

# SOME REAL SURPRISES FOR 87

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THESE KARTS HAVE BEEN DEVELOPED TO WIN  
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**DRIVERS** from Larkhall to Tilbury are talking about the **NEW** Zip Britain and National karts.

**THEIR PERFORMANCE** has been as outstanding as their brilliant Red/Yellow colour scheme.

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**SPECIAL FEATURES** for the range are quick-change axle mounts for 20 mm, 25-30 mm axles; various brake options; new seat giving greater support.

**CERTAINLY NOT THE CHEAPEST** karts but we firmly believe they are the best – if you have seen them in action, you will already have realised.

**WITH 23 YEARS** of International manufacturing experience and **DEVELOPMENT RESOURCES** second to none it is hardly surprising!

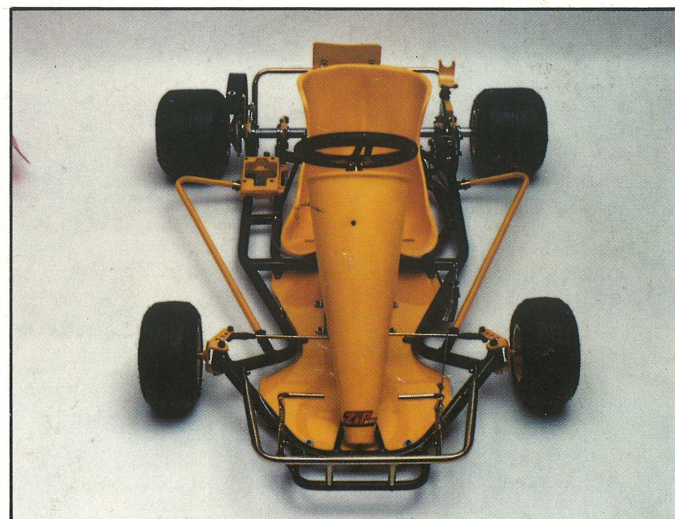
**SEEING IS BELIEVING** – See the new range in our Showroom now – and save money in our **SUPER SALE!**

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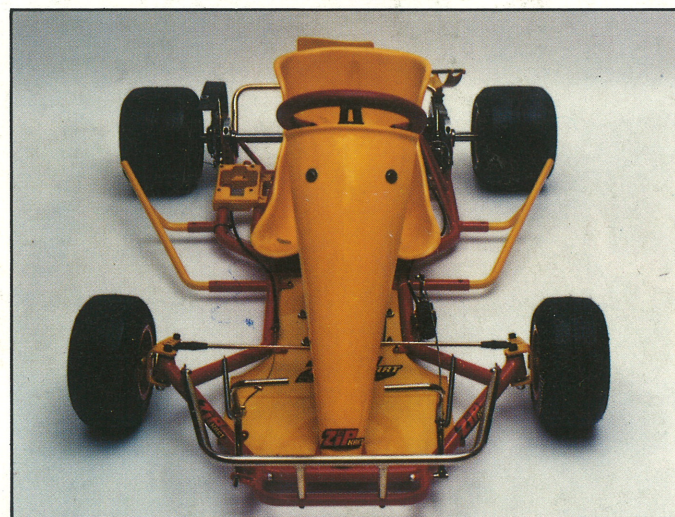
**8-10 YEARS – SEE THE ZIP  
CADET KART – IT HANDLES  
AS GOOD AS IT LOOKS!**

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**KART**  
**WORLD CHAMPIONS**

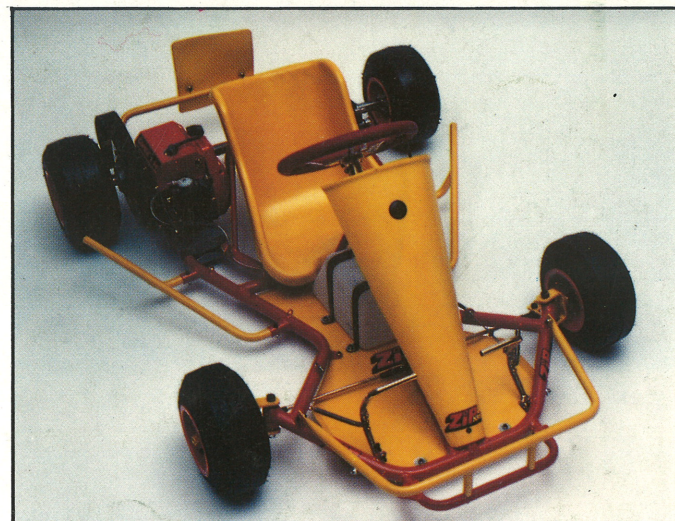
PINDAR ROAD, HODDESDON, HERTS.  
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BRITAIN



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SUPERKART**

DECEMBER 1986

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*The  
Season's  
Greetings  
to One and  
All*

**DONINGTON INTERNATIONAL**



**Commences  
Sat 6th Dec '86**

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Suede (5's & 6's)	£18 a pair
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Zip Black Sweat Shirts (all wool)	Only £5
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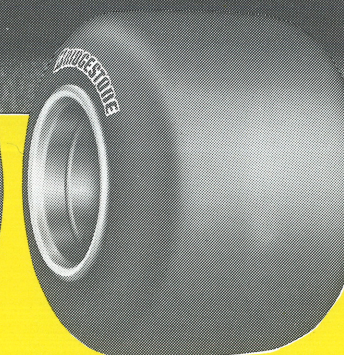
**OPENING**

Sat Dec 6th  
Mon 8th to Fri 12th, 8 to 5  
Mon 15th to Fri 19th, 8 to 5  
Mon 22nd, Tue 23rd, 8 to 5p  
Tue 30th, Wed 31st, 5pm. Fri 2nd

# BRIDGESTONE Tops on the Kart Chart.



DRY-1



DRY-1 SL



WET-B

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

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**BRIDGESTONE**



Derek Rodgers record holding ZIP GP Anderson Rotax, Kelgate Brakes, adjustable front Torsion Bar, both types of bodywork. Maintained regardless of cost — £2,650, or will split.

**Telephone: 061-303 0405 (after 6pm)**

FOR SALE — ZIP GP with Kelgate brake, suit 250/125 — £1,000, or with 125 Rotax — £1,200. Bandit chassis, used twice, with full body — £1,000. Also lots of assorted spares available. Ring:- (0480) 860823.

### EXCHANGE OR SELL

1981 (W) Marina 575 van, excellent mechanics, new MOT, taxed. (**value approx £800.**) Wanted! 125/250 short circuit kart. Ready to race. Cash either way.

**Telephone:**  
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### 125cc AERO ROTAX

Fully tuned by Roger Goff. Very fast, 4 meetings only. Superb condition **£925** ono.

OR Part exchange 100cc kart.

**Tel: NORTHWOOD 28006**

ZIPKART 100cc MANX, raced twice from new. Very good condition, very fast. Many spares. £295 ono. Telephone (0773) 862598 (Derbyshire).

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Zip GP Silverstone body and short circuit pods. 125 Rotax, fully tuned, 250 clutch, new barrel and big end, rev counter etc. Very quick.....**£1,250**  
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**Telephone: 061-682 6271/  
061-338 6225**

WANTED! 125 ROLLING CHASSIS COMPLETE (must be good!) Also 210 engine. Telephone John on (0572) 812235 daytime or (0572) 813437 in the evening.

100 NATIONAL GILLARD PARILLA TT27. Freshly rebuilt, spares, wets, stand. Excellent condition £375 ono. Telephone 01-783 0606.

100 BRITAIN/NATIONAL. Wright National Chassis. One seasons competition, then stored. Immaculate condition £230. Wright Britain chassis. Two seasons old £225. TKM FF99TT'd, major rebuild two meetings ago, new liner. Just run in £250. Parilla TT22 works tuned. Just had rebuild £285. Spares for sale. Telephone Jonathan on (0874) 730444.

### BARRY TOMLINSON'S SUPER QUICK 250 NATIONAL ZIP G.P.

Peak revs tuned Yamaha YZH, Mikuni carb, Hitachi ignition, PMP pipe, long circuit trim.

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EDR ROLLING CHASSIS includes full and club bodies, 4 sets of one piece wheels and tyres. All in very good condition with many spares. Offers around £795. Telephone Rob Hipkin on (0664) 63208.

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Build-up your own business in your spare time.

**Contact**  
**Philip Burrows**  
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SWAP SUZUKI GS550 'W' Reg, value £600 for long circuit 210 Villiers outfit with bodywork, spare engine, etc. Telephone Redcar (0642) 471913.

### 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)**

PHOENIX/ROTAX 125, tuned, new Bridgestones, blue, Minilites, spares, maintained regardless of cost. A bargain at only £1,150. Also, Mercedes Transporter/Caravanette 45,000 miles — fridge, oven, sleeps four (beats hotel bills). Serviced with new tyres. Offers!!! Telephone Doug on 01-460 3583.

100 BRITAIN/GILLARD PARILLA, chassis twelve meetings old, fully tuned engine, excellent conditions. Trophy winning outfit. £375. Telephone Tamworth (0827) 287877.

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Fiat 79 FIO LWB. One of the most complete purpose kitted, vehicles available for kart racing. Sleeps 4 — takes 2 full bodied karts. For full details ring Ian on **061-737 4578**

ZIP GP ANDERSON KTM 250 NATIONAL, immaculate throughout, ignition retard, Silverstone bodywork, two sets standard bodywork, one race since re-plated barrel, spare brake system, radiator, exhaust, new YBR's once used YBF's, kart trolley and many spares. £1,150. Telephone Gavin on (0924) 495599 (Yorkshire).

### 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 GP 125 ROTAX, some spares £750 ono. Leathers 5FT10" and 6FT. Ask for Geoff Glazebrook on 051-336 7000, ext 398 (Business hours only).

MARTIN HINES' BRITISH CHAMPIONSHIP WINNING OUTFIT, Zip Rotax, fully rebuilt for Silverstone '86, but not run. Complete with 16 wheels, sprockets, 1 short circuit trim, 2 Silverstone bodies and spares. £1,895. Telephone (0924) 460860 after 7pm.

### KMP TEAM EQUIPMENT

#### For Sale

The Lightning coach, plated and taxed, very reliable, approx 20mpg. £800.

Cooke's 125 Dino KMP Rotax, fully rebuilt with 2 full bodies, nose end plates and wets. £1,000 ono.

Kali KMP Rotax, chassis four meetings old with wets. £1,000 ono.

Mark Allen's 250 KTM engine complete with radiator, exhaust and carburettor as used at Donnington.

Bare 125 S Dino Chassis, repainted £150.

One Tatty Villiers Rolling chassis, complete £75.

Dale Sabre 210 KMP chassis and engine fully rebuilt, immaculate condition. £750.

100 National TKM complete with wets £300.

*Many other Villiers parts available.  
Also wheels and tyres.*

**Contact: Mark Allen**  
**Daytime Caverdon 2441**  
**Evenings Leamington Spa 883540**

ZIP 925 ROLLING CHASSIS, very good condition, plus part worn set of wets on rims. £400. Telephone (0933) 318075 evenings.

BRAND NEW 250 YZ'F' YAMAHA, plus merlin pipe. £240. Telephone (0933) 318075 evenings.

### VIXEN LEATHERS

*Note our new address:-*  
**Loughborough Road (Ken Ives)**  
**Tel: Leicester 669785**

ALTERATIONS — REPAIRS — LININGS — ZIPS  
*New Suits to Measure*

## JOIN THE 210 VILLIERS DRIVERS CLUB

And celebrate the 27 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 £3**  
**To: Tom Thacker, 7 Mount Pleasant, Cheslyn Hay**  
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**Telephone: 0922 413300**

## RISHTHAS SATC

**Finishes**  
**Sat 3rd Jan '87**

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Zip Turbo Visor only £11

Noise Boxes £8.50  
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35 Chain £7.00  
DID 428H £7.50  
219 Sprocket  
Sizes 64 to 75 £2.00 Each  
Small can Triplon £1.00

### SEE THE NEW ZIP CADET KART FOR THE NEW RAC CLASS 8 TO 10 YEAR OLDS

### 20 ONLY. ZIP TEAM JACKETS. VERY SMART

Small, Medium, Large,  
Extra-Large £28.75

Two Jackets with names on,  
Martin, Nick  
£20 HALF PRICE

### NEW! NEW! NEW!

COMER MOTORS  
60cc or 80cc  
NOW IN STOCK  
£225

HONDA  
4 STROKE MOTORS

### OUR NEW LIGHTWEIGHT 125cc KART IS ON SHOW

ZIP TWO PIECE DIE  
CAST WHEELS, ANY  
SIZE £30 SET

ALLOY ONE-PIECE  
WHEELS £55 SET

SELECTION OF  
BRAKE DISCS FROM  
£5 EACH

### FOR THE CALLER ONLY

*A selection of radiators  
all at £5 each.*

*Assortment of Second  
Hand tanks and  
bodywork.*

*Also front fairings all at  
greatly reduced prices.*

**THESE ARE ONLY A FEW OF  
THE MANY BARGAINS ON OFFER!**

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with Honda  
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### £££ AMOUNT ENGINES

Valve £1,975

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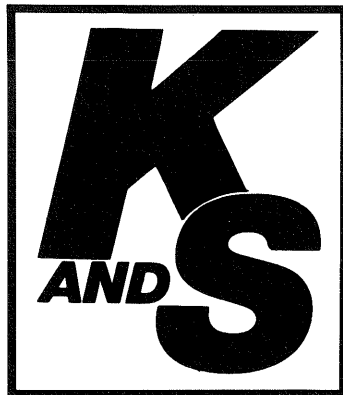
NEW  
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AR  
TRODUCTION  
THE SALE  
IOD

### HOURS:

8 to 2pm.  
pm. Sat 13th, 8 to 2pm.  
pm. Sat 20th, 8 to 2pm.  
m. Wed 24th, Close 2pm.  
l, 8 to 5pm. Sat 30th, 8 to 2pm.

