

# A NEW ERA HAS BEGUN



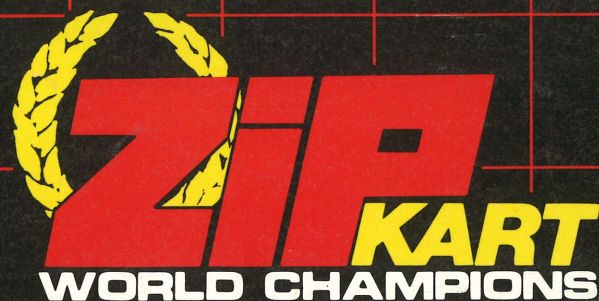
- ★ NEW concept - the result of 18 months of development
- ★ NEW tube standards to ensure longer life
- ★ NEW computerised machining to ensure concentricity
- ★ NEW self adjusting brakes manufactured to aerospace standards - maintenance free
- ★ NEW aerodynamic bodywork
- ★ NEW 'thick grip' steering 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



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.



PINDAR ROAD, HODDESDON, HERTS.  
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

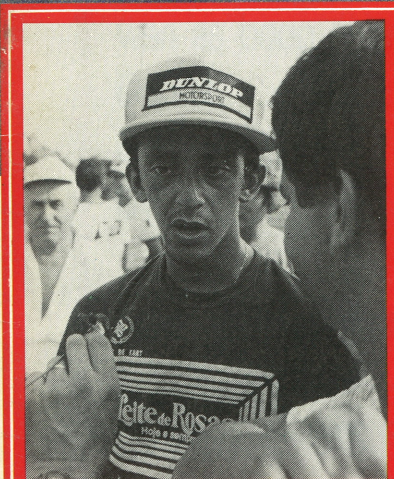
# K AND S

THE INTERNATIONAL MAGAZINE

- Features include
- Wohlen Celebrity Allstars
  - Aussie Superkart Champs
  - Genk 1000Km Enduro
  - Angerville Cadwell Autumn Champs

# KART AND SUPERKART

NOVEMBER 1986 £1.00



Brazilian Guga Ribas — World Champion?

**JACKSONVILLE  
WOMBWELL BRITISH CHAMPS  
K&S FINALS KIMBOLTON**

**RAC ANNOUNCEMENT  
CADET KART RACING  
FULL SPEC — PAGE 5**

# ZIP TEAM EQUIPMENT SALE

THE TEAMS' KARTS AND ENGINES HAVE BEEN MAINTAINED REGARDLESS OF COST, AND PROBABLY REPRESENTS THE MOST COMPETITIVE EQUIPMENT AVAILABLE IN THE WORLD TODAY. IN 1986 THEY HAVE WON BOTH EUROPEAN AND BRITISH CHAMPIONSHIPS, AND HAD COUNTLESS POLE POSITIONS.

**MARTIN HINES'** Zip Bandit with fully Zip tuned 1986 Rotax engine, kart includes mag wheels, 4 brake option, both types of bodywork, mechanical fuel pump, special radiator, etc. ....£3,500

**ROGER GOFFS'** Zip Bandit with fully Zip tuned 1986 Rotax engine, kart includes mag wheels, 4 brake option, both types of bodywork, mechanical fuel pump, special radiator, etc. ....£3,400

**IAN SHAWS'** Zip Bandit with fully Zip tuned 125cc Rotax engine. Kart complete with full body and as raced .....£1,750

**ENGINES** — Zip Team 1985 fully Zip tuned Rotax 256, complete with carbs .....£1,350

**ROTAX CYLINDERS** — Zip tuned cylinders, all re-plated and in good as new condition .....£120

Used 256 cylinders, all in good condition, Zip tuned.....£90

1985 used cylinder heads to match.....£30

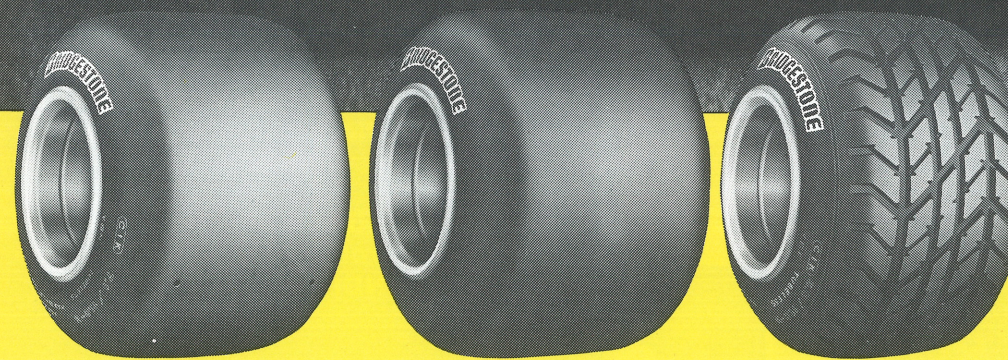
**USED TYRES** — All tyres 5.5 front or 7.5 rear with over 50% tread left.....£6 front, £9 rear

**PINDAR ROAD, HODDESDON, HERTS.**

**Tel: Hoddesdon 463371/468503**

**Telex 266343G ZIP**

# 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.

*Bridgestone Kart Tires. They bring in the champions.*

# BRIDGESTONE

## 1985 STRATOS/ ZIP ROTAX 125

Ex Richard Crump chassis, complete with '85 Ian Shaw Rotax. Immaculate kart including full set of wets, plus spares. A REAL WINNER!! £1350 ono  
Telephone (0249) 890381 ext. 254 daytime.

WADDON 250cc INTERNATIONAL, blue chassis, 2 years old — 6 meetings only. 1982 engine, just rebuilt. £950. Telephone (0480) 217600. Cambridge area.

ZIP G.P. ROLLING CHASSIS, full Silverstone body, Kelgate brakes, ex John Newton's. Handles like a dream. Ideal for Knockhill etc. £650. Telephone 041-637 5447.

## RACING DRIVERS

Build-up your own business in your spare time.

Contact  
**Philip Burrows**  
4 Chester Road  
Winsford, Cheshire  
(0606) 554366

100 NATIONAL DEAVINSON TKM, recent rebuild, would suit starter. Telephone Welwyn (043871) 6535. £220 ono.

1985 ZIP 925 ANDERSON ROTAX, 125 two meetings since rebuild, very fast and in immaculate condition. New wets on one piece rims, also some spares. £1400 ono. Telephone Nigel on 01-541 0167.

SENIOR BRITAIN WRIGHT ROLLING CHASSIS, (Two meetings). £300. Two very fast Arrow engines, standard bores, freshly rebuilt and both with genuine Hewland parts: 1 @ £300 and 1 @ £280. Spare pair brand new rear tyres/new rims £45. Set of nearly new Bridgestone wets, £85. Entire above complete with set of sprockets etc £850 the lot!! Business forces very reluctant sale. Contact David Oldroyd/Eric Payne on (08864) 333 daytime, or (0531) 3751 evenings.

## ZIP GP ROTAX 125

As raced by Reg Gange at Donington on October 26th. Chassis and engine fully rebuilt prior to Donington and fitted with new Bandit full body.

For further details contact:  
**RICHARD WALLIS**  
MOTORSPORT  
Telephone 01-808 4286

WRIGHT JUNIOR BRITAIN HEWLAND/ARROW ENGINE, slicks, wets. £375. B.M. chassis, TKM engine £275. Yamaha 250 engine, water cooled. (Barrel re-nickosealed). New pistons, just needs rings. £200. Telephone Chorley 69355.

HONDA CR 125 COMPLETE WITH CARB, EXHAUST. Sound, quick motor, never seized. £220 ono. Telephone (0751) 32390.

## BID FOR...

ZIP G.P. 125 ROTAX, August 1985

Immaculate condition, fully race developed, five meetings from now. Complete with full body, Bridgestone YBR tyres, duplex chain, Kelgate rear axle, rev counter, Merlin exhaust.

The above kart goes to the highest bidder. (Reserved price £1000). For enquiry and view telephone Glossop (04574) 62668.

Offer closes 22nd November 1986.

ROTAX 250 SPARES FOR SALE. 2 pairs of barrels, PMP pipes, heads, etc. Telephone 01-534 2608 between 6pm and 10pm.

ZIP ROTAX 256, GOFF TUNED £1200 ono. Will sell separately. Loads of spares including Burris and Bridgestone tyres, run in only at less than half price. Please ring after 6pm. Telephone Adam on (0980) 32239.

## JUNIOR BRITAIN END OF SEASON SALE

TKM and DAP engines, both winners of many races at Wombwell and Fulbeck, also Chassis' complete to race, Bell Helmet, race suits, both wet and dry, chain, sprocket, tyres — old and new YBN, YDF, YCK's. All surplus race tackle must go!

Telephone Martin Jubb on  
(0226) 243630 (Barnsley)

100 NATIONAL OUTFIT, Kartpro/PCR factory motor, plus stand, sprockets, wet tyres, etc. £495 ono. Telephone: (02303) 536.

2 DAP T75 motors, 1 on 48.1 JM tuned, the other on 48.0 Goff tuned, both very quick. £275 each, or £500 the both. Telephone: (02303) 536.

FOR SALE TWO 1986 FULLERTON KARTS (Britain Class), two PCR engines, both Fullerton tuned. Telephone (0506) 411894 daytime, or (0501) 40219 evenings.

## SURESPEED ENGINE DEVELOPMENTS

Clutch blown or Engine failure?

Ring us now for all your Rotax 125cc requirements, including our special clutch baskets and air filters.

Secondhand engines and karts in stock. 24 hour service on sales, tuning and repairs.

Contact: **John Brookes**  
15 Sturminster Close  
Clifford Park, Coventry  
Telephone (0203) 611224.

100cc KART, TKM ENGINE, excellent condition, suit novice, £200 ono. Telephone Peterborough (0733) 72454 after 5.30pm weekdays, anytime at the weekend!

## 1985 STRATOS/C.S.K. ROTAX 125

Ex Chris Stoney, full long and short circuit kart. Sales includes fully tuned Rotax. Immaculate kart throughout, including full set of wets and slicks.

"A CHAMPIONS CHOICE"

£1495 ono. Telephone Otley (0943) 465381

## 250 National

Phoenix w/c KTM, Long Circuit trim. Engine just rebuilt, lots of spares. £950 or very nearest offer.

Tel: **Mark Todd, (Day) Wilmslow**  
**525222, (Eves) Bollington 72959**

BARLOTTI RACING KART SLICKS, disc brakes, fairings stripped ready for rebuild as Yamaha racer. 125cc or 250cc. £110 ono. Telephone Saundersfoot 811142.

100 NATIONAL SPRINT !KART with Sirio engine. Very good condition wets on rims. Extras. Ideal for beginner. £400 ono. Telephone 01-504 8604.

ZIP 983, tuned PCR, £375 ono. Telephone Lea Valley 760793.

## MERCEDES KARTING VAN

Long wheelbase, high top, seats 7, carries 2 superkarts in separate workshop at rear. Nicely fitted out with benches, tyre racks, etc. Tow bar and full length awning.  
Tax and MOT (P.L.G.)

£1150

Telephone 01-534 2608 after 6pm.

ZIP GPX ROLLING CHASSIS, full body, axle, pump, rev counter, Duplex sprockets, etc. £585. Telephone Gary Ashurst on (0914) 143799.

AERO VILLIERS DISCS, spare set of tyres. £350. Telephone Wellingborough 225473 business, or Northampton 42482 home.

## WRIGHT/BITAIN CHASSIS

12 meetings only, with tyres £285. Also, two fully tuned top Britain motors — One Parilla SS20TB £345 and one PCR £245. Plus Parilla TT27 £190.

Telephone **Chris Dagless on:-**  
(0933) 79848

ROB JOHNSON'S SPYDA L/S CIRCUIT CHASSIS, P&R championship leader, before big money engines. In mint condition with bubbles, pods and nose cones. Telephone Louth (0507) 602460.

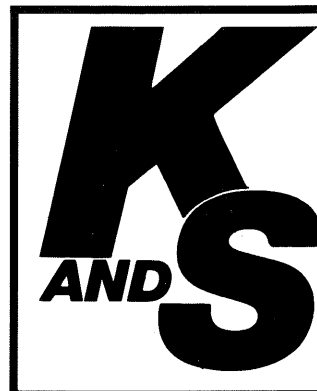
MUGEN HONDA 125 P&R ENGINE. Fully tuned by Motiv. Complete with Motiv exhaust, 36mm Dellorto, £300 ono. Also 125 Rotax barrel, tuned and unused since replating. £50. Telephone (021) 426 5074.

# 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**



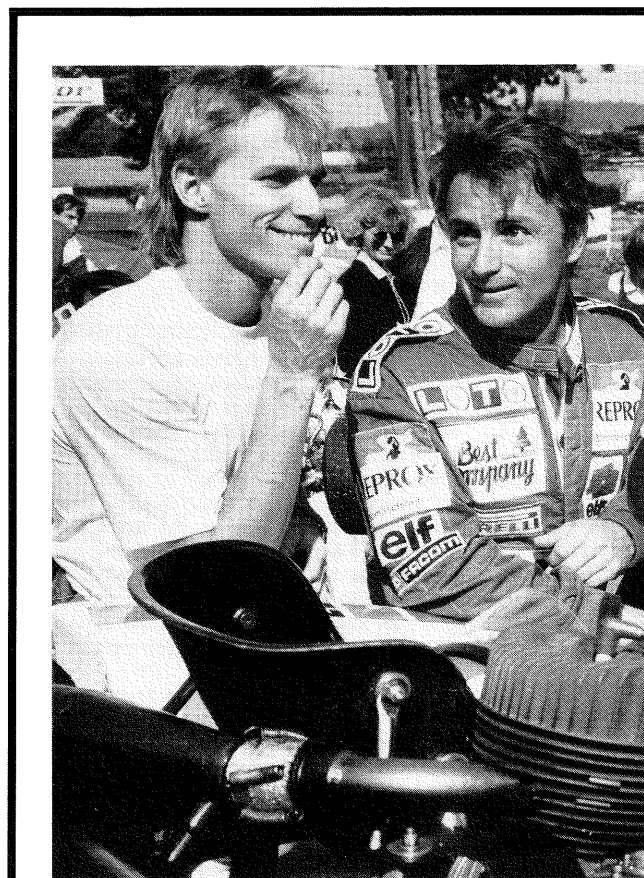
## FRONT COVER:

Guga Ribas  
leading Kenneth  
Kroeger during  
the controversial  
Jacksonville Final.

(Pic: Rodger Calvert)

MONTHLY

No. 91



The two ex-100cc karters, Formula 1 drivers Stefan Johansson and René Arnoux, the heroes of the Wohlen Celebrity Race in Switzerland, chat amiably before the big race. The event raised nearly £50,000 in aid of Swiss Mountain rescue.

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon (0992) 444201 Telex: 266343 G. ZIP. Directors: M. A. and M. W. Hines

EDITOR: ED McCORMICK ADVERTISING: JACQUELINE SOMERFIELD

Distributed by Seymour Press Ltd. 334 Brixton Road, London SW9 7AG  
Printed by The Enfield Printing Company, Enfield, Middlesex.

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff. Conditions for acceptance of advertisements on page 3.

Copyright — Kart and Superkart Ltd., 1986

# contents

2

## PIT TALK

Editorial, news and views from the karting world

7

## RAC ANNOUNCEMENT — CADET KART RACING

Full details of the new Junior Cadet class which comes into effect from 1st April 1987

8

## KARTING IN ECUADOR

Ray Smith gives us an insight into South American Class 1 karting

11

## THE GOOD, THE BAD AND THE UGLY

Mike Smith's views on the Senior Britain and 100 National Super British Championships at Wombwell

14-15

## GENK 100KM and ILE de FRANCE

Our regular Endurance racing update, courtesy George Robinson

18

## JACKSONVILLE INCIDENT

Rhonda Mims examines the cause and effect that brought divided loyalties to this year's Formula K 135cc World Championships at Jacksonville

21

Full coverage of the Cadwell Autumn Championships

25

## WOHLEN CELEBRITY ALLSTARS

International sportsmen and women gathered at Wohlen in Switzerland for 100cc kart competition in aid of charity. Masterminded by Rolf Carigiet of Kart-Shop, this is the second year the event has been staged and it now looks set to become an annual affair

29

## KIMBOLTON DECIDER

Hunts Kart Racing Club hosted the final round of the 1986 K&S 'UK' Championships and Duncan Taylor was there to report

31

## 1986 AUSTRALIAN SUPERKART CHAMPIONSHIPS

31

## WHERE AND WHEN

32

## CLUB SCENE

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

Next month's features include: Donington Park International, the final round of the Long Circuit Championships, including the Martyr Merritt Memorial Trophy; Reflections on the Junior World; Genk Endurance and news from 'Down Under' on the Aussie Superkart Series, plus more... (These items correct at time of going to press). Publication date: Thursday 4th December 1986.

We apologise to readers for the increase in cover price. This has been due to additional in house costs. Ed.



In the October issue of Kart and Superkart we published the official CIK Communiqué regarding the events at Jacksonville during the 135cc World Championship and at the end of the text offered a 'right to reply' to the drivers-representatives involved in the dispute. On 23rd October a telex addressed to Jean-Marie Balestre, President of the FISA was copied to these offices, the originator was Mr. Toine Hezemans and the text is reproduced here in full.

"To the Executive Committee of the FISA, for the attention of Mr. Balestre.

Re: World Championship Formula K 135cc, 19th-21st September 1986 at Jacksonville, USA.

In order to give a correct explanation of the CIK/FIA telex of 23rd September 1986, we would like to lodge an official complaint, as follows:-

32 European and 10 American drivers did not attend the heats and finals on Saturday and Sunday, 20th and 21st September.

**The reasons:**

Track completely unsafe (especially new chicane) and not corresponding at all with the regulations mentioned in the Annuaire de Karting 1986 (pages 103-104).

**Some Samples:**

Chicane very dangerous, not the required width, with poles and fence 10 inches from chicane and exit and track, banked corners more than 10 per cent with illegal distances between roads, etc.

When arriving Saturday and Sunday, 13th and 14th September, at the track all drivers immediately complained to Mr. Buser about the ridiculous unsafe track, with the chicane being 4 metres wide instead of 6 metres, but homologated this way by Mr. Langford....

Mr. Buser promised the drivers present he would take care of this dangerous situation. Unfortunately Mr. Buser disappeared on holiday for 4 days and was first seen on Friday afternoon at 2 o'clock when official practice had started already at 9 o'clock in the morning.

Most drivers tried unofficial practice on Wednesday and Thursday and 56 accidents were counted in the chicane, after which I organised a meeting with the drivers after they had choose me as their official spokesman. Following a drivers meeting Mr. Langford and the Stewards were asked to either make the chicane safer or use a natural chicane which was lying 50 metres further.

Mr. Langford admitted finally the illegality of the chicane and ordered the organisers to enlarge it to 5.5 metres. Now this chicane became an 80mph chicane and was even more dangerous. Mr. Langford's solution was to have a man standing at the entrance with a Yellow flag and in case of an accident wave the coming drivers straight through and use the illegal straight of 400 metres instead of 170 metres. This crazy idea of course was not accepted by the drivers. The drivers were proven correct during the race. 5 laps from the end of the race there was indeed an accident in this chicane and the drivers were sent straight through on the long straight, where at the end another accident happened. The leading driver was actually passed because of the accident at the chicane. He filed a protest against the whole situation, driving on an illegal straight, etc.

In the telex dated 23rd September from CIK/FIA Mr. Buser says: "Il n'y a pas eu d'accidents dans le chicane"... (There were no accidents in the chicane).... This is complete lie from Mr. Buser.

On Friday morning the drivers tried the new changed chicane for several minutes in official practice, but the new cement had not dried out and everybody saw the dangerous situation and stopped. The subsequent heats were cancelled and nobody practiced or raced on Friday.

On Friday evening we held a meeting with the drivers in the Holiday Inn where 57 drivers signed a petition not to start with the dangerous chicane and opted for the second natural chicane. I handed this petition over to Mr. Langford and Mr. Buser the same evening and we asked to try the second chicane for half an hour in the morning.

Mr. Buser told us there was nothing he could do because the decision was in the hands of the Stewards who were 2 to 1 in favour of changing, but that the decision was not unanimous.

The next morning we all tried to find some kind of solution because everybody wanted to race, especially with all the money spent in travelling such a long way to Jacksonville. The organisers told us to race with the dangerous chicane or go home. All the Europeans and 10 Americans opted to go home because nobody felt it was necessary to take any risks on this very dangerous chicane and track. The other 26, mostly Americans, only participated after threats from the organisers to withdraw the licenses.

You will understand if 42 drivers, teams, constructors, etc., lose approximately US \$500,000 for not racing that the situation is very dangerous and serious. Mr. Buser refused to pay the SF1800 travel expense money, although the drivers all participated in official practice on Friday morning, were entered and scrutineered. Some drivers did not have the cash to return home and the constructors raised the cash and paid this to the drivers who were in need.

On Saturday night another meeting was held in the Holiday Inn between constructors and driver representatives and it was decided to organise a meeting in Zurich at the end of October with driver representatives and all European constructors to discuss future CIK races and safety and what to do with CIK and their representatives. Also we will fully claim with the best International lawyers approximately \$400,000 and the travel expense money.

We feel that Mr. Buser who is our President let us down completely when we needed him. We feel that the way Mr. Buser and the European Stewards handled this severe safety problem in Jacksonville will give a big negative blow to the sport of karting. Even a protest from the one European driver who did the timed practice against the safety of the track was not accepted and returned.

Please advise us whether we should claim travel expense money at the CIK or directly at the FIA.

I sincerely hope I have given you a clear view of the seriously bad situation our beloved sport of karting is in at the moment.

My best regards,  
Toine Hezemans, as  
Representative of all  
European drivers and  
Constructors

It is understood that a circular has been sent by Mr. Hezemans to all Constructors and drivers involved suggesting the proposed meeting take place in Zurich on 7th November 1986. More news when it comes.

Word is that we can expect **substantial** increases in the prices of all tyres from the beginning of next year. This is due to the extreme pressure the Pound is under against other currencies — Ed.

