

Round 2,

ROWRAH

by Ian Blair

Williams who netted pole with the fourth heat win coupled with 2nd and 3rd from his heats. Ian McLeish was the winner of the third heat but, like Dickson, had another bad finish which put him on the third row. Paul Henderson and John Docker finished consistently enough to line up on the second row although without a win to their names.

Williams and Docker made the break from the flag leaving a gaggle of drivers to sort themselves out behind. By the time they had completed the first lap, Williams led from Docker, Gardiner, Dickson, McLeish and Graham Kershaw. On the second lap Jim Forsyth displaced Kershaw and moved up to fourth by lap 4 when we lost Ian McLeish from the fray. Things were far from settled as the next lap saw Forsyth tumble down to 8th as Kershaw, Dickson, di Resta and Stu Davison all leap-frogged over him. The leading duo had a little gap over the frantic battle for the other places as Dickson began putting Gardiner under all sorts of pressure to try and get into 3rd place. By lap 10, Forsyth had clawed his way back up to 5th and was closing on the Gardiner/Dickson duel which reversed itself on the 13th lap when Roy found a way through into 3rd place. 6th became the property of Stu Davison on lap 15 when he moved ahead of the previous occupant, Louis di Resta who dropped a few more places over the next couple of laps. Forsyth split the Dickson/Gardiner battle on the 18th lap and got past Roy himself four laps later. The places were now set although Docker had been trying everything he knew to remove the leader. John's engine had been stroking for half the race but his induction box restricted access to the mixture screw and he couldn't lean it off. If he had done, we may have had a different result. However, the finishing order was Williams the winner, Docker 2nd, Forsyth 3rd, Dickson 4th and Gardiner 5th. The top ten was com-

mentator for the weekend in place of Don Briggs who was at Cadwell, said, they are Exocet missiles on wheels! With Tim Parrott, displaying his recently won red Zero and Roger Goff with the Short Circuit No 1, both present, some fast racing was on the cards.

Malcolm Turner was also racing and most of the top short circuit drivers were present including Bob Kennings, John Ashe, Paul Pedelty and Alan Paxton.

Also included in the entry was 125 front runner Ian Shaw aboard the Steve Edwards' Zip/Rotax. Ian certainly acquitted himself very well considering this was his first real taste of competitive 250 racing. He did have a got at the recent Hesketh Trophy meeting but a broken crank put paid to that outing. However the engine was rebuilt for this one and Ian was soon looking good with twice his usual power available. Roger Goff was running bare...of fibreglass that is.... and after a first heat win on Saturday the camp was quite happy with the way things were going. Tim Parrott was running conventional fibreglass complete with rear wing, but as the weekend progressed so that was shed and we had both the fancied runners almost naked!

Sunday dawned and Parrott took a heat win with Shaw a fine second and Goff third. The last heat...and Goff got it all together to lead Parrott home although Tim had done enough to claim pole for the twenty lap final. Goff took the middle spot on the front row whilst another local hero....Liverpool's John Ashe was having a great weekend in taking the outside spot on the front row.

Bill Fraser and Andy Milner occupied the second row with Ian Shaw on the inside of the third. He had a coming together with John Ashe and another driver in the last heat causing a non-finish and was joined on the third row by Brian

Graham and Alan Paxton.

Talking to Charlie Goff before the finals he was of the opinion that Ian Shaw could beat Tim Parrott but he didn't think much of his chances against son Roger!

So as the flag was dropped to send them on the first of twenty high speed laps it was Roger Goff who made an electrifying start to lead into the first right hander. Tim Parrott was second, John Ashe third and Alan Paxton fourth. For the first ten laps....half distance....that was how it stayed with Roger Goff looking good at the front and managing to fend off the challenge from Tim Parrott.

Brian Graham was in fifth spot ahead of Ian Shaw and Nigel Davis. Lap eleven and it all changed dramatically....having already lapped some of the slower drivers Roger Goff was pressing on in style when he suddenly found himself in a spin...literally....at Hyde Park Corner. His rear tyres had started to go off and Roger was in the rough with Tim taking over the front spot. He was quickly back on the track though and in second spot at that. Two more laps gone and Roger was trying all he knew to get back on terms with new leader Tim Parrott. It was not to be though for on the sixteenth lap the Zip was spinning again...those rear tyres really had gone.... Ashe was through to second spot and Parrott had got the advantage he was hoping for. For the remaining laps Roger felt it was not really on to try for anything other than his third spot....those tyres were just not up to it.

So Parrott completed the distance without further drama and took the flag in jubilant fashion to take his second Number plate within a month. John Ashe was second...having been happy with a front row start that was a real bonus whilst Roger Goff had to settle for third.

Alan Paxton took fourth spot ahead of Brian Graham and Nigel Davis. Ian Shaw could only add to his disappointing weekend pulling out after 13 laps when he felt the chassis was probably damaged from that heat incident causing some rather strange handling.

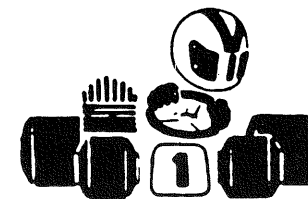
1st	Tim Parrott	Zip Kelgate/ Anderson Rotax
2nd	John Ashe	Zip/Ashe Rotax
3rd	Roger Goff	Zip Bandit/Goff Rotax
4th	Alan Paxton	Dino/Rotax
5th	Brian Graham	Zip/Rotax
6th	Nigel Davis	Stratos/Rotax

125 P&R NON CHAMPIONSHIP

A small grid of 125 P&R lads contested three heats and a final with the first three places being filled by the same drivers each time out...heats and final.


Andy Fairless on the All Kart/TM almost walked away with it, winning the final by the proverbial mile.

David Peers of Liverpool aboard a Phoenix/Honda was second. Rob Dickinson on another Phoenix/Honda third and Michael Morris on yet another Phoenix was the fourth and last finisher.






MARK BLUNDELL
MARTIN HINES
ROB McELNEA
RON HASLAM
FREDDIE SPENCER
NIGEL MANSELL
THIERRY BOUTSEN
IAN SHAW
PAUL LEWIS
RUSSELL SPENCER

JOEY DUNLOP
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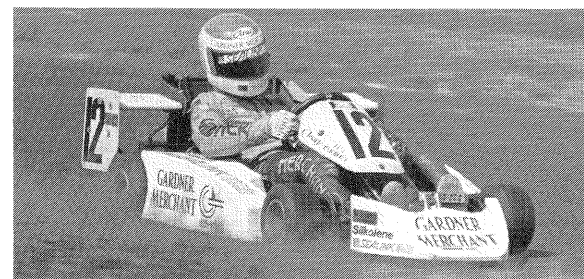
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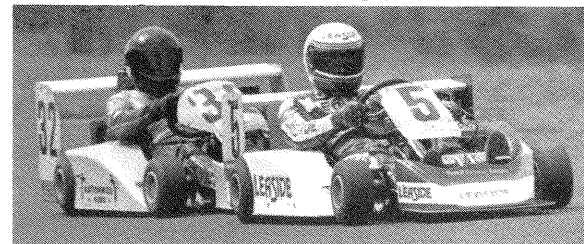
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Tim Parrott, Hesketh Trophy winner



Derek Rodgers (5), Cadwell & Knockhill Lap Records

JERSEY KART AND MOTOR CLUB MOTORAMA MEETING

Wellies, oilskins and rotary visors, were all left in the garage when the Jersey Kart and Motor Club held its annual motorama sponsored meeting last Sunday, for the sun shone upon them for the first time this season.