**PHONE IN YOUR JANUARY MINI ADS NOW!!**





## FRONT COVER:

The Formula E Bandit 'Squad at Silverstone during the European Championship:- Martin Hines(2), Ian Shaw(20), and Roger Goff(3).

(Pic: Iain Blair)

## MONTHLY Ed Says

Come any year end there are always lots of things which have happened during the season, some good, some bad, open for discussion, criticism whatever. For openers, let's confine ourselves to a few good points, particularly the prospect for 1987 on the 100cc engine front. It comes in the form of E.M.E.'s unveiling last month of its Hornet and Mosquito units to the press. An unprecedented step, at least unprecedented for several years and taken by a British manufacturing company whose guiding light is Charles Prior, long intimately associated with 100cc karting in this country. For some time a vacant slot had existed in the British engine market and Charles Prior with his associates had the acumen to realise as much. The engines, produced in ultra-quick time, are discussed in detail elsewhere in this issue and it is hoped next month to be able to provide a track evaluation. Suffice to say every success to the venture is wished by this magazine. The performance of both the Hornet and Mosquito will be keenly followed.

The RAC 100 National Super British Championship this year ended in acrimony and violent scenes, something not to be condoned and resulted in the matter going to tribunal. On 4th November the RAC deliberated and gave in favour of Allan McNish. Prior to the decision being laid down the Wombwell Sporting Association KC invited all those who had competed in the event back to the Barnsley circuit for an official presentation and to enjoy a day's racing, hopefully to bury the hatchet on the whole distasteful incident. The result, only a handful of National Super driver bothered to attend — Andrew O'Hara, Steve Sykes, Allan McNish and a couple more. Those few aside, not only does this 'Super Breed' shirk responsibility of supporting Clubs, individuals can not even be bothered to support each other!

On the face of it the Super clan would appear to be very insular community, that is when it suits. It believes itself a cut above the rest and regards its territory sacrosanct and holds so against officially recognised

*continued on page 3*

## CADET NEWS

Following the RAC Announcement last month on Page 7 which detailed the specifications for the new Junior Class karts, the RAC advise it necessary to clarify the following points:-

### BUMPERS

**Front Bumper:-** 15mm minimum diameter tubing with adequate wall strength.

**Rear Bumper:-** 18mm minimum diameter tubing with adequate wall strength.

### WHEELS

2-Piece, either spun or dycast aluminium can be used.

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.

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Trevor Cryer assesses the success of this Short Circuit 250cc challenge and details plans for 1987

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## CLUB SCENE

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

## WHERE AND WHEN

### 14th DECEMBER

KIMBOLTON — (10 miles west southwest of Huntingdon, Cambs) — Turkey trot meeting  
CHASEWATER — (Pleasure Park, approx 1 mile from Brownhills, Staffs)  
ROWRAH — (4 miles from Frizington, Cumbria) — Turkey Trot Meeting  
TILBURY — (Dunlop Road, Tilbury, East London, near Tilbury Docks)  
WOMBWELL — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)

### 21st DECEMBER

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

### 28th DECEMBER

BLACKBUSHE — (Via Cricket Hill — off A30 — and Vigo Lane, Yateley, Surrey)  
FULBECK — (8 miles from Newark, off A17 at Brant-Broughton Crossroad, Notts)

## IMPORTANT

All Clubs are reminded to submit dates for their 1987 events as soon as possible to Kart and Superkart for inclusion in 'Where and When'. Details to:-

**Kart and Superkart Magazine,  
Pindar Road,  
Hoddesdon,  
Herts EN11 0DE**

*Next month's features include:- The Genk 4 Hours Enduro; Reflections on the Junior World; Australian Superkarts Adelaide; Mondello Park and Channel Islands roundup, plus more. These items correct at time of going to press. Publication date:- Thursday 1st January 1987.*

# MINI-ADS

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1985 ZIP 925 ROTAX 125, three meetings since full engine rebuild. Kelgate brakes, spare replated barrel, as new, wets, two sets of Vega's, plus spares. Blackbush champ '86, third Rissington '86. £1,300 ono. Telephone (0252) 334706.

AERO PANTHER/YAMAHA 250 NATIONAL with three sets of Bridgestones on rims, plus spares. £600. Telephone (0926) 50981 Warwickshire.

FOR SALE — 1985 KTM 250 watercooled engine. Just rebuilt with new crank, clutch and replated barrel. £500 ono. Telephone (0480) 73111.

KALI TT27 100 NATIONAL. Excellent outfit. One pice rims with brand new Bridgestones. Engine needs running in. Stand and few spares. £450. Telephone 01-937 2520 evenings.

ZIP KTM 250 NATIONAL four wheel brake Kelgate's. Full Zip body and pods. Long circuit trophy winner. POA. Please ring Mike Fowler on Chester 383148.

ZIP GP SIDE TANK, pod, nose cone, rear wing, all in very good condition. £65.00. Telephone Wigan 725460.

KELGATE ZIP ROTAX 256 with spare pistons, heads, barrel, ignitions, set of tyres and bodywork. £2,100. Telephone Harrogate 866120.

## 210 NATIONAL OUTFIT

Barlotti chassis, new clutch, main bearings, cases and piston, spare exhaust, wets on rims and some bodywork. Would suit novice.  
**£350 ono**

**Tel: (0278) 428891  
Bridgewater, Somerset**

210 BARLOTTI, Motiv pipe, wet and dry Bridgestones on rims, rev counter, spare engine etc. Trophy winner, ready to race. £495 ono. Telephone Staines 54648 (Middlesex).

ZIP GP 88, two KTM engines, 85 KMP, tuned Stratos, full body and short circuit trim. Spares too many to mention. £1650 ono. Telephone (0252) 546036 after 6pm.

## NEW ENGINES FOR 210 NATIONAL CLASS

Latest strengthened crank cases.  
Latter type Upton Barrel.  
Updated Alfa crank complete with Motoplat and coil **£490** less carb and pipe.

**Contact:**  
**TOM THACKER SPARES**  
2 Mount Pleasant  
Cheslyn Hay  
Nr Walsall, Staffs  
Telephone (0922) 413300

250E ZIP ROTAX 1985 over £2,000 spent this year (bills). 4 pot brakes, aeroquip, cylinders overhauled by Kelgate, engine completely rebuilt with brand new cranks. Latest 2-piece heads, spares, tools, slicks, wets, rims, pit trolley, helmet, suit. 6 trophies in nine meetings. Good competitive kart £1,595. Telephone (0734) 733765 Wokingham.

ZIP BOLTACO 250 LONG CIRCUIT KART, spare set of wets, nose cone, wing, spare tank. Ready to go. £650 ono. Telephone Buckingham 814504 after 6pm.

TKM 1985 ROLLING CHASSIS, adjustable caster, camber, numerous trophies in 100 National. Excellent condition £225. Telephone ((0582) 660847.

RD250 YAMAHA INTERNATIONAL, Zip chassis, numerous spares, slicks and wets on rims, stand, trailer included. Good condition. £550 ono. Telephone (0531) 2324).

## 100 BRITAIN

Two Devco tuned Arrows. Both rebuilt and on 1st bores. Foast and ready to win. **£200 each.**

**Tel: GUILDFORD 503644**

ZIP YAMAHA 250 INTERNATIONAL, 4th overall, 1st Yam in 250 Super challenge. Ready to race. £550. No offers. Help given to novice buyers telephone (0480) 57742 (Huntingdon).

125 P & R BARLOTTI HONDA, spares tyres, wets, fibreglass, some spares, leathers, boots. Ideal novice outfit. Ill health forces sale. £550 ono. Telephone 051-355 3284.

CTRP 250 ROTAX, 1983 motor, long circuit bodywork, slicks, wets, new Brembos, quick clean outfit. £1,250. Or exchange quick and reliable 210 outfit plus cash. (0332) 703788.

1985 DAP JETA ROLLING CHASSIS with sidepods. Immaculate condition. Red Zip rims, Bridgestones. Complete and ready to race. £250. Telephone 01-339 4083.

PHOENIX LONG CIRCUIT KART WITH FULL BODY and sidepods. Complete with fully tuned engine (Chris Stoney rebuild). Full set of Minilite rims and tyres, wets and slicks. Numerous spares including carbs, ignition, and spare glass if required. Selling due to expanding family. £1,300 ono. Telephone Andy Cawgill on (0756) 60924 daytime or (0535) 34759 evenings.

ZIP GP 125 ROLLING CHASSIS short circuit trim, good handler, never bent. £350. Possible swap Zip 925 or similar. Telephone 01-451 5126 or (0933) 77557.

## 1986 Team Equipment For Sale

DAP GREYHOUND mag fitted with ex JOHN ALCORN works PCR £550. (Rapid Outfit)

SPRINT 32mm chassis fitted. Very vast ex KEVIN WARNER works HEWLAND engine £500. (12th British Championships)

SPRINT 30mm chassis fitted ex TERRY FULLERTON SIRIO engine £400.

DAP JESELO chassis £100.

UFO (Britain Chassis) £100.

**I am willing to split any of the above outfits.  
Telephone: (0777) 707011 after 5pm.**

RETIREMENT SALE. 250 INTERNATIONAL ZIP GP/ROTAX. Proven trophy winner. 1985 and 1986 Cumbrian Champion. 1986 Border Champion. 5th in 1986 RAC British S/C Championships. Everything must go. Spares include crank assembly, cylinder head, rotary valves, exhaust, clutch parts, slicks, wets, wheels, bodywork, floortrays, radiator, tyre remover. £1,750 ono. Telephone (0900) 817045.

## LYNTON COMMERCIAL UNITS

We have a number of fully enclosed van trailers suitable for use as kart carriers and workshops. Approx internal dimensions are: length 7' 6", width 5' 0", height 5' 6". Rear entrance door with side canopy. Full MOT, road lighting and breaking on single axle system.

**Prices from £500-£100**

**Contact:**  
**LYNTON COMMERCIAL UNITS**  
Constable Street  
Gorton, Manchester  
Telephone: 061-223 8211



battle and displace Wilcox from the tail of it on lap 7. As Wilcox dropped back Andy Roberts joined him and squeezed by on lap 10. When Fergie Faulder put the last lap board out eveyone pressed forward because a decent hanky covered the front four and one wondered if Walsh could hold out under such intense pressure or if they could all stay on indeed. Well they did and Mills managed to squeeze past Hair for them to cross the line almost together well clear of Roberts, Wilcox, Bush, Hind and Beecroft. Terrific stuff worthy of a championship final.

**NATIONAL AND BRITAIN NOVICES**  
Only a handful but much safer on their own with the quality of the drivers present in these classes. Michael Carter's Dart/TKM saw to two easy wins in the heats whilst Martin Sunderland and Peter Fowles shared the second and thirds. In the final Carter shot off from pole and held the lead to the flag. For 9 laps Fowles hung on to his heels until he stopped in a cloud of smoke just short of the chicane leaving the Britains of Tim Harmer and Mark Rogers to contest the second spot with Harmer making it to the line by half a kart length and the pair only some 10 yards behind the leader. R. Booth was fourth and after his first lap spin Sunderland fifth with Paul Newbest the only other unapped driver.