The RAC advise us that there are still quite a number of Kart Manufacturers who have not registered with the RAC. There is no application form necessary, just remit the Registration Fee along with a covering letter to the RAC MSA — as soon as possible.

**RAC/CIK NEWS**

**The Matter of the Jacksonville Boycott**

Mr Ernest Buser, President of the CIK/FIA, attended the meeting of the FISA General Assembly on Friday 3rd October and raised the issue of the European competitors' boycott of the Formula K 135cc World Championship at Jacksonville, Florida on 21st September. The Assembly, echoing its reaction to the Formula One boycott at Kyalami some years ago, was infuriated at the drivers' actions in Jacksonville and voted unanimously to carry out its own investigation into the incident and it certainly seems likely that sanctions will now be applied to those drivers involved. What form the sanctions will take is not yet known. More news as it comes.

At the CIK meeting the day before the problem of noise was discussed at length and the Committee agreed to impose, from next year, maximum International noise levels as follows:-

1. Non-Gearbox Karts — 84DbA ± 3DbA tolerance.
2. Gearbox Karts — 104DbA ± 3DbA tolerance.

There is every indication that strict controls will be in force at next year's Silverstone Grand Prix and that offending drivers will be subject to penalties.

**Formula E World Championship**

It has been decided that the opening round in the 1987 Formula E World Championship will not be run in conjunction with the 24 hour motorcycle meeting on the Bugatti circuit at Le Mans next April 10th and 11th, as has been the practice over the past couple of years, because the French authorities insist that the karts lay down too much rubber on the track, thereby presenting a hazard to the motorcyclists. Instead, the meeting will be rescheduled to coincide with the F3000 or F3 event at the Bugatti later in the year. One date suggested is 26th-27th September, although that is still to be confirmed.

The decision was also taken not to use the same Timed Qualifying results to determine grids for both the European and World Championship Pre-Finals at Silverstone next year, as was the case last August. The intention is to bring forward the start time of the European Championship race on the Saturday and allocate separate Qualifying sessions for Sunday's event later on the Saturday afternoon. Some juggling of the programme will be necessary to achieve this.

The round of the World Championship at the Nurburgring on 21st-23rd August looks as though it may not now be the last one, in view of the rescheduling of Le Mans and it is still provisional, dependent on the confirmation of the WSP 1000Kms meeting by the FIA.

**Formula E European Championship**

The first round of the European Championship, proposed for 1st to 3rd May, will not now take place at Circuit Zandvoort in Holland, as suspected after the noise problems experienced this year. Instead the event moves to the Dutch International motorcycle venue of Assen, situated about 20 miles (some 30 kilometres) south of Groningen in north eastern Holland. The date, however, is not yet known but should be available shortly.

The Hockenheim date of 4th-5th July remains provisional at this stage, although every indication is that it will be confirmed in the near future.

**Mini Ads**  
Telephone in your Mini-Ads using ACCESS, VISA, or BARCLAYCARD

All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt. Rates: 18p per word (£1.80 minimum charge) Mini-Display Ads (boxed) are also available at £11.50 per column inch. These prices include VAT.

**AMERICAN MOTOR HOMES**  
The ultimate in race comfort. 24'-34' Fully loaded. 'A' class. New to your specification and layout. Delivery 8-10 weeks.  
Contact M. A. Hines on (0992) 468503

**Mini Ads**  
Telephone: Hoddesdon 444201

ZIP GP 125cc Long Circuit kart with full body and a few spares. In very good condition. £575. Telephone (0933) 223230.  
ZIP G.P. ROTAX 250, 1984 SPEC. Just rebuilt, Brembo brakes, long circuit bodywork. In excellent condition. Club champion 1985. Very competitive. To include three sets of slicks on rims, new set of wets on rims. Also sprockets, jets, pistons, etc. Owner retiring. £1050 ono. Telephone (0267) 88264 after 6pm.

**RICKY GRICE**  
HAS FOR SALE HIS TRANSIT 2.0 25CWT.  
1982, high roof, long wheel base, single rear wheel, MOT, racked out for karting. As used during 1985/1986 season. £1700.  
ALSO:- 50/3 PCR, fully tuned carb, ignition, exhaust £275. Plus one engine as above with brand new pistons £300,  
Telephone Ricky Grice on Basildon 551394.

1986 STRATOS 125 CSK ROTAX, full body, Brembos, hollow axle, vented discs, light weight, wet and dry nose cones, short circuit trim, 1/2 season use. Engine fully tuned and rebuilt by Chris Stoney. Proven fast and reliable. £1750. Brand new carb £40. Tuned head and barrel £120. Lots of rims and tyres. Telephone Richard Crump on (0977) 82217 (Work), or (0532) 737208 (Home).

125 P&R SPRINT/HONDA. Spare bottom end, Motiv pipe, slicks and wets. £300 ono. Telephone Darwen (Lancs) (0254) 774112.  
WANTED!!! Any information and/or parts for Suzuki 250 engine as raced during the 1970's. Telephone (0624) 823884.  
ZIP BRITAIN/BOOSTER ROLLING CHASSIS. Clean, very good condition. £150. Telephone Bedford 66549.

**EX-ROGER GOFF**  
KELGATE ZIP GPX/GOFF ROTAX 256  
Runner-up in RAC L/C Championships 1985. A superbly competitive outfit, not used to full potential this season. Engine just fully rebuilt C/W wets/slicks on 1-piece rims, bodywork (various) etc. House buying forces retirement.  
£2150 ono — ring (Simon) on (0602) 612233 ext 243(B); (0602) 639627(E)

**MARK WEBSTER**  
Double British Championship winning Zip Bandit Cheetham-KTM 250 National. Ultra reliable, exactly as raced.  
Bargain at £2000  
Telephone: (0704) 892169

**TIM PARROTT**  
HAS FOR SALE  
3 Rotax engines, Anderson tuned, ready to race. 1 Zip GP, with a choice of bodywork and ready to race. Mercedes 508D van, takes 2 Superkarts, 7 people, connected for mains, fully equipped workshop. For details and quick sale of any or all the above equipment:-  
Ring Tim on Peterboro (0733) 244050 (anytime)

**HELP!**  
Family Kart Team based near Cirencester — need volunteer help for preparation and pushing!  
If interested, please call Brian Cullum on (0285) 75563.

100 NATIONAL ZIP 1985 CHASSIS, Dap engine, and spare K88 with lots of spares. Ready to race. £425 ono. Telephone Ipswich (0473) 74808.  
RICHARD BOSTON'S SUPERKART CLEARANCE SALE. 1986 Zip G.P. rolling chassis with full long circuit and new short circuit fibre glass £500. 18 front and rear wets most on new rims. 1 set '86 Merlin rotax exhausts £20. 1 set '86 CTRP exhausts £20. 2 Merlin Yam. 250 National exhausts £5. 6 Gerry cans £6. 2 kart seats £7. 1 side and 2 centre tanks £10. 1 tyre remover and filter £5. 2 Dellorto 36mm carbs £50. 1 spare 250 National Zip G.P. chassis £10. Full set of Dellorto jets, tubes, etc £20. 3 kart stands £10. 2 sets of red/silver leathers, as new to fit 6ft 40" chest £25 each. Telephone Richard on Leeds 644121.

**DO YOU WANT A MINI ADVERT IN OUR DECEMBER ISSUE?**  
If you do, then please note that the deadline for mini ads for inclusion in our December issue of KART AND SUPERKART MAGAZINE is **Friday 21st November**. Any advertisements reaching our office after that date will have to go into our January 1987 issue.  
**So don't delay, post your mini-ad today to:**  
**KART & SUPERKART MAGAZINE**  
**PINDAR ROAD, HODDESON, HERTS**

**VERNIER CALIPERS**  
£4.99 each (Price includes pouch, instruction leaflet, postage and packing, etc)  
Cheque/Postal Orders to:-  
**IAN READING**  
39 Green Lane Carlisle Cumbria CA2 7QD

ZIP G.P. 210 A.P.V. Full bodywork, very competitive, genuine reason for sale. £400 or £480 with spare engine, spares, equipment. Telephone (0236) 822363.  
GARAGE CLEARANCE TO MAKE ROOM FOR 250. Lynx Pro 100cc rolling chassis on YBK's, plus spares. £120 ono. Engines complete with carbs, electrics, mounts, raced once since rebuild. TT27 Lane tuned TKM L90TT Dartford tuned. £180 each. £320 the pair. Telephone (0734) 419273.  
ROTAX 125 ENGINE. Tuned, recent rebuild, complete with carb, exhaust, coil and pump. Zip plates, £475 ono. Rotax 125 barrel, tuned, just replated £75 ono. Mikuni 34mm power jet carb £50. Telephone Atherstone (08277) 68897.

**START '87 WITH A ZIP BANDIT, SRS ROTAX**  
Three meetings from new. Full body in red. Spare wets and slicks on rims (Brand New). £2480.  
Telephone (0437) 890369 evenings

STEVE GILL'S KART TRANSPORTER, Iveco 35-8, high top, diesel van. 1981. Panelled, work bench, lighting and power sockets. Seats six, and carries two karts plus spares easily. £2000. Telephone (0977) 620492.

KELGATE ZIP 256 ROTAX, immaculate, engine spares, slicks, wets, spare bodywork, stand, paddock trolley. Complete with Volkswagen LT35 Van. Fully fitted, takes all spares, 4 passengers and superkart. £3250. Telephone (0423) 866120.

IAN SHAW'S 1985 125 ZIP G.P. ROTAX. Full body, excellent condition. £1200. Telephone Coventry (0203) 468337.

WANTED ZIP 925 CHASSIS in good condition. Telephone (0392) 59856.

ZIP G.P. BARE CHASSIS, good condition. Also, Yamaha YZH barrel, tuned, offers!! Telephone Staines (Middlesex) 54648.

ZIP G.P. With 125 Motiv Rotax. Telephone Inverurie (0467) 43337.

1974 TURBO DIESEL 10 LITRE FULLY CONVERTED SIX BERTH COACH with workroom at rear. To carry two or three karts and spares. Very reliable and economical to run. MOT. Taxed private so can be driven on normal licence. For a quick sale £2950. Telephone Tom Thacker on (0922) 413300.

ZIP G.P. YZH 250 NATIONAL, twelve meetings from new. Plus wets/spares. Unused since Silverstone 1985. £650. Offers!! Must Sell. Telephone Andy Barr on (0272) 561680.

ZIP G.P. 250 YZ, nice looking competitive outfit, spare engine, almost two of everything. New wets, 2 sets of slicks, stand, helmet, gloves. Disablement forces very reluctant sale. £850. Telephone Lowestoft (0502) 511617.

6th U.K. CHAMPIONSHIP 100 BRITAIN uprated Superkart chassis. Spare straight frame, spare complete wet axle. TKM FF99TT, works tuned, first bore. Hewland arrow unused since full rebuild, works tuned. Parilla SS20 selected. 4 sets of slicks on rims, two sets of wets. Selling due to change of plans. £850 ono. Telephone 01-539 0513 between 8.30am and 5.30pm.

250 NATIONAL ZIP ZY 'F' YAMAHA. Completely rebuilt chassis and engine, excellent condition, ready to race. £500 ono. Telephone 021-550 2423 or Lye 2322.

210 AERO ready to race, many spares, barrel, head, carb, clutch, slicks, wets, stand, helmet, clothing. £350 ono. Extra engine £145. Telephone Botley (04892) 81592.

100cc KART, TKM ENGINE. Excellent condition, suit novice. £200 ono. Telephone Peterborough (0733) 72454 after 5.30pm weekdays, anytime weekends.

AEROKART FOR SALE. Good working order, would make perfect Christmas present. Can be seen. Complete overhaul £250 ono. Telephone Corby (0536) 65971. Call between 6pm and 7pm.

TKM KART WITH ARROW ENGINE. Smart, fast trophy winner. In very good condition £350. Telephone Bedford 66549.

# CLUB SCENE

settled immediately the Starter raised the National flag with Wallace taking the honours. A lap 3 retirement by Marsh gave Holmes an easy run to 2nd place.

## 250 NATIONAL

After a 6 months lay-off, veteran campaigner Roy John was back in racing leathers and filling the void that his departure created earlier in the year. Paul Griffiths led the 1st heat with Keith Bisp, Rick Blackburn (from Redditch), Patrick Tomkinson (Shenington), Dave Griffiths, Dave Wheten and Roy John. Bisp took the lead on the 2nd lap and Blackburn relegated Paul G to 3rd, three from home. A last lap error dropped Bisp to 3rd, but he more than compensated for this by winning the next 2 races. In the 2nd heat Wheten led on the first lap, Paul G on the 2nd and Bisp the remainder. Dave G moved up from 4th place to finish 2nd, whilst John Ottery worked his way from 8th on lap 1 to finish 4th overall. The 3rd heat had Dave G dominating the first half until retiring, permitting Bisp to occupy the lead. Blackburn relieved Ottery of his 2nd place on the 10th lap and Paul G dropped him to 4th the next time round. In the Final Pole man Bisp led all the way in an untroubled fashion, being trailed at a distance by Blackburn, Dave G and Paul G.

## 100 NATIONAL

Heat 1 of the Nationals began to resemble a battlefield towards the latter stages. Certainly the racing took its toll losing 7 of the 14 starters. Fulbeck's John Hird won the heat followed by Hunts' Jamie Rhodes, leaving local man Kedrick Davies way back in 3rd place, the last driver on the same lap. In the 2nd heat, Ray Dickson took an early lead but was soon passed by Davies and Hird. A 5th lap mishap sidelined these two as Rhodes slipped past Dickson to snatch first place. Further down the field, Huw Williams was making steady progress, taking Mike Marner with him, finally slotting themselves into 2nd and 4th spots accordingly. Baz McManus finished 5th with Carl Thomas 6th. Williams set the pace in heat 3 with Rhodes rocketing through the pack to 2nd place on the third circuit. Dickson held his 3rd place until the flag, but Thomas dropped down the leader-board from a first lap 2nd. Rhodes took the lead on the 9th leaving Williams as the runner-up. In the Final, Rhodes established an early lead from Williams with Thomas, Hird, Dickson, McManus and Davies in descending order. Hird quickly dispatched Thomas and set about catching the leaders. Dickson and Davies

relegated Thomas to 6 on the 3rd lap and Davies took 4th two laps later. Once Hird had caught and passed Williams, he began reeling in Rhodes, whilst Davies got closer to Williams, but in both cases the race just wasn't long enough; and that's how they finished, Rhodes, Hird, Williams and Davies with Marner 5th and Thomas 6th.

## 210 NATIONAL

Five entries were the most we have seen at Pembrey for many months. Mark Powell from Shenington took an early lead from Shaun Gibbs, Shenington's Bob Scotton and Charles Morris; Ian Sutton managed only 1 lap albeit in 2nd place. Scotton dropped out on lap 8 and Morris took the lead on lap 10 which he held until the flag. In the 2nd heat Scotton led until he was passed by Morris on lap 3 and then Gibbs and Sutton. Gibbs defended his No 1 spot in the third, from an aggressive Morris but finally conceded on lap 10. Morris strung the field out

at all impressed by this however, as his commitment showed during the competition. Bisp led from start to finish in the first race, chased by Jones after first disposing of 2nd place man Simon Joseph. Dennis Mitchell shadowed Jones for 8 laps until he found a way round. Jones led heat 2 until relieved of this responsibility by Bisp. An off-form Mike Rees held 3rd place to the line, while Andrew Bufton had mixed fortunes up and down the lap chart until he put himself out of contention, when he spun at his bogie corner. The third heat saw a scrap between Mitchell and Jones with Bisp 3rd, then Bufton, Rees and Joseph. Jones passed Mitchell on the 4th and Bisp was up to 2nd next time round. Rees retired at this time and the struggle for 4th was settled in favour of Joseph, when Bufton retired. The Final saw a start line drama in which Bisp's difficulties failed to delay the start, but caused him to retire immediately and followed by Joseph. In the race, it was Jones and Mitchell from Ottery (using his National for



Allan Jones scored victory in 250 International

(Pic: Doug Rees)

in the Final but developed mechanical ailments which caused his retirement on lap 4, joining Powell as a spectator. The race was left for Gibbs with Sutton 2nd and Scotton 3rd.

## 250 INTERNATIONAL

Shenington's Keith Bisp and John Ottery both appeared in this their 2nd class of the afternoon giving them a full day's racing. Bisp showed his rating by gaining 2 firsts and a second in the heats, thereby staking his claim on the laurels. Allan Jones in his first season of racing was not

which he was excluded) then Bufton and Rees. Mitchell became the third retiree and that was that.

## Welsh Championships 1986

### JUNIOR CADET

1st A. Price Dart/Parilla

### JUNIOR BRITAIN

1st R. Phelps TKM/Arrow x 2

### 100 NATIONAL

1st J. Rhodes Sprint/Carr Parilla  
2nd J. Hird Dap/Dap  
3rd H. Williams Gillard/Arrow  
4th K. Davies Hutless/Yamaha

### 210 NATIONAL

1st S. Gibbs Barlotti/F1  
2nd I. Sutton Zip GP/APV

### 125 NATIONAL

1st M. Morris Zip 925/Rotax  
2nd C. Robinson Barlotti/Rotax

### SENIOR BRITAIN

1st G. Wallace Zip/Arrow/TKM

### 250 NATIONAL

1st K. Bisp Barlotti/KMP KTM  
2nd R. Blackburn Phoenix/KTM  
3rd D. Wheten Zip GP/KTM

### 250 INTERNATIONAL

1st A. Jones Dino/HR Rotax  
2nd A. Bufton Zip GP/Yamaha

Keith Rann



Young Jamie Rhodes came away with the 100 National honours

(Pic: Doug Rees)

## RAC HOME NEWS

The RAC has decided, in view of the large entries experienced this year to split the British Short Circuit Gearbox Championships into two separate events, as follows:-

Event 1 — To comprise of Formula E and 250 National.

Event 2 — To comprise of 125 National and 210 National.

Dates and venues for all RAC British Championships will be published when available.

As was intimated some months ago about restructuring the Junior Classes, the RAC MSA Kart Committee meeting on Wednesday 1st October endorsed the introduction of a lower age limit at which Juniors may commence kart racing. Full regulations have now been finalised and the Junior Class structure will come into force on 1st April 1987 (separate story for details). The basic outline will be as follows:-

**Junior Cadet** — Commence at 8 years up to 11 years.

**Junior Britain** — Commence at 11 years up to 16 years, but the class will be split into 2 categories:-

**Category A** — 11 to 13 years (until 31st December of year of 13th birthday).

**Category B** — 13 to 16 years (until 31st December of year of 16th birthday).

**Changing Classes** — From **Junior Cadet** to **Junior Britain** and **Junior Britain** to **Senior Britain**:- If the competitor's birthday falls before 1st April in any year, then he/she can race in the senior class from 1st January, provided he/she has previously held a Competition Licence.

**Combustion Chamber Volume Restrictions** The RAC has still to establish evidence that such a system will work and until it is certain, then for a further year the Flat Plate Restrictor will remain in force. The sizes for the new Junior Class structure are:-

**Junior Britain (Category A)** 17mm

**Junior Britain (Category B) and Senior Britain** — 19mm

## ENGINES

The RAC MSA has written to all UK kart engine importers advising them that from next year National engines on the 1986 List will be admitted to Britain and CIK Homologated engines admitted to National. It asks the importers to indicate which engines they can

### 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.

supply within the class price limit. A list of those engines accepted by the RAC will be promulgated when available.

### Britain (Para S2.8.1)

The price limit for Britain engines increases from £280 to £325 and Para S2.8.1 will be amended to read 'transistorised electronic ignition', instead of 'ignition'.

### National (Para S2.8.3)

The price limit for National engines increases from £320 to £400, but the new price is inclusive of 'carburettor and ignition system.' Para S2.8.3. will be amended accordingly.

(These price increases will be effective as of 1st January 1987).

## CHASSIS

**Britain**:- The price limit does *not* change, but from next year the price *will not* include — 'Tyres and Tubes.'

## CARBURETTORS

**Britain**:- Standard unmachined Tillotson carburettors.

**100 National 'Super'**:- Unmodified Slide Carburettors of British manufacturer, retailing at a maximum price of £55.00.

## WEIGHTS

The following weight increases have been endorsed by the RAC MSA for introduction from 1st January 1987:-

**100 National 'Super'** — Increased by 3Kgs, from 132 to 135Kgs, to allow for mandatory sidepods.

**\*125 National** — Increased from 155Kgs to 160Kgs (without bodywork). Increased from 165Kgs to 170Kgs (with bodywork).

\*Early in 1986 there was an amendment to the weights for 125 National which raised each by 5Kgs.

**250 National** — Increased from 165Kgs to:- 170Kgs (without bodywork) and 180Kgs (with bodywork).

When the 'Green Paper' was published last October (1985) there was an indication that there might be a need to introduce some form of grading within 125 National, along the lines of 100 National and thereby establish to 125 Super Class. From 1st January 1987 a 125 Super class will be introduced, applicable to Long Circuit only at the moment. The qualifications for the Super category are as follows:-

**First 20 in the RAC Long Circuit Championships**  
**First 20 in the Silverstone British Kart Grand Prix**  
**First 15 in the 125cc 'UK' Cup**  
**First 15 in the Cadwell Club Championships.**

The net is spread pretty wide and obviously there will be quite a lot of overlapping, some drivers' names appearing in each of the four conditions listed above. At the end of the day though it is hoped to have a list of 34 to 38 names that meet the criteria. It is felt that, with the creation of this Super category, by far the majority of 125 drivers will be able to compete on more equal terms.

There will be no equipment changes in 125 National during 1987, but it should be borne in mind that water-cooling *may* be allowed in the class in 1988.

As far as possible the RAC MSA is carrying out the mandate laid down in the 'Green Paper', as published.

# THE 1987 KART RACING CALENDAR B&W

£3.50 each, incl. P&P

Money with all orders

£4.75, incl P&P for Europe

Rodger Calvert,  
27 Richard Road,  
Darton,  
Barnsley,  
South Yorkshire,  
S75 5NP,  
England.