The 100 'A's first heat, saw Reg Roberts scorch into the lead followed by John d'Abbot-Doyle, Steve Davis et al. Reg and d'Abbot pulled away from the rest of the field, who were bunched up behind Steve Davis, his borrowed "Britain" class motor not having quite the punch of the Nationals, but still extremely difficult to overtake. On the sixth lap, Reg seized coming onto pits straight, leaving d'Abbot alone at the front. After countless breathtaking attempts to dislodge Steve Davis in second place, Roger Norman finally succeeded, but it was too late to make any serious challenge for the lead. And so the position remained to the flag. Heat two, saw Leon Channing get an excellent start, followed by Dave Torpy and the, mobile chicane, Steve Davis, Leon and Dave pulled steadily away before Steve was dislodged by d'Abbot in a last of the late brakiers manoeuvre at Cafe Corner. Steve will certainly be a flyer when his National class engine arrives. The third heat was won by Dave Torpy with d'Abbot second and Jason Channing third. Roger Norman, had quite an untypical seize which retired the trusty Komet for the afternoon. The final saw some excellent dicing for the lead between Dave Torpy and d'Abbot, Dave having got an excellent start from the front row. d'Abbot eventually got through, to take the chequered flag from Dave and a third placed Leon Channing.

The 100 'B's were once again run concurrently with the Juniors. Richard Baudains, making a welcome return after a brief layoff, took the first two heats with ease, followed by Marcus Roche and Graham Harris in the first, with Richard Roche and newcomer Martin de Gruchy who drove superbly in his first meeting, following him home in the second. The third heat, saw Richard have problems, and was won, after a good drive by Marcus Roche. Graham Harris and Martin de Gruchy took second and third respectively. The final, saw Richard Baudains get his show back on the road, he romped home an easy winner, Marcus Roche crossed the line second, with Martin de Gruchy third. Marcus was subsequently disqualified for being underweight, (the minimum being 291lb's). Poor Marcus bore the brunt of unnecessary flak directed elsewhere all afternoon. The **** hit the proverbial fan, metaphorically speaking of course. In the Juniors, Samantha Ruellan had two wins, and Robert Bonhomme in a new kart, had terrible problems all afternoon, resulting in one win and three non finishes, certainly when he was going, he went very well indeed. But that brings us to what karting is all about, consistency, young Justin Roche, son of Richard, brother of Marcus, Nephew of Alan and cousin of Stephen, (phew! glad I got that sorted out), won the day, by sheer consistency, recording one win and three second places.

Long Circuit Challenge 1986

Challenge positions after a very entertaining 4th round at Knockhill are as follows:

Points		Points	
1. Mark Lockley	78	12. Dave Thacker	34
2. Andy Martin	77	13. Paul Ricketts (N)	33
3. Phil Featherstone	68	14. Dudley Martin	23
4. John Brennan	57	15. George Bett	8
5. Keith Trainer	52	16. Alan Ogden	6
6. Steve Young (N)	44	17. Gerrard Coakley	4
7. John Newton	43	Garry Parker	4
8. Graham Sykes	42	John Tunstall	4
9. Steve Jones	41	20. John Underdown	2
10. Paul Woodward	38	George Brown	2
11. Simon Quance	36	Ralph Howard	2

With Andy Martin taking his third outright win the year at Knockhill the points situation at the top of the table has really hotted up. The sheer consistency of Mark Lockley keeps him at the top of the table, with one slender point over Andy Martin. Phil Featherstone, John Brennan and

The gearbox classes, to whom the trophies and bubbly were awarded, saw some excellent racing in both Rotax and Piston & Reed. Gary Wood dominated the Rotax division, with three wins and a non finish, as luck would have it for Gary, his non finish, was also a non finish for fellow protagonists Malcolm Crowe and Nigel Davis. After a wheel to wheel battle, they inexplicably got hooked together, and drove off the circuit to retirement. In their third heat, Malcolm and Nigel were once again dicing for position, when on the exit to clocktower bend, they touched, defying gravity Nigel, travelled thirty metres 90 degrees to the road, on two wheels eventually to fall the right way up and continue racing! Mark Goguelin recorded three wins in the piston & reed class, missing out on a clean sweep to Mark Foster, with Mike Russell third.

Results of the meeting were as follows:

100 NATIONAL 'A' LEAGUE

1st John d'Abbot-Doyle	Miere/Parilla
2nd Dave Torpy	Miere/Arrow
3rd Leon Channing	Sprint/Parilla

100 NATIONAL 'B' LEAGUE

1st Richard Baudains	Jeta/DAP
2nd Martin de Gruchy	Zip/TKM
3rd Graham Harris	Sprint/Parilla

100 JUNIORS

1st Justin Roche	Zip/Komet
2nd Samantha Ruellan	Zip/PCR
3rd Robert Bonhomme	Wright/Sirio

125 ROTAX

1st Gary Wood	Zip/Rotax
2nd Malcolm Crowe	Stratos/Rotax
3rd Nigel Davis	Zip/Rotax

125 PISTON & REED

1st Mark Goguelin	Miere/Honda
2nd Mark Foster	Zip/Honda
3rd Mike Russell	Zip/Honda

The next four meetings, though counting individually for championship points, will be run as a series sponsored by Brownes Fashion House.

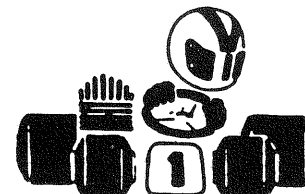
by Nageoire

Keith Trainer are also not far adrift and at this point we are only half way through the series. With that in mind (taking into account a driver only counts his best 6 results from 8) a truer indication of the points at halfway would be the drivers best 3 results from the 4 rounds so far. These would be as follows.- 1. Andy Martin 75 points (maximum). 2. Phil Featherstone 66 points. 3. Mark Lockley 61 points. 4. John Brennan 55 points. 5. Keith Trainer 50 points — Interesting!

Finally, well done to the lads who made the journey to Knockhill — next round is at Cadwell Park — July 27th.

TYRES

It is hoped that the idea of running SL tyres for 210's on both long and short circuits will be approved by the RAC on July 16th. 94% of Drivers Club members approve the idea and at the end of the day there must be an accessible link between the grass roots of Short Circuit racing and the more costly world of Long Circuits. Afterall, if it is bigger grids everybody is after then debutants to Long Circuit Racing BY LAW must derive from Short Circuits — they will not make that move knowing they have to spend large amounts on tyres. Remember SL's are already in force in the Short Circuit Challenge.



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24 HEURES DU MANS KARTING — 21st-22nd JUNE 1986

Report & Pics:- George Robinson



Prize-giving: Mark Tilley, George Robinson and Reg Dormer.