**100 NATIONAL AND SUPER NATIONAL**  
With five supers and some very quick Nationals it was not surprising that we should get some terrific scraps here. Heat one went to Steve Tillett (still wondering if he would be crowned British Champion) with Mark Rose (Nat) and Stephen Sykes (Super) 2nd and 3rd. Heat two went to a rejuvenated Scott Banks followed by Alan McNish and Tillett. So for the final we had Tillett on pole with Banks alongside, Sykes and

National flyer Rose on two and a third row of McNish and Jon Hird. Starter John Walsh disappeared from my view in a cloud of smoke as his lights went to green and how they got round the top bend was beyond me but as Banks, Tillett and Sykes came into the chicane abreast it was obvious that they weren't going to make this one and they didn't. Sykes went over Tillett and karts flew everywhere in the resulting pile-up. Wolstencroft and Cope did the easy thing and missed the chicane but several of the front runners bit the dust with worst hit being Tillett whose wheel was smashed in the impact. Unfortunately this ruined what would certainly have been a terrific race. Hird and Stephen Day restarted at the rear but poor Alan McNish was unable to restart. Banks had soon carved out a fifty yard lead over Rose whilst Jon Earnshaw and Stephen Sykes were another 50 yards back and the field strung out in a procession. As the leaders started lap 3 McNish re-appeared between the first two (later to be excluded for receiving help starting) and he proceeded to pass Banks and pull away. By lap seven Sykes was past Earnshaw and set about chasing Rose who in turn was slowly closing on the leader. However as the laps started to run out Sykes appeared to settle for third well clear of Earnshaw, Philip Woolley, Hird and Day. So it stayed to the flag with Banks some 1.7 seconds clear of Rose with each first in their class.

**125 & 210 GEARBOX**  
With twenty odd entries some interesting battles in store but there was never going to be any doubt about the overall winner as Jonathon Shaw decimated the opposition to win both heats by a mile. Andy Bratley's 3rd and 4th gave him second spot for the final with Pete Ingels Villiers alongside Graham Morris's Rotax on row 2. As the field left the flag Barry Sherriff blasted out of the pits to join the fray nearly half a lap

adrift and in 16th place at the end of lap one. Not unnaturally Shaw was soon out of sight of the rest of the field being 9 seconds clear at the end of lap 1. The second spot changed hands quickly as first Bratley, then Peter Powell and finally Rod Harpham headed the pack. Ingels was busy keep replacing his plug lead and Ron Smith gave the marshalls post a fair whack whilst Sherriff was quitey (well not really!) working his way up the field. Lap nine and Harpham disappeared promoting Powell back to second but a lap later Sherriff was by him but with no hope of challenging Shaw who won by a whacking 38 seconds. Novice Graham Oades won the Villiers despite being a lap down on the Rotax winner and Sherriff and Ray Shirley claiming the second spots. Unfortunately Oades failed to make the weight elevating Shirley to 1st and Ron Smith to 2nd.

**250 GEARBOX**  
A familiar story in the big gearbox brigade with Bob Kennings still having time to play a tune on his pipes going up the straight. He won heat one and then ground to a standstill on the line at the start of the last lap of heat two leaving Alan Mills to take the honours. This gave Mills pole alongside Tony Keele (Nat) and with Nationals of Neil Ward and Alan Flewitt with Kennings tagged on at the rear. At the end of lap one Mills led from Kennings whilst Ward and S. Skinner were contesting the National lead. Next time up the straight and Kennings flew past Mills and began to pull away. From then on in the only action centred round the tremendous battle between the two leading Nationals which was finally resolved in Skinners favour when he nipped through on lap 9. At the flag Kennings lead was some 20 seconds whilst Mills just held off the Nationals of Skinner and Ward.

Brian Lord

**Ed Says continued.....**  
'interlopers', such as McNish. It might be a case of the 'face does not fit', but McNish has proved a gifted driver, adept enough to play the rest at their own game when needs be — and beat them. The fact that the others took umbrage smacks of hypocrisy and brands them unworthy of the title 'Super'. It can only be hoped that next year's batch of Super National recruits does not forget where its roots lie. McNish's progression into single-seater racing can only be karting's loss, but he has the ability to establish a career for himself in any other form of motor sport he chooses, whilst the rest live in a world of contact driving, equipment destroying fairyland.

The introduction of a 125 Super National category on Long Circuits next season has met with mixed feelings, not least amongst those who do not meet the criteria for upgrading, outlined by the RAC and published last month. As far as the criteria is concerned, to use one-off meetings like Silverstone and the Donington UK CUP as yardsticks in determining a Who's Who, might not be such a good idea because, in the case of Silverstone some drivers limit themselves to that event only, perhaps using a Cadwell event or such for testing and setting-up apropos to competing in the big one and are not seen during the rest of the year. Therefore it is distinctly possible, even likely, that an outsider will finish in the first twenty proposed, giving a false impression of his or her performance in the class. The same could be said of the 125 UK Cup for that matter. To be perfectly fair any assessment should be based over a season, using the British, the Cadwell and any championship series, also not limited to one marque of equipment because that would introduce bias.

Under the proposed criteria it seems there will be around 35 to 40 drivers eligible for the 125 Super category and fears that segregation will be detrimental to 125's continuance as the most popular class in gearbox karting has been voiced by many and that a down turn in numbers at events next year can be expected. Many feel that segregation will result in a 125 Super National race at Silverstone with the 'GP' plates being awarded to the winner in that category, whilst the rest participate in a non-prestigious event. Most would prefer to retain the present structure, where even the most humble has a chance of rubbing shoulders with the regular front-runners. The creation of an 'elite' and 'others' situation is all very well for the lucky ones, but for the 'others' it could create a feeling they are regarded as second class citizens and thus remove the enjoyment of competition and self-motivation. Already some drivers have said if they cannot race against the Stoneys, Cowards, Prices and the like they will pack up 125 National and seek another class where no such barriers exist or, at the worst, finish with karting altogether.

Criticism that segreation will be more onerous and time-consuming to Clubs, remember it's Long Circuit only, does not really hold water, except in the cases of Silverstone and Donington UK Cup. At most meetings 125 grids necessitate 'split' heats, with Super and 'Ordinary' there will be no increase in the numbers of heats, nor will it be necessary to cross-mix grids as it is at present and there should be no need for a Qualifying Final. On the other hand it will mean Silverstone having to cater for an extra four races, adding to an already overcrowded programme.

The foregoing paragraph presupposes that there will be segregated 125 drivers at Silverstone and the Donington UK Cup and if that is the case then there will be a lot of ill-feeling. If 125 Super drivers only are to be allowed to race for the prestige of the 'GP' and 'O' number plates many forecast 125 National will be on the road to decline.

Every proposal can be blown full of holes, but that is not the intention, rather the ramifications of the proposal be examined in greater depth before irreputable damage is done to a proven system.

However, to be fair, when the 'Green Paper' was published last October (1985), wherein it was suggested a 125 Super category might be created, sufficient time was allowed for criticisms of the proposal to be voiced to the RAC. How many directly involved actually took the trouble to pen letters on the subject to the Governing Body is not known, but it is fairly certain there was no majority representation on the issue.

Lastly, the RAC has requested further clarification on the subject of carburettors which appeared last month in RAC News on page 3.

**Britain:-**  
**Para:** S.3.2.3. Should now read:- "Only one carburettor is permitted and, except (C)\*, all must use a Tillotson HL pattern in standard factory form (this may have the front bore partially machined to 27.1mm). No other machining or modification allow."

\*(C) — refers to McCulloch MC91 and MC92 — ED.

**100 National Super:-** Unmodified slide carburettors of British manufacture, retailing at a maximum price of £55 or may use the normal ones in current use.

All that remains is to wish everyone the Compliments of the Season and a Prosperous 1987. **Ed McCormick**

## RAC News

### Mini-Karting Italy

Mini-Kart racing using the 60cc Comer engine has been going in Italy for about three years. Therefore it seems reasonable to assume that if there were any snags then they would have been ironed out by now. The RAC in looking for a new class for young karters considered that the "60 Mini" class would be ideal to introduce especially as there was the experience of Italy to learn from. I was fortunate enough to be able to visit Italy last week-end to see the class in action.

The racing meeting at Parma was the last round in a series, catering for the Italian 100, 125, and 60cc classes. However, my interest was only in the young drivers, boys and girls on their mini-machines. There were 29 young competitors with the racing organised the same way as the bigger karts. Timed-practice, heats to arrive at 22 Finalists. Although the mini-karts use a shortened Parma circuit, it was still 800 metres in length with 8 lap heats and 12 laps for the Final. The racing was close, exciting and as professional as the rest of Italian karting. In the final 22 started and 22 finished, illustrating the reliability of the equipment.

The Comer 60 motor is used "box-standard". The engine comes complete with exhaust and carburettor and none of the power unit is allowed to be modified in any way. Scrutineering checks are carried out with Go-NoGo gauges supplied by the factory. Each unit is supplied with a set of drawings of all relevant items making more detailed checking relatively easy. The karts all run with the same gear ratio 8-74; this is the same for all circuits. The class also uses the Vega tyre developed for mini-karts, I was told that they are expected to last for at least 10 meetings. Only one power unit is allowed per meeting. The motor, carburettor, chassis and tyres being marked in the usual way by paint. As between race maintenance is minimal there is ample time for sample checking between races and the karts were packed in the scrutineering area for this to be carried out.

I was able to visit the Comer facotry which assembles and markets the engines. Comer is

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part of a group of seven factories whose main products are small industrial engines and machines using these motors such as chain-saws, rotovators, cement cutters etc. Mr William Santini, owner of Comer and part owner of the group, an ex-karter saw the possibilities of adapting one of their small engines for karting, therefore the mini-kart. I was taken to three of the factories in the group, apart from a few items the engine parts are manufactured in the group. One company supplies the pistons, another the castings. Quality Control is excellent all plants having modern up to date testing equipment, most of it British. Mr Santini complains that because his motors are so reliable his spare part business is almost non-existent.

Because the power unit, tyres, gearing are standard the only items for tuning are the chassis and the driver. A lot of time and effort appears to be spent in Italy on setting up both for good, safe competitive kart racing at reasonable cost. I was very impressed with what I saw and the class should be a success in the U.K. offering a relatively inexpensive, with minimum heartbreak entry into karting.

A lot of Dads will appreciate the pull-start and the centrifugal clutch, no pushers, hernia free karting at last!!

**John Sutton, Chairman,  
RAC MSA Kart Committee**

### KIMBOLTON ANNOUNCEMENT

Hunts Kart Racing Club announce they will allocate time during their meeting on 14th December for demonstrations to be given by the RAC's new Junior Cadet Class. Two periods have been allocated, one during the lunch break, the other mid-afternoon. All 8 to 11 year olds lucky to have one of these new karts are welcome to come along — **FREE OF CHARGE!**

**Enquiries to: Stuart Perry on (0234) 68844.**

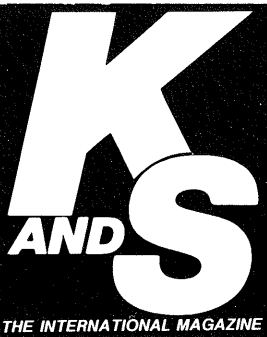
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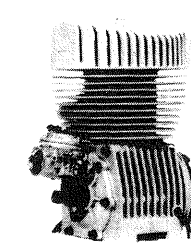
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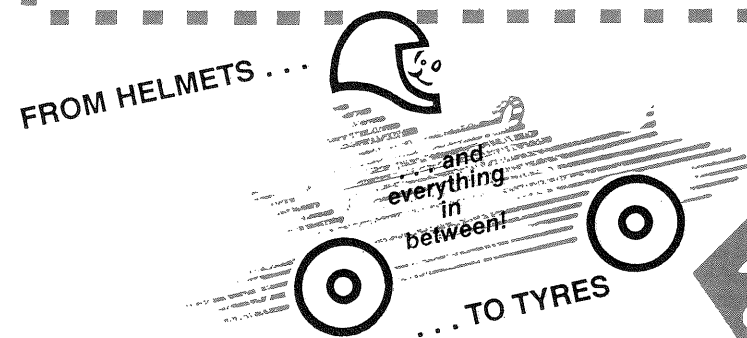
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## CLUB SCENE

N.S.K.C. Junior Trophy went to George Moodie, with runner-up David O'Brien from Thrumster.

G.R. Sutherland Shield, outright winner Junior Britain was Mark Falconer of Inverness.

Moodie Shield went to Mark Falconer with Desson MacDonald of Lenzie runner-up.

N.S.K.C. Senior Britain Trophy was won outright by Sandy Grant, Boat of Garten.