1st KARTING PICTURE LIBRARY

## NEW INTERNATIONAL HELMET STANDARDS

Since the 1986 Motor Sports Yearbook was printed the RAC has been advised by the SNELL Foundation that it has issued another "Special Applications Standard", which becomes immediately valid, in addition to the already existing 1985 Standard... Yellow Decal with white M85 and Black printing.

**Recognition: SNELL**

<b>Colours:</b>	Background	RED
	Reference SA85	WHITE
	Ser No. and	
	Printing	BLACK

British Standards Institution have also introduced a New Standard BS 6658 type 'A' and this also becomes immediately valid.

**Recognition: BSI**

<b>Colours:</b>	Background	BLUE
	Printing	WHITE
	Serial No.	BLACK



## 1987 RAC MOTOR SPORTS ASSOCIATION FEES

At the September Motor Sports Council Meeting it was unanimously agreed that overall 1987 Fees should be increased in line with inflation. It was further agreed that rather than an across the board increase every effort should be made to help the lower levels of the sport.

As a result of this decision, there will be no increases in Permit Fees, but there will be increases in most Licence Fees, many of which have been unchanged since 1982. In the case of Kart Licences, all kart licence fees, with the exception of International, remain unchanged. International Kart Licences will be increased by £1.00.

## PEMBREY ON THE WAY!

The 600 acres of the old Pembrey Airfield were purchased some years ago by the Llanelli Borough Council with a view of making the area into a motor sports complex. The project has been very successful and now no less than 70 events a year are staged, ranging from Sprint and Drag racing, Grass Track, Autograss, motorcycle scrambling, motorcycle track racing to karting. Extensive resurfacing work commenced last year and was completed earlier this year on a 1.5 mile racing circuit, (pictured), which is currently used by the ACU for bike races; at its narrowest point the track width is 33 feet. The Llanelli Borough Council are now keen to promote car racing on the circuit and in the longer term are looking into the possibility of extending the existing track out to 2.7 miles and hopefully accommodate F3 events, among others. The proposed area of extension runs across virgin land, which means that whatever configuration desired could be built in.



A view of the 1.5 mile circuit as it exists at the present time. If the proposed long Circuit kart test day proves the track adequate for karts, then another venue could be added to the depleted list of circuits. Pembrey is quite accessible, although it might look to be in the hinterlands. For example, from London it is virtually motorways straight through.

Further news is that arrangements are in hand to invite along to Pembrey some of the UK's top Long Circuit kart drivers, the likes of Mark Allen, Martin Hines, Chris Stoney and so forth, to test the existing track's suitability to host a major kart meeting next season. What might be safe and suitable for cars and bikes, may not be so for karts, so it is crucial to the proposal that the test goes ahead and that the recommendations of the drivers for any alterations are taken into account and heeded. More news when available.



**Dear Sir,**  
This being my first season in karting I feel I must express some of my concerns on the regulations governing the 250 National class.

Having been motorcycle racing for some 15 years I tried karting this year, mainly for the competitiveness in the sport, also because it looked safer (I'm getting on a bit) and also cheaper, which it can be apart from some out of date rules.

Firstly you've got to bear in mind the word 'competitiveness'. To be competitive in the 250 National class you have a choice of only two water-cooled engines; all the air-cooled engines are uncompetitive against these. Alright, I'm not saying make the whole class water-cooled, but at least some more options on the water-cooled engines available, from, you've guessed it — Japan. Nearly all the Japanese manufacturers have been making water-cooled models for their scramblers for 4 to 5 years and now there are plenty on the secondhand market. When I was looking for my 250YZ air-cooled engine for this year, it would have been just as easy, if not easier, to obtain a water-cooled unit, although slightly more expensive but cheaper than the KTM engines prices I've been looking at recently, when available (not everyone can afford new engines).

As for the 250 National class — is it going to flourish? From what I've seen of it so, I think not. You need to be allowed to use more of a selection of up to date engines to give a would-be driver more scope to choose and at the same time be competitive. It can only benefit the class, even though as I have said before this is my first season in karting. I have not failed to notice the decline in participation in this class from a spectators point of view at previous meetings over the past 3 years.

One last complaint, spares for my eight year

old Yamaha are not getting any easier to obtain, the water-cooled models are more obtainable straight from the shelves. So, come on, wake up a bit and make 250 National karting competitive, more interesting, (a variety of model makes for this) and maybe even cheaper, but above all not extinct.

**Yours faithfully,**  
**E. O'Brien,**  
**2 Wych Elm Road,**  
**Hornchurch,**  
**Essex RM11 3AA**

**Dear Sir,**  
May I, through the columns of your magazine, extend my personal thanks to everyone concerned with the organisation and running of the 1986 "250 Short Circuit Super Challenge", and in particular Trevor Cryer, Andy Stafford, Paul Taylor, Bob Kennings and Paul Pedelty.

Without the hard work and dedicated unselfishness put in by these and a few others, the Challenge would not have been possible. I for one, am deeply grateful, and consider myself fortunate indeed to have raced and worked, alongside some of the finest ambassadors of short circuit karting I've ever had the pleasure of meeting.

To the firms (DMA, Motiv, Kelgate, Dunlop (Colin Quigley), Phoenix, Carter Karting and ERF & Co Ltd) that donated the prizes; I just hope that the other drivers and myself can, in some way, repay your generosity and faith during the 1987 season.

Finally, to all the drivers I have met and raced against; your standards, on-track, are, without exception, gentlemanly, and your friendliness off-track is priceless. You all truly deserve the accolade of "Sportsmen".

Hopefully, for the 1987 season, we shall see even bigger grids of Yamahas and Rotax for the Super Challenge, as it would be a tragedy to let all of the previous hard work go to waste due to apathy and disinterest.

I am not, by any stretch of the imagination, the quickest on the track, but be assured that, come hell or high water, I'll be there next year.

Once again, Gentlemen, I thank you.  
**Yours in Sport,**  
**Mr Iain Slater,**  
**44 Churchhill Avenue,**  
**RAF Wyton,**  
**Huntingdon,**  
**Cambridgeshire PE17 2EG**

**Dear Ed,**  
After the 'Get well soon' piece you put in last month's issue of *Kart and Superkart*, I found myself inundated with cards, flowers at the Banbury Hospital whilst I was there, and greetings from well-wishers in karting all over the country.

Therefore, through the pages of your magazine I should like to take this opportunity to express my gratitude, those friends I have made during my short involvement with karting and those people I didn't even know who were kind enough to send words of encouragement. I knew karting was a friendly sport, but I didn't realise it was *that* friendly. Also to the Committee and all drivers at Shenington who organised a whip round, I thank you sincerely. I'd also like to express my thanks to the staff of Banbury Hospital who did such a fine job and to say 'Ta mates' to Doug and Carol Rees for their support.

Watch out you lot, I'll be back flag waving in a few weeks!

**Yours sincerely,**  
**Graham Marsh,**  
**Shenington Flag Marshall,**  
**60 Bullfinch Road,**  
**Heron Park,**  
**Gloucester.**

**Dear Ed,**  
Through the pages of your magazine, if I may, I would like to pay tribute to my son Stuart for his dedication and enthusiasm to karting.

Stuart has been racing Junior Britain since September 1985, his debut race being at Tilbury. He finances his karting activities by three paper rounds and working in a garage on Saturdays. He purchased all of his equipment and pays for all repairs; applies for and pays for all entries. He purchased one new PCR engine at Christmas 1985, but apart from this all his equipment is secondhand.

Stuart entered all the Kart and Superkart rounds and for his efforts was rewarded with sixth overall after the K&S final round at Kimbolton. He also entered the British Champs, and I would like to bet he was the only entrant who could boast a complete set of tyres with paint colours from every round of K&S and British Champs, plus previous owners markings from his racing. Stuart was on pole for the 'C' Final but was 'knocked off' even before the lights changed to green.

I would like to thank all the fathers who have pushed and restarted Stuart when he has 'spun off' and can testify to him being well up in the minimum weight limit. Also the entrants who have offered all forms of help and advice, even engines from fathers I have never met before, all this during his first year of racing. Special thanks to Harman Services and K&C Karting for their invaluable help, advice and equipment.

Stuart was sixteen at the end of October and is moving in Senior Britain, so I wish him the 'best of luck' and, Stuart, I'm proud proud of your efforts and achievements.

**Yours faithfully,**  
**Bryan Tapp**

Heat 2 — 1st Ian Mason, 2nd Colin Mason, 3rd Steven Webb  
Heat 3 — 1st Ian Mason, 2nd Roger Barrington, 3rd Steven Webb

It would appear that the biggest problem that Steven Webb had to face was the Brothers Mason who seem to dominate the 125 class. The Club is aware of the quality of its drivers in this class with national numbers 5, 6 and 8 in its midst and the racing provides excellent entertainment.

**Final** — From the flag Ian Mason took the lead and was never to be caught. Behind him, however, brother Colin and Steven Webb alternated for 2nd and 3rd place which finally Steven succumbed. At the chequered flag it was Ian Mason from Colin Mason and Steven Webb. Restricted driver Nick Whitehead showed home regular campaigner Roger Barrington.

**250 NATIONAL**  
It was Neil Ward who took the honours in this class with John Bennett runner-up Bill Garner had a day of problems and failed to score a finish for the entire day.

**210 NATIONAL**  
Ricky Janner won two of the three heats but a no-finish in the final gave victory to Brian Underwood. Philip Vale finished second.

**250 INTERNATIONAL**  
With Ron Banthorpe's immaculate outfit out front in two of the three heats, he looked a fair bet for honours in the final, but mechanical gremlins robbed Ron of victory leaving young Richard Waters to take the chequered flag first.

**100 NATIONAL**  
With the 25 lap final and timed practice qualifying for final grids it was not surprising that the entry was good.

Heat 1 — 1st Simon Bucknell, 2nd Tim Bishop, 3rd Andrew Cook  
Heat 2 — 1st Lee Gage, 2nd Bob Kett, 3rd Gordon Chenery  
Heat 3 — 1st Bob Kett, 2nd Dave Adams, 3rd Lee Gage

**Final** — It was Bob Kett who was qualified fastest man in the timed practice and not surprisingly Gordon Chenery sat alongside.

From the drop of the flag Chenery blasted into the lead and although comfortable, he was not able to leave Bob Kett who was in hot pursuit. Simon Bucknell had a solitary race in third spot. The first three places were unchanged, flag to flag. Behind however, things were more hectic and it was Andrew Cook who held fourth place until he went missing on lap 11. Tim Bishop had had a coming together for a second time on lap 8 which finally eliminated him after a good showing. Dave Adams came home in 4th spot after probably his best drive this season. Lee Gage completed the top five.

**JUNIOR CADET**  
1st Richard Westbrook Spyda/Hewland  
Novice — Lee Skelton

**JUNIOR BRITAIN:**  
**SCHOOL GARAGE CHAMPIONSHIP**  
1st Dean Caswell Gillard/TJ DAP  
2nd Gavan Kershaw Spyda/Parilla  
3rd Darren Kinsey Zip/TKM  
4th Johnny Cleave Wright/Arrow

**SENIOR BRITAIN: VAN DIEMAN INTERNATIONAL CHAMPIONSHIP**  
1st Dave Hedger Gillard/Parilla  
2nd Simon Reeks Gillard/Arrow  
3rd Derek Watts Zip/PCR

**125 NATIONAL**  
1st Ian Mason Zip/Rotax  
2nd Colin Mason Zip/Rotax  
3rd Steven Webb Spyda/Rotax

**210 NATIONAL**  
1st Brian Underwood Deavinson/Villiers

**250 INTERNATIONAL**  
1st Neil Ward Zip/KTM

**100 NATIONAL: DAVID SEARS MOTORSPORT CHAMPIONSHIP**  
1st Richard Waters Aero/Yamaha  
2nd Bob Kett Zip/FE Parilla  
3rd Simon Bucknell Gillard/Parilla  
4th Dave Adams Superdart/TKM  
5th Lee Gage Wright/Parilla

The Norfolk and Suffolk Kart Club would like to thank both Ron Banthorpe and Darren Whittemore for standing in at short notice for absent officials at this meeting. Their help was quite invaluable.

**Report by Hugh Caswell**

## Tilbury

**SUNDAY, 14th SEPTEMBER**

**JUNIOR BRITAIN RESTRICTED**  
1st Philip Whaley SuperDart/Parilla  
2nd Gary Merchant SuperDart/TKM

**JUNIOR BRITAIN**  
1st Paul Rees Sprint/Parilla  
2nd Peter Olsson SuperDart/TKM  
3rd David Young Gillard/Arrow

**NATIONAL RESTRICTED GROUP 1**  
1st Neil Byrnie Lane/Parilla  
2nd Steve Williams SuperDart/Arrow  
3rd Neville Cruterton SuperDart/Parilla

**NATIONAL RESTRICTED GROUP 2**  
1st Trevor McLurg Sprint/Parilla  
2nd Ian Ratcliffe SuperDart/Arrow  
3rd Richard Dyer Wright/TKM

**SENIOR BRITAIN RESTRICTED**  
1st Tony Coleman SuperDart/TKM  
2nd Richard Bellingham SuperDart/TKM

**SENIOR BRITAIN**  
1st Jim Rainbird Gillard/Arrow  
2nd Paul Wells SuperDart/TKM  
3rd Graham Waters Wright/TKM

**100 NATIONAL**  
1st Malcolm Osborn Dart/TKM  
2nd Simon Bucknell —/—  
3rd Phil Wells Gillard/Parilla  
4th Graham Gannon Gillard/Parilla  
5th Chris Hawes SuperDart/Parilla

**CLASS IV**  
1st Steve Young 125 National  
1st Mark Johnson (210) Stratos/FPV  
2nd Ian McKenzie (210) Barlotti/Villiers  
1st Simon Babington (250 Int) Barlotti/Bultaco  
2nd Stan Botton (250 Int) Zip/Yamaha

## CLUB SCENE

### Pembrey

**Membership** — Mrs V. Williams, Dog Hill Farm, St Nicolas, near Cardiff. Tel: 0222-593397.

Mrs D. Kilgour 366, Coed-y-Gores, Llanderyn, Cardiff. Tel: 0222-32439

Following two and half weeks of glorious weather in South Wales, race morning of the Welsh Karting Championships at Pembrey, was a dull, drizzly affair, with quite a lot of surface water about. So much in fact that the first few heats saw many competitors on 'wets' and grateful for the choice. However, as the racing line dried, these were replaced by 'slicks' and the speeds increased accordingly. Seven classes were accepted for Cardiff Kart Club's only National event of the season, and with 12 lap heats and 15 lap Finals, the 51 entries prepared for the long day ahead.

**JUNIOR CADET and BRITAIN**  
Championship favourite Lee Middleton was beset with numerous problems finishing only one race all afternoon, that being the 1st heat, 3 laps behind following 2 spins. Richard Phelps won the first 2 races but was beaten to the line in the 3rd by Julian Williams. In the Final, Middleton threw a chain whilst leading on lap 5, handing the Championship to Phelps. Williams hounded him for 13 laps but retired next time round. Meanwhile Jonathon Vamplew's problematical heats were crowned by a lap 2 retirement in the Final, but Andrew Price produced his usual untroubled form in the Cadet class.

**125 NATIONAL**  
Mike Morris showed why he was the '85 Club Champion by leading 43 out of a total of 51 laps. In the first heat, Morris led from flag to flag, but that apart, the leaderboard for the minor places reflected the closeness of the racing. Chris Robinson, 5th on lap 1, displaced John Jones on the next, whilst Jonathon Williams elbowed Clive Hawkins out of 2nd place on lap 4. Two laps later, Robinson passed Hawkins who now found himself 4th. On lap 9, Robinson eased past Williams, only to have Hawkins pass both of them. Waiting in the wings was Martin Barnes who dispatched Jones on lap 5 and Williams on 10, moving into 3rd place on the last lap, when Hawkins lost 2 places to finish 4th. By contrast, the other 2 heats were fairly processional, with Morris winning both, Williams and Hawkins a 2nd each and Barnes a 3rd and 4th. In the Final, Williams and Robinson made better starts than Morris, but he wasn't to be denied and pulled back a place on lap 3. At a third distance, Hawkins retired to the pits allowing Barnes to consolidate his 4th place. Williams defended the lead well, but had to concede on lap 9 on the back straight. With Robinson now snapping at his heels, Williams held 2nd until the last lap when Robinson got through.

**SENIOR BRITAIN**  
Pembrey welcomed this class as it is one the Club would like to see develop, but with only 3 entries, some of the potential spectacle was removed from this low cost, alternative to the National class. Oxford's Graham Wallace's main opposition was in the shape of Richard Marsh from Dunkswell. Marsh's stablemate Paul Holmes had rather mixed fortunes, and was not too serious a threat to the others. The Final was



# ANDERSON

TEL: (0279) 36000 KART CENTRE  
1 SHENFIELD COURT, PERRY ROAD, STAPLE TYE,  
HARLOW, ESSEX

## WORLD CHAMPIONSHIP 1986

- 1st  
**WADE NELSON**
- 2nd  
**LENNART BOHLIN**
- 3rd  
**TIM PARROTT**

They all chose **ANDERSON**  
Prepared Engines and Exhaust Systems

### WHEN RESULTS COUNT!!!

- \*EVERY ROUND — WORLD CHAMPIONSHIP
- \*THE FIRST 4 PLACES NURBURGRING
- \*DUTCH GRAND PRIX — 1st & 3rd. Lap record
- \*BRITISH GRAND PRIX
- \*HESKETH TROPHY
- \*BRITISH CHAMPIONSHIP
- \*CADWELL PARK & KNOCKHILL Lap records

Our development program for '87  
is nearing completion

**BEAT THE PRICE INCREASE  
ORDER SOON**

PREPARED ENGINES FOR  
**ANDERSON** UNEQUALLED RELIABILITY  
AND PERFORMANCE



★ COMPLETE REBUILD SERVICE  
CRANKSHAFT SERVICING  
— CYLINDER PLATING —

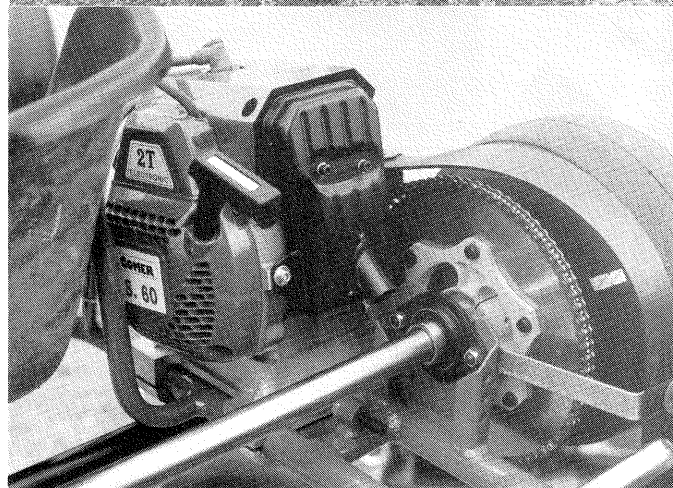
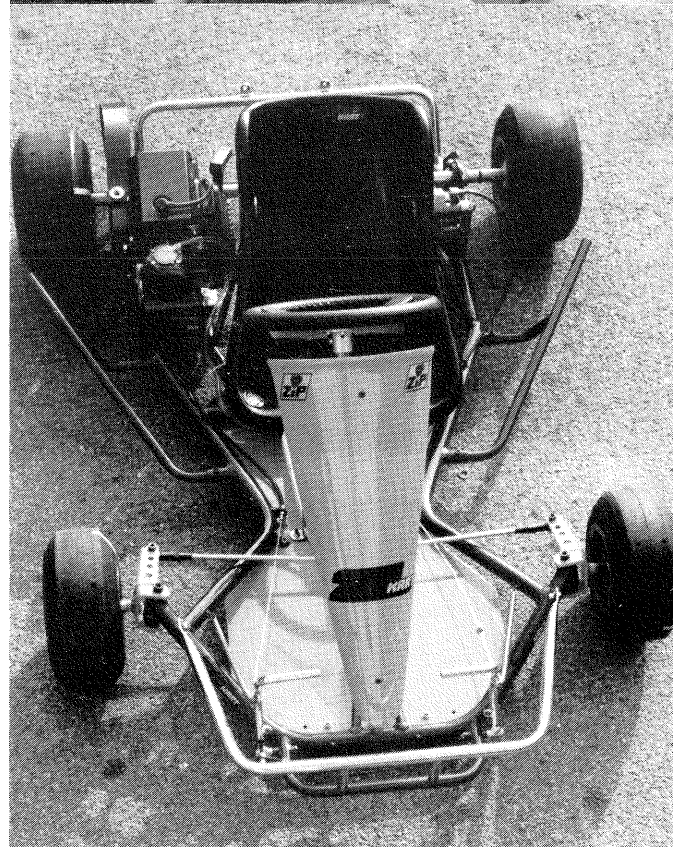
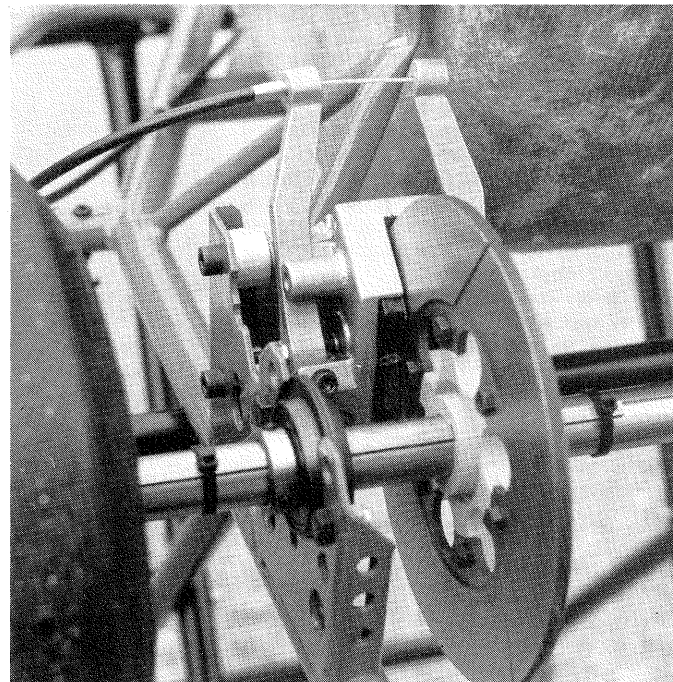
★ MIKUNI POWERJET CARBS  
FOR 250 & NOW SET UP FOR  
125cc ENGINES



EXCLUSIVE (BLUE) DESIGN



**ANDERSON**



# 1986 AUSTRALIAN SUPERKART CHAMPIONSHIPS

Held in excellent weather conditions the 1986 Australian Superkart Championships at Lakeside International Raceway proved the most successful run yet. The Queensland Superkart Club promoted and ran the meeting with clockwork precision and congratulations to the Secretary and President of the Club on a job well done. With excellent promotion work the large spectator audience was treated to a great day's racing.