The Automobile Club De L'Ouest, Le Mans organising body covering cars, bikes and karts have long hoped to complete the spectrum of a 24 hour for each category. This year their plans came to fruition and by March forty-five teams had pledged their support.

The date set for the event was 21st-22nd June, however some teams were at the track four days before making preparations. Le Mans kart circuit is already blessed with superb facilities — covered pits, Club House, etc. By Friday the teams had created a village in the Paddock area. Transporters, marquees, plus a lot of brand new karts and equipment and I must say I have seen less professional Formula 3 meetings in England.

The main regulations for the meeting were as follows:- Two karts, (one locked up by Scrutineers until required), three engines, four drivers and six sets of Bridgestone YAK tyres. Friday was free practice, Saturday timed practice and the race start at 3pm.

Eventually thirty-six teams lined up for the start. The local press had been busy predicting the result, but went on to explain that nothing logical ever happens in Endurance racing, so honours would probably go to the luckiest team!

All the Enduro professionals were there and clearly had put in a lot of time and effort to get the equipment, pits and back-up crew all working well. From past results my own list of 'seeded' teams is as follows:-

1. Carigiet, Mischler, Gradel, Kocher — Kart-Shop Switzerland
2. Kumpen, Lemmens, Kenens, Secq — Lemmens Racing Belgium
3. Colin, Lesage, Colin, Colin — Hetchel Importer, Dourdan, France
4. Dormer, Tilley, Ranchin, Robinson — Remrod/Zip Kart
5. Breteau, Bougent, Perret — YACCO/ACO Le Mans
6. Venon, Venon, Rager, Bardoux — Orleans, France

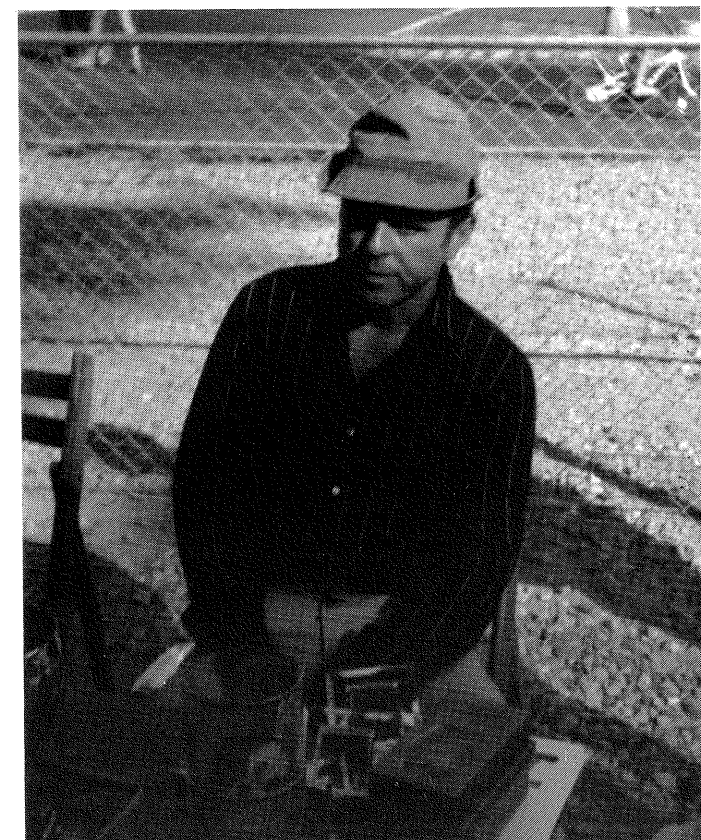
Having listed those most likely to and put ourselves in fourth place I now look further down the entry list and find I have fallen into the age old trap of sticking my neck out and see that there are many other good teams who deserved to do well. The order of seeding has not much to do with driver ability, more a question of sustained high speed and professionalism in the Pits. A well run pit wins races as surely as chaos loses them. If anyone thinks they know all there is to know about karting, I invite them to next year's 24 hour. You will learn a lot as soon

as you recover from the shock. This is karting at its most professional.

On the equipment front there are no particular units with a greater following than any other at present. Kart-Shop were running Tecno Karts with PCR 50 Testa Rossa. Lemmens Racing on Kail Kart/Parilla Jubilee; Colin-Lesage on the innovative MACH 1/Hetchel engined Germany based outfit; Dormer & Co on Zip/Parillas, with Reg Dormer's perfected belt drive system, and Bougent's YACCO Team on AllKart/PCR's. So, five different chassis in the selected band of five. Two on Parilla, two with PCR and the interesting Hetchel engine. Hetchel, manufacturer of the almost universal Gear Drive System, has constructed his engine to mesh its front gear on the crank, directly to the rear cog on the axle. The engine therefore has to run in reverse! The whole unit is very well made and has a purposeful look about it. These engines are sand cast so one assumes that production is fairly limited at present.

Race day dawned overcast but dry and the weather improved throughout the morning until the start at 3pm by which time the sky was almost cloudless. A Frenchman with local knowledge said that the wispy clouds spelt unsettled weather and probably rain in the night.

Being heavily involved in our own pit it is hard for me to catalogue the progress and disasters of others of other teams, I have the benefit of the hour by hour lap sheets and can only deduce from teams' changing fortunes what may have happened.



Kart-Shop master — Rolf Carigiet.



Tom Graedel.

The start was uneventful, Mischler on No. 2 on the grid grabbed the lead and with a clear road ahead streaked off, returning lap times faster than last year's 6 hour race. This set the pace for the whole race — the longest Sprint Race of 1986 had begun! At one hour the Lemmens Belgian team were leading, with Carigiet, Lucien, Venon and Dormer teams all on the same lap, (64); Bougent was lying fourteenth on 61 laps, having blown an engine.

At two hours Carigiet had moved into a two lap lead, the Belgians had some problems while Colin-Lesage moved up the order to run seventh. Bougent blew up again and had sunk to a lowly twenty-fifth place. In the third hour Carigiet's team crashed and had extensive chassis repairs to do, while the Hetchel equipped team of Colin-Lesage moved into the lead to share the same lap with the Dormer-Remrod Zip. There was no slackening of the pace thus far, the teams were achieving the same number of laps per hour as at the start.

The rain arrived at 7.50pm. It bucketed down for an hour and then stopped as quickly as it had started. Our tank will normally last for exactly one hour but during the rain, (with no filter), the fuel ran out after one hour and forty-two minutes. The water was inches deep in places and the engine never missed a beat. At midnight we had a problem with the belt clogging with tyre rubber and elected to change engine and belt at the same time. We had done nine hours on one engine and it was getting pretty gutless. We then had a succession of exhaust stud problems which kept up the pit crew's blood pressure during the early hours of the morning.