Sutherland Trophy for 100 National went to Norman McLeod of Golspie with Jeff Stewart of Beaully runner up. Club Drivers only.

D.H. Melville Trophy, Open 100 Nat. went to Andy Graham of Kinneswood with Norman McLeod runner-up.

N.S.K.C. Class IV Champion was again retained by Roy McQueen following an excellent season with Bill Urquhart (both of Inverness) runner-up.

Firth Cup (Class IV) also went to Roy McQueen with Bill Urquhart runner-up.

Mackay Rogart Trophy for the 250cc class went to Vice Chairman Bevan Fraser of Embo, with runner-up Richard Simmons of Thurso. A light moment in the proceedings was had when he was also presented with a small revolver for his pushers (this came about due to his last outing when his pushers, pushed him all the way down the straight in an effort to get him started without success. It turned out to be a bad electrical connector).

Cruickshanks Trophy Class I was jointly won by George Moodie and Mark Falconer with Class IV going to Roy McQueen.

Clydesdale Bank Shield 100cc Club Champion, Mark Falconer took the honours. Sutherland Bros., Scroll Shield for Class IV Champion went to Roy McQueen.

Mackay Shield. 100cc Open Champion was Andy Graham.

N.S.K.C. Class IV Open Champion Trophy went to Roy McQueen.

S.J.D. Robertson Trophy for Junior Driver was won by George Moodie.

W.E. Sutherland Memorial Rosebowl for the Best Novice was won by Robert Brady of Muir of Ord (an excellent win for Robert in his first year of Karting).

Tarry Isle Trophy for the best Inverness Driver at the Scottish Championship this year went to Roy McQueen. (He's definitely bringing a wheel-barrow next year, especially if his nephew Mark Falconer keeps up with him).

Gleaner Oils Cup for the best improved driver in '86 went to Martin Foyle of Wick. This driver has really improved his performance this year.

Lowes of Lairg Trophy (a new one) given to best improved 100 National driver went to Jeff Stewart.

The Hard Luck trophy, given to a driver who was always so near but could just not make it, went to Ian Rae of Thurso a popular (case) driver.

We then then came to second light-hearted part of the evening when a trophy was given by the track marshalls for the Grass Cutter of the season this was easily won by Ian Rae (who I might add seemed as pleased to win this as a championship trophy).

Most Improved Mechanic went to Ritchie Falconer (Mark's father).

Pentland Kart Club best novice was Richard Simmons and Class I Champion was Martin Foyle.

A special trophy to be presented annually to a member of Pentland or N.S.K.C. was the Broken Track Rod (this consisted of a track rod cut in half and welded in a V mounted on a wooden block, this also went to Ian Rae (poor Ian but he took it all in good fun).

Pentland Kart Club consists of drivers from the far north of Scotland who are also members of the North of Scotland.

A special thanks was made by the Chairman of the club to all the helpers throughout the season with the request that they carry on the good work in '87.

He then proceeded to call out all the ladies who give up their time to help out on the gate and canteen. They were all presented with a bouquet of flowers.

It was then time for the other serious side of the evening, dancing to a great trio in the form of Truckers Band, a really great evening was had by all, (some even carried on to the small wee hours at their own private parties afterwards). Sunday dawned but despite a good grid entry there wasn't the same urgency, (could it be the thick heads?). No one seemed to worry if we started on time or not, they were just going to enjoy themselves as there were only day trophies to race for, plus some cash prizes thanks to our sponsors of the day Gleaner Oils Ltd. Finally we're away with practise over karts checked and drivers more eager to go.

Onto the grid went the junior drivers with Mark Falconer, Inverness and Desson MacDonald of Lenzie the only two Junior Britains and behind them David O'Brien, Thrumster, Stuart Mutch Kintore, Lee Livingston Inverurie and Steven Wilson having travelled up from Mentrice to show his skill. With only a few laps gone there was a bad spill with Mark and Desson becoming locked together as they went into pit bend and flipping themselves off.

Mark had to retire for the rest of the meeting due to damage to the kart and being badly shaken up himself. Desson was able to repair his kart and carry on obviously taking the flag with no competition. Junior Cadets saw young Livingston in fine form (having taken a much sought after position vacated by Melville who has now moved up to Britains).

In the final it was Livingston first past the flag with Wilson second and O'Brien third.

125 National saw four take the grid chasing after the Meg Polson Memorial Cup, this was soon reduced to three when Bill Urquhart had to retire due to mechanical problems. This left Roy McQueen, Les Cranston of Inverness and Robert Brady of Muir of Ord. Roy took the first two heats with second place going alternately to Les and Robert, the third heat saw Les take the flag with Roy hot on his tyres and Robert bringing up the rear. In the final Roy was determined not to make any mistakes and despite a slow start took the lead, then lost it again to Les but regained it soon after and that's how it finished, with Roy 1st and Les 2nd and Robert bringing up the tail.

100 Nat as usual saw the biggest grid with 12 full drivers and 4 novice drivers. Local boys were David McLachlan, Martin Foyle, Ian Rae, Graham Mackay, Darren Parks, Sandy Grant (who has now changed his class) and novices Peter Polson and Richard Simmons. Supporting them were Ted Sijsma, Derek Hay, Ron Crombie and Novices Chris Topham and John Mills from Kingdom. The heats were certainly dispersed with Rae, Stobie and Parks all taking one, Parks putting up the best performance taking 5th, 1st and 3rd in the heats putting him on pole for the final. With the flag down they were off, Parks shot into the lead and stayed there (much to my delight) followed home by Stobie who had started to close the gap due to the leader coming up on back markers. Third man home was Hay then Rae, Foyle and McLachlan in that order.

Best Novice was John Milne.

The trophies were presented by Peter Polson's (Megs husband) daughter Angela.

A really super end to a good season. Any one wishing to join the club in '87 should contact Gerry Parks on 0463 81 404.

The North of Scotland Kart Club would like to express its sincere thanks to all officials, helpers, members, sponsors and drivers during '86. Hope to see you next year.

G. K. Parks

## Fulbeck

SUNDAY, 26th OCTOBER

Just two months after all gloom and despondency, here we were, back again at Fulbeck, and with the likelihood of being able to continue as normal, providing no problems were encountered. I'm glad to say that none were and club stewards Nigel and Sara Edwards successfully kept away non-karting visitors so all looks well for the future. To add icing to the cake the word had got round and over a hundred entries braved a bitterly cold north wind to enjoy some super driving in a very pleasant Autumn sunshine.

### CADET AND JUNIOR BRITAIN

With nearly half the Junior Brit grid made up of novices it was obvious that the top Cadets would be looking for some senior scalps here. In the heats Martin Jubb won the first and was awarded the second when winner Guy Linton failed to tip the scales. British Champion Simon Redman managed a second and third but Cadet Guy Smith's second and fourth was enough to place the youngster on 3 for the final alongside another Cadet Nicholas Lamb. Worthy of note was Novice Darren Grays 5th spot ahead of several experienced campaigners. In the first bend Jubb took the lead as the procession came out in grid order, three of the mid field came together round the pits but as they screamed up the straight the kart Sport driver had already opened up a useful lead. Next time through the chicane Mark Blair spun and Gray followed shortly after spoiling what could have been a creditable place. As the race settled down Jubb was well clear and only mechanical failure could rob him of his win but Redman was coming under intense pressure from young Smith and Linton was storming up through the field. At the end Jubb cruised home to a 5 second victory and Redman shook off Smith who just escaped the attentions of the rapidly closing Linton. Lamb was next ahead of fellow cadet Jonathon Greensmith with Gavin Hogg, Grey and Nicholas Duffield claiming the next few places.

### SENIOR BRITAIN

With a huge entry and several of the classes top drivers this was always going to be a good day and the final didn't let us down. In the heats Hazlett and Walsh had won and the pair shared the front row. Two steady drives from John Wilcox and Michael Hair gave them the second row ahead of Michael Mills and Michael Riley. Into the first bend the field sped arriving like a blanket but as the dust settled it was Walsh, Hazlett, Hair, Wilcox into the chicane where Riley spun allowing the first four to escape and proceed to literally crawl all over each other for lap after lap. Mills after losing out in the pileup in the chicane clawed his way up to join the



Three Sisters

SUNDAY, 2nd NOVEMBER

After a truly miserable wet week who would have believed that the first Sunday in November would be blessed by glorious sunshine (even if it is in your eyes most of the day) and a temperature that allowed for the absence of karters usual winter add-ons? Fortunately nearly a hundred drivers were there to enjoy it amongst them in a very big and competitive Villiers grid taking part in the last round of their 210 Challenge. Even at this late stage in the year there were some twenty six Novice drivers and a surprisingly large number of spectators in the pits asking how they could get involved including, I'm glad to say, some with 8-10 year olds very interested in the new Cadet class.

Two things always surprise me at Wigan, one the complete absence of 100 Britain Karts, often the biggest grid at many tracks, and two the shortage of the Junior Britains. This can't be because the tracks not suited to 100's because with the exception of the visiting Villiers 100 National was as usual the biggest grid so yet again a handful of youngsters rolled out for the first final of the day.

JUNIOR BRIT

The heats had been dominated by Stuart Wallace and Graeme Melville (just up from Cadet) who were 2 seconds a lap quicker than the next group of David Savage (also up from Cadet) Kathryn Lord and Louise Cook-Martin. The latter two battling out the Club Championship. Wallace's two wins gave him pole from Melville with Savage and Lord making up the second row. From the flag the order was as per the grid as they negotiated the first bend. Wallace and Melville pulled out an enormous lead whilst Cook-Martin slipped past Lord and set about Savage. Lord disappeared on lap 5 leaving the two way battle at the front, another two way scrap further back between Savage and Cook-Martin and a further two way scrap further back between the Novices James Matthews and Charles Walker with the rest of the field strung out around the circuit. Lap 8 and the two leaders were taken off by a back marker going up to the hairpin with only Wallace able to keep his kart going. Melville restarted in third and so they remained to the flag. However Wallace fell foul of the after race checks and was excluded leaving Savage as a very grateful winner from Scottish visitor Melville.

100 NATIONALS

The very healthy grid of 100 Nationals saw Mark Rose dominate the heats with three straight wins and pole position for the finals. Carlos Maidana followed him home in the first two but blew his motor in heat 3. Eric Rimmer was a victim of a first heat pile up which resulted in his visit to the ambulance and the unusual sight of him trailing round at the rear propped up by a cushion! In later heats. Also showing in the heats were Ron Haywood, Barry Campbell, Jim Flannigan and Richard Smith. In the final, Haywood took the lead but was passed on lap two by Flannigan who pulled away to win. Haywood slipped back to 3rd on lap 4 as Maidana walked his way through on a borrowed engine. One had to feel sorry for Rose sitting this one out apparently having slid off on cold

tyres. Novice Barry Hill crowned a fine day coming home 4th with some very well known and experienced drivers trailing in his wake.

125 P&R

Despite their lack of official recognition the 125 P&R class dominated the gearbox scene. The battle at the front was between the two TM mounted drivers, Andy Fairless and Gary Needham with that being the finishing order in each heat, Dave Peers collected a couple of seconds whilst Robert Ainsworth figured at the front in each heat. The final saw Needham grab the lead with Fairless 2nd, Ainsworth 3rd and Redford 4th. Poor Paul Morris was hammered into the starters bay with someone who took a flyer from the rear and could take no further part. The front two pulled out an enormous lead whilst Peers was working his way up to third and the rest of the field strung out. Lap 8 and Fairless finally got the better of Needham to grab the lead which he extended slightly to the flag. Peers came home the length of the straight behind with Ainsworth and Redford another 50 yards back.

210 NATIONAL

It was pleasing to see a full grid of Villiers come round to take Brian Wallers flag. With a massive prize fund at stake on top of the days trophies they had a lot to aim for. The battle for the top spot was spoiled as overnight leader Charles Morris disappeared on the first lap of the final leaving John Haigh needing only to finish to clinch the title. These two had dominated the heats along with Steve Jones and Tom Thacker Jnr. Haigh led the field round on lap one but Jones nipped up the inside into the top bend and Haigh settled onto his tail no doubt content with second and overall victory. The race settled down to the Jones, Haigh battle, Paul Robinson, Lionel Sifleet and Thacker some way behind and Paul Savage leading a 10 man train. Lap 5 and Thacker did Sifleet up the straight leaving a huge gap back to Martin James, with Simon Barnett now heading another healthy battle. At the end Jones was home by some 5 yards from Haigh with over 12 seconds separating them from Robinson and Thacker another 10 yards further behind. All good stuff — I must dig my Villiers out for next year.