## 80cc CLASS

19 entries contested the 80cc category which quickly became a two-way battle between Queensland's highly experienced Chrissy Jamieson and eighteen year old Murray Johnson. The final heat was to be the decider, but in the latter stages of the race Johnson broke a chain and the title went to Jamieson. Victorian Darren Fletcher battled valiantly to run home in third.

- |                      |            |
|----------------------|------------|
| 1st Chrissy Jamieson | Queensland |
| 2nd Murray Johnson   | Queensland |
| 3rd Darren Fletcher  | Victoria   |
| 4th Kevin Evans      | Queensland |
| 5th Craig Philip     | Queensland |

## 125cc CLASS

With 23 entries for the class the large crowd of spectators was treated to some very close and exciting racing, with some six karts all vying for first place. 1985 Champion Paul Hillman was pulling out all the stops to make it two in a row, but the other competitors, which included Hillman's team mate David Brown and Victorian veteran Bruce Jolley, were not about to hand it to him on a platter. In the end though Hillman won through to make it two on the trot.

- |                  |                 |
|------------------|-----------------|
| 1st Paul Hillman | New South Wales |
| 2nd David Brown  | New South Wales |
| 3rd Bruce Jolley | Victoria        |
| 4th Wayne Walsh  | New South Wales |
| 5th John Taylor  | Victoria        |

## 250cc CLASS

The 250 National class, with a field of nine, was to be another chapter in the continuing contest for supremacy between Victorians Ross Gray and Barry Thomas. With Ross having a few problems, this opened the way for Barry to comfortably win all five heats. The minor placings were

contested by Lowe, Barnacle and Lord.

- |                  |                 |
|------------------|-----------------|
| 1st Barry Thomas | Victoria        |
| 2nd Ross Gray    | Victoria        |
| 3rd Mike Lowe    | New South Wales |
| 4th M. Barnacle  | New South Wales |
| 5th Geoff Lord   | New South Wales |

## 250cc INTERNATIONAL

Even though there was only a small field of twins, Victorian Paul Zazryn stamped his dominance of the class home in no uncertain terms by clipping one second off the lap record in two heats and going on to win all five. Fellow Victorian Paul Stebbing believed he could take the hat-trick by winning the Championship for the third year running but, after a weekend of dogged luck, he conceded that no one could have beaten 'Zed' on the day. Tamworth's Brian Stockman, who was runner-up to Zazryn in the Queensland and New South Wales titles, pushed his very rapid, 6-wheeled, own design TZ Yamaha into second place ahead of Queensland Ron Moore who was convinced to run only days earlier.

- |                       |                 |
|-----------------------|-----------------|
| 1st Paul Zazryn       | Victoria        |
| 2nd Brian Stockman    | New South Wales |
| 3rd Ron Moore         | Queensland      |
| 4th Paul Stebbing     | Victoria        |
| 5th Martin van Houtum | Queensland      |

Following the meeting the presentation of great prizes and products, held at the RSL Club, was marred by the theft from the car park of one driver's set of wet weather tyres and Chrissy Jamieson's Championship-winning kart. This heart breaking incident dampened the spirits of everyone after such a successful weekend. However, after a little detective work both kart and tyres were found and returned to their rightful owners.

Report courtesy  
The Queensland Superkart Club

## PROFILE — PAUL ZAZRYN

1986 Australian Superkart Champion

29 year old Paul Zazryn is married with two daughters and lives in East Bentleigh. Karting and motor racing have always been

his hobbies and he began karting in 1981, racing 125cc Yamaha and then 125cc Rotax. His successes in the class brought him the 'Driver of the Year' awards in both 1983 and 1984.

In 1984 he clinched the South Australian Championships and came runner-up in the Gold Nugget, the Queensland and Victorian Championships. During this time he also won many club meetings.

Towards the end of 1985, after winning club days, he moved into the 250cc International class, racing a TZ Yamaha. He competed in the International Series held over the Grand Prix season and finished twelfth outright. For the 1986 season Paul purchased a 250cc Rotax and after lots of time and effort on both his and mechanic Graeme Rogers part, this proved successful. His successes have been victories in the Queensland and New South Wales Championships, second in the Victorian Championships and Hugh Jones Racers Cup and third in the Gold Nugget. Paul's greatest success was to win the Australian Superkart Championships held in Queensland in September. He has won all the club meetings he has attended and hopes to take the 'Driver of the Year' title.

His main ambitions are to compete overseas and to acquit himself well in the International Series against European competition. Paul has been sponsored by Feu Orange, manufacturers of car fresheners, since 1984 and the kart's orange coloured livery is very distinctive. STP Oils also joined the sponsorship in 1986.

Paul runs his own mechanical repair business in Caulfield, specialising in the service and maintenance of Jaguar cars.

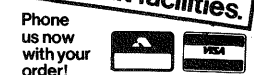


## WHERE AND WHEN

- 16th NOVEMBER**  
NUTHAMPSTEAD — (1½ east of Barkway, off B1368 Cambridge-Ware Road)  
THREE SISTERS — (Bryn Road, Ashton-in-Makerfield, Lancs)  
FELTON — (7 miles from Morpeth, on A1)  
PLYMOUTH — (Riverside Raceway, Ernesettle Lane, Plymouth)  
SHENINGTON — (8 miles from Banbury, off A422 Banbury-Stratford Road)
- 23rd NOVEMBER**  
BLACKBUSHE — (Via Cricket Hill — off A30 — Vigo Lane, Yateley, Surrey)  
FULBECK — (8 miles from Newark, off A17 at Brant-Broughton Crossroads)
- 27th-30th NOVEMBER**  
HONG KONG — International Kart Grand Prix/CIK Overall Intercontinental Championships Intercontinental 'A'
- 30th NOVEMBER**  
DUNKESWELL — (5 miles from Honiton, Devon)  
SNETTERTON — (Kart Raceway, approx 15 miles from Norwich on A11, beside motor racing circuit)
- 7th DECEMBER**  
KIMBOLTON — (10 miles west southwest of Huntingdon, Cambs) — Annual 'Turkey Trot' Meeting  
RYE HOUSE — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)

## Colin Quigley Motor Services

DISTRIBUTORS OF **DUNLOP**  
KART RACING TYRES!!  
Ask about our credit facilities.  
Tel: 021-351 7477  
Unit 2, 18 Forge Lane, Minworth,  
Sutton Coldfield B76 8AH.







Craig Booth ran home second overall in Senior Britain.

had lapped backmarkers, Cauldwell and Cave, by lap eleven and Dagless moved up to third in front of Turner. Dagless spun out at the Willows on the fourteenth lap and coasted round for the remainder of the race. Gibbs took Case with three laps to go to move into fourth and moved up yet another place when Turner went missing on the last lap. At the flag Hogben was an easy winner from Booth, Gibbs and Case.

Darron Gibbs collected the Series winner's trophy and prizes, with Craig Booth second and Jeremy Lee third.

### 100 NATIONAL & SUPER

**Heat 1:** 1st James Rhodes; 2nd Steve Brogan; 3rd Dave Harridge.

**Heat 2:** 1st Steve Brogan; 2nd Samy Hunt; 3rd James Rhodes.

**Heat 3:** 1st Steve Brogan; 2nd Samy Hunt; 3rd James Rhodes.

100 Super driver Steve Brogan held pole position from 100 National pilot Jamie Rhodes. The only other Super entry Samy was on the second row with Dave Harridge.

### THE GRID

Rhodes	Brogan (Pole)
Harridge	Hunt
Fairless	Cook
Stanton	Henderson
	David

Brogan was first through Stow Corner, followed closely by Rhodes and Hunt. Fairless was the only casualty, spinning as he exited the corner and restarting over half a lap in arrears. Hunt lost touch with the leaders but Rhodes hung on grimly to within two lengths of Brogan and by lap seven these two had lapped Fairless. Cook seized when lying in fifth place, promoting Henderson one place while Stanton and David brought up the rear.

Rhodes closed in on Brogan and for lap after lap sat on his rear bumper seemingly unable to mount an attack. However, on lap eighteen, with just one and a half to go Rhodes got alongside Brogan entering the Willows, only to drop back as Brogan shut the door.

As they approached the Willows for the last time Rhodes got inside Brogan, forcing him off line and took the lead. At this point commentator Stu Perry almost went into orbit, only to crash land as Brogan stabbed his nose up the inside and was back into the lead by outraking Rhodes into Kimbolton Corner and took the flag in a dash for the line. Hunt came through to finish third from Harridge, Henderson and Stanton, the lower placing being somewhat pedestrian after the battle for the lead.

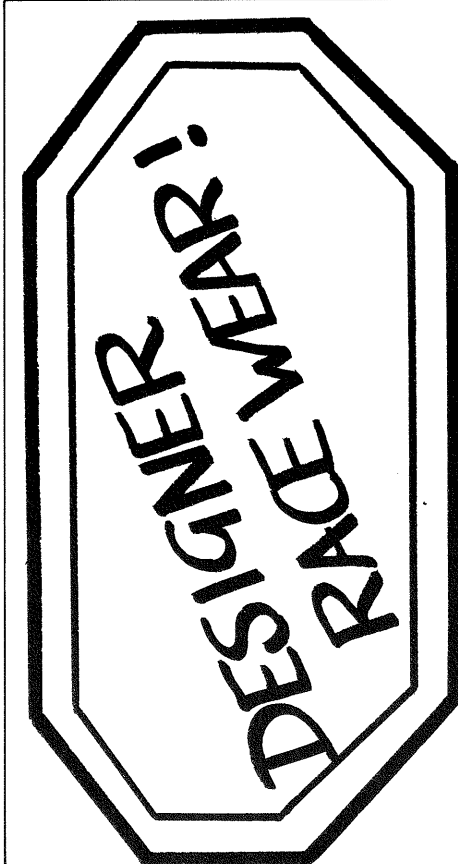
Rhodes found that his points score on the day, on his home circuit, had clinched the Championship from Harridge and Brogan comfortably won the 100 Super first prize.



Britain Champ — Darron Gibbs, for another year!



Steve Brogan (31) Super, hounded by Rhodes, National in the final.



# RAC ANNOUNCEMENT

## CADET KART RACING

A new class of Junior Kart Racing to commence from 1st April 1987.

**Age Limits:** 8th birthday to 31st December of year in which 11th birthday occurs.

**Power Unit:** Comer 60cc 2-stroke engine equipped with recoil starter and centrifugal clutch. The power unit must be raced as supplied by the factory and no tuning modifications will be allowed. These engines must have a Manufacturer's undertaking to be available for a minimum of 3 years.

**Chassis:** Chassis to be used will only be accepted from Registered Kart Traders who must be prepared to have a minimum of 5 chassis available for inspection. Manufacturer can only register 1 chassis model per year.

**Wheelbase:** 900mm ± 5mm.

**Track:** Minimum 2/3 wheelbase — maximum width 1200mm.

**Overall Length:** Maximum 1500mm.

**Tubing:** 1 1/2" or 28mm unpainted (BSI tolerance allowed).

**Nerf Bar:** Minimum diameter tube 15mm with adequate wall strength. Height must not exceed that of the rear axle and they must cover 2/3 width of rear tyre.

**Axle:** Magnetic, solid bar of 25mm diameter.

**Brakes:** Mechanical, solid disc, operated on rear axle only.

**Bumpers:** **Front** Single tube 15-20cm from the ground. Minimum 25cms wide linked to side chassis members and reinforced by two tubes firmly attached to the chassis.

**Rear** At least a single tube 25-30cms from the ground and firmly attached to the outer chassis members at their extremity.

**Tubing** 18mm minimum with adequate wall strength.

**Width** Neither front nor rear bumper may extend beyond the horizontal line along the outside of the front and rear wheel with the front wheel in the straight ahead position.

**Flooring:** There must be a rigid, flat floor from the seat to the front of the kart. If perforated, the holes must not have a diameter exceeding 1cm.

No magnesium, titanium, kevlar or carbon fibre parts allowed.

No adjustable steering geometry allowed.

**Wheels:** Both 2-piece spun and dyecast aluminium wheels can be used.

**Tyres:** 4" front 5" rear (Vega Cadet tyre 400 × 10 × 5 and 500 × 11 × 5). Maximum price — Dry £18 plus VAT. Wet tyre Vega 400 or 500 at £21 plus VAT.

**Weight:** Kart complete with driver — 85kgs.

**Price:** Complete kart to race maximum £670. Sold as two separate units. Chassis complete with tyres maximum — £425. Engine complete with exhaust and carb; clutch and sprocket — maximum £245.

**Number Plates:** Plate Yellow numbers on black.

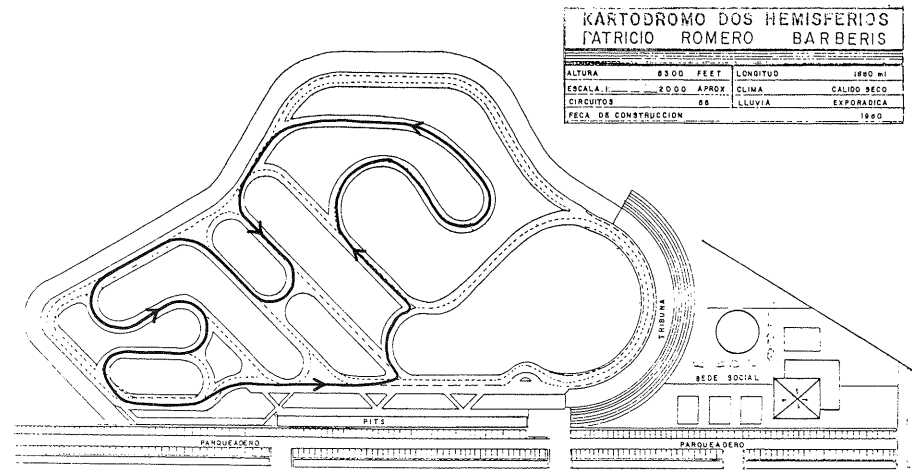
**Sprockets:** 2 sprocket sizes will be nominated. Clubs will specify which is the most suitable one for their track and that will be the only one allowed at that venue. To run with 219T chain.

**Racing Conditions:** The complete chassis in the condition registered and the engine as supplied by the factory are the only combination which will be allowed to race in the class. The only addition or changes will be ballast to achieve the required weight or for repair purposes and the change of the 2 sprockets according to that prescribed for the track to be raced. However, Registered Manufacturer may apply for changes to accessories (brakes etc) on the grounds of safety.

We have just heard on the 'grapevine' that there will be a major press launch of the Junior Class in the near future, involving television and the press, with invited motor racing personalities attending.

Ed.

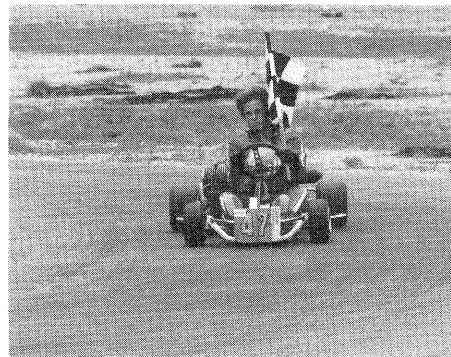
# KARTING IN ECUADOR



Kartodromo Dos Hemisferios 'Patricio Romero Barberis' lies in Ecuador, South America, right on the Equator amid striking hills at an altitude of 3000 metres. It was there that Ray Smith, visiting the country on business, happened to drop in on September 14th for Round 7 in the Ecuador 10 round Championship Series, the season commencing in May and ending in December. The circuit was constructed in 1980, is of fine asphalt and has liberal run-off areas. The 840 metre length configuration used at the time of Ray's visit can be seen on the diagram. Castrol are heavily into sponsorship in Ecuador and were very much in evidence at the meeting. Owing to the high altitude engine breathing is a problem and karts can be push started quite easily. On the equipment side Birel was in dominance, although Swiss Hutless are beginning to appear. The Parilla engine, too, is very popular, whilst tyres are mainly Bridgestone YBR, although some Brazilian 'Pneubras' were also in evidence. IBEA carburettors seemed to be the norm.

Basically there are three classes in karting out there — Categories Junior and Senior which run Yamaha KT100S, KT100SE, Box-Stock and Blue print under IKF regulations and also McCulloch MC91, 92 and 93 with free modification. These two Yamaha categories provide the low cost

classes, the backbone. The third class is 100cc Inter-continental 'A', run to full CIK regulations with CIK homologated engines.



Carlos Romera, winner in the Juniors.



Grid for the Intercontinental 'A' Final.

The programme of events on Sunday 14th commenced at around 9am with signing on and scrutineering, followed by half an hour free practice before getting down to the first heats of the day at 10.30am. There were thirty-one entries in total covering the three classes, each class having two 10 lap heats and a 15 lap final. The heat winners also won the finals and the standard of organisation was very high, although some of the flag waving might be construed as a little over enthusiastic! The meeting attracted around 800 spectators.

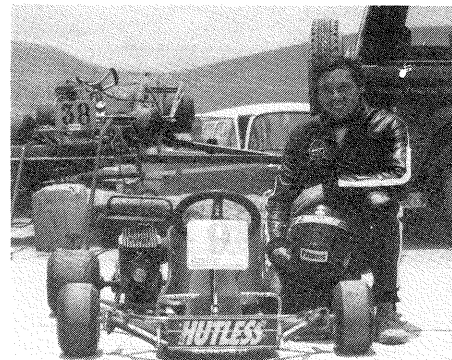
## 100cc Intercontinental 'A'

Local ace Edgar Arboleda led both heats from start to finish, chased home by Mirko Fulato in the first and Pablo Cevallos in the second. In the 15 lap final Arboleda and Cevallos battled all the way, with plenty of good dicing and excellent displays of driving tactics. The result went to Arboleda from Pablo Cevallos, both men Birel-Parilla mounted.

Edgar Arboleda (3) had a fine scrap with Pablo Cevallos (20), the pair made it a 1-2 in the Final.

## 100cc Yamaha Senior and Junior

Giorgio Sambucci was the clear winner of all heats and the final. Omar Buquet tried hard to keep up but had to settle for second. In the 100cc Junior class Carlos Romero was the decisive winner, no one could touch him.



Giorgio Sambucci clinched the 100 Yamaha class.

The meeting warranted a 500 word write up along with a photograph of Arboleda in "El Comercio", Ecuador's equivalent of the Daily Telegraph. Now *that* is something Class 1 karting could do with in this country!

(Photos courtesy Ray Smith)

# GIBBS, RHODES, McCARTHY, BROGAN – K&S CHAMPS FOR '86!

## Final Round— Kimbolton 12th October

Report: Duncan Taylor

Pics: Doug Rees



100 National winner Jamie Rhodes with dad, David, holding the K&S National Trophy.

The entrants for the sixth and final round of the Kart and Superkart Series assembled at Kimbolton on Sunday 12th October, along with a good entry of 'clubbies'. With 30 races to be completed in the day, including the three major finals, everybody hoped the racing would be fast and furious but not too eventful as the time schedule did not allow for any mishaps. Fortunately everything went according to plan; having been caught out presenting trophies in the dark at the British Championships the Committee had wisely installed a flashlight. This proved a good move as without it Mark Hines would have had great difficulty presenting the many goodies to the winners.

## JUNIOR BRITAIN

Heat 1: 1st Tony McCarthy; 2nd Paul Rees; 3rd Peter Olsson.

Heat 2: 1st Oliver Gavin; 2nd Marcus Gavin;

Marcus Gavin (24) and Peter Olsson in the Junior Britian Final.



3rd Jamie Spence.

Heat 3: 1st Paul Rees; 2nd Marcus Gavin; 3rd Peter Olsson.

Paul Rees showed his experience this year at Kimbolton by taking pole position. After being overshadowed at the British Championship by his younger brother, Marcus Gavin did well with two seconds to clinch a front row position. Tony McCarthy who was well placed in the Series points list won one heat but only managed a second row position, along with a very consistent Peter Olsson.

## THE GRID

M Gavin  
Olsson  
Rennison  
Tapp

Rees (Pole)  
McCarthy  
O. Gavin  
No. 17

After two warm up laps the green light flashed up and Rees, from pole, took up the running from Gavin, M. Olsson, McCarthy and Rennison. The race soon split up into

three separate battles — Marcus Gavin challenged Rees for the lead, Olsson and McCarthy fought for third spot, whilst Olly Gavin tried to wrestle fifth from Rennison, with Tapp well out of the running after spinning and eventually being lapped.

By the halfway stage Rees had pulled out a ten length lead from Marcus Gavin and although McCarthy was chasing Olsson hard he seemed more intent on points than heroics. Olly Gavin was looking for a way past Rennison but with his exhaust smoking he must have been four-stroking and was short on straight line speed.

As the race reached its final stages Marcus Gavin was chased by Olsson and McCarthy and Olsson slipped past on the last lap to claim second behind the now distant Rees; Marcus just held off McCarthy in a dash for the line. The remaining places went to Rennison, Olly Gavin and Tapp, with No 17 retiring after only four laps.

At the prizegiving McCarthy's ploy on picking up points proved to have paid off as he took the Series win from Rees, Olsson and Rennison.

## SENIOR BRITAIN

Heat 1: 1st Chris Dagless; 2nd Craig Booth; 3rd Chris Hogben.

Heat 2: 1st Craig Cauldwell; 2nd Chris Hogben; 3rd Darron Gibbs.

Heat 3: 1st Chris Hogben; 2nd Chris Dagless; 3rd Darron Gibbs.