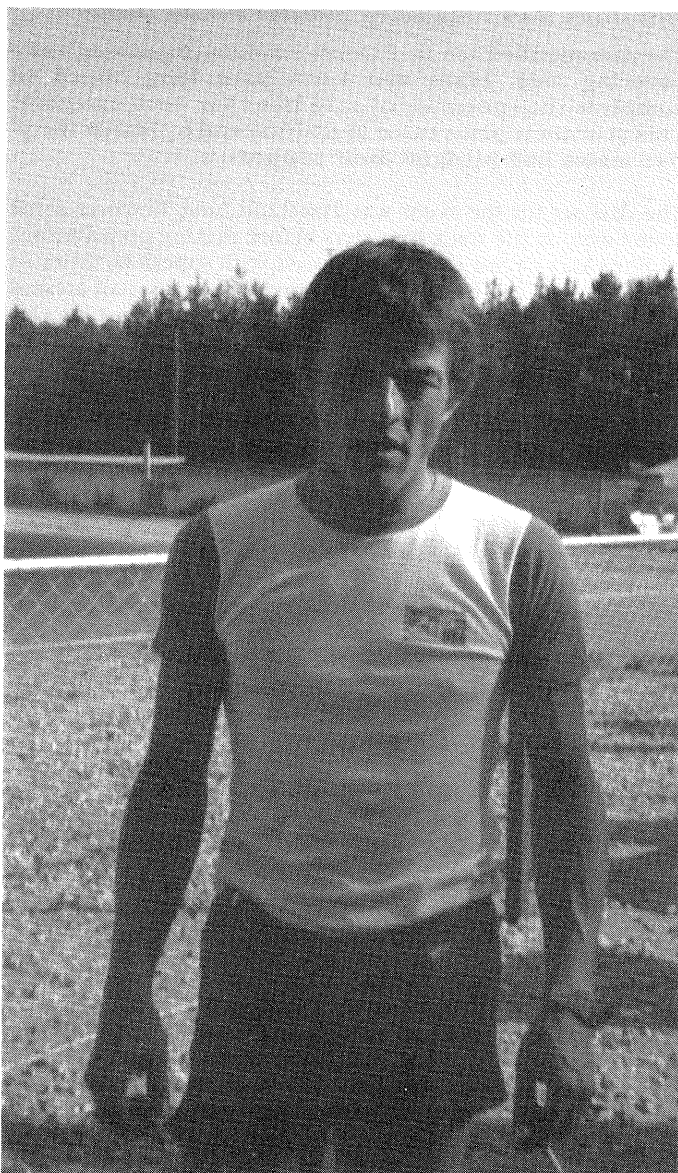
Between ten and eleven hours into the race the leading team of Colin-Lesage hit trouble which elevated us to the lead where we stayed for the next five hours. Between 6 and 8 in the morning we hit trouble, the engine with stripped exhaust studs did it again and the replacement engine seized. The race was still extremely close, only one lap between the first three on the road at eighteen hours. Lemmens Racing completed 64 laps in the hour, so still no slacking of the pace. Carigiet had been in

trouble during the night and was running in a lowly (for them), seventh. Bougent had been quick in the night and had come right back to fourth.

At twenty hours Lemmens Racing, Belgium, were leading; Colin-Lesage second, Breteau third and Dormer and Co fourth. At twenty-three hours Colin-Lesage moved into the lead from Lemmans, Bougent, Dormer and that's how the race ended. The winning team completed 65 laps in the last hour, so the dash to the flag produced one extra lap than had been achieved during the previous 23 hours! A truly great race with no major accidents — a credit to the organisation, the drivers and the preparation of equipment.

A superb array of prizes were given, including engines, tyres, tools and booze which ensured that no one left empty handed. I cannot describe the atmosphere at this event but we are already planning next year's race.

Place	Name	Club	Laps
1st	Colin-Lesage-Colin-Colin	Dourdan	1434
2nd	Kumpen-Lemmens-Kenens-Secq	Belgium	1433
3rd	Breteau-Bougent-Perret	ACO Le Mans	1424
4th	Dormer-Tilley-Ranchin-Robinson	Cabourg	1415
5th	Lucien-Commere-Caekebeke-Commere	Dassault	1399
6th	Bigot-Chesneau-Perrais-Tinseau	Salbris	1396
7th	Carigiet-Mischler-Graedel-Kocher	Oerlikon	1388
8th	Venon-Venon-Rager-Bardoux	Orleans	1388
9th	Jamault-Orphant-Loison-Orphant	Rennes	1387
10th	Durup-Goubet-Genet-Andrieu	Colkart	1376



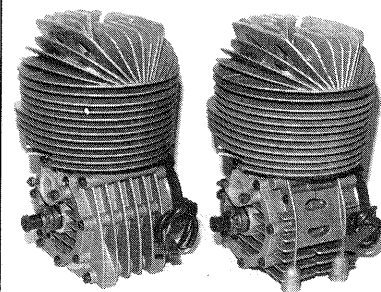
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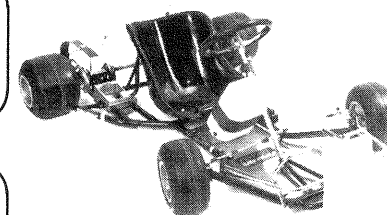
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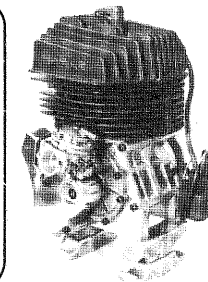


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The closing stages and Molloy was out on his own, though Coward was slowly hauling him in. Crump was still fighting off Cooke and Shaw had moved in to join the struggle. Into the Hairpin, the critical place, and Shaw managed to overtake Cooke and move into fourth but there wasn't enough distance left to run to get on terms with Crump. John Cooke lost out on another place when Adrian Wilcox beat him to the line, forcing him to accept a solitary Championship point. In seventh spot followed Poole then Bolton, Cowgill and Clark down to tenth place.

1st	Paul Molloy	Stratos/Madcap Minarelli
2nd	Stephen Coward	Zip/Field Rotax
3rd	Richard Crump	Stratos/CSK Rotax
4th	Ian Shaw	Zip Bandit/Zip Rotax
5th	Adrian Wilcox	Zip/Anderson Rotax
6th	John Cooke	Dino/KMP Rotax

Race Time: 10min 09.3sec — 76.82mph

Fastest Lap: (Paul Molloy) — 59.5sec — 78.65mph

ZIP 125cc CHAMPIONSHIP PRIZE WINNERS

1st	Stephen Coward	Set of tyres + £25
2nd	Ian Shaw	£50
3rd	Adrian Wilcox	£50
4th	Colin Poole	£50
5th	Simon Bolton	£50

Formula E Final

Leaside's Derek Rodgers was enjoying a splendid weekend, having wrapped up both heats he was to occupy pole position for the Final. Richard Dean, likewise, was on good form with a brace of seconds, while Steve Gill and Phil Glencross collected the last couple of places on the front row. The House of Zip on the other hand wasn't having the best of days. Martin Hines scored two fifth places and colleague Roger Goff a seventh and an eighth. Sandy Dalgarno, this year concentrating on the European and World Championships, business commitments precluding his participation in the bulk of the British Championship rounds, was a very welcome face at Knockhill and acquitted himself well. Word also comes from Sandy of the split in the long standing partnership between himself and Rob Kerkhoven. A great shame, again brought about by pressures of business. There is no acrimony in the split, both men remain staunch friends. How much racing Rob will manage to put in remains to be seen. Reg Gange aboard the EDR, now with a left-hand mounted Rotax, has been suffering from repeated misfire problems and as yet has been unable to completely rectify the trouble. Like Goff he collected a seventh and eighth in the heats and looked forward to a respectable, problem free final. The grid, when it formed up, looked like this:-

Gill	Glencross	Dean	Rodgers (Pole)
Gange	Dalgarno	Hines	
Alexander	Conway	Boston	Goff
			Jackson

A depleted field, you might well comment, but as will be seen the lack of numbers did not detract in any way from the splendid and close racing enjoyed by the drivers and spectators.