250 NATIONALS

The 125 Nationals and 250's had raced together during the heats but turned out separately for the finals. Not surprisingly John Ashe's 250 Inter gobbled up the opposition but chased the 125's of Dale Spruce, Stephen Coward and Richard Crump. The 250 Nationals trailed home in lowly positions and were no doubt glad of their own final in which things looked even better for them as John Ashe disappeared on the rolling lap leaving Brian Crickett to take the lead followed by Martin Pluck, 250 Inter of Gordon Darren, Ernie Whalley and novice Gareth Rowland. Lap 2 and Pluck took advantage of Cricketts wide line onto the straight to take the lead followed through by Darren. Pluck pulled away leaving Darron heading a 4 man battle including Whalley, Christopher Clarke and Rowland. By mid way Pluck was well clear of Rowland who in turn had a comfortable cushion back to Crickett and Clark who had several laps of dicing until Clarke lost it coming onto the straight and was unable to get off the water-logged grass. At the flag Pluck won from Darron by 8 seconds with Crickett 14 seconds further back and Whalley and Andrew Lee the only other survivors.

125 NATIONAL

The 125 National final had all the ingredients of a fair old scrap with Spruce, Coward and Crump all at the front. Spruce got the best start on the outside but Coward held the inside onto the first bend. In a cloud of smoke Spruce disappeared leaving Coward to head Crump, Peter Talbot and Tony Rees. The first two rapidly opened up an enormous gap only to be joined by Spruce on lap 4 and so they stayed to the flag where a tailender nearly upset the apple kart as the leaders shot either side of him and all three with a few feet of each other. So it was a win for Coward with Crump second and the only other unlapped driver Talbot a very long 38 seconds behind in third.

Brian Lord

CADET

33 James Matthews Boxer/Arrow

JUNIOR BRIT

37 David Savage Superdart/TKM

35 Graeme Melville Wright/Parilla

Novice

23 Charles Walker Boxer/Parilla

100 NATIONAL

18 Jim Flannigan TKM/Parilla

14 Carlos Maidana Sprint/Arrow

21 Ron Haywood BM/TKM

Novice

30 Barry Hill Fullerton/PCR

125 P&R

49 Andy Fairless Allkart/TM

13 Gary Needham Phoenix/TM

61 David Pears Phoenix/Honda

125 NAT

27 Stephen Coward Zip/Rotax

18 Richard Crump Stratos/Rotax

36 Peter Talbot Phoenix/Rotax

Novice

67 Tony Rees Barlotti/Rotax

210 NAT

2 Steve Jones Stratos/Villiers

88 John Haigh Phoenix/Villiers

5 Paul Robinson Zip/Villiers

Novice

25 Steve Morris Barlotti/Villiers

250 NAT

89 Martin Pluck Dino/KTM

32 Brian Crickett Zip/Yamaha

250 INTER

41 Gordon Darren —/Yamaha

Boyndie

Dinner/Dance and Final Meeting  
25th/26th October

The end of the season had arrived and it was time to rave away the night and relax. And I think every one did this at our usual venue at Grannies in Embo. Following a splendid meal it was time to present the annual trophies. This was kindly obliged by one of the regular helpers to the club, Alma Barclay of Inverness. First off was the Northern Times Trophy for the Cadet Open Junior Champion which went to Graeme Melville of Polmont (Scottish Champ Cadet Class) with runner-up George Moodie of

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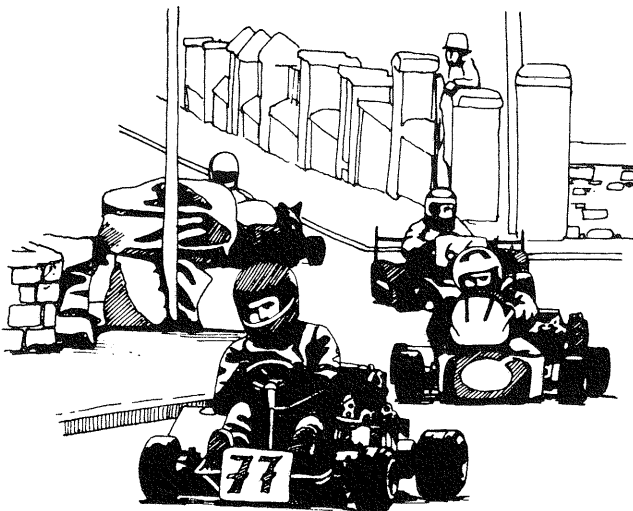
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SKIBRICK, BALLABEG ROAD,  
BALLASALLA. ISLE OF MAN.

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ADDRESS . . . . .  
. . . . .

ISLE OF MAN  
TOURIST BOARD

25th/26th/27th June 1987.

+  
28th June All Classes at Jurby.



A ROAD RACE  
WITH  
A DIFFERENCE



# your letters..

Dear Ed,  
**"If You See Sid, Tell Him"**, I only wish they would, that is, the RAC I mean. How much longer have we got to wait for the official word on the 250 National engine situation to be resolved? Lots of rumours and speculation but little else. Yes, the L/C Yamaha and L/C Honda are in, so says the Grapevine, but no Power Valves. As far as I know (although I stand to be corrected) and informed circles at a main Yamaha dealer knows, Yamaha have never made one. The 250 L/C single Yamaha, first made in 1982, has always had a Power Valve and they have never made one without.

"Does that mean," I said to a member of the Kart Committee, "that we can use any 250cc L/C single providing that we DO NOT use the Power Valve?"

"Yes, that's how I interpret it, but you had better wait for the Blue Book." And so we are still waiting. Instead of being able to capitalise on developing and fitting our equipment over the long winter months we sit hide bound, desperately trying through the good offices of your magazine to promote support and action from all interested parties.

Still waiting too for the Licence renewal forms, despite all the prompting at the RAC 'Open' Day. So, what's new? Situation normal. Once again all to no avail — promises, promises. They will no doubt arrive with the Christmas cards, at the height of the Post Office's busiest time. Then it's panic stations for medicals, etc. Will they ever learn at Belgrave Square?

They never listen and you know the old saying — Happy Snaps at Jacksonville may be okay for one's ego, or to help fill the mag when there is a shortage of good copy. It does us at home no good, come to think of it, it did the drivers out there about the same. What a fiasco, or words to that effect.

So wake up Belgrave Square and let's have a Newsletter or something. We get one telling us about Committee Members, Rally Regs, impossible Noise Levels, etc, but useful information, oh no. Thank God the drivers are not as slow off the mark, otherwise they would never win!

Incidentally, KTM and Maico, if the latter survives, will also be Power Valve in 1987.

On a much happier note, may we wish you, Ed, and all upstairs and downstairs at Pindar Road, our many karting friends and fellow competitors, "A Very Merry Christmas" and "Every success in 1987".

**"Don't for get to tell Sid,"** (perhaps it's because they are spelling my name wrongly).

Yours,  
**Syd Tomlinson,  
 Rene, Barry, Suzy, Mark and James,  
 Team Tomlinson Racing.**

Dear Sirs,  
 Whilst recognising that a national publication such as yours is not the correct forum to discuss inter-club or club/RAC differences, we feel that a response is needed to the letter, which appeared in your October issue, from Mr Blair of the Cumbrian Kart Racing Club...

The Northumbrian Kart Club admits having

experienced certain difficulties during the running of the final round of the 1986 Border Championship although the comments made by Mr Blair are at best second or third hand opinions, (as he was some one hundred miles away at the time), and grossly exaggerate the situation which actually existed.

As far as the results of the Felton round are concerned, these have been produced by the NKC and forwarded to the other championship organisers and are incorporated within the final championship positions which have been available for some time.

As for the future of the series, a number of points need to be taken into consideration and as previously stated these are a matter for the participating clubs and the RAC, hence we do not intend to further debate these within the pages of this magazine. Indeed it is a pity that Mr Blair should be so ignorant as to have used the pages of a National magazine as a platform on which to mount a smear campaign.

In closing, anyone wishing to see for themselves how meetings are run at Felton, they will be most welcome at any of our future meetings. Entries to Mr Ron Dickson, Tyneside (091) 2673227 — you will not be disappointed.

Yours faithfully,  
**R. A. Archbold,  
 Secretary, Northumbrian Kart Club  
 15th October 1986.**

Dear Ed,

May I use the pages of your magazine to thank all the drivers who contributed towards the lovely gifts that Barbara and I received at the end of season 210 Challenge prize-giving. Also thanks to all drivers who have raced this year to make 1986 the biggest and best 210 Challenge ever; the racing has been fantastic.

See you all next year.

Yours faithfully,  
**Ian Hunter,  
 1 Church Way,  
 Longdon Village,  
 Near Rugeley,  
 WS15 4PG.**

Dear Ed,

I would be grateful if you would print this article for me.

I would like to take this opportunity to thank the many people who have helped me to win two British Championships this season.

Included in these are:-

**KAMMAC TRUCKING  
 RIVERSIDE LEISURE CENTRE  
 ROWILCO  
 M.J. CASH & CARRY  
 F.R. SHARROCK**

There is also a special thank you to W.P.T. RACING and ZIP KART, and the very able pit crew of tuner and chief B.....R Alan Cheetham, for the many nights spent preparing the Kart for racing and being a big help at the meetings.

Last but not least my thanks to Mum and Dad for their continued help and support, also my girl friend Jane who is chief cook, lap timer and helmet cleaner, and all friends and well wishers.

Yours faithfully,  
**Mark Webster**

Dear Ed,

What did you think of the 1986 World Karting Championship? A great race, huh! What a joke, what a mess. Why do politics have to play a more important role in sports than the sport itself? I don't know if I know the meaning of a driver boycott, but then, who does? I agree that the chicane was narrow, the curbs were too steep, it could become blocked easily.

But someone needs to ask if the chicane was the only reason for the boycott, or was it a matter of trying to prove who has the most power. If the drivers are so worried about safety, ask them about mounting the tires on the rims — better yet, ask Lars Forsman. After many different people tried to work with the stewards, Martin Hines got us what he felt was the only solution, but the drivers turned it down.

Someone needs to *think* before they plan a boycott, they need to think about the long range outcome. A boycott might have worked in Europe where Karting is looked up to as a very big and professional sport, but, in the U.S.A. Karting is just a hobby, hardly anyone gets paid to drive. To boycott an event it needs to make a difference, in the U.S.A. no one outside the sport really cares. Just about the ony media coverage we got was negative. In Europe the spectators would have filled the stands, in the U.S.A. there were plenty of empty seats. In my opinion, the drivers picked the wrong place and the wrong time to boycott a race, there was a chance of building a bigger Formula "K" class in the U.S.A. but because of the boycott it is all but dead. One WKA board member was heard saying "at the next board meeting I'm going to propose we discontinue the Formula K class in the U.S.A."What looked like the start of a great future in the U.S.A. in International Karting now looks like the end. I doubt if we'll ever see a World Championship in the U.S.A. in the next ten years, but then the way this one turned out, who cares? As an American driver, I spent a lot time and money just to get a chance to race against the best in the world, just as a lot of other drivers did. Most of the money went to the European Manufacturers. I lost my chance to race against the best, but I think there are some other people who lost a lot more!

Scot Myhr  
 7001 Ulmerton Road,  
 1202 Largo, Florida 33541 U.S.A.

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# CLUB SCENE

## Wombwell

SUNDAY, 12th OCTOBER

After the excitement and spectacle of the National Championships last month the October meeting at Wombwell could well have been somewhat of an anticlimax but a healthy 120 strong entry, good close racing and glorious autumn sunshine dispelled any fears that might have lingered. The club, now under severe threat to adhere to its court rulings over noise and time, were at pains to get drivers to look seriously at their own silencing arrangements and the usual slick S. Yorks organisation saw racing completed a good hour before the 6.00pm deadline. It was interesting to see that everyone who received a yellow noise slip managed to reduce their noise, some by 3 or 4 decibels.

### 50cc GEARBOX

It is nice to see the return of the 50cc Gearbox class, although disgarded by the RAC, still popular in this part of the country and fifteen contested todays meetings. In the heats Granby's Simon Graeme took two firsts and a second to give him pole position alongside St Wilfrids Greg Butler with the two Breezehill YZ's of Jason Pal and Richard Lord on the row behind. From the flag Butler got an absolute flyer followed by Graeme, Pal, Lord, Barstow and Covnekie. Pal took the lead up the inside into the top bend only to be repassed out it by Bulter. By Lap 3 the first 4 had opened up a 70 yard lead but Graeme's Fizz cried enough in the top bend leaving Butler to fend off the two Oldham outfits. At the start of Lap 4 Pal squeezed up Butlers inside on the pit bend and started to pull away. Lord missed a gear and the three were spread out. However as the race neared its end Pals motor visibly slowed and Butler closed to cross the line on his bumper with Lord 30 yards back and the chasing Brastow, Hampshire battle nearly half a lap adrift.