Chris Hogben with a 1-2-3 in the heats looked extremely capable on this track to stuff everybody, but he didn't even figure on the list of Series winners. He was joined on the front row by local driver Chris Dagless. Series leader Darron Gibbs was back on grid six after a DNF through a seize in the first heat; quite frankly he did not look quick all day, which is unusual for Darron.

## THE GRID

Dagless  
Gailer  
Gibbs  
Case

Hogben (Pole)  
Booth  
Cauldwell  
Turner  
Cave

Hogben snatched an early lead as Dagless, Turner, Gibbs and Cave piled up on the first bend, leaving Case and Booth to chase the leader. Booth soon took second from Case as Dagless, Turner, Gibbs and Cave pushed away and gave chase. Hogben was well clear from Booth in second and drove an easy race to the line.

Case was dropping back and by lap ten had fallen to Turner and Dagless. Hogben

# GEORGE ROBINSON'S AUTUMN COLLECTION

## 100cc KARTS, LESS ENGINES, LESS WHEELS

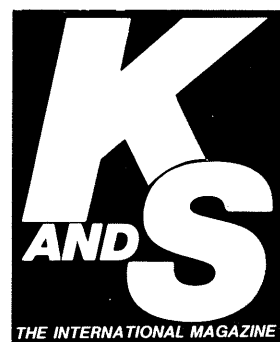
Zip 935	1985	£220
Allkart	1986	£350
Gillard	1985	£230
Zip Bandit	1986	£325
Zip Bandit	1986 (32mm)	£375
Zip 984	1985	£200
Cobra		£145

## ENGINES FOR 100cc

TKM L90TT 48.2	£250
DAP T75 48.1	£295
PARILLA TT22 48.1 (Hi-Fi Rod)	£280
PARILLA TT22 48.4 (Hi-Fi Rod)	£240
PARILLA TT23 48.2	£250
PARILLA SS20TT 48.6 (Fullerton)	£190
TKM SS99TT 48.34	£240
TKM SS99TT 48.2	£250
HEWLAND ARROW 51.2 (original)	£150

ALL ENGINES SOLD COMPLETE WITH IGNITION & EXHAUST BEND PRECISION BORING, HONING, CRANK OVERHAUL AND ENGINE REBUILD WORK UNDERTAKEN.

Telephone: **PETERSFIELD (0730) 66255 Daytime**  
or **ROGATE (0730 80) 373 Evenings**



GET "KART & SUPERKART" REGULARLY AND BE FIRST WITH ALL THE NEWS! K&S IS AVAILABLE FROM MOST NEWSAGENTS, LEADING KART SHOPS OR ON DIRECT SUBSCRIPTION. **DON'T MISS OUT — ORDER NOW!**

### SUBSCRIPTION RATES

U.K. and Worldwide (surface)	£15.50
<b>Airmail Rates:</b>	
Europe	£21.00
Australia, New Zealand, Japan, Phillipines	£27.00
Other Countries	£25.50

NAME.....

ADDRESS.....

I would like a 12 month subscription beginning with the .....issue

I enclose a cheque/P.O./money order for £.....

Please debit my Access/Visa/Trustcard, No. ....with £.....

Post to: **Kart & Superkart**, Pindar Road, Hoddesdon, Herts. EN11 0DE.

*N.B. Sterling cheques or drafts will only be accepted.*

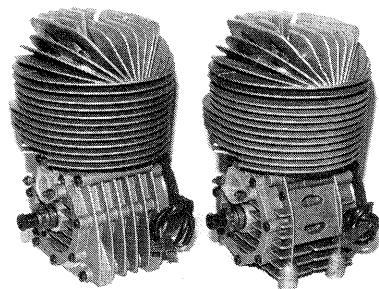
**FORGET**

Spares for all Class 1 motors, plus tuning, rebuilding, crankwork, boring, honing, cracktesting, machining, alloy welding etc. (Usual confidential service to the trade).

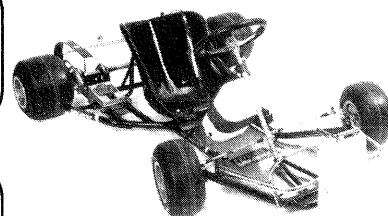
## DAP RACING ENGINES (Mick Worth)

897 Uxbridge Road, Hillingdon, Middlesex, England.  
Tel: 01-573 1963. Cables: DAPWORTH

DAP — ARROW — PARILLA — TKM — PCR — YAMAHA



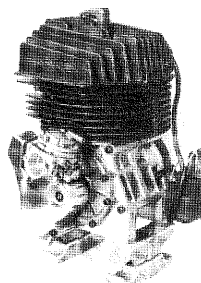
Large Stocks of DAP motors and spares for all classes, including latest Britain motors for the UK. Worldwide tuning/spares service for DAP. We have supplied and/or tuned DAP motors for use by top drivers in every major country in the World.



Any make of new Kart or Engine supplied, with new Zip Karts usually in stock. Part exchange welcome. We will buy good Class 1 Motors for cash.

The best bored & modified TILLOTSONS (even other tuners have used our carbs!). Individually tested and set up MW/22B — £29. MW/52B & MW/72N — £45.

ARROWS for Britain & National classes ex stock, with full spares back up. Our ultra successful tuned Arrows speak for themselves — sometimes available off the shelf, otherwise 2-4 weeks' delivery.



Tyres for all classes, special handcut rain tyres, (25% more effective than standard pattern), 35 & 219 chain, Motocraft, Champion & NGK plugs, Castrol, Shell & Miracoil Racing oils, Chain Lube, plus all accessoires, Suits, Boots, Gloves etc.

TUNING (All Class 1 Motors) Tuning to the highest International and British Class standards, as chosen by many top drivers in both Europe & the UK. Britain Classes — £100: International/National — £100-£165.

1st CLASS USED EQUIPMENT ALWAYS FOR SALE



CALLERS BY APPOINTMENT: 10am to 5.30pm Mon-Sat



PINDAR ROAD, HODDESDON, HERTS.  
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

OPEN MONDAY TO FRIDAY 8am TO 5PM  
SATURDAY 8-2pm

WHY NOT VISIT OUR SHOWROOM AND INSPECT AT YOUR LEISURE OUR NEW RANGE OF 1987 MODELS

NEW JUNIOR KART FOR 8 TO 11 YEAR OLDS — this kart meets the RAC specification for this exciting new class. Comes complete with Comer motor, clutch, recoil starter and tyres **£670**

NEW BRITAIN CLASS KART/NEW NATIONAL CLASS KART  
RACING FUN KART — Something a little different to the standard fun kart. Comes complete with Comer motor, clutch and recoil starter. **From £620**

SUPER FUN KART — The fun kart built by professionals to the same high standard as our world winning karts. Has high ground clearance, Honda motor, clutch, recoil starter. **From £450**

ALL PRICES PLUS VAT

Also see our NEW RANGE OF DESIGNER CLOTHING AND ACCESSORIES. Special new sizes for the younger karter.

gymnastic friend Sepp Zellweger; gymnast in Swiss-German is Kunstturner, which is close to what I called him when he ploughed into the bank inches from my feet!

On the Dummy grid it looked as though, barring mishap, this would prove to be a Johansson benefit race. Sportingly he said he would drop down the grid during the rolling laps to make the outcome more exciting. Exciting the Finale certainly was! Johansson starting in about tenth was charging through the field to find that René Arnoux had made the bet of Stefan's absence and disappeared into the distance. The Finale was run over fifteen laps and by lap five the leader board read — 1st Arnoux, 2nd Julen, 3rd Johansson, 4th Regazzoni, 5th Hangl, 6th Hoflehner.

By lap seven the first three were in very close company, the crowd of 5,000 was now on its feet as these three covered three laps tied together — a credit to Max Julen in such high class company! By a brilliant piece of late braking, having bluffed Julen to close the door on the inside line, Johansson was through to second and then inside Arnoux and into the lead!

Given the results of the heats the crowd could be forgiven for assuming that the race was now over. Not a bit of it. Arnoux bided his time and, then seeing a backmarker situation developing which forced Johansson to slow, managed to steal the racing line and box Johansson in behind the slower driver. This gave Arnoux an advantage of about ten yards. Meanwhile, further down the field, there were some fierce battles going on for sixth, seventh and eighth places between a variety of sporting stars — the skiers proving to be the next best behind the ex-kart F1 stars at the front. René Arnoux with his head down was making for the chequered flag with no intention of giving up his lead to anyone, least of all Stefan Johansson. These two drivers demonstrated their professionalism and if only it could have been seen by some British competitors; when the race is on the bullshit stops, however when the race is over everyone is the best of friends and busy selling our sport to the unconverted.

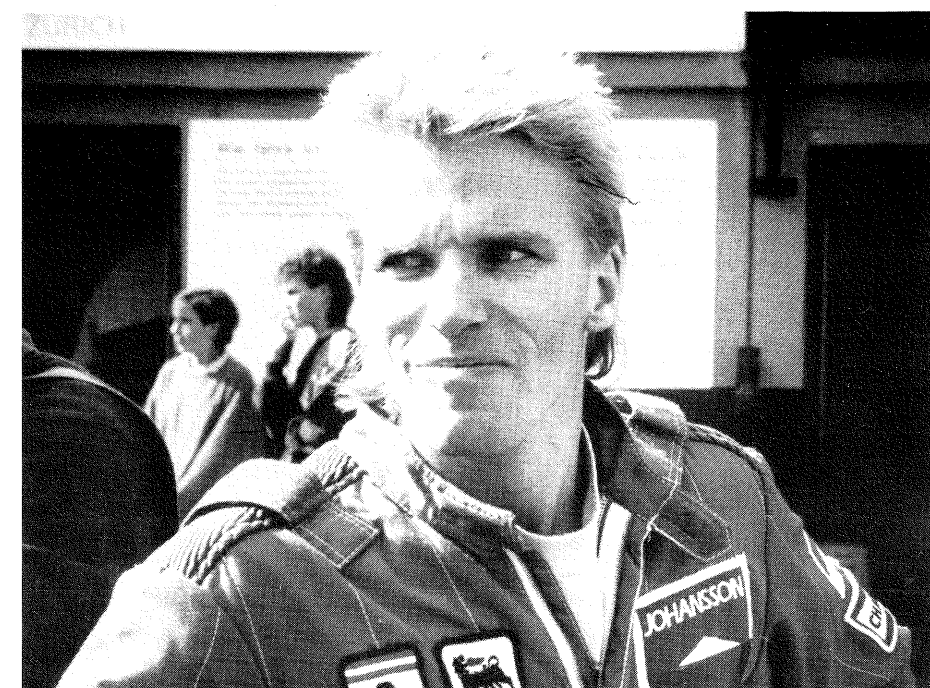
There was a serious drawback to Arnoux's victory. He received a magnum of cham-

the crowd as he could reach!

a resounding success.

This meeting is all set to become an annual event, masterminded by the circuit agents Keller and Reiss in Zurich and under the presidency of Rolf Carigiet, the event was

The good done for the sport is beyond measure, furthermore almost £50,000 was raised for Mountain Rescue in Switzerland.



"You won't beat me, Rene."



"Ob, won't I Stefan?"

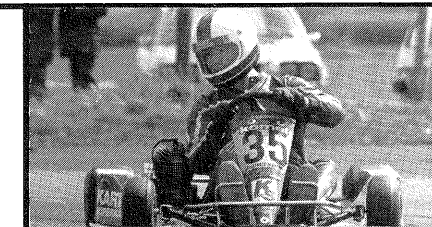
## FAMILY WORKSHOP CHILDREN'S KART PROJECT

SPECIALLY ADAPTED CLASS ONE RACING & TRAINING KARTS FROM £300. IDEAL FOR YOUTH CLUBS, SOCIAL SERVICES, ETC.

Training Karts are now for hire at our track in South London Mon-Sat. Come and race friends and family on fast 80cc Zip karts (not fun karts). If you are thinking of starting karting come along and have a go and a chat.

For all your youth club and school karting needs please call or write to:

TRACK AND WORKSHOPS at 285 ALBANY ROAD, LONDON SE5. TEL. 01-359 7107





Stephanie Tuecking with her Guardian Angel (?) Tom Graedel (left).

risen to the middle of Row 3!

Regazzoni led into the first bend, with Johansson second and Arnoux fifth. Lap two Arnoux had moved up to third behind Johansson and Max Julen was moving through the field fast. The third tour and Johansson outbraked Regazzoni to take the lead and capitalised on Arnoux being held back to put a safe gap between them and drove safely home to win by a good margin, from Arnoux, Julen, Bollhalder and Regazzoni.

In the supporting Intercontinental 'A' race Kart-Shop entrant Beat Kolb on PCR-PCR kit was head and shoulders above the rest. However, also showing well were Max Busslinger on Birel-Sirio and Roger Tschopp on Mach 1-Parilla. This class in Switzerland uses Dunlop K5 exclusively. Also there is a Heavy class which uses K4 with a weight limit of 145Kgs! Other notable drivers were Hans-Jorg Mischler,



famous Endurance pilot and Swiss TKM importer, Kurt Keeler.

During the interval there was a very impressive display by a troupe of Majorettes, also a procession of celebrity drivers on board a selection of Cabriolet Opels, courtesy of Budget Car Rental. Swiss gymnast Sepp Zellweger impressed the spectators by standing on his hands on the boot of the car while being driven round the track, only to be overshadowed by René Arnoux who stood on his hands on top of the windscreen while driving!

The programme was running to time exactly and so at the appointed hour, 4.10pm, the flag dropped for the Finale of the supporting grid. Max Busslinger led the field into the first bend but was under close scrutiny by Beat Kolb. By lap three Kolb had taken over in front and was not to be headed for the remainder of the race. He is currently leading the points in the Swiss

home with Tschopp in third. Mischler had a miserable day, having been sidelined in the first heat he had a poor grid for the Finale and had to be content with a lowly finish due to carburettor problems with his Rotax.

The equipment favoured in Switzerland is worth note, if only because it is so different from tastes in the UK. Karts are as follows — PCR 11; Techno 6; Birel 6; DAP, Hutless, AllKart and TKM 2 each, plus one Hetchel Mach 1 made up the chassis. Engines — PCR 15; Refo 10; TKM and Rotax 2 each; Hetchel KZH, Sirio and Parilla 1 each.

Enough of the technical stuff and on to the main race. The celebrities' karts were assembled on the grid with Stefan Johansson firmly on pole. Max Julen, Pirmin Zurbriggen, Clay Regazzoni and René Arnoux made up the format of the next places. Both the girls, Stephanie Tuecking and Marina Kiehl were in mid grid, having driven safely through both heats, leaving some of the more exuberant men well behind them due to their frequent 'offs'. More off than on was our



# THE GOOD THE BAD AND THE UGLY

Report: Mike Smith



After all the hassle, Patrick Walsh ran home second to Gary Chapman in 100 Britain.

**The Annual Wheel Tappers and Shunters Challenge... sorry... I'll start again... the 1986 RAC British Championships for 100 Senior Britain and 100 Super National took place at Wombwell on Sunday 14th September and what a day it turned out to be for South Yorkshire Kart Club.**

After 25 laps of the 100 Super National final Alan McNish crossed the line first from Steve Tillett and Steve Brogan. Gary Moynihan then lodged a protest against McNish... that was upheld... and an appeal was then lodged. So the matter is now in the hands of the RAC for their consideration. Steve Tillett also lodged a protest against the same driver but after hearing that Gary Moynihan's protest had been upheld he withdrew and had his protest fee refunded.

The 100 Senior Britain final also ended in controversy after the flag was shown a lap late... after 26 laps rather than 25. Gary Chapman led Patrick Walsh over the line at the end of the 25th lap and then they both spun off towards the end of the 26th circuit leaving Stewart Baker to be first past the flag. When it was announced that the result would stand as at the end of 25 laps... the official race distance... the scenes which followed the announcement were disgraceful. To those who still question the validity of the decision have a look at page 52 of the RAC Blue Book, Section J 1.10.3. The organisers were of course right with their decision, so Gary Chapman is the 1986 100 Senior Britain Champion.

The meeting just about had everything... good... bad and some aspects which were decidedly ugly. Where do you start in trying to relate such a mixed bag of events? To cover only the good points... people will quickly say all the dirt is being swept under the carpet... to enlarge on the bad things and it will be said that too much is being made of too little. To dwell on the uglier aspects... well... who wants to do that anyway?

Pics: Rodger Calvert

what the drivers want? Surely short circuit karting at the top cannot have reached the point where it is win at all costs. But then when you look around the paddock at a top 100cc meeting it doesn't take long to realise that there is an awful lot of money involved... in fact it makes the top 250 Formula E lads look like paupers!

Talking to both Ken and Alice Wright a couple of days after the meeting they were still reeling from the events of Sunday and trying to recover from the long day which ended for them on arriving home well after midnight. They, as organisers, were asking themselves where, if at all they had gone wrong. If voluntary officials such as Ken and Alice have reached the stage where they are wondering if all the effort is worthwhile and asking themselves if they need a new approach to the whole thing then surely isn't it time that a number of others... drivers included sat down and seriously thought about where they want the sport to go. After all it is supposed to be a sport.

The behaviour at the end of the Senior Britain final was nothing short of disgraceful; not a hint of sportsmanship as boos and jeers greeted the announcement that under the RAC rules the result would be as at the completion of 25 laps. That behaviour carried through to the prize giving and could have done nothing to persuade any first time viewers to come back for more.

Anyway you have probably heard enough by now and in any case I'm fed up of going over all the naughty bits so what about the racing, yes there was some of that as well!

## 100 SENIOR BRITAIN

A total of eleven heats and five finals were on the cards for the Senior Britain lads and a good mix of names appeared at the top of the heat result sheets. Of the twenty drivers who did enough to earn a place in the 'A' final Jamie Thomson and his Gillard outfit claimed pole with Stewart Baker on the Fullerton sitting alongside. Patrick Walsh, Jeta; and Gary Chapman aboard the Wright set up were the next best with Ivan Turner, Gillard and Darron Gibbs, Zip on row three.

Just four drivers went through from each of the four qualifying finals and it was Dominic Magee who took the 'E' final from Steve Hazlett, Richard Guest and Brian Randall.

Magee went on to finish second in the 'D' final behind Duncan Halliwell with Andrew Ballister and Neil Wiltshire making up the four through to the 'C' final.

Four new names appeared at the head of the result sheet for that one with Dene Roberts taking the flag ahead of Robin Chuter, Ricky Flynn and Tim Pell.

So to the 'B' final and defending No 1 Mark Beddall staked his claim for a place in the main final, taking the win from Jason Weller. Craig Booth and Simon Reeks joined those two on the back of the 'A' final.

So with the main final to be run over twenty five laps this is how they lined up:-

Continued overleaf

# 1986 CELEBRITY ALLSTARS AT WOHLLEN IN SWITZERLAND

Report: George Robinson

(Pole) Jamie Thomson  
Patrick Walsh  
Ivan Turner  
Craig Caldwell  
Dave Smith  
Robert Wilson  
Julian Pitocco  
Chris Hogben  
Pat Teatum  
Mark Gailer  
Mark Beddall  
Craig Booth

Stewart Baker  
Gary Chapman  
Darron Gibbs  
Ian Mulliner  
Simon Harrison  
Graham Wallace  
Michael Mills  
Richard Beecroft  
Stephen Hamilton  
Michael Hair  
Jason Weller  
Simon Reeks

Once the starter was satisfied they were sent on their way for 25 laps of racing with the Senior Britain plate at stake.

Jamie Thomson and his Gillard made the most of pole position and took up the running for the first three laps. Stewart Baker held second as they went into lap two but was then overhauled by Darron Gibbs and Patrick Walsh to start lap four in fourth place. Walsh in fact had also found a way past Thomson to take the lead and the pace at the front was hectic as each tried to establish a cushion over the next man. Things began to

the fast right hander approaching the hairpin both drivers spun off leaving Baker to take the flag. Then of course the fun started... it was quickly realised that a lap too many had been run and the winner was declared as at the official race distance of twenty five laps. That gave Gary Chapman the No 1 plates with Patrick Walsh in second place and Stewart Baker in third. Michael Mills, Craig Caldwell and Ivan Turner stayed out of trouble to complete the top six in what had been a race full of very close dicing at the front.

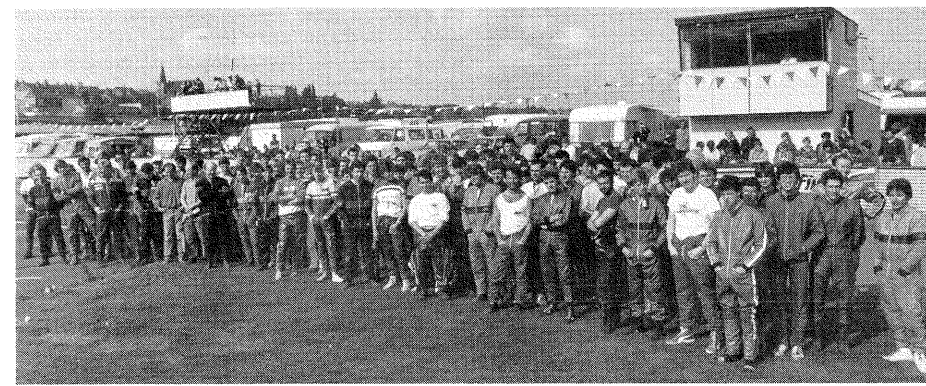
Almost everyone felt a little bit sorry for Mark Beddall... he drove a superb race and who knows if that spin hadn't dropped him down the field it might have been a totally different story. He did get some consolation though in being awarded the trophy for 'Driver of the Day'.

1st Gary Chapman  
2nd Patrick Walsh  
3rd Stewart Baker

4th Michael Mills  
5th Craig Caldwell

6th Ivan Turner

Wright/Carr Parilla  
Jeta/DAP JM  
Fullerton/Kart Tech Parilla  
Jeta/DAP JM  
Gillard/Gillard  
Komet  
Gillard/Parilla



99 Senior Britain drivers made the pilgrimage to Wombwell.

settle a bit at the end of six laps with the order being... Walsh... Gibbs... Thomson... Chapman and then Baker.

Mark Beddall had driven those opening laps rapidly from his rear grid position and at about one quarter distance he had claimed twelfth spot and was still climbing!