Ten laps then and the final race of the afternoon. The pace car whipped up the pit lane and the lights flicked to green. The Leaside pair of Glencross and Rodgers were first away. Gill, on the outside, slowed and stuck his hand up and was destined to last only one lap, the reported

cause of the trouble was suspected as a misaligned rotary valve; earlier the crew thought they had plug trouble.

Rodgers soon took control of the proceedings, with Goff from the third rank moving swiftly up to join him in second, ahead of Gange, Glencross, Dalgarno, Hines, Dean and Boston.

Gange's problems showed up as early as the second tour when he began to fall dramatically down the order. Rodgers still had the lead from Goff. Glencross, one of the quartet engaged in a fierce and close struggle, found a space and shot through into third, whilst the other three — Dalgarno, Hines and Dean fought a side-by-side battle into the third lap. Gange was now just ahead of Richard Boston who earlier in the heats had experienced moments of trepidation when his brakes failed to respond in the most critical of places and who was now driving a mite sceptically.

Whilst Rodgers and Goff motored along in first and second Glencross found his hopes of retaining third dashed when Dalgarno forced the issue and the Leaside boss found himself boxed in, Hines, the other half of the equation, tucked up his exhausts. Dean was next along, then Boston with Gange keeping close company. Conway and Alexander made up the rearguard.

Into the fourth tour and no change in the order of the lead pair. Dalgarno was determinedly hanging onto third, whilst Glencross, Hines and Dean were frantically disputing fourth, until the Derby driver settled the matter, leaving Glencross and Hines to snap at his heels.

Relentlessly Dean pressed on, Dalgarno his next victim and then he was ready to tackle Goff. Hines battled it out with Glencross until he found an opening and moved into fifth. Boston was next along and that was the lap when Gange called it quits, into the pits in disgust.

The sixth tour with Rodgers still at the head Dean was pursuing Goff and forced to divide his concentration, attack and defence, Dalgarno, Hines and Glencross too close for comfort, all waiting for an error in judgement. With Dean tucked up Goff's rear bumper no more than a second or so spanned second place to sixth. Excellent stuff!

Three laps to go and Hines made his move, past Dalgarno he latched onto Dean, but Dalgarno was not about to accept the change in fortunes lightly and hammered on, looking for a way through. So the scrap continued.

Two tours left with Rodgers still in command both Dean and Hines found a way past Goff, dropping him into Dalgarno's lair but the Bedford driver offered stiff resistance. Glencross was about four kart lengths adrift, heading Boston, Conway and Alexander.

The last lap board disappeared with hardly two karts distance between first and fourth. Out thought the countryside Rodgers was forced to use every tactic in the book to maintain control. Round the Hairpin and up the hill, partially airborne on the bumps, they were almost four abreast but it was Rodgers who snatched victory from Dean, with Hines, Dalgarno and Goff a whisker behind. Boston led home Conway and Alexander to conclude a first class race, very close and entertaining because no one driver was allowed the opportunity to break away.

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

Race Time: 9min 26.7sec — 82.58mph

Fastest Lap: (Martin Hines) — 55.00sec — 85.09mph

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RAC LONG CIRCUIT CHAMPIONSHIPS — POINTS AFTER 3 ROUNDS

Formula E		Pts	250 National		Pts
1st	Martin Hines	19	1st	Mark Webster	27
2nd	Derek Rodgers	12	2nd	Mike Doble	10
3rd	Reg Gange	9	3rd	Rob Hipkin	9
4th =	Richard Dean	7	4th =	Russell Powell	7
4th =	Duncan White	7	4th =	Mark Allen	7
6th =	Mick Goy	6	6th	Keith Bisp	6
6th =	Phil Glencross	6	7th	David Griffiths	4
6th =	Roger Goff	6	8th	Barry Tomlinson	2
9th	Sandy Dalgarno	3	9th =	Peter Morgan	1
			9th =	Tony Brown	1
			9th =	Neil Brown	1

125 National		Pts	210 National		Pts
1st	Chris Stoney	15	1st	Andy Martin	27
2nd	Ian Shaw	13	2nd	Mark Lockley	10
3rd	Paul Molloy	9	3rd	Phil Featherstone	8
4th =	Peter McCallum	6	4th	John Newton	7
4th =	Stephen Coward	6	5th	John Brennan	6
4th =	Richard Crump	6	6th	Graham Sykes	5
7th	Adrian Wilcox	5	7th =	John Waggett	3
8th =	Boyd Barrington	4	7th =	Dudley Martin	3
8th =	Andy Cowgill	4	9th =	Keith Trainer	2
10th =	Derek Price	3	9th =	Simon Quance	2
10th =	Nigel Wigg	3	11th =	Steve Jones	1
12th	John Cooke	1	11th =	Dave Thacker	1

RODGERS DOMINATES



The Paddock Scene — A bit different from Last year!

Derek Rodgers returned to form when he wrapped up both Formula E heats and the Final in the third round of the RAC British Championships. Richard Dean homed in second, not an easy task with Martin Hines fighting him all the way. Current 210 National 'GP' plate holder, Andy Martin, continued his reign of success with a fine win over John Brennan and British No 1, John Newton: in 125 P&R it was Andrew Harvey from Ken McNeight. The fierce struggle for 125 National domination never ceases. Chris Stoney battled his way to victory in both heats, but his motor cried enough after five laps of the Final, which left Stratos colleague, Paul Molloy, to take the flag from Stephen Coward and Richard Crump. In 250 National it was that man again, Mark Webster, who increased his margin by another nine points, with Mike Doble and Mark Allen chasing him home.

**Report: Ed McCormick
Pics: Doug Rees**

The Long Circuit gearbox circus 'took to the hills' and Scotland's premier circuit, Knockhill, for the third round of the RAC British Championships during the weekend of 5th and 6th July. The entry at the 1.3 mile venue was down a bit on last year, possibly due to some 'Doubting Thomases' crying the odds on the 'Scots Mist' perpetuating from last year. Such fears were quickly dispelled when competitors arrived, visibility was good for miles — all the way to the Forth Road Bridge and beyond. Rain showers did dampen spirits a little on Saturday morning but the afternoon practice session enjoyed clear skies. 51 competitors outfits were scrutineered by Messrs Shaw and Brassey on the Saturday in order to ease the usual congestion experienced at one day events.

Sunday morning, bright and clear again, the Paddock was a hive of industry. The entry around the 100 mark, albeit a little lower than expected, showed eager faces ready to get going. With the renowned efficiency of the Central Kart Club, none were disappointed and the meeting ran

smoothly.