### JUNIOR BRITAIN & CADET

Seven novices swelled the combined Junior grid to give a maximum and the Cadets were proving to be a handful for some of their more senior partners. The new British Champion, Simon Redman won the first heat only to fail to make the weight giving it to Martin Jubb, who after a rather lean spell by his standards took the other two as well. Stuart Wallace and Gavin Hogg were the other front runners. In the Cadets Stuart Capstick, Guy Smith and Nicholas Lamb were figuring at the front of the field despite having started from the back of the grid each time.

In the final not unnaturally Jubb was on pole with Hogg alongside, Wallace and Daniel Liddle made up two with Redman and novice John Atkinson on three. Neither starter Dave Walker or Clerk of Course Steve Clayton could have been happy with the five rolling laps which left the novices spinning out in desperate efforts to hang on to the back but as they finally got under way Jubb grabbed a comfortable lead whilst Redman came back from sixth to third in the first bend. As they steamed up the straight it was Jubb, Wallace, Redman, Hogg and Linton. By lap three the field had settled down to Jubb and Wallace glued together at the front, Redman unable to close a twenty yard gap and further back Hogg and Linton having their own private duel. Further back still Atkinson lead the chasing

group until he spun out in the top bend. The only change to the end was Linton slipping past Hogg. Guy Smith had led the Cadets throughout chased gallantly by Nicholas Lamb once Stuart Capstick had disappeared early in the race but for a change they were unable to challenge the leading Britains.

### SENIOR BRITAIN

With a large entry of Senior Britains it required 4 heats to produce the final grids. First heat went to Andy Roberts, second to Steve Hazlett, third to Michael Mills and the fourth also to Mills. Amongst the front runners were Dave Smith, Phil Hogg, Michael Hair and Steven Cook-Martin. This gave Smith pole alongside Cook-Martin ahead of Hair, Chris Baker, Tony Goodsir, Michael Riley and Mills.

Five more rolling laps as the leaders refused to keep the pace down and finally they were away. Smith got the lead and Hair grabbed second as they roared into the top bend. However many didn't appear out of it and when the dust settled several were desperately trying to restart. In the early stages Smith had a comfortable lead from Hair who in turn was well clear of Cook-Martin. Novice Mark Rogers led the rest of the field as the ones who went out started to climb their way back up the field, two making the most progress were Michael Riley and Michael Mills, the latter finally making up 11 places to finish 9th. With three laps to go the leader got caught up in the tailenders and spun out on the right hander. Hair and Cook-Martin moved up a place but such was their lead that Smith restarted in third place and so it stayed until the flag with Hair taking a five second win from Cook-Martin and Smith safe in third.

### 100 NATIONAL & SUPER

The thirty drivers here included over a third novice licence holders and of course four heats to decide the finals. The first heat went to John Hird, second to Stephen Sykes, third to Dominic Connelly and Sykes also took the fourth. Qualifying from the 'B' final were Spencer Lyon, Martin Sunderland, John McKenzie and quite amazingly Alan McNish. Pole for the 'A' final went to Sykes and the other Super National driver Connelly alongside. Hird and Jon Earnshaw headed Mark Rose and Andrew Buzzlan. Connelly got the drop and Sykes, Earnshaw, Hird and Rose followed. Lap three and Hird spun out on the old pit bend to leave the leading bunch in a procession but all the time McNish was galloping through the field. Lap seven and Rose capitalized on the Sykes, Earnshaw battle to jump two places with Earnshaw remaining third and Sykes back to 4th. A lap later Rose overdid the right hander to relinquish the two places again and Sykes squeezed past Earnshaw into the top bend only to loose out again the following lap. Connelly meanwhile was coolly opening up a useful lead as the action continued to bubble behind him. Rose repassed Sykes and was followed across the line by both Sykes and Earnshaw some 20 yards behind the Leeds driver and not too far ahead of the flying Scotsman home 5th from the back of the grid in just 10 laps.

### COMBINED GEARBOX

With exactly a full grid it's a quite frightening sight at the start of a gearbox race at Wombwell's compact circuit and todays drivers were soon thrilling a fair sized crowd. First heat went to 125 National driver Jonathan Shaw as indeed did two and three. He was followed home in each by P&R driver Nigel Wrisdale and only the

intervention of another P&R man David Gibson stopped the 250 National of Andy Powell claiming three third spots. Shaw and Wrisdale shared the front row, Powell and Des Davidson (Villiers) the second and Dudley Martin (Villiers) and Gibson the third. With a deafening roar the huge grid somehow negotiated the first bend leaving Shaw clear of Powell, Wrisdale, Martin and Gibson. Shaw began to open up a good lead whilst Wrisdale set about the task of getting his much slower 125 P&R past Powells 250. Lap 3 and past Gibson at the end of the straight and a lap later Wrisdale did the same to Powell. Lap 7 and Martin was by Powell as well and Gibson disappeared but Rod Harpham was rapidly closing on the 2nd and 3rd place pair. A tail ender treated the crowd to a spectacular high speed 360° spin on the right hander never letting off and amazingly carrying on as if nothing had happened. On the last lap Harpham got the better of Martin up the inside into the top bend pulling out a healthy lead over him by the flag, but just behind Shaw's Rotax and Wrisdales TM. Novice Tony Fussey's eighth place overall gave him the 250 International win overall.

Brian Lord

**CADET**  
**1st** Guy Smith Gillard/Arrow  
**2nd** Nicholas Lamb Jeta/DAP  
*Novice*  
**1st** Paul Higginbotham Jeta/DAP

**JUNIOR BRITAIN**  
**1st** Martin Jubb Boxer/Parilla  
**2nd** Stuart Wallace Wright/Parilla  
**3rd** Simon Redman Fullerton/PCR

**SENIOR BRITAIN**  
**1st** Michael Hair Knight/DAP  
**2nd** S. Cook-Martin Jeta/TKM  
**3rd** Dave Smith Boxer/TKM  
*Novice*  
**1st** Mark Rogers Sprint/Arrow  
**2nd** Michael Barnes Fullerton/TKM

**100 NATIONAL**  
**1st** Mark Rose Mondial/Parilla  
**2nd** Jon Earnshaw Sprint/Parilla  
**3rd** Michael West Mondial/Parilla  
*Novice*  
**1st** Duncan Lyon TKM/Arrow  
**2nd** Martin Sunderland TKM/TKM

**100 SUPER NATIONAL**  
**1st** Dominic Connelly Fullerton/Parilla

**125 P&R**  
**1st** Nigel Wrisdale Allkart/TM  
**2nd** Martin Hallums Zip/Yamaha

**125 NATIONAL**  
**1st** Jon Shaw Zip/Rotax  
**2nd** Paul Horner Phoenix/Rotax

**210 NATIONAL**  
**1st** Rod Harpham —/Villiers  
**2nd** Dudley Martin Zip/Villiers

**250 INTERNATIONAL**  
**1st** Tony Fussey Zip/Yamaha

**SCHOOLS 50cc GEARBOX**  
**1st** Jason Pal Breezehill  
 Yamaha YZ  
**2nd** Greg Bulter St Wilfrids Fizz  
**3rd** Richard Lord Breezehill YZ  
**4th** Michael Barstow St Wilfrids Fizz  
**5th** Mark Hampshire Breezehill Fizz ▶







ULSTER FOCUS
By Dessie Black

The following are the results of the Ulster Karting Club Championship round at Nutts Corner on 4th October 1986:-

JUNIOR CADET
1st Harry Johnston
2nd Alan Bennett
3rd Garth McAuley
4th Keith Bell

JUNIOR BRITAIN
1st Jason Pollock
2nd Keith Cheshire
3rd Jonathan Wilkinson
4th Roger Drumm
5th Paul Prentice
6th Alastair Johnston

100 NATIONAL
1st Dave McGuire
2nd Jim Johnston
3rd Gary Jordan
4th Gavin Cairns
5th Clive McCartney
6th Neil Cheshire
7th Brian Hooper
8th Joe McCullogh

125 P&R
1st Raymond Johnston
2nd Nigel Burns
3rd Martin McLaughlin
4th Stuart McLaughlin

125 NATIONAL
1st Trevor Roberts
2nd Brian Kennedy
3rd Raymond Lyons
4th Gary Duffy
5th Terry O'Neill
6th George Montgomery

250 NATIONAL
1st Wesley Cairns
2nd Joe Morton
3rd Alan Hyde
4th Dave Beattie
5th Colin Bailey
6th Harold Montgomery

250 INTERNATIONAL
1st Geof McBride

FORMULA E
1st Colin Menary
2nd R. J. Elliott
3rd Colin Millar
4th Richard Bell

Despite the natural expense of racing, throughout 1986 it was heartening to witness full grids in most classes. To maintain racing for a long season many drivers have been successful in gaining private sponsorship. Others less fortunate in this respect use all their 'pocket money' and make many sacrifices for their pleasure. Next year, 1987, the Ulster Karting Club is hoping to attract sponsors for each day's racing which will in turn be rewarding for the drivers; also greater efforts are being made towards attracting more spectators.
To all concerned — drivers, mechanics, 'pushers', Club Officials and current sponsors, many thanks for your efforts which again made 1986 successful.

Some of the 1986 highlights involving local races and drivers were in many ways spectacular, for instance Trevor Roberts' attempts at winning the British 125 National Grand Prix, or Formula E

driver Dick Curran finishing eighth in the final round of the European Championship at Silverstone. Also on English soil, Jim Flanagan in Class 1 won the major event at Three Sisters, the Bert Hesketh Trophy, along with Johnny Eastwood in the Juniors and his success at a number of tracks throughout the season.

Locally, Leslie Currie retained the Irish 125 National Championship and Gordon Duncan won the Class 1 Irish Championship for the first time; these events were held at Limerick, south of the border. More recently at Mondello Park Jim Flanagan took the Race of Champions in Class 1, as did Dick Curran in Formual E. 125 and 250 National were claimed by Brian Kennedy and Joe Morton respectively. So in effect all major Championships came north.

1986 saw the introduction of water-cooled KTM's in 250 National, with Wesley Cairns, Alan Wallace and Colin Bailey proving dominant. Once Cairns got his seat brackets strengthened he proved virtually unbeatable. Alan Wallace and Colin Bailey, driving Dale Couzens prepared KTM's, pushed Cairns all the way until Wallace had a major crash at Kirkistown, thus ending his 1986 season challenge. The third driver of that trio, Bailey, had his share of wins, ending a successful 1986 season just behind Cairns.

125 National was totally dominated by Trevor Roberts who displayed skill, speed and consistency. Brian Kennedy, Henry Crossan, David Purdy and the Grills Brothers, Karl and Kirk, all did their best but invariably had to accept second fiddle. Nonetheless, all drivers in 125 National are to be congratulated for making this class one of the most exciting to watch.

Until the final race of the season when he crashed breaking his collar bone, Geof McIlwaine was the dominant one in 125 P&R. However the likes of Mark Taggart, Ivan Fisher, Raymond Johnston and the ever improving Nigel Burns, and the McLaughlin brothers, Geof always had to work hard for success. Ivan Fisher from County Fermanagh was the most successful Northern Ireland driver at the now annual Isle of Man Peel road race where he won his class.

Although he may not want to be reminded of his crash, Richard Bell, in Formula E, was in a winning situation until he was forced off the road while lapping a tail ender. However, locally, Richard made amends by winning two road races at Crumlin and Carrick Fergus, having previously won the Ulster Karting Club Gran Prix.

Formula E had a mixture of winners in Dick Curran, R. J. Elliott, Raymond Lyons, Colin Menary and Richard Bell. These were mostly confined to track races but on the roads Walter Cushmanahan took the title.

A new class was introduced at the beginning of 1986 called 250 International to cater for drivers owning 250cc Yamaha water-cooled karts; at a pre-season drivers' meeting it was anticipated ten outfits would participate, at least. Unfortunately the maximum at any one race was four. Consequently for 1987 this class will possibly be dropped. Although only four participated, competition was quite good, with Geof McBride often challenging some of the Rotax powered drivers.

At season's end compliments to the Ulster Karting Club, Coleraine and District Kart Club, Mid Antrim Kart Club and the 500 MRCI Kart Section for a successful year.