Walsh continued to hold steady at the front with Chapman, Thomson and Baker not far behind. By half distance Beddall had found his way up to an excellent sixth spot and was looking good for further progress as they started the second half.

Ian Mulliner, Ivan Turner and Craig Caldwell were behind Beddall as Walsh continued to lead.

The defending champion Mark Beddall was not giving up those No 1 plates without a fight and he superbly carved his way through until by lap fifteen he was in fourth place and closing on Baker. It took him three more quick laps to get the better of Baker and he then set his sights firmly on the two leaders... Walsh and Chapman. The battle for the lead was really hectic with no quarter given by either driver.

Beddall was very soon up there with Walsh and Chapman to make it a three way scrap and the crowd were enjoying every minute as the No 1 plates looked likely to take the lead at any time. Then it all went wrong... On what was the last official lap Beddall came to grief at the top hairpin and by the time he had rejoined the fray he was well down in eleventh place... a disappointing end to a fantastic drive. The drama wasn't over though for as stated earlier the flag didn't appear and the field went through for another lap with Walsh and Chapman heading Baker and the rest. Chapman was in charge having somehow snatched the lead from Walsh with half a dozen laps left. Then as they took

## 100 SUPER NATIONAL

The Super Nationals had four heats and a 'B' final to determine the main final grid positions and as you would expect there was some very close racing during the qualifying stages.

The first heat was won by Dominic Connelly from Steve Brogan and Steve Tillett with the latter going on to claim another third spot in the second heat. That one was won by Alan Gates with Doug Spence second. Gary Moynihan got it all together in the third heat with some superb overtaking earning him the win from Ricky Grice and Alan McNish.

Bryce Wilson had a fifth and a fourth from heats two and three and then claimed the victory in the last heat. Jeremy Cotterill ran home second in that one with McNish third.

Just a 'B' final was needed to determine the last four grid positions for the main final with Jamie Beasley, Richard Weatherley, Nicky Hart and Graham Pettitt being the drivers to succeed and go forward to the championship final.



Sykes (17) leading Grice (57) and Moynihan (28) was declared provisional 4th, the dispute still rages.

So after some excellent racing from the qualifying stages the crowd were looking forward to a terrific final and this is what the grid looked like:-

(Pole) Bryce Wilson  
Steve Tillett  
Doug Spence  
Scott Banks  
Dave Cuff  
Gary Moynihan  
Steve Brogan  
Andrew O'Hara  
Chris Needham  
Alan Gates  
Jamie Beasley  
Nicky Hart

Dominic Connelly  
Alan McNish  
Ricky Grice  
Derek Higgins  
Jeremy Cotterill  
Stephen Day  
Stephen Sykes  
Gary Prior  
Emily Newman  
Charlie Brown  
Richard Weatherley  
Graham Pettitt

It took a little while before the starter was wholly satisfied so after more rolling laps at last they got away and the early leader turned out to be Dominic Connelly. He only managed to hold the upper hand though for a couple of laps before it all went wrong and Ricky Grice then took up the running. He soon built up a decent lead and was being hotly pursued by Steve Tillett, Alan McNish, Gary Moynihan and Derek Higgins whilst Scott Banks had charge of the rest in sixth place. The pace was getting hotter though and after seven full laps there was a new leader. On lap eight Grice was out and Moynihan was leading. McNish was in second place from Higgins, Tillett and Banks but then by lap ten it all dramatically changed. As they came through to start lap eleven the order was... Higgins... Tillett... Banks... McNish and Stephen Sykes. Gary Moynihan was well down the field and seemingly out of the running and after just one more lap McNish was through to the lead. Higgins was the next to go and Tillett took second place from Sykes and a charging Steve Brogan.

Into the second half of the race and McNish continued to lead whilst early leader Connelly was running but at the back of the field. Tillett held on to second spot... Brogan got the better of Sykes to claim third whilst Stephen Day was looking for a way forward from his fifth spot.

He had to wait until the last lap to improve on that fifth place and take fourth from Stephen Sykes. McNish still had the lead as the flag came out... Steve Tillett was second over the line and Steve Brogan third. Stephen Day, Stephen Sykes and Doug Spence completed the top six after twenty five incident packed laps. Alan Gates, Gary Prior, Dave Cuff and Jamie Beasley, the latter from the 'B' final made up the top ten.

It was then that the fun started and as stated earlier the matter rests with the RAC, at least it did at the time of writing, so results are provisional pending the Appeal result.

So that's enough from me on this one, if you were there you will no doubt have formed your own opinion; if you were not there then I hope I haven't put you off completely!

In conclusion I'M just glad that Long Circuit events seem to be a bit more peaceful.



The Celebrity line-up.

International sportsmen and women gathered at Wholen to race karts in aid of Swiss Mountain Rescue over the weekend of 27th and 28th September. Several big name sponsors were supporting the event, including Marlboro, Budget Car Rental, Timberland Shoes, plus local concerns, notably the superb Hotel Central.

Good weather during the previous week promised a great occasion and no one was to be disappointed. Twenty celebrities were seen in action on fully prepared 100cc karts, which were loaned for the event by Swiss kart dealers and drivers.

Ferrari had sponsored an entry for Stefan Johansson on 'Kart-Shop' prepared PCR Kart-PCR Testa Rossa engine. During the heats on Saturday Johansson's main competition came from René Arnoux, Clay Regazzoni, plus World Class ski racers Max Julen, Pirmin Zurbriggen and Helmut Hoflehner, also Motocross Champion Mike Bollhalder was very quick.

By Saturday evening it was clear that the experience of ex-100cc karters Arnoux and Johansson would be hard to better come Sunday.

At 8pm on Saturday evening there was a reception dinner at the Hotel Central where the majority of the drivers were also staying. I was lucky enough to be staying there as well and had easily fallen into a life of luxury by the end of my forty-eight hour stay. During the evening at the reception I was able to talk to Clay Regazzoni who explained that karting was excellent therapy for his damaged legs and

cabaret should not detract from his current skill!

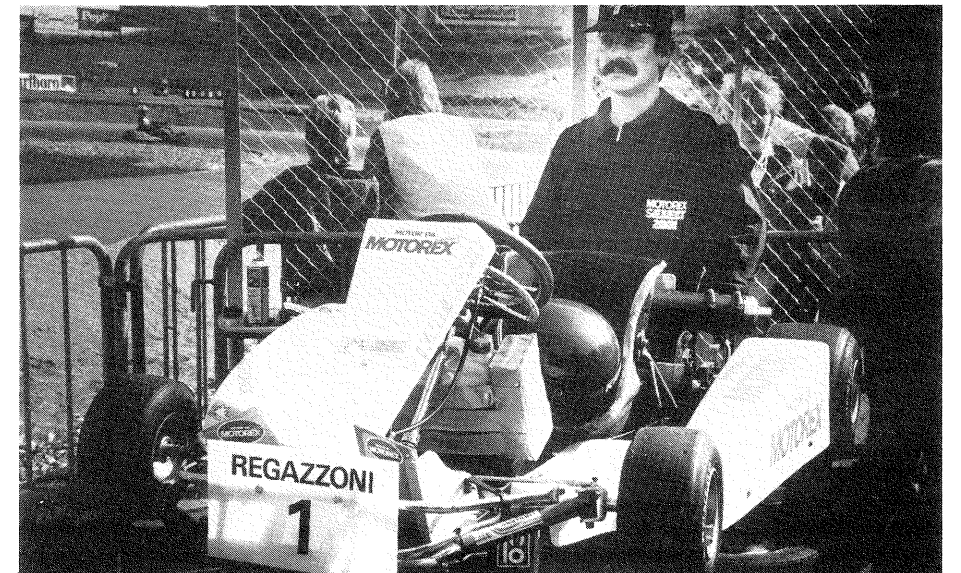
During the reception on Saturday a sports TV programme went out live with Johansson, Regazzoni and Marc Girardelli interviewed. The programme began with the three driving their karts through the corridors of the television centre and into the studio. Johansson left a lot of Dunlop on their polished white floor! Regazzoni gave an interview in French, briefly explaining how he hoped that his own enjoyment from karting might help to give hope to other disabled people and also help motor sport at the same time.

After the TV show most of us went round to Roxy's Nightclub for another Arnoux cabaret act and some more champagne!

Sunday morning was warm and dry and by 10.30am the organisers were ready to begin their packed programme of events. The first event was the time trials for all the journalists on Fun Karts, the best three destined to go forward to join the main race.

The morning was taken up with practice and parades, interspersed with some demonstration laps by a Swiss Formula 3 ably driven by René Arnoux who threw it around the kart circuit with gay abandon, smoking tyres and opposite lock!

So to the serious racing. For the Pre-Finale Clay Regazzoni was on pole, Johansson on two; Bollhalder on three and Zurbriggen on four. Arnoux had a lowly grid position, at least for half of a rolling lap! By the time the flag dropped Arnoux had miraculously





# INTERNATIONALE 1000 KM GENK HORENSBERGDAM 27.28.29 JUNI 1986

by George Robinson

The weekend after a gruelling 24 Hour at Le Mans the Endurance Racing circus moved to Genk in Belgium for a 1000 Kilometre race which, on this exciting circuit, is equivalent to 14 hours.

The race was split into two, approximately half on Saturday followed by the rest on Sunday, the karts being held in Parc Ferme overnight. The race was as usual for mixed classes, with the entry of sixteen teams split — two-thirds 125cc and one-third 100cc. As the 100cc karts were at least two seconds per lap quicker, the top honours seemed sure to go to the better of these teams, especially considering that the local Endurance masters — Lemmens, Kumpen, Kenens — were entered alongside the Swiss professionals — Carigiet, Mischler and Graedel, plus the Zip team of Moth, Tilley and myself.

Having driven through the night we arrived in Genk at 5.45am local time — some time of day to find a hotel! Finally we found a place that was open and my thoughtful comrades dispatched me to enquire after rooms. I soon discovered that the place had been open all night and I'm convinced the joint was wall to wall with gays — drunk! I was approached by a super looking lad with a pink handbag who said that rooms were no problem, I could stay at his place! I explained that there were five of us and in spite of this flattery declined. However, he minced off to find a friend whose parents had a hotel. This one seemed more normal and was also able to speak some English — a big help. We were soon on the way to his place which proved cheap and comfortable and fairly close to the track.

After a quick breakfast and shower we went off in search of the circuit, by now very conscious of the fact that the race began in three hours time; following a brief detour we found the track in a forest. Although it had no covered pits, it did sport an excellent bar. As the day hotted up, so the teams became quicker and the girls peeled off more and more clothes.

On Saturday Rolf Carigiet was assisted only by Tom Graedel; Hans-Jorj Mischler was due to arrive on Sunday. From the start this hardly seemed a handicap as Carigiet headed the field at the first and second hour markers. The Belgians were in trouble early on, dropping three laps in the first hour and a further five in the second. The best of the 125's, Team Ausloos, were well up as they were to remain throughout the race. Our own fortunes were fair at the fourth hour, however, by the fifth we had lost a lead which we were never to regain. In fact by the end of Saturday's race we had fallen to third behind Carigiet-Graedel-Mischler and Kumpens-Kenens-Lemmens.

Saturday evening was a sober affair, by usual standards. We ate at a nearby restaurant, drank very little and collapsed into bed!

Race Two started at 9am on Sunday, the Belgian authorities decreed overnight that we must fit airboxes and that these could not be fitted in Parc Ferme. The local teams already had them!

Mischler and I were on the front row for the start, I just managed to get the drop on him and we raced back to the pits to fit the necessary extras. At the same time we had to effect some repairs to our gear drive and also fit new brake pads. In our haste on Saturday we had forgotten to fit new pads and so started the race on a set that had done ten hours at Le Mans the previous week! All this work cost us ten laps and put us firmly in third place, a position which we'd failed to improve upon despite all efforts throughout the day. Carigiet's Kart-Shop Team held the lead

until three hours from the end when they had to change a complete axle assembly and engine.

At this point Lemmens Racing Team moved ahead to gain a very popular home win by only a two lap margin.

Altogether an excellent race at a venue new to us but an experience we look forward to repeating.

Amusing anecdote of the month. Gave Rolf Carigiet some K&S stickers plus one TKM. He thanked me kindly, stuck the K&S ones all over his kart and the TKM on the dustbin!



Mark Tilley (16) heads Rolf Carigiet onto the straight

(Pic: Tony van Galen)

## CLASS 100cc

Pos	Team	Club	Laps
1st	Kumpen Kenens Lemmens	Limburg Karting	1082
2nd	Carigiet Graedel Mischler	Bisheim	1080
3rd	Robinson Moth Tilley	Hayes Harlington Hayes Harlington Cabourg	1034

## CLASS 125cc

Pos	Team	Club	Laps
1st	Vervoort Nauwelaers Lambrichts	Promo Team Promo Team Limburg Karting	985
2nd	Ausloos Ausloos Ausloos	B.J.M.	961
3rd	Gallo Tilkin Bernard	K.C. Tongeren	938

## SUPERKARTS TO PARROTT

Twenty two Superkarts were listed in the official programme for this one and after the now obligatory timed session Leaside Tyres Phil Glencross had pole for the two heats. Tim Parrott and the Gardner Merchant outfit sat in the middle of the front row with the second Leaside pilot, Derek Rodgers on the third spot.

Richard Dean, Raymond Lyons and Steve Gill were the next quickest and they made up row two for the heats. After those two six lappers little had changed in the grid line up for the ten lap final. The front row was the same... Richard Dean and Steve Gill had changed places on row two whilst Ian Shaw and the Hazard Zip occupied the middle berth of that row. Raymond Lyons had slipped back to row five for the final. At around five o'clock the pace car pulled off, the flag was dropped and the race was on.

Phil Glencross got the power down first to lead them into the hairpin for the first time... Tim Parrott was closely following and as they screamed up Coppice the Gardner Merchant driver was looking for a way through. It didn't take him long for as they appeared at Mansfield at the end of that first lap he had the lead... Derek Rodgers had also moved up and that saw Phil Glencross in third spot as they began lap two. Richard Dean was fourth... Steve Gill fifth and Ian Shaw sixth. The leading trio quickly settled and Parrott was looking comfortable at the front with Rodgers and Glencross in pursuit. The next three drivers... Dean, Shaw and Gill were having a good scrap for fourth place with Gill outbraking Dean and Shaw into the hairpin on lap five to take that fourth spot. Next time round though it was Ian Shaw's turn to leave the middle pedal to the last second and the Hazard Zip was ahead of Richard Dean.

Parrott meanwhile was still leading and after

seven laps he had pulled out a bit more from second placed Rodgers with Glencross in third but closing a little on his teammate. By the end of lap eight Steve Gill had managed to ease away from Richard Dean and Ian Shaw with the latter finding his outfit a little off the pace and not able to gain much on Dean.

Jamie Vale and Raymond Lyons were having a good battle for the next two places with a gap before Ross Hyett and Charles Atherton came into view.

Parrott continued on his merry way and after ten laps wrapped up the race in style, showing that his third placing in the World Series was no fluke. Derek Rodgers managed to hold off the late challenge from Phil Glencross to claim second and Steve Gill had a good result for Ed Duckett with the EDR in fourth place. Richard

Dean just kept the edge over Ian Shaw to take fifth spot.

1st	Tim Parrott	Gardner Merchant Zip/Anderson Rotax Leaside
2nd	Derek Rodgers	Zip/Anderson Rotax Leaside
3rd	Phil Glencross	Zip/Anderson Rotax EDR/Rotax
4th	Steve Gill	Zip/Anderson Rotax
5th	Richard Dean	Hazard Zip/Zip Rotax
6th	Ian Shaw	

Race Time: 10min 31.3sec — 85.53mph.

Fastest Lap: Tim Parrott — 1min 2.4sec — 86.53mph.



Another Superkart win to Tim Parrott.



## CONGRATULATIONS to ANDREW BUFTON

2nd Welsh Championships 250 INT.

100% Synthetic 2-Cycle Oil (0.946 ltrs).....£6.30  
Successfully being used in 100 Series @ 30:I  
& Gearbox Karts @ 40:I

### LOCAL STOCKISTS

THREE SISTERS/CHASEWATER

John Ashe (051-480 1532)

SHENINGTON/BLACKBUSHE

Mike Howdle (0753 27504)

RISSINGTON

Andy Bufton (0874 711160)

Other enquiries contact:

Philip Burrows, 4 Chester Road, Winsford  
Cheshire CW7 2NQ. Phone: 0606 554366

## Fed-up with Testing in the Wet?

PLAYSCAPE ARE PLEASED TO  
ANNOUNCE THE OPENING OF THEIR 600  
METRE INDOOR TEST TRACK, JUST 20  
MINUTES FROM CENTRAL LONDON.

Open on 2nd and 4th Saturdays  
during November (8th and 22nd)

Testing from 10am until 6pm  
Class 1 only

£10.00 PER KART

SHED 4, ROYAL VICTORIA DOCK  
SILVERTOWN WAY  
ENTRANCE: GATE 1  
BURT ROAD

Telephone Bob Pope on  
01-778 6707 for details

We are the only people who  
can guarantee good weather!



For the next two laps Newton seemed to be having problems, particularly as he exited the Chicane and that allowed Sykes to increase his lead. Backmarkers were being encountered and the order behind the leader remained the same... Ogden and Featherstone then Waggett and Young followed by Trainer and Dave Thacker.

After eight laps Newton appeared to have overcome any problems for he started lap nine in the lead once more... Sykes was close in second place whilst Featherstone was now encountering difficulties and dropping back... to finally disappear on lap nine.

One lap to go and Local Hero Graham Sykes was back in charge... he had pulled out a sizeable lead this time and whilst Newton was still mobile he was gradually being caught by Ogden. Waggett had edged away from Young putting a backmarker between himself and the Maidstone driver as they went into the last lap.

With the flag at the ready it was Graham Sykes who emerged from Mansfield in first place to take a deserved victory. John Newton held on to second with Alan Ogden third. John Waggett was in trouble and that allowed Steve Young to take fourth place ahead of Keith Trainer and Dave Thacker. Waggett coasted in to take the next spot.

<b>1st</b>	Graham Sykes	Zip/Longtune Villiers
<b>2nd</b>	John Newton	Stratos/CKC Villiers
<b>3rd</b>	Alan Ogden	Zip/APV
<b>4th</b>	Steve Young	Stratos/Haywood Villiers
<b>5th</b>	Keith Trainer	Aero/CKC Villiers
<b>6th</b>	Dave Thacker	EDR/APV

**Race Time:** 12min 8sec — 74.17mph.

**Fastest Lap:** John Newton — 1min 11.2sec — 75.84mph.

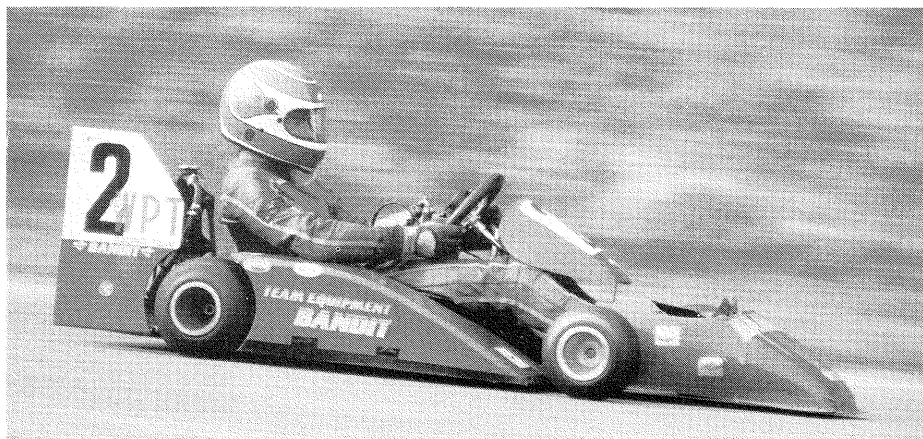
## WEBSTER IS BACK!

Almost 50 single cylinder lads came up with some first class racing during two heats and a final, with pole position being taken by Mark Webster and the Zip Bandit. Yes the Ormskirk driver is back and it was a nice feeling too.

A win and a second place gave him that pole but there were some tough opposition. Mark Allen won the first heat and had a third place second time out so he lined up in the centre of row one for the final. Keith Bisp was as always enjoying himself and he took the outside of the row after a third and a fourth from the heats.

Rob Johnstone could only manage one good heat... a second to Webster, so the GP plates would start the final from row seven.

Colin Breeze was having a good qualifying session and he lined up behind Webster on the second row with Mike Fowler and Colin Fletcher completing that row.



Mark Webster, back on form in 250 National.

Barry Tomlinson and his Kobra occupied the middle spot on row three with Ian Elvin and Ray Howarth for company.

So with a full grid ten laps were on the cards to decide this one and at the 'off' it was Webster and Allen getting the best of it.

An early incident at the hairpin involved Mike Doble amongst others but he was able to rejoin the fray... well down the field.

Webster was quickly into his stride and after just one lap he led over the line from Allen and Bisp with Johnstone having made great progress to claim fourth place. It stayed that way as they completed another lap but then Allen was in trouble and out of the race. A stub axle failure was the cause of his retirement and that left Webster on his own at the front. Johnstone was in third behind Bisp with Breeze holding fourth place from Fowler.

After four laps Johnstone had gone missing and there was a long gap between Bisp in second and Breeze now holding third. The Club hairpin was the scene of numerous incidents but Webster kept his cool and looked comfortable in first spot well ahead of the rest.

By the end of six laps the Bandit driver had the length of the club straight advantage over Bisp who had a similar lead over third placed Breeze. Fowler was still running well in fourth... Fletcher had fifth and Aspey sixth. There was then a long gap before the rest appeared and the field was well strung out.

Over the last few laps Webster motored on relentlessly and at last took that victory which had eluded him over recent meetings. Bisp followed in second spot at the flag with Breeze, Fowler and Aspey completing the top six.