Before moving onto the racing time must be devoted to applaud the organisation provided by circuit owner Derek Butcher and John Thompson of the Kingdom Kart Club at Crail, Fife, who acted as Assistant Clerk of the Course to Peter Carter and did an excellent job of work. Thanks also to the Marshalls, Doctors, Rescue Units, Ambulances, Stewards and Lapscorers.

In two groups the rather depleted Formula E competitors took part in the obligatory Timed Practice sessions to determine the grid order for both heats. When the times were posted they showed the following:-

1st	Derek Rodgers	55.5sec
2nd	Richard Dean	55.6sec
3rd	Steve Gill	55.6sec
4th	Phil Glencross	55.8sec
5th	Martin Hines	55.9sec
6th	Roger Goff	56.1sec
7th	Reg Gange	56.2sec
8th	Richard Boston	56.3sec

9th	Sandy Dalgarno	56.6sec
10th	Giles Jackson	59.7sec

...which gave a grid order of...

Glencross	Gill	Dean	Rodgers (Pole)
Gange	Goff	Hines	
Conway	Jackson	Dalgarno	Boston
			Alexander

A full grid of 125 National led out for their brace of 8 lap heats. Coward, Stoney and Beaumont managed the best of the break at the lights, although Beaumont wasn't to last the distance. For three laps Coward held the advantage before it was wrested from him by Pontefract driver, Stoney, who quickly eased out a protective gap from the 'GP' man, there to remain to the flag. There was a lot of in-fighting for the places, Simon Bolton looked to have third stitched up, until Paul Molloy and Richard Crump joined the action, Molloy forcing the issue with Crump following through. The unfortunate Bolton went missing on the seventh tour. The vacated slot was taken by Colin Poole, while Adrian Wilcox held onto sixth. Derek Price, Andy Cowgill, Ian Shaw and John Cooke completed the order to tenth. Stoney put in a quick lap of 59.02 sec, a speed of 79.05mph.

The second outing, with a reversed grid, saw John Cooke, Ian Shaw, Derek Price and Alex Pettigrew make the best of the starts. Derek Price, aided by FF1600 man Kurt Luby, quickly fought his way to the front, there to sit for four laps, until the Stratos Squad began to weave through the order, Molloy first, then Stoney to apply pressure. It was Stoney who hit the front on the fifth tour, leaving Molloy to fare as best he could against Price. It took the Ware man another two laps to succeed over the Phoenix driver to make it a Stratos 1-2. In fourth, showing fine form, was John (Cooke) Cooke, followed by Stephen Coward and Colin Poole. Pettigrew, Bolton, Crump and McCallum filled the other places; Ian Shaw and Ian Westwood grabbed eleventh and twelfth, respectively.

In 210 National local man George Bett and John Waggett blasted off the line first, Bett not destined to finish and Waggett slipping down the order as Kilkenny man, John Brennan, got into his stride and took up the lead — for three tours at any rate — until John Newton, Phil Featherstone, Graham Sykes and Andy Martin decided it should be a five-way struggle. Newton hit the front by half distance and held the lead to the line. Brennan disappeared from the score sheets on the sixth lap and Martin grabbed the vacated second spot, managing to hold off Featherstone and Sykes to the flag. John Waggett and George Donaldson from Glenrothes filled fifth and sixth, while James Wallace, Dave Thacker and James Wylie were next along. Andrew Harvey and Ken McNeight provided the P&R contingent.

Newton, Featherstone and Martin led off the line for the second session, followed by Waggett and the rest of the field. A lap under their belts and Andy Martin was in control, Newton and Waggett fighting over second, with Featherstone in fourth. Martin soon established a respectable lead, Newton had secured second place and was to hold it to the flag, barring two laps when he briefly relinquished it to a storming George Bett. Waggett and Featherstone enjoyed a fair old scrap for the majority of the heat, Featherstone homing in for fourth at the flag, ahead of Waggett and Mark Lockley. Glen McAdam, ►

driving his own rather interesting looking creation, was seventh, followed by Sykes, Wallace and Brennan. 125 P&R again showed Harvey and McNeight in that order.

250 National with a grid of 20-odd produced some interesting action, particularly in the opening heat. Michael Aspey and Mark Allan got the jump at the lights, but Allen was leading before they began dropping down round the right-hander followed closely by the rest of the field. That was when the heart-stopping moments and brown leathers became mandatory. Mark Webster sheared a trackrod and all hell broke loose as drivers took avoiding action. The result saw the retirement of Frank Rowntree, John Wheatley, Mark himself and the demotion from a decent placing of Mike Doble who found himself well down by the time the field resettled itself. Keith Bisp managed to come through unscathed and moved into second place behind Mark Allen. In their wake Robert Johnstone and Rob Bicknell fought a four lap engagement until Bicknell disappeared from the lap charts. Allen held the lead right into the closing stages of the last lap, Bisp right on his bumper, until he encountered a backmarker diving into Taylors hairpin and found himself balkled where Bisp took advantage. At the line it was Bisp — by a whisker, from Allen. Johnstone hung onto third ahead of Neil Brown, Mike Fowler and Russell Powell. Arthur Thompson, Tony Brown, Charles Eddie out 250 E and Adam Richardson completed the order to tenth.

In the second session Powell, Doble, Hipkin and Eddie were first away, with Hipkin striking the front before one tour was complete. As Eddie slipped a little down the field Neil Brown and a charging Webster moved up to occupy fourth and fifth. Hipkin was still heading the field next time around, Doble was up to second and Webster had fought through to sit on the Sanderstead man's tail. Bisp was also gradually weaving his way up from the middle of the field, whilst Mark Allen who started from the back was engaged in a fierce struggle with Loctite-SRS driver Arthur Thompson.

The next tour and Webster hit the front, stretching out a comfortable buffer between himself and the battle for second; Hipkin and Doble hard at it all way round the circuit. Bisp, driving well, closed up and joined the struggle. At the flag it was Webster, literally untouchable, but second place was by no means settled — Doble, Hipkin, Bisp then Doble, Bisp, Hipkin — finally Bisp forged through, with Doble and Hipkin following him home in third and fourth. Russell Powell and Neil Brown were next along, while Mark Allen filled seventh spot after Thompson retired from the battle to lick his wounds. The other three places to tenth were claimed by Mark Todd, Rob Bicknell and Charles Eddie. Bisp put in a fast lap of 59.00sec, or 79.32mph.

Formula E took to the circuit — Rodgers, Dean, Gill and Glencross on the front row. On the green it was Rodgers, Dean and Gill first away up the hill to the corner. By the time one lap was completed Rodgers looked firmly in control, Gill had moved ahead of Dean whilst, close behind, Glencross, Goff and Hines were engaged in a hearty three-way struggle, soon to become a four-way affair when Sandy Dalgarno joined the action. Rodgers was destined to hold his lead to the flag, leaving the fight for the places to two distinct groups — Gill and Dean, Gill holding onto second for four laps until Dean succeeded in moving ahead, there to stay for the duration. The second group — Glencross, Goff, Hines and Dalgarno, with Gange soon coming within striking distance — saw much swapping of places, all over fourth spot. On the second tour it was the property of Goff, until Glencross stole

the march. Hines was doggedly battling away with Dalgarno, Gange trying for a look in. A couple of tours later Goff had tumbled down the order; Hines was hot in pursuit of Glencross, while Gange had moved ahead of Dalgarno, briefly. Hines managed to shake off this duo who were closing and deal with Glencross, demoting him from fourth on the sixth tour, only to find himself demoted next time around by both the Leaside man and Sandy as the heat entered its closing stages.