RAC LONG CIRCUIT CHAMPIONSHIP — FINAL RESULT
(all results being best 5 out of 6)

FORMULA E
Champion M. Hines 34 points
2nd I. Shaw 17
3rd R. Dean 15
4th P. Glencross 14
=5th R. Goff 12
=5th D. Rodgers 12
=7th R. Gange 9
=7th T. Parrott 9
9th D. White 7
10th M. Goy 6
11th A. Philpotts 4
=12th S. Dalgarno 3
=12th J. Vale 3
=14th G. Standing 2
=14th A. Chambers 2
16th D. Buttigieg 1

125 NATIONAL
Champion C. Stoney 39 points
2nd I. Shaw 19
3rd P. Molloy 15
4th D. Price 12
5th S. Coward 10
=6th I. Westwood 9
=6th A. Wilcox 9
8th R. Crump 7
=9th P. McCallum 6
=9th B. Barrington 6
11th A. Cowgill 4
=12th N. Wigg 3
=12th S. Bolton 3
=12th G. Ashurst 3
15th S. McLaughlan 2
=16th J. Cooke 1
=16th N. Bowler 1
=16th I. Beaumont 1

250 NATIONAL
Champion M. Webster 36 points
2nd M. Allen 25
3rd M. Doble 24
4th R. Hipkin 12
5th N. Bolton 11
=6th R. Powell 9
=6th K. Bisp 9
8th P. Morgan 7
9th A. Thompson 5
10th D. Griffiths 4
11th B. Tomlinson 3
12th C. Breeze 2
=13th T. Brown 1
=13th M. Aspey 1
=13th S. Matthews 1

210 NATIONAL
Champion A. Martin 36 points
2nd P. Featherstone 19
3rd G. Bett 15
4th J. Newton 13
5th S. Quance 11
6th M. Lockley 10
=7th G. Sykes 9
=7th A. Ogden 9
=9th J. Brennan 6
=9th J. Waggett 6
11th S. Young 5
=12th D. Martin 4
=12th K. Trainer 4
=14th S. Jones 1
=14th D. Thacker 1
=14th I. Ashwell 1

250 NATIONAL
1st Brian Crickett Zip/Yamaha
2nd John Leah Barlotti/KTM (A/C)
3rd Steve Bellis Star/Honda

FORMULA E
1st Brian Graham Zip/RL Rotax
2nd Malcolm Stoddart Zip/NTR Rotax
3rd K. Stoddart Zip/Rotax

Clay Pigeon
SUNDAY, 21st SEPTEMBER

Secretary: A. Wood, Annecy House, Home Farm Lane, Rimpton, Yeovil, Somerset. Tel: 0985 850574.

CLAY CHAT. If only there had been weather like this in the summer! A perfect day for racng at round seven of the Club Championships. Despite an enforced change of date a good turnout of drivers enjoyed the facilities offered and provided a good days entertainment in front of a better than average spectator crowd. For a variety of reasons there was a small Junior grid but this was more than compensated for by gearbox support, with the big boys demonstrating some special thrills on a track where driving ability and gear changes are more important than going fast in a straight line. Without doubt the gearbox drivers gave us the best display seen in this class at Clay for a long time, and needless to say the spectators loved every minute of it. With only two more meetings this season a certain amount of mental arithmetic was going on to determine those best placed to take the championships in the various classes. It would be wrong for your correspondent to offer any forecast to prospective punters — suffice to say that at this stage it is mathematically possible for a quarter of the drivers in each class to win the championship. Though some people are probably mathematically better placed than others.

100 BRITAIN
With another large entry four heats were required to decide the line up for the final. Notable drivers during the heats being Andrew Clark with three wins, Stewart Baker with two seconds, while Richard Page, Mark Smith, Steve Prickett, Anthony Cleal and the Sheahan brothers all occupied subsidiary places up front. The final dummy grid ran true to form with Clark, Page, Baker and Andy Sheahan occupying the front two rows. Row three comprised Roger Hunt, a welcome visitor from Bognor Regis, alongside Richard Robinson who had driven well during the heats and had never seen so many karts behind him on a final dummy grid. Anthony Cleal and Richard Marsh were next in front of Steve Prickett and novice Mike Bowden who earned his middle position through consistent driving in the heats. Two other novices, Nigel Burden and Andrew Banks also made the A final to share the back rows with Ken Boardman who earlier in the day had found that you got a different ratio if you shed a few teeth of the engine sprocket. Joining the back grid from the B final were Paul Sirett, who throughout the day had worn out his big end, axle and mechanic; Bernie Dean who had shown a cheerful competitive spirit at his first meeting;

Graham Cutler and Stephen Hall who had worked hard to take their rightful places in the final. With adrenelin running high it took a few rolling laps before they were let go for a safe and organised start. From the flag Andrew Clark shot into the lead and stayed there for fifteen laps, once again missing all the excitement and fun going on behind him. The big question was who would be second? Richard Page stayed right on Stewart Baker's bumper for seven laps before nipping inside with a really tight turn at the hairpin to take the second spot. Meanwhile the real action was taking place between Roger Hunt, Andy Sheahan, Mark Smith and Anthony Cleal, all of whom were most keen to be fourth. With so little between the drivers the chances of overtaking were remote but with Hunt retiring on lap thirteen the honour for fourth eventually went to Smith. Luke Wilson had been holding a steady mid position but had to give up on lap eleven and this allowed Bob Harris to gain an extra point and finish in the top half. A fine days racing by the Britains where once again some friendly and competitive duels were indulged throughout the day to the enjoyment of spectators and participants alike.

100 NATIONAL
As expected the National drivers provided the entertainment and skills which are now an accepted format for the Clay meetings. The three heats were dominated by Neil Hann with Darren and Russell Maple pushing hard all the time in attempts to be first across the line. With a second and third placing Steve Bailey was always one of the favourites, while Bert Gumbleton, Mike Miller an Mike Manning drove consistently around the third, fourth and fifth places. Sixth place on the final grid went to novice Tim Stephens who had driven well throughout the day. From the start the final can only be termed a real cracker. Darren Maple had the better start and was first round Billys Blind with Neil Hann right on his tail. As they entered the hairpin Neil took the inside line and got through into the lead for a couple of laps before coming to a halt with a seizure (engine) on the straight. This allowed Steve Bailey to set his sights on Darren and eventually Steve also took the hairpin tighter to take the lead on lap six. Then Russell Maple made up space to squeeze in front of his brother on lap ten. So for the last five laps the front three stayed at Steve, Russell, Darren, but there was never more than a whisker between them all the way — pretty to watch. A few yards behind the fun at the front there were some equally entertaining scraps going on between Messrs Manning, Gumbleton and Miller who finished in that order ahead of Stephen Dean, Barry Roe and Ralph Arlett, all of whom had contributed to making this one of the best National finals seen for a long time.

GEARBOX
With fifteen entries, half of them novices, this was always going to be good to watch, and we were not disappointed. Some very determined driving, tail wagging and gear shifting during the heats normally ended up with Clive Elmore in his 125 versus 250 man Ian Hathaway for first place. When either of those two weren't second that place was taken by Alan Collard. The overall third and fourth places were fairly evenly shared between John Lawley, Robin Webb and Edward Andrews and R. McLean who had joined the Clay day from Effingham. Julian Schnitzer, at his first meeting since getting married two weeks earlier, didn't seem to have his usual concentration. He spent quite a lot of time on the grass attempting short cuts and ultimately had engine

aspiration difficulties before he called it a day half way through the final. Anyway, congratulations on the reformed lifestyle Julian. Thirteen karts lined up for the final. Hathaway made a good start and got everything right to hold first place for fourteen laps before Elmore managed to squeeze past with a burst of acceleration to win a hard fought fight. Meanwhile the rest of the field were doing great things for the on-lookers. D. Green tried a bit to hard while being chased by Robin Thomas and took the cross country route out of the hairpin; unfortunately he hit a soft spot and bogged down. In a constantly changing race it was difficult to keep up with individual progress; though fortunately, because of the excellent visibility at Clay, spectators were able to follow every yard of this superb final. Well done gearbox drivers — best this year.

Vic Sirett
100 BRITAIN
1st Andrew Clark Sprint/Kart Tech Parilla
2nd Richard Page Sprint/Arrow
3rd Stewart Baker Fullerton/Kart Tech Parilla

100 NATIONAL
1st Steve Bailey Dino/Arrow
2nd Darren Maple Wright/Yamaha
3rd Russell Maple Wright/TKM

GEARBOX 125
1st Clive Elmore Zip/Rotax
2nd Edward Andrews Zip/Rotax

250 NAT
1st Alan Collard Barlotti/Yamaha
2nd John Lawley Zip/Yamaha

250 INT
1st Ian Hathaway Barlotti/Yamaha
2nd Robin Webb Zip/Rotax

Plymouth
SUNDAY 19th OCTOBER

A day of blustery showers made sure the PKC meeting of October 19th was attended only by the faithful. Those spectators who braved the elements were rewarded with an entertaining afternoons sport.

JUNIORS
Will Collinson was on fine form to score a maximum of four wins from four drives, coping well with dry damp and wet conditions as he did so. Other youngsters going well were Martyn Baker, Ian Foster (who won the Best Novice of the Day award), and Stuart Freegard who led for several laps, and looked to have Collinsons measure, until a spot of brainfade on a slippery track sent him into the tyres.

100 BRITAIN
With any one of three men able to win the club class title at this very last meeting, the Pits were full of; "if Sid beats Harry but comes behind Bert, then George can take it," sort of conversations. It made the present Fomula 1 championship stakes look simple!
True to form this popular class not only provided plenty of action but also the best race of the afternoon. Also of interest was seeing ►



## CLUB SCENE

### Rowrah

SUNDAY, 12th OCTOBER

A fine sunny day greeted almost 80 drivers to Rowrah, including a 28-strong Manx contingent, who were hoping for a result from their man in Mexico. Sadly it failed to materialise but the gang from over the water seemed to thoroughly enjoy themselves anyway. The street racing on the famous Island will be on June 25/26/27th 1987. There will also be track racing for 100cc persons on the 28th. Further details are available from Lee Clegg on 0624 72233.

Adverts aside, the meeting went fantastically, with the largest Junior entry I've seen in simply ages, 20 Britains and 1 Cadet. By contrast, the 100 National entry was reasonably low with only 17 drivers signing on. However, all the racing was of the highest order and the young 'uns kicked off.

#### JUNIORS

Desson McDonald took pole with two 3rds and a 2nd and was joined on the front row by Martyn Price who added a heat win to his previous 5th and 4th. Alex Jack was tended by Duncan White for this meeting as Ralph was away (Mexico perhaps?) and headed the second row lining up with Neils Christofferson. Sole Cadet representative was Andrew Parker, who completed three heats without incident and was given a good education into the bargain.

Price and McDonald led off the final with Jack close in attendance. Christofferson, Jason Yeomans and Alan Mackay were all very much there at this stage and it wasn't until mid race that Jack improved his position to 2nd, taking the lead within another three laps. By the closing stages of the race, the front three were slightly ahead of the other chasing drivers but the win went to Alex Jack with Price 2nd, McDonald 3rd, Jason Yeomans 4th, and Mackay and Adrian Fletcher completing the top six. An excellent race with plenty of good skill to be seen.

#### 100 BRITAIN

Pole went to Harrogate ace, Steve Ogden with two wins and a 2nd. Lining up next to him was David Greig, taking the other heat win and a brace of 2nds. He was also spoken to by the C of C after waving at a slower driver who balked him. Use the other three fingers next time, David! Mark Bruce and Colin Shanks (Now on the TV outfit of Ray Robson) made up row two for the final.

This turned out to be a two horse race between Ogden and Greig with the pole man leading throughout but it was far from a boring race. Both drivers were committed to doing their utmost but there was never any hint of dubious tactics. Mark Bruce sat in third all the way and David Allen made up for slightly disappointing heat results, by finishing 4th.

#### 100 NATIONAL

##### Sponsored by AA Fish and Chips

A smaller than usual grid but not lacking in quality for all that. Lloyd Ross took pole with two wins and a 2nd, having some great battles with Stu Davison before the latters rod snapped in his last heat. Opposite pole was taken by Andrew Laws, driving quickly and consistently to greatly deserve his pole position. Willie

Turner actually won the first heat but was disqualified for being underweight. He lined up on the inside of the second row alongside Manxman Tony Higgins. The unfortunate Davison and Richard Messenger made up the third row.

Ross made all of the running from the start of the final, pursued throughout the race by Willie Turner and, initially, by Stu Davison. The challenge from Stu lasted only four laps before he slowed suddenly and pulled off into retirement. That let in Rob Gardiner to third ahead of Laws who seemed to be lacking some pace in the final. Tony Higgins had been handily placed but spun in the second half of the race and restarted towards the back. Drive of the race came, undoubtedly, from David Tooley. Two DNF's had made his final more difficult but he pulled through the pack well to wind up in 5th by the flag. The last positional change came on the last lap with Chris Warren being demoted by David Fletcher for 6th. Our thanks to Mr & Mrs McDougall for their generous sponsorship of this class.