<b>1st</b>	Mark Webster	Zip Bandit/Cheetham KTM
<b>2nd</b>	Keith Bisp	Barlotti/KMP KTM
<b>3rd</b>	Colin Breeze	SCF Zip/CB KTM
<b>4th</b>	Mike Fowler	Zip/KTM
<b>5th</b>	Colin Fletcher	Bitza/CJF KTM
<b>6th</b>	Mike Aspey	Zip/Yamaha

**Race Time:** 11min 19.8sec — 79.43mph.

**Fastest Lap:** Mark Webster — 1min 6.7sec — 80.95mph.

## STONEZY ZIPS IT UP!

Just under sixty 125's contested two split heats and a qualifier in order to sort out grid positions for the ten lap final and... surprise... surprise... it wasn't Chris Stoney on pole position after all that. About to lose his No 1 plate to Chris Stoney it was Stephen Coward who came out tops after the heats... two wins giving him the pole spot. Returnee Kurt Luby was in the middle of row one after two second places and that man Chris Stoney took the outside berth on the row. The Castleford driver... now aboard a Zip bandit...

had a win and a fourth place from the heats as he came to grips with the ways of his new mount.

Dale Spruce, Richard Crump and Colin Poole made up the second row with Boyd Barrington, Geoff Tuckey and Simon Bolton or row three.

The six drivers who went through to the main final from the qualifier were: McLaughlin, Webb, Naul, Anderson and Clark.

So the scene was set for yet another 125 confrontation... the only ingredient missing? Ian Shaw who was giving this one a miss to concentrate on the Superkart drive.

As the flag signalled the start Kurt Luby got away well to lead the pack down to the hairpin for the first of ten visits. The large field all got through the first hazard without too much trouble and it was still Luby leading as they screamed up Coppice and out of sight.

Chris Stoney... as usual... was soon into his stride though and as one lap was completed the Castleford driver had taken over at the front. Stephen Coward had also put in a good first lap and he held second with Kurt Luby breathing down his neck in third. Dale Spruce and Richard Crump took the next two places ahead of Colin Poole and Boyd Barrington.

For two laps that was how it stayed... then Luby hit trouble and went into retirement to be quickly joined by Colin Poole. So at the end of lap three Chris Stoney still had the advantage at the front... Stephen Coward was still going strong in second whilst Paul Molloy was making rapid progress from row nine and had claimed third spot after those three laps.

The Stratos driver was in no mood to hang about either as he quickly put the GP plates ahead of Stephen Coward to move up to second place next time round. The Bandit chase was on!

By half distance the three leaders... Stoney... Molloy and Coward had put backmarkers between themselves and the chasing pack which had Richard Crump in charge. Dale Spruce was in fifth ahead of Gary Ashurst, Boyd Barrington, Simon Bolton and Geoff Tuckey.

Stoney however maintained his lead with Molloy seemingly unable to make much impression despite the fact that he appeared to be edging further away from Coward in third.

As the laps were completed it was lap nine before another change took place and that was Spruce getting the better of Crump to move up to fourth behind Coward.

Out of Mansfield for the last time and it was the Bandit of Chris Stoney which appeared in the lead to take another first place trophy back to Castleford. Molloy had run well but had to be content with second spot with backmarkers in front of third place Coward. Spruce, Crump and Ashurst completed the top six whilst Simon Bolton completely missed the chicane on his last visit and that brought a ruling from the Clerk of the Course that he should be penalised by one place.

Chris Stoney looks to have settled into the Zip Bandit nicely thanks and Paul Molloy seems to be getting more and more from the Minarelli. That should make the 125's even more interesting... if that's possible.

<b>1st</b>	Chris Stoney	Zip Bandit/CSK Rotax
<b>2nd</b>	Paul Molloy	Stratos/Minarelli
<b>3rd</b>	Stephen Coward	Zip/Field Rotax
<b>4th</b>	Dale Spruce	Zip/Rotax
<b>5th</b>	Richard Crump	Stratos/CSK Rotax
<b>6th</b>	Gary Ashurst	Zip CKC Rotax

**Race Time:** 11min 30.4sec — 78.20mph.

**Fastest Lap:** Chris Stoney — 1min 8.2sec — 79.17mph.

## ILE DE FRANCE 6 HOURS

By George Robinson

The second Ile de France Endurance Race was held at the Villeneuve Circuit near Angerville on 7th September. Twenty-four teams entered for the event on this interesting and smooth track which compares in type with Rye House or Tilbury. Gearing with long stroke engines is about 10-89. The entry was headed by last year's victors, Gerard Bougent and Didier Breteau, whose YACCO Team from Le Mans is always competitive. Kart-Shop's Rolf Carigiet also entered partnered by Hans-Jorj Mischler. Jean-Pierre Colin and Eric Lesage, winners of the recent 24 Hours at Le Mans, were also among the faces in the Paddock. Jean-Marc Lucien and Patrick Commere were another two teams to be noted. Our own last minute entries of John Dormer-Thierry Ranchin on AllKart Parillas and Mark Tilley and myself on Zip with TKM's were eager to show the home colours. The majority of the grid was inter-continental with the French Nationale I and II who fielded three entries each, plus there were two 125cc gearbox karts.

From the start Kart-Shop and YACCO joined battle. These two teams raced for the entire six hours within two laps of each other, much of the time they were on the same lap. Both, however, had their fair share of problems — Kart-Shop burnt out three sets of brake pads and blew an engine almost at the end. So close was Bougent to Mischler when the engine let go that they both exited left immediately in front of me. I thought that they had collided and, knowing how close the race had been run, suspected foul play which was not the case.

Mark and I had a good run in third with an excellent new kart on International tyres, but our engines were just too slow. On one occasion Mischler came by with a great display of sideways braking, only to crash soon afterwards — his brake pedal had come off — no wonder he was impressive! Due to their blow up in the last half hour Carigiet and Mischler dropped to second place, giving a well earned victory to Bougent and Breteau who run Tecno Kart/PCR 50. Although there is an occasional quick Parilla, Refo or KZH (Hetchel) engine the PCR 50 is still the endurance engine to have, especially if you can afford Testa Rossa!

Unfortunately the scheduled Le Mans 500Km race on 5th October had to be cancelled due to licence problems, so my hopes of a drive there were dashed. My usual partner Roger Moth has been holidaying: Tibet I think he said — sod that for a game of tin soldiers, Tensing!



(l to r) Mischler-Carigiet, Breteau-Bougent, Robinson-Tilley Pic: P. Isambert



Tilley & Co notched up another third, with 516 laps

(Pic: P. Isambert)

Pos	Team	Club	Class	Laps
<b>1st</b>	Gerard Bougent Didier Breteau	ACO Le Mans	Inter	526
<b>2nd</b>	Rolf Carigiet Hans-Jorj Mischler	Bisheim	Inter	523
<b>3rd</b>	George Robinson Mark Tilley	Hayes Harlington Cabourg	Inter	516
<b>4th</b>	Gilles Fourniere Didier Richerolle Francois Thriouin	Dourdan	Nat II	511
<b>5th</b>	Philippe Denis Louis J. Vitry	Team ACS	Inter	487
<b>6th =</b>	Denis Martin Pierre J. Edon	Team ACS	Inter	471
<b>6th =</b>	Christian Lanchas Dominique Deshayes Pascal Carpentier	Dourdan	125cc	471
<b>8th</b>	Patrick Lacroix Louis J. Lacroix Olivier Thorpe	Soissons	Nat II	470
<b>9th</b>	Richard Ducamps Michel J. Froute	Dassault	Nat I	467
<b>10th</b>	James Foucher Remy Brouard M. Notaire	Dourdan JBH KART 77	Nat II	443
<b>11th</b>	Marc Ragnetti Richard Alandry Martial Allard	FOKA	Inter	438
<b>12th</b>	Francis Mauchien Romain Didier Michel Fragnacq	KART 95	Inter	436
<b>13th</b>	Jacques Dupuis Helene Pellegrini Richard Pellegrini	Team ACS	Nat I	431
<b>14th</b>	Marc Mantoni Pascal Gillet	Flins	Nat I	430
<b>15th</b>	John Dormer Thierry Ranchin	Hayes Harlington Cabourg	Inter	414
<b>16th</b>	Patrick Leprevot Dominique Serafino	Flins	Inter	381
<b>17th</b>	Patrick Dauzat Bernard Lemoucheux	Team ACS	Inter	251
<b>18th</b>	Paoul Chamard Jean Lacombe	Morsang	Nat I	245
<b>19th</b>	Jean-Pierre Colin Jaure Eric Lesage	Dourdan	Inter	203
<b>20th</b>	Marie Vignjevic Frederic Donadoni	KART 95	125cc	146
<b>21st</b>	Jean-Marc Lucien Patrick Commere	Dassault	Inter	143

## REFLECTIONS ON A WEEK-END OR WHAT HAPPENED TO SATURDAY AND SUNDAY?

Not a race report, not a profile, not a bird, not superman, but what a great Friday to Monday. Many weeks before MFI sales and Texas bargains etc, five desperate karters met at the rendezvous to discuss "A trip to Guernsey". The object, a week-end with the Val de Terre Hill Climb on Saturday, Team racing Sunday and individual racing. The decision was made and the Herts Harriers Kart Team was formed. Drivers — Malcolm Budd (Team Captain), Paul Mace, David Banbury, Vic Threadgold, Robert Gold. Mechanics — Tim Hulme, Colin Church. Team Supervisors — Mavis Budd, Nicola Hulme, Maggie Buckley. Sweatshirts ordered, bibbs for team event discussed and made up, transport arranged, help from Sealink Ferries, sponsorship from Broadway Auto Services and British Continental Autos. This is starting to look very professional. In actual fact a lot of hard work from Mavis, Nicola, Maggie arranging things, still we are looking good.



The Team (l to r) — Paul Mace, Dave Banbury, Vic Threadgold, Malcolm Budd, Robert Gold.

The weekend arrives. The van sets off. David overtakes van at Watford at somewhat near Concorde's take-off speed in his BMW. Robert arrives at Weymouth, half an hour later David arrives, complete brain fade from David on navigational front indicates tour of South Coast resorts before arriving at Weymouth, never mind we are here.

We go through Customs and meet Camberley Kart Club say hello. Been through customs Camberley? What are they? I am already parked for the ferry, replies Derek. Exit Herts Harriers from conversation a bit perplexed, one of us has got it wrong.

Arrive at St Peter Port, Guernsey, Malcolm, Mavis on hand to take us to the barbeque. Great Evening and sleeping arrangements sorted out. The friends that had been made over the last few years on the Island are putting up the rest of the team members. Their hospitality is so very genuine that anyone who goes over to Guernsey for just one year always ends up going back. Marcelle, Pat, Jan, Allen, Steve and Di we thank you very much.

Following morning Hill Climb. Superb weather, atmosphere electric, lots of noise, have you seen that side car outfit? They must be mad, that Colt looks quick. Malcolm was right on pace looking the part, smart outfit and very quick. Paul, David and Vic learning the hills quickly and right there. Robert enjoying himself. Lots of noise and bustle. Malcolm had led at one stage but by end of day had to settle for a very fine third. Paul, Vic and David just out of the prizes.

Track stays open late for practise. David, Vic and Paul sort out their Karts, we learn that other teams had been practising during the week. This is not going to be easy. Meet at restaurant all team members present. Cambridge just finishing their meal. Ribald comments like "late again Harriers, be last tomorrow I suppose" from Cambridge, with "I hope you get food poisoning etc" from Harriers. Actually very nice to see Phil Hart family and friends again and they were also out for the third year running.

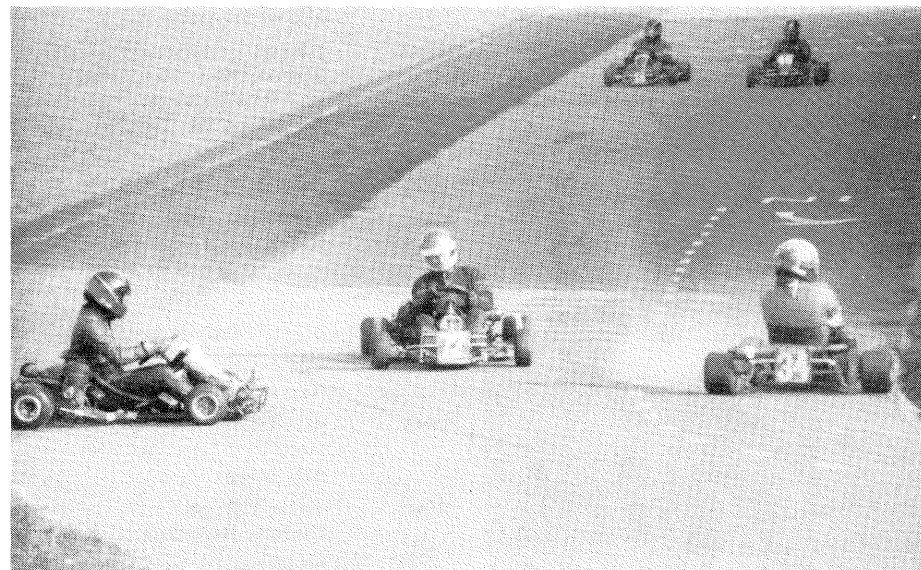
Sunday team race. Photos of the teams looking slightly self-conscious in their Tee Shirts, Bibbs, etc, RAF accompanied by appropriate music and applause, always a popular team.

From the start Camberley, looking very strong, RAF and Cambridge struggling a bit, Herts Harriers have a mixed couple of heats. The

drivers beginning to get used to team tactics. Make no mistake, the drivers of the quality of Higgins, Hunnisett, etc, it is very hairy out there, but on the whole clean driving. As the object of the team race is to get the drivers to the highest places, front and rear bumper bars tend to take a bit of pounding as delaying tactics are put into practise. The crowd thoroughly enjoy the team event with a lot of audience participation as to the drivers performance with one or two libel comments as to their ancestry. Final team race for Herts Harriers, they need a good result, and boy do they get it. First, Second, Third and Fourth. Superb tactics and driving by all members with Vic now really wound up and having his best heat result. Great to watch as each driver passed his team leader whose job it was to bring them through the pack, most exciting. Harriers end up third overall.

Nice surprise for one member of Herts Harriers who's 40th birthday it was with much micky taking from friends and official. Thanks Pals.

As said at the beginning it is not a race report but reflections. Piers Hunnisett smooth and quick, Vic disappeared at a fast rate of knots into a hedge leaving rear bumper bar showing. His comments were s - - t, I think this is going to hurt, all went dark, feel OK, can't stay here all



Oops! Have to brush up on my navigation!

day, best find a way out!! Paul had two heat wins, and a second, found himself in the 'B' finals, felt that maybe there had been a slight mistake by officials or words to that effect! The problem was soon sorted out. Malcolm, two heat wins and a non-start left him in the 'B's with a lot to do. David had problems and called it a day, but he thoroughly enjoyed his week-end. A final was stopped for what looked like D. Higgins hurt in the middle of the track, only snag once race was stopped Derek grabbed kart and sprinted back to paddock. Comments from the audience ranged from "give him an oscar" "nine out of ten for artistic merit", etc. Derek was not allowed out again but accepted it gracefully.

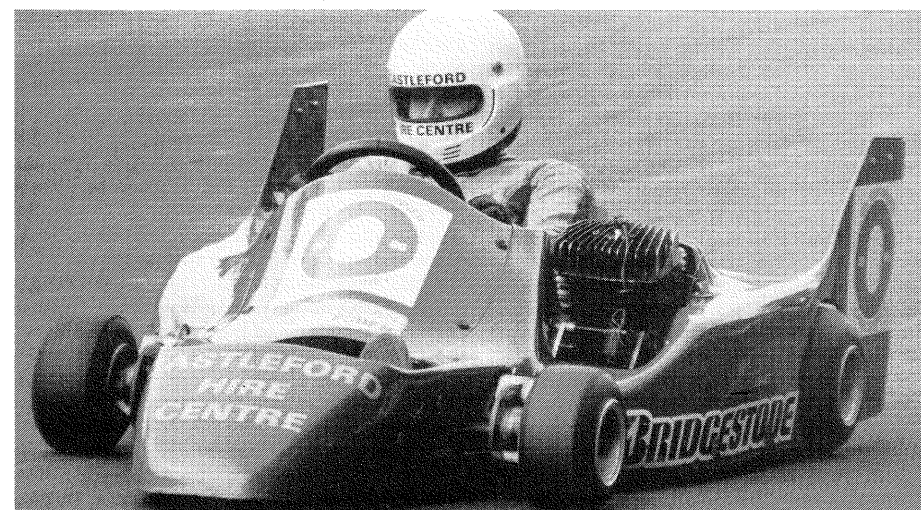
Paul finished second in the final and for a first time visit to the track, was a fine performance and earned him the Broadway Auto Services Trophy for his efforts. Malcolm, fighting all the way, worked his way to sixth before time ran out.

The Dinner/Prize giving was well attended and a great array of trophies to be handed out, pleasant atmosphere with friendly comments about the Karter's from the MC.

The week-end was over, where had the time gone? Same again next year please.

# STONEY ZIPS IT UP!

Cadwell Park Saturday September 27th 1986



Chris Stoney settled easily into the new Zip Bandit 125 with a fine victory.

**Tim Parrott takes the Superkart honours with the Gardner Merchants outfit from the Leaside duo of Derek Rodgers and Phil Glencross; Chris Stoney quickly gets to grips with a Bandit to take another 125 win; Mark Webster's Bandit is back in the frame with a good 250 National victory whilst Local hero Graham Sykes takes the 210 National honours from John Newton and Alan Ogden. Louth based Graham Barker claims the 125 P&R top spot.**

Report: Mike Smith  
Pics: Doug Rees

John Shaw had received an excellent entry for the last kart meeting at Cadwell Park for 1986 with almost 170 drivers listed in the programme. For this Autumn Championship meeting 58 names appeared under the 125 heading; a marvellous entry of 49 from the 250 National lads; 26 Villiers were on parade with 22 Superkarts listed. Additionally a dozen 125 P&R lads competed for the Cadwell P&R champs.

The weather was good all day with a little sun now and again but a dry day throughout giving good racing conditions.

Most of the 'names' were present with just one or two exceptions. Martin Hines and Roger Goff had opted to try Zolder for the weekend whilst Reggie Gange was once again in the role of spectator... his planned drive in the Richard Wallis provided outfit having to wait due to the kart not being fully ready. Steve Styryn was also spectating as was Stuart Ziemelis, amongst others.

Steve Gill was back in the hot seat this time in the Ed Duckett EDR and he was looking forward to racing for 'the fun of it'.

Raymond Lyons had made the trip from County Down with his Zip Bandit as had Andy Galliene from Guernsey with a similar outfit.

Chris Stoney is now aboard a Zip Bandit with self-prepared Rotax as usual and Chris was still sorting the outfit to meet his own personal needs but looking forward to more success as he settles into the ways of a new chassis.

Kurt Luby was another driver back in leathers for this one, the aspiring Formula Fordster running the Phoenix of Derek Price and appearing to enjoy every minute of it. Could it be a return to karting is being contemplated or was it just a 'one off'?

So the scene was set for an excellent days racing on the 1.5 mile Club circuit, including the Mansfield Chicane, and some good stuff was produced for all to see.

### LOCAL HERO

The Villiers field had two heats to decide final grid placings and those six lappers gave us two different winners. Alan Ogden took the first one from Simon Quance, Graham Sykes and John Newton. Newton then got it all together second time out and he took the win with Ogden second and Sykes again third. Quance had to be content with fourth spot from that one.

Phil Featherstone was not having the best of days, managing a sixth in the second heat just behind John Waggett. Steve Jones and Steve Young completed the top six first time out.

So that gave a grid with Alan Ogden on pole for the ten lap final... John Newton was in the middle of the front row with Simon Quance on the outside. Graham Sykes, Steve Jones and Steve Young made up the second row.

Under a cloudy sky but with a dry track it was Simon Quance and Alan Ogden who made the best start and as they negotiated the tight hairpin for the first time Quance just had the edge up Coppice.

By the end of lap one though John Newton was well in charge with Ogden and Quance behind him. Graham Sykes held fourth spot ahead of Steve Young and John Waggett.

Sykes was the man on the move though and the local driver made rapid strides to end lap two in second place. Quance and Young were next up with Ogden having slipped to fifth. Featherstone had also made good progress and he started lap three in sixth place.

Newton looked to have a very comfortable lead but Sykes gradually closed up and by the end of lap four was with Newton as they started the second half of the race, the Alford driver taking the lead as they crossed the line. Newton however hit back and after one more tour was back at the front... but only just... Sykes was about to snatch top spot again and after six laps he led over the line.

Alan Ogden had recovered well to start lap seven in third place ahead of a flying Featherstone. A little way back Waggett and Young were disputing fifth place with a further gap before Keith Trainer appeared.



210 National's Graham Sykes took a well deserved victory.

sat tire-less on it's stand while Wilson sat solemnly on a work bench behind. When his allotted time to appear ran out, the number two kart of Paul Corey (US) was pushed out onto the track — received by a massive applause among spectators and friends.

One by one, drivers who had originally signed the petition to boycott rolled up along pit road. Komet factory driver Giovanni Bonanno's crew were fastening his tires to his kart as if the Italian driver was having a change of mind, but when his number 43 was called he was no where near the grid area.

The 18th driver was number 5, Pablo Bickenbach of South America. He was followed by others to make the race official with 27 qualifying. The two drivers who did not take the actual green flag in the final were Michael Salvatore (crashed in pre-final) and Jacques Saint Guirons for unknown reasons.

Despite the difference of opinions, a big party was taking place by the swimming pool at the hotel after the day's events. Many drivers, and those with them, seemed to sort out their feelings on their own. This social was not the official party scheduled by WKA and then cancelled. Regardless of the cancellation, there were roars of laughter in all languages while people were being thrown into the pool with and without their suits.

When Sunday rolled around, Wilson asked CIK steward Langford and others if he could announce to the public only his apologies that it was happening in the United States and was refused the request.

Randy Kugler, race commentator, defended their decision. "If we'd had a bonafide guarantee that this was all he was going to say, we'd have probably let him speak, but when you have people sitting on the track refusing to let people practice (associating Wilson to Hezesmans) the last thing we wanted to do was stir the pot."

The Komet factory suffered a severe public relations problem throughout the weekend. Because Wilson drives for IAME, many blamed Grana for forcing Wilson into his decisions and that Wilson started the chicane's controversy.