First across the line went Rodgers pursued by Dean and Gill. Glencross was secure in fourth while Hines bettered Dalgarno by a nose to claim fifth. Gange beat Goff to the line, with Boston and Conway filling the remaining places. The fast lap went to Richard Dean with a 54.9sec (85.24mph) time.

The last heat of the day, again for Formula E and Glencross, Gill and Dean were swiftly off the mark, but Gill's hand went in the air when his motor failed to clear properly and he was forced to drop back. Glencross hung on at the head for one tour — Dean, Rodgers, Dalgarno and Hines on his tail. Then Dean moved through leaving Glencross to fend off his team mate; Hines had cleared Dalgarno and was fighting to establish a buffer.

On the fourth tour Rodgers hit the front and gave a repeat performance of his earlier exploits by staying there to the end of the eight lapper. Dean clung on to second spot, oblivious to the battle raging behind over third between Glencross, Hines and Dalgarno. Goff, Gill, Gange and Boston were likewise engaged in a furious struggle for the remaining places. At the line it was Rodgers with Dean almost alongside, followed by Glencross, Dalgarno succeeded over Hines — just, Gill in sixth, then Goff, Gange, Boston and Conway. Derek Rodgers blasted in a quick lap of 54.8sec, 85.40mph. The question in everyone's mind was — could Rodgers produce the Grand Slam? Only the 10 lap Final, the last race of the day, held the key...

210 National — 125 P&R Final

The Villiers lads, with 125 P&R running off the back of the grid, formed the first Final of the afternoon. John Newton and Andy Martin shared a heat win and a second apiece but it was Newton on pole with Martin alongside; Phil Featherstone and John Waggett the front row. The second rank contained Graham Sykes, James Wallace and James Wylie. Local man, George Bett, shared the next, in company with Gordon Donaldson, Mark Lockley and Durham driver Glen McAdam.

on the green Newton didn't get the best of starts and it was the 'GP' plates of Andy Martin with John Waggett in tow who blasted off the line first. Down through McIntyre and the Chicane, along to Clark and out of Taylors, the early

pattern in the ten lap session began to emerge — Martin, Waggett, Newton, Featherstone and Sykes; John Brennan was swinging along in sixth, chased hard by the rest of the field.

Lap two and the order was still the same but it was well bunched, with no chance for anyone to break away to a clear advantage. Into the close of the lap Newton managed to get the drop on Waggett and moved into second to set up Martin. Into the Hairpin and Newton found the right line, picking off his Stratos-CKC colleague and taking the lead. Waggett, Featherstone, Sykes and Brennan remained *in situ*.

Newton's turn at the helm lasted briefly, Martin hurried the life out of him until he regained control, but the Sanderstead man had no intention of giving up the struggle and clung grimly to the exhaust of the CKC boss. Seeming equal on power the rest battled on behind, nose to tail, maintaining station with Mark Lockley now moving up to join the struggle.

By the halfway stage Martin and Newton were still hotly disputing the front, Martin resolutely defending it from all Newton's copybook tactics. Waggett and Featherstone remained in third and fourth, respectively, but Brennan had got to grips with Sykes' slip-stream as the field behind began to spread out — Keith Trainer, James Wylie and Steve Young, with the first of the P&R drivers, Andrew Harvey, next along.

Lap six and Newton's relentless pressure paid dividends, he hit the front and tried, vainly though, to establish a respectable gap between himself and Martin, the latter was having none of it. Waggett and Featherstone still chasing on behind while Brennan and Sykes were enjoying a battle royal, first one then the other, until Sykes promoted himself to fifth. Lockley and Trainer held the next couple of lonely outposts and Young had moved ahead of Wylie, then came Harvey (P&R), Wallace, Thacker not destined to last the course and Robert Stewart.

Three laps to go and Martin got the bit between his teeth and moved ahead of Newton. Third and fourth place men remained unchanged, but Brennan cleared Sykes and began to close on Featherstone and posed a very real threat to fourth place. A lap later, as Martin began to ease away from Newton, Brennan was clear of Featherstone and looking to depose Waggett from third.

Into the closing stages and plenty of torrid action. Martin and Newton looked comfortable at the front, while Waggett was next to come under the Brennan hammer as the Kilkenny man clawed his way through and set off after Newton.

Less than a lap, with Martin safe from contention, Newton and Brennan were locked in a fierce struggle over second place, with Brennan darting and weaving seeking a way past the British Champion. He found a chink in the armour on that final run up to the flag and chased Martin

home in second place, Newton only half a kart length adrift. Waggett held steady for fourth, with Featherstone and Sykes following in fifth and sixth. The other places were occupied by Lockley, Trainer, Wallace and Young. In 125 P&R it was Harvey followed by McNeight.

Though a smallish grid the Villiers lads provided some of the closest racing seen on a long circuit for some time and deserve credit for their tactical driving skills.

1st	Andy Martin	Stratos/CKC
2nd	John Brennan	Zip/Brennan Villers
3rd	John Newton	Stratos/CKC
4th	John Waggett	Zip/Villiers
5th	Phil Featherstone	Kobra/FPU
6th	Graham Sykes	Zip/Longtune

Race Time: 10min 33.8sec — 73.84mph.

Fastest Lap: (Phil Featherstone) — 1min 01.9sec — 75.60mph.

250 National Final

A win and a second put Bristol pilot Keith Bisp on pole for this final, while Barlotti colleague Mark Allen sat alongside; Neil Brown and Russell Powell occupied the remaining two places in the front row. On the second rank sat Mike Doble, Mike Fowler and Robert Johnstone from Berwick driving one of Glen McAdam's creations. Tony Brown, Charles Eddie, Adam Richardson and Steve Pell made up the next, whilst Mark Webster's earlier misfortunes, albeit it taking the victory in the second heat, saw him on row four, in company with Rob Hipkin and Arthur Thompson.

Ten laps then in store for 250 National and when the lights flicked to green it was Mark Allen and Keith Bisp off the line together heading the pack up the hill to the first corner.

Out of Clark and Bisp had the front, Allen was struggling with Johnstone who made his move through into an early second place before the Hairpin. Webster and Doble were chasing hard on the heels of the leading trio.

Into the second tour Johnstone moved ahead of Bisp while Allen slipped back a couple of places as Webster and Doble tore through. The end of the lap and Webster was on form, the Cheetham KTM humming along. Setting them up he applied the screws and swept past both Johnstone and Bisp — out front where he likes to be. Doble was steady in fourth followed closely by Allen, Hipkin, Powell, Eddie and Neil Brown, whilst Thompson and Tony Brown looked after the rest of the field. That lap, unfortunately, was to see the disappearance of Keith Bisp, which promoted Mike Doble to third place, Mark Allen hard on his heels. Hipkin, Powell and Eddie followed, leading Neil Brown, Arthur Thompson and Tony Brown.