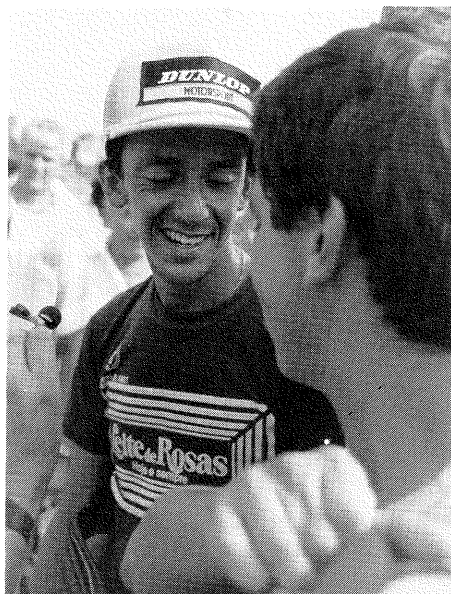
Grana confirmed that this decision was the total responsibility of the driver. "It was absolutely untrue that the factory pushed the drivers to race — it would have been criminal and inhuman to do this. For this reason, we've decided to accept the decision of our drivers."

"My personal opinion and also as a member of CIK, I cannot take a position that was not according to the rules. My suggestion was to start racing and if they saw an accident to stop and ask officials to make the right changes. At the meeting at the hotel, I expressed my personal opinion, knowing the drivers and my love for karting... unfortunately, this (the boycott) is the final result of the drivers' decision."

IAME also paid over \$20,000 in air fare alone to bring 50 drivers from eight countries and their equipment to the US to compete according to Paule Conde, manager of IAME.

The main event stirred emotions as the final laps were a dual between the American driver (Kroeger) and the Brazilian (Ribas). Kroeger, who re-took the lead with three laps remaining, commented on the boycott. "I was looking forward to competing with the Europeans and a lot of the mood was taken away. Whether we could have competed with them or not, who knows. I'll take it any way I can get it."

The event which was haunted by a controversial chicane at the start, ended with a tentative winner because of the very same chicane. Grana, who posted prize money for the event said that despite the boycott, he would clap his hands to whoever wins. He will however, have to wait 30 days for the final and official decision to be made. Or, is it a semi-final decision?



Ribas — "What chicane?"

### 1986 CIK WORLD CHAMPIONSHIP FORMULA K Information

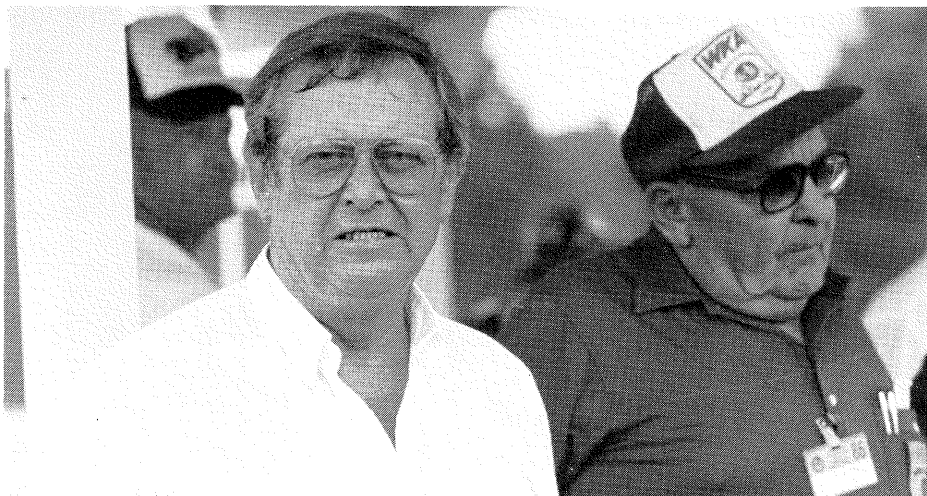
Having given serious consideration to the request of the drivers, it has been agreed that the facing kerb at the exit from the chicane will be removed so as to provide a clearer run-out and greatly reduce the chance of the chicane become blocked, the Yellow flag will be waved at the approach to the chicane and the karts will become blocked, the Yellow flag will be waved at the approach to the chicane and the karts will continue straight through without using the chicane. The Yellow flag situation, meaning that no overtaking will be allowed, will continue until you are shown a waved Green flag.

At any other time, should a driver go straight through and avoid the chicane, this will be noted by a **Judge of Fact** and the driver will be penalised ten (10) places in the result of that race.

**3.55pm Signed by the Race Stewards**  
**18th September 1986 Jacksonville**

#### Qualifying

1st	Guga Ribas	Brazil	36.323sec
2nd	Sean Smith	USA	36.526
3rd	Kenneth Kroeger	USA	36.552
4th	Jeff Nelson	USA	36.559
5th	Pablo Bickenbach	S. America	36.585
6th	Scott Myhr	USA	36.681
7th	Terry Traeder	USA	36.834
8th	Christopher Mooney	USA	36.918
9th	Jason Kennedy	USA	37.054
10th	Doug Cressi	USA	37.328



After the heats had been run, Brazilian Ribas scored victories in both his sessions, whilst American Kroeger took one.

The Pre-Final was raced over eighteen laps and as the flag came out it was Ribas who took it from Kroeger after a pretty uneventful race. The Final was to be over twenty-two laps and the men to watch were obviously Ribas and Kroeger.

After the first few laps of the Final they had sorted themselves out and it was Ribas from Kroeger, the rest of the field fighting to hang onto the lead pair. A couple of incidents were reported, one, it is understood, in the 'chicane' and the other involving a driver who crashed into the pit fence, sustaining neck injuries, to what extent not known.

As you will have read from the report by Rhonda Mims, Kroeger actually crossed the line ahead of Ribas but was relegated to second after Ribas protested about being overtaken on a yellow flag. Kroeger subsequently protested the decision and the outcome of that is yet unknown, therefore the results remain provisional.

1st	Guga Ribas	Brazil
2nd	Kenneth Kroeger	USA
3rd	Jason Kennedy	USA
4th	Ron Reding	USA
5th	Aaron Griffith	USA
6th	Pradip Jayewardene	Canada
7th	David Campbell	Canada
8th	Pablo Bickenbach	Columbia
9th	Brian Vorhes	USA
10th	Terry Traeder	USA

### 1986 CIK WORLD CHAMPIONSHIP FORMULA K Protest Decision

As a result of the protest made by kart No 37 A. Ribas against No 72 K. Kroeger on the grounds of overtaking on the Yellow flag, the Stewards heard both competitors and watched the Video replay. Further having given special consideration to the information regarding a blocked chicane published on 18th September 1986, the Stewards by a majority uphold the protest to reverse the finishing position of the two drivers. This ruling must also apply to the protest by No 6 J. Kennedy against No 26 R. Reding and these positions shall also be reversed. In both cases the protest fee shall be returned.

**Signed by the Race Stewards**  
**Jacksonville**

#### PLUG - IGNITION - TOOLS etc.

Motoplaf, 100cc comp '84 model	£47.00
Motoplaf, 125cc Rotax	£72.00
Motoplaf, 250cc Rotax	£100.00
Motoplaf, 250cc Yamaha with back plate	£100.00
Motoplaf rpm gauge to suit all above	£55.00
Motocraft plugs	£3.00
NGK plugs EV	£4.00
New NGK plugs — EGV	£5.00
Zip professional Tyre Pressure Gauge	£19.95
Masta	£18.95
Precision dial gauge + adaptor	£20.00
Waterproof rubber plug caps	£1.75
3mm 'T' bar Allen key 'genuine Jacobs'	£1.75
4mm 'T' bar Allen key 'genuine Jacobs'	£1.75
5mm 'T' bar Allen key 'genuine Jacobs'	£1.75
6mm 'T' bar Allen key 'genuine Jacobs'	£1.75
Allen key foldaway set, in steel case, 2mm-6mm	£3.75
Tank tape, best quality, various colours	£4.75

#### ZIP HIGH QUALITY DIE-CAST COMPONENTS

Rear wheel boss, 25mm or 30mm bore	£4.75
Sprocket carrier 100cc, 25mm or 30mm bore	£4.75
Rear disc carrier, 25mm or 30mm bore	£5.00
Zip upper engine mount	£16.50

#### GENERAL KART COMPONENTS

Zip noise box (compulsory RAC)	£13.50
Genuine Zip Ferodo special pads	(pr) £6.75
Zip leather-rim steering wheel	£11.00
Zip 100cc glass fibre seat	£13.50
Seat cover, foam padded	£10.50
Kart cover, special Zip type	£13.00
Genuine rose rod ends, 8mm female	£4.00
30mm HT ground finish axles	£14.00
25mm HT ground finish axles	£12.00
Number plates, all colours (100cc)	£0.40
Tillotson filters	£1.30
Chain guard strips	£0.35
Plastic finger guard	£1.20
Plastic chain/finger guard	£1.80
Plastic continental fuel tanks with special fittings	£4.95
Alloy finger guard	£3.75

#### ZIP SPUN ALLOY WHEELS

The original Zip Deluxe spun alloy wheels — not to be confused with pattern types.

Front rim 5" x 2"	£2.75
Front rim 5" x 2 1/2"	£3.10
Front rim 5" x 3"	£3.25
Rear rim 5" x 4"	£3.60
Rear rim 5" x 3"	£3.20
Rear rim 5" x 2 1/2"	£3.10
Rear rim 5" x 2"	£2.65
'O' rings for above	£0.30

#### STOPWATCHES

Cronus Dual Split	£30.00
Splitmaster	£108.00
Timeclip 1000	£108.00
PVC case for SE, 3T, LC20D, 2D	£4.00
Timeclip 2000	£130.00
Speedmaster	£139.00
Cronus 3T	£50.00

#### CHAINS - SPROCKETS - etc.

All 100cc sprockets are fully machined and made of L70 material

219 pitch, 64T-95T	£3.75
219 pitch, 56T-82T	£2.75
35 pitch engine sprockets 10T, 11T	£4.00
35 pitch engine sprockets 9T, 10T	£3.50
DID 219 HT chain (110 link box)	£8.25
DID 35T chain (100 link box)	£7.50
DID 35T chain (10 metre box)	£60.00
1/2" x 7/8" steel machined 4-hole sprockets, 23-36T	£3.75
1/2" x 7/8" DID 428H chain (per metre)	£8.50
1/2" x 7/8" Rotax drive sprocket 17-28T	£11.00
1/2" x 7/8" Yamaha drive sprocket 23T	£10.00
Reynold link extractor (new model)	£19.00
PJ1 chain lubricant	£4.00

#### ZIP (Bridgestone approved) DIE-CAST WHEELS

Complete set (100cc) with 15mm front wheel bearings. Available all widths	£41.50
Complete set (125cc-250cc). Available in full range of sizes	£37.50
All wheel sets supplied less rear bosses. Add £2.50 per set for valves and O-rings. Die-cast rear wheel 5" up to 8" width with O-ring and valve, less rear boss	£10.00
Die-cast front wheel (gearbox classes), less front boss with O-ring and valve	£10.00
Die cast front wheel (100cc) with bearings, valve and O-ring	£12.50

#### HELMETS AND ACCESSORIES

All helmets are the latest specification BS1 2495-77 amend 5 or Snell 1980.

Arai SPN Helmet F1 type	£240.00
Arai Supervent	£125.00
Arai Visor clear or tinted	£21.00
The new Simpson B2 range of helmets designed for karting use.	
Simpson visor clear or tinted for type 82-32-14	£12.00
Simpson visor old type clear or tinted	£7.75
G.P.A. F1 helmet	£225.00
G.P.A. visor	£20.00
Bell Star	£119.00
Bell Star Ltd	£145.00
Bell M2, new F1 style	£230.00
Bell Tour Star visor, tinted	£8.00
Bell visor M.1, & M.2	£17.00
Bell Star I and II visor	£5.00
Bell Star visor	£10.00
I.C.L. Vari clear (demister)	£2.50
Zip Rotor Visor, a must in the wet	£12.50

#### ZIP RACEWEAR

All PVC suits are available in Red, Green, Black or Blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.

Zip std. PVC suit	£32.75
ZIP NEW TEAM SUITS are in the latest fashion with stripes up the side of arm, leg and body and carry Zip logo on back and shoulders	£35.00
CIK F1 designer suit (with elasticated back & cotton lining)	£55.00
ZIP NEW F1 style CIK SUIT — A new standard in style and comfort	£46.00
Zip std. leather suits are available in colours and sizes as per PVC overalls but manufactured in top quality leather	£135.00
ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo.	
Manufactured in top quality leather	£148.00
Zip PVC racing boots	£16.50
Zip super leather boots	£27.50
Short leather racing gloves	£9.95
Long leather gloves	£13.25
Zip '84 suede boots	£27.50
Zip equipment bag '85 model	£10.00

#### NEW PRODUCTS

ZIP one piece wheels (available March '85) Complete set of 4 precision alloy wheels with valves and bearings where applicable.

Class one	£70.00
Class four	£65.00
or in ultra-lightweight magnesium	
Class one	£105.00
Class four	£105.00
Tyre remover, just flips the tyre off in seconds	£5.00

#### "SOMETHING DIFFERENT" ZIP BACK/SIDE PROTECTOR

This protector not only guards against those nasty bruises, but gives extra support to the back. A must for every karter at just **£4.95**. Send **£6.45** to include VAT and P&P.

#### PRICES PLUS VAT

All prices subject to alteration without prior notice



### KTM 250cc ENGINES SPECIAL — AT £600 + VAT

Order direct from ZIP KART, where we are pleased to accept, Access, Visa, Barclaycard or Mastercard.

# THE JACKSONVILLE INCIDENT

Report by Rhonda Mims  
Photos by Rodger Calvert



'86 World Champion — is it him (Ribas)?.....

.....or is it him (Kroeger)?.....

## Authors note:

As an American journalist and amateur kart driver, I hope the readers of *Kart & Superkart* bear the fact that I am just that — an American journalist investigating a story from an American angle and interest. I am not fully informed on your organisational situation and system having only been to England for FF2000 events. Perhaps an underlying resentment between CIK and its drivers stirred under the controversial chicane, but I feel it is best to focus on what I fully understand.

There are also words such as Tyres which are spelled the American way — tires. Just think of it as a little color, and I'll try not to bring my own language's spelling (Texan) into account, for example, Tar.

I did however, attempt to focus on the facts which were varied and difficult to find over the totally miscommunicated four days. I present these to the readers of *K&SK* so that you may come to your own conclusions.

What started out to be the ultimate US karting event with 74 entries representing 16 countries turned into a massive nightmare stemmed from a controversial chicane which left only 25 drivers from three countries taking the green flag.

Not only did the chicane's design motivate top drivers including World Champions Michele Wilson, Peter De Bruyn, and Jorn Haase to boycott in Jacksonville, Florida, it marred the

final outcome of the Formula K World Championships as well.

Ironically, when the checkered flag dropped, American Ken Kroeger crossed first, but due to a yellow caution flag displayed in the chicane, Brazilian Guga Ribas protested Kroeger passed him under caution and was awarded the title of World Champion.

Drivers who chose not to participate feared that the chicane was too narrow for its high speed entry which could possibly result in a blocking of the newly-built addition to the back straightway. The official ruling that should the chicane become blocked stated that the yellow flag would be waved at the approach signalling drivers to bypass the chicane and continue straight through.

No passing under yellow would be allowed until drivers were presented with a waved green flag, and should they avoid the chicane under green, they would be penalized 10 positions from the final results. What the ruling failed to mention was which portion of the circuit would be under caution.

"I passed Ribas a good 300 feet past the chicane, almost into turn one," said Kroeger who appealed the protest decision. He added, "The flagman wasn't holding either a green or yellow when I saw him." Ribas has the option to appeal the upcoming decision should they rule in Kroeger's favor. At which time, will be sent on to ACCUS for the final outcome according to Randy Kugler, son of World Karting Association (WKA) president, George Kugler. WKA is the Commission de Karting's American affiliate.

Race stewards, Angelo Buffomante (US), Robert Langford (GB) and Vittorio Loriga (I), considered the driver's disapproval of the chicane after Thursday's open practice session and agreed to make changes in order to satisfy the request.

When practice ended, city workers chiselled and grinded on approximately eight feet of curbing at the chicane's exit nearly all night. By

Friday morning when the announcer called open practice, there was silence on the track. Emotions stirred as Tony Hezesmans, Holland, stood in front of American William Halling who wanted some practice time. By late Friday, only a few drivers went out onto the circuit in attempts to get their karts race prepared.

At one point on Friday, a group of drivers, including Wilson, De Bruyn, Richard Weatherley (GB), and others walked over to the chicane and began discussing possible changes to improve the design. According to Carl Overton, co-CIK executive committee member from the US, one American and one European driver would go out on their karts and try the new configuration which increased the angle of the chicane's entry intended to slow the entry.

Buffomante, who was not seen by the author participating in this effort, told *Kart Tech's* editor that Wilson and De Bruyn went back to the pit area with intentions of trying the chicane, but then Wilson changed his mind and chose not to try it. It was at this point when officials threw up their hands in dismay.

Overton commented, "They (the drivers) settle up to only one solution — they want it only their way. You can only have one person to have authority so you make a decision and stick by it. Sometimes, it's not always correct, but you stick by it. They refused to even try the new configuration that Lynn Haddock set up, so the decision stands."

Weatherley, who was announced as the chosen European representative to test the new configuration said after the meeting that they (European drivers) conferred and agreed not to try the new configuration. He also stated, "It's been building up to this for some time, but up until now, nothing's been done. The decisions that get made come out of the blue, the drivers are not really asked."

That evening, a closed meeting was held at the hotel when approximately 80% of the 74 entries signed a petition stating they would not parti-



The 'infamous' chicane before additional work.....



.....and in action, later

cipate unless the chicane on the backstraight was eliminated and another chicane near the start-finish line was used instead. This proposed chicane has not been used by the local Jacksonville club for years according to Jim Nolting, president of the North Florida Karting Club.

The driver's attempt to use the proposed chicane was not upheld by ruling CIK. Race Steward, Robert Langford explained CIK's stand. As quoted in the *Florida Times-Union*, Langford said, "Under International regulations the race Stewards can only change the course for two reasons. First for safety." Langford consulted with local track club members and added, "Also, local track people feel it was too unsafe. The only other way is if every competitor signs a 100% agreement."

Nolting commented to *Kart Tech's* editor that since it (the proposed chicane) was an off-camber type chicane, they feared that karts had

a greater chance of striking a nearby signal light pole which extends over the front straight.

Searching to find a compromise, Superkart champion Martin Hines, at the event as a spectator, brought drivers and officials together for one final attempt. A vote was taken at 11.00am on Saturday to run the full-straight using neither chicane, however, drivers were unable to reach a 100% unanimous decision as required by CIK rules.

Some drivers felt it would give a distinct advantage to the few Americans running a clutch set-up as opposed to the direct drive chassis'. Other's felt it was simply too dangerous as well. Mike Manning, USA driver who refused to qualify said, "If we take the full-straight at, say, about 80 mph, we go off the top bank and endo if we lock up our engines. We bypass one danger and go into another."

De Bruyn added, "We never complained about

the safety of the chicane, but if they block the chicane, the only thing you can do is stop."

Wilson said of the meeting, "This was no change from the meeting. I feel it is too dangerous. I'd rather risk the other chicane, there's at least more room to go somewhere should someone spin. The only sad thing is that it's happening here in the United States. Whoever homologated the circuit — it's their fault."

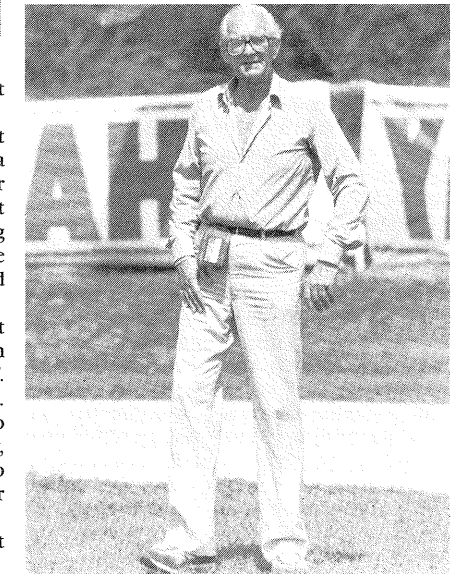
In approximately July or August of 1985 (Langford cannot remember the exact dates) Langford, Ernest Buser, President of CIK and Bruno Grana came to Jacksonville to inspect the circuit as a potential site for the event. Nolting conferred with and suggested to Langford that the course should not be run in a clock wise position because the curbing, scoring tower, and such would have to be changed.

Langford suggested that they run in a counter-clockwise position when presented to the CIK in Europe a few weeks after returning. He also suggested they wave the 12-15 degree bank heights of the course and the length of the straightaway according to Nolting as told to *Kart Tech* editor.

In July of this year, Buser and George Kugler reinspected the circuit which at that time, the chicane was not built, but lined out with paint and haybales according to Nolting. The chicane was built (2 weeks prior to the race).

By 11.40am Saturday, prior to qualifications, Buser made an announcement. "Having given serious consideration to the problem, our decision stands... we invite you to take part, and if not, the event will be cancelled at 1.00pm. The pit area stood silently shocked.

Langford added his comments to the *Florida*



Who's a clever boy then!

*Times-Union*, "If we had broken the rule by making the changes without the unanimous support of the drivers, it would have taken only one person to protest and we would have had to throw the race out."

Shortly after Buser's announcement, Tony Hazines introduced a Florida policeman by saying, "This State Trooper says if we block the gate, we're all going to jail." Mass crowds assembled near the pit exit curiously awaiting to see who was coming forward to qualify, and who might be arrested.

At that point, the CIK needed 18 drivers to come forward and qualify in order for the event to be official. One by one, the Americans, Canadians, Brazilians, and one Frenchman came forward to break from the original petition they had signed — thus receiving applause and recognition from spectators and friends.

As the karts were announced numerically for qualifying order, the number one kart of Wilson ▶



Martin tried for 100% unanimous decision to use the track without either chicane, to no avail.