Webster, a comfortable leader, headed second placed man Johnstone while Doble came under

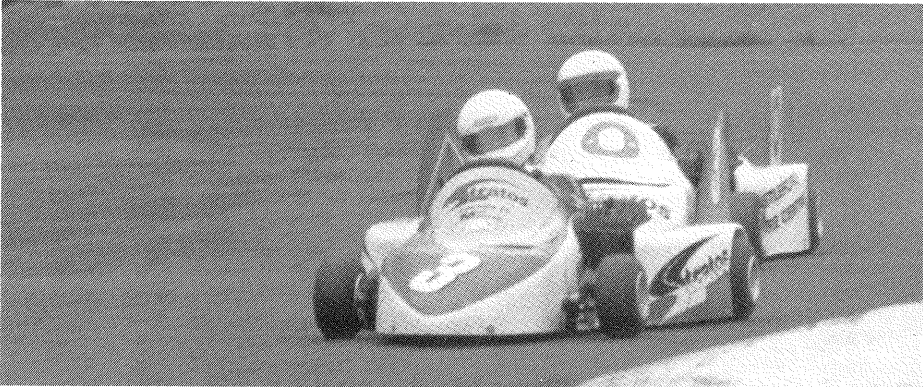
pressure from Allen and was forced to cede third place; the rest of the positions remained unchanged as they entered the fifth tour.

Webster was easing out a gap from the others as they headed down to McIntyre. In the bunching down to the Chicane Allen found himself outflanked by Doble, likewise Johnstone when he got his line wrong and let the Sanderstead driver through into second. The order from second then was — Doble, Johnstone, Allen and Hipkin while about ten kart lengths separated the EDR from Powell, Eddie, Neil Brown, Thompson and Tony Brown, with Fowler, Rowntree and Richardson bringing up the rest.

It was fast becoming a Webster runaway, the Lathom 'Bandit' had established a sizeable lead. Doble, in second, looked set to lose that place to Johnstone, until the luckless Johnstone became plagued with gremlins and quickly tumbled down the order, destined to last only one more lap before being forced to pit, which left Doble running a somewhat lonely second. Third spot was now coming under dispute as Hipkin began to poke his nose alongside Allen, the 'GP' driver striving his utmost to hold the other at bay. He succeeded for a lap until Hipkin saw his chance at the Hairpin, found the inside line and took advantage of it. Allan fought back fiercely and regained third as the race entered its closing stages. There were several changes, too, amid the order following. Behind Powell in fifth, Neil Brown and Charles Eddie were scrap-ping furiously for the remaining Championship point, Eddie succeeding for a lap before Brown was back in control, there to sit to the flag. The next pair were Arthur Thompson and Tony Brown, the Loctite-SRS driver fighting to keep the Phoenix-Maico off his back. Brown kept the pressure on and there was much swapping of places between the two, until Thompson succumbed and Brown took the Maico through into eighth.

The chequered flag was out and Mark Webster took it after ten laps, increasing his points tally to 27 over Mike Doble, now on 10. Right up to the line Mark Allen and Rob Hipkin were still fighting for that one point and the difference for Hipkin of tying joint second in the Championship struggle with Doble, or running third on 9. The latter it was to be, Allen managed to get his nose across the line first. In fifth was Russell Powell aboard the Stratos-KTM with Neil Brown's Zip-Maico homing in next. The other places went to Charles Eddie, Tony Brown, Arthur Thompson and Frank Rowntree.

1st	Mark Webster	Zip Bandit/Cheetham KTM
2nd	Mike Doble	Zip/Yamaha
3rd	Mark Allen	Barlotti/KMP KTM
4th	Rob Hipkin	EDR/T&C Yamaha
5th	Russell Powell	Stratos/KTM
6th	Neil Brown	Zip/Maico



Molloy (3), leading colleague Stoney (0) in 125 National. Stoney wasn't destined to last the distance.

Race Time: 9min 52.6 — 78.97mph

Fastest Lap: (Mark Webster) — 57.4sec — 81.53mph

125 National Final

A full grid of 39 125 National drivers took up their positions for the penultimate race of the afternoon. Heading the field, on pole, sat Chris Stoney after scoring victories in both heats. Paul Molley, with a second and third, joined him alongside, whilst 'GP' Stephen Coward and Derek Price completed the front row. Thus, the first six rows took on the following format:-

Price	Coward	Molloy	Stoney (Pole)	
	Cooke	Crump	Poole	
Willetts	Cordner	Shaw		Wilcox
	McCallum	Tuckey	Marsh	
Grills	Campbell	Petrie		Ashurst
	Pettigrew	Gallant	Smith	

As the pace car tucked into the pit lane and the lights turned to green Price, Coward, Stoney and Molloy clammered for the advantage as the pack swept up into the right-hander. Down to McIntyre Stoney gained the edge, hurtling along to Taylors with the field closely bunched.

Across the start-finish line it was Stoney from — Price, Molloy, Cooke from grid two, Coward, Crump, Poole, Wilcox, McCallum and Shaw. Midway into the second tour, with Stoney still at the front, Molloy deposited Price and gained second, whilst Cooke lost out on his struggle with Coward as he tried to hold onto fourth, Coward breaking the tow on the run down to Taylors to move ahead. Crump was still in sixth but Poole had eased past Wilcox and Shaw had bettered McCallum to occupy ninth.

The struggle at the front continued, Stoney successfully holding off the incessant attacks from Molloy and Price. Cooke was hanging grimly onto Coward's rear bumper, seemingly unable to gain any ground. Wilcox managed to demote Wootten driver Poole from seventh into the awaiting clutches of Shaw, intent on improving his status. McCallum sat in the wings in tenth, heading James Smith, Simon Bolton and Gary Ashurst. The three-way battle at the front soon became a two-way affair when Price overdid it along the back down to Clark, alarming spectators as he headed for the tyre wall. Fortunately no injuries were sustained but Derek's race was run. That left the Stratos pair of Stoney and Molloy to slug it out. Coward, now third, continued to fend off Cooke whilst, behind him, Richard Crump was lining up the Dino-KMP prepared outfit in his sights. Shaw had mastered both Wilcox and Poole and was chasing after further promotion. Smith was gone from the order leaving Bolton and Ashurst to lead the rest of the field.

One more lap only was the distance Stoney was destined to last in his battle to maintain the lead from Molloy. Enough! the outfit cried and the Pontefract man went into retirement. Molloy, now commanding the proceedings, began to ease away from second placed Coward as the race entered its second half. Molloy, looking good, had spent Saturday afternoon and part of Sunday morning meticulously setting up his machinery to suit the conditions and the effort was producing dividends — it just had to hold together. Crump and Cooke were battling out third spot whilst Shaw, Wilcox and Poole continued their relentless three-way duel. Some changes to the order behind Simon Bolton in eighth had occurred during the lap of Stoney's demise. Ashurst had been hanging onto Bolton's rear bumper, unaware of the threat lurking behind. Andy Cowgill and Ian Westwood saw an opportunity and quickly swept through, swallowing the Blaydon driver in their haste to climb the order, leaving Ashurst to fall foul of Dave Clark.