#### 125 NATIONAL

Pole went to the flying Willie Grieve after two wins and a 2nd. The rest of the front row was made up by the other heat winner, Brian Winder and Barry Mellor, having found some extra speed from somewhere. Novice, Tony Rees and Jim Brolley formed the second row with Alan Tolson, Brian Bird and Mike Stephenson (First meeting off his 210) making up the third.

Winder was the leader at the end of the opening lap. Grieve was down in third but his challenge wasn't to last and he retired on the next lap. Tony Rees held second after a storming start, and retained that position for all but two laps when the ever-improving Brian Bird took over. Rees wound up in third with Barry Mellor making up for an indifferent start by finishing fourth. Mike Brookes was just behind Mellor with lapped Manxman Darrin Cook the only other runner left.

#### 125 P&R

The non-appearance of Joanne Fabby left four drivers with pole going to local ace, Andrew Harvey, after a pair of heat wins and a 2nd. Manx visitor Dave Harris won the other heat but suffered mechanical trouble and didn't make the final. Robert Ainsworth and John Brolley were the drivers to make up the front row with Harvey.

From the off, Harvey stamped his authority on the race and was never tested during the final. Brolley and Ainsworth followed on gamely in that order but they had to settle for second best in the end. Harvey was the winner from Brolley and Ainsworth.

#### 210 NATIONAL

Three straight heat wins gave Kevin Bleasdale pole position with the front row being completed by Terry Percival and Steve Looker with Mike Tegg and Ian Taylor making up the second row.

Bleasdale was not troubled throughout the final mainly due to a seemingly incurable misfire to Terry Percival's motor. Mike Tegg recovered from a first heat DNF to secure 3rd by the time the flag fell ahead of Steve Looker and Ian Taylor. Brian Murphy and Steve Quirk were the drivers to complete the full race distance.

#### 250 NATIONAL

Pole to Brian Crickett debuting a new outfit and seemingly very rapid too. He scored two wins and a DNF with John Leah taking the other heat win and joining Brian on the front row. Steve

Bellis and Alan Tinnion completed the grid for the final.

Yet another clear cut victory from the flag went, this time, to Brian Crickett, streaking away from the other drivers in the race. Tinnion lasted only two laps before the gremlins intervened which left Leah and Bellis as the tortoises after the hare. Unlike the fable, though, the hare won and lapped the other two into the bargain towards the end. So Crickett won from Leah and Bellis.

#### FORMULA E

Brian Graham won two heats and failed to start the other but still secured pole position. Malcolm Stoddart borrowed a kart after suffering a serious steering arm breakage in practice and lined up with K. Stoddart to complete the front row. Steve Mattinson and Juan Kniveton made up the second row in what was to be an interesting final.

Brian Graham zipped off into an immediate lead followed by Stoddart (M) and Steve Mattinson, who survived two laps only before disappearing at the hairpin. Stoddart (K) took over the 3rd place with Kniveton following on behind. This situation lasted until the 6th lap when Juan was shown the technical flag for the scarf wrapping his radiator flapping loose. He stalled the motor as the scarf was unwrapped and it wouldn't restart. That meant the race was more or less finished as Graham was declared the winner from Malcolm Stoddart and K. Stoddart, both IOM residents.

So ended another meeting, don't forget the Dinner Dance on January 2nd. Tickets are £8 each and are available now from Bob Ballantyne on 0768 81223. Book early to avoid disappointment.

Iain Blair

#### JUNIOR CADET

1st Andrew Parker Premier/Arrow

#### JUNIOR BRITAIN

1st Alex Jack Wright/White TKM  
2nd Martyn Price Wright/PCR  
3rd Desson McDonald Wright/PCR  
4th Jason Yeomans Fullerton/PCR  
5th Alan Mackay Wright/TKM

#### 100 BRITAIN

1st Steve Ogden Jetta/SO DAP  
2nd David Greig Wright/BTR DAP  
3rd Mark Bruce Dino/DAP

#### 100 NATIONAL

1st Lloyd Ross Zip/Parilla  
2nd William Turner TKM/Yamaha  
3rd Rob Gardiner TKM/TKM  
4th Andrew Laws Sprint/Parilla  
5th David Tooley Wright/Parilla  
6th David Fletcher Sprint/Dickson Parilla

#### 125 P&R

1st Andrew Harvey Barlotti/CSK  
Honda  
2nd John Brolley Zip/Honda  
3rd Robert Ainsworth Premier/Honda

#### 210 NATIONAL

1st Kevin Bleasdale Barlotti/Villiers  
2nd Terry Percival Zip/Villiers  
3rd Mike Tegg Zip/Villiers

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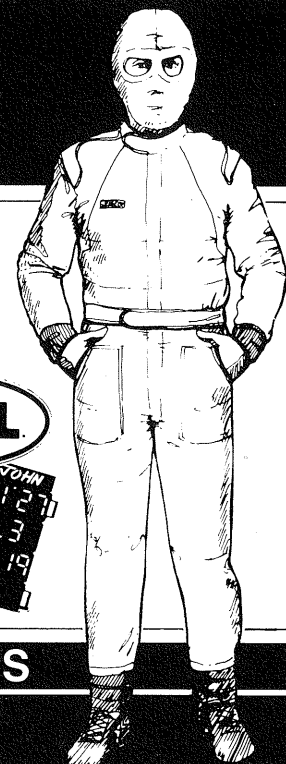
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# Racing



# 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  $\pm$  5mm.

**Track:** Minimum  $\frac{2}{3}$  wheelbase — maximum width 1200mm.

**Overall Length:** Maximum 1500mm.

**Tubing:** 1 $\frac{1}{2}$  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  $\frac{2}{3}$  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 Front Bumper:** 15mm minimum diameter tubing with adequate wall strength.

**Rear Bumper:** 18mm minimum diameter tubing 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:** 2-piece either spun or dyecast aluminium wheels can be used.

**Tyres:** 4" front 5" rear (Vega Cadet tyre 400  $\times$  10  $\times$  5 and 500  $\times$  11  $\times$  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.

## WOMBWELL NOTES

The South Yorkshire Kart Club announces it will run the Schools 50cc Gearbox class with the final round of the Club Championships on Sunday 14th December. Every driver who races will receive a trophy, with the trophies on the day consisting of turkeys, Christmas cakes, wine and all manner of seasonal 'goodies'.

The fifth 'Wombwell Winter Series' will be held during January, February and March 1987 and will also include the Schools' 50cc Gearbox class. The Club hopes to attract donations to swell the list of awards. Dates for the Winter Series will be advised when available.

All enquiries to the Competition Secretary:-

Mrs. Alice Wright,  
'Rockbank',  
19 Clarksfield Street,  
Oldham,  
Lancs.,  
OL4 3AW.

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

SHAUN McLAUGHLIN

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For their help throughout 1986

May it long continue

HAPPY XMAS

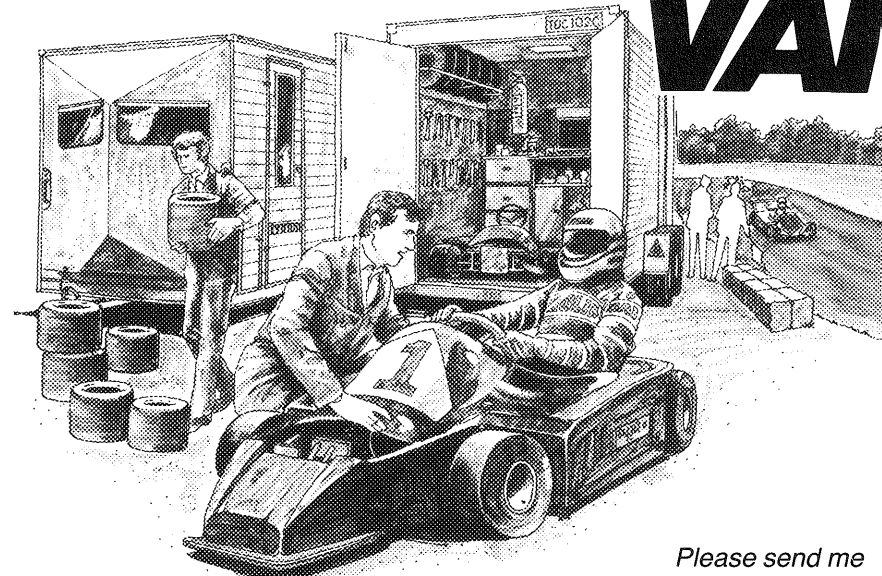


## RICKY'S STITCHED IT UP!

100 Britain driver Ricky Flynn from Cheshunt in Hertfordshire enjoys sponsorship from Silver Stitch Embroiderers Ltd., of Tottenham, North London. Ricky's sponsorship deal includes the purchase of engines, tyres and paying for the general maintenance of the kart.

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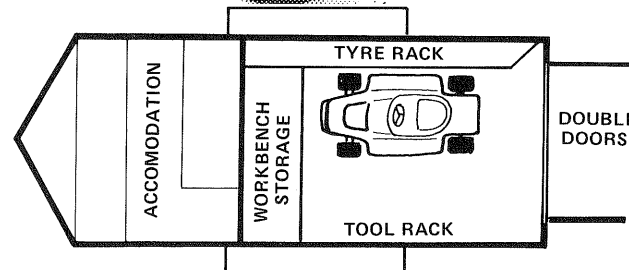


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# DONINGTON INTERNATIONAL



Hines — Formula E Champion for the fourth consecutive year.

Martin Hines wrapped up the Formula E British title for the fourth year in succession, winning on the day from Phil Glencross and Ian Shaw; 125 National went to Derek Price aboard the Paul Molloy Stratos, with Chris Stoney and Adrian Wilcox following him home, but it was a British Championship for Chris Stoney; the 250 National title was decided in favour of Mark Webster when a gear change shaft broke on Mark Allen, Peter Morgan was second on the road, followed by Mike Doble. In Villiers George Bett came back to form, winning both heats and the final from Alan Ogden and Steve Young, but the British No. 1 went to Andy Martin. Gary Needham won the 125 P&R main event from Paul Hunt and Joanne Fabby.

Report: Ed McCormick

Pics: Doug Rees

With a few late additions to the official programme 208 entrants covering all gearbox classes descended on Donington Park circuit during the weekend of 25th and 26th October for the sixth and final chapter in the 1986 RAC Long Circuit British Championships. Three of the titles had already been decided — Formula E, 125 and 210 National, Martin Hines retaining his for the fourth successive year. The only title remaining undecided was that of 250 National and it was still wide open. Ormskirk's Mark Webster led by a marginal two points from '85 Champion Mark Allen and if either of those two failed to score points Mike Doble, lying third, stood a chance of grabbing the honours if he won. Though most titles had been decided it did not detract from the action and certainly not in the case of 250 National!

Incorporated in the meeting were two plums for Formula E — the Martyn Merritt Memorial Trophy and the Zip International Cup. It had been hoped, as the event held International status for Formula E, more European drivers would have attended, but a clash with the deciding round in the French Superkart Series at Dijon and attractive travel packages lured many Europeans to the French heartland. Piet Hartog though from Holland made the trip to Donington and acquitted himself well.

Sunday morning was dry and sunny and the fine weather was to hold for the duration. Lots of bleary eyed, yawning crews stumbled from their respective lodges, a legacy from staying up to watch Nigel Mansell's ill-fated attempt at the World Championship in Adelaide. The only criticism of Donington was the lack of eating amenities on Saturday. The only stall open during the day was limited to selling beef burgers without bread! It is hard to imagine that the whole of Leicestershire was in the grip of a bread strike. So, come on chaps, play fair in future. Anyone with a little business acumen could have cleaned up on Saturday amongst the starving hordes!

After the free practice sessions on Sunday morning the Formula E grid took to the circuit around 11am for mandatory timed practice, the qualifying times deciding the grid formation for both heats. At the end of the session Martin Hines came out tops, just two-tenths of a second adrift of his previous Donington record. Hazard Racing's Ian Shaw, (and thanks for the coffee and biscuits on Saturday, George), qualified second fastest, underlining yet again his prowess in a 250. He was one place ahead of Roger Goff. Leaside's Phil Glencross was next, four-tenths quicker than Brian Heerey. Leading the names into the 1min 14's was Richard Dean followed by Derek Rodgers. Anyway the times deciding the first couple of grid rows for the heats were:-

Martin Hines	1min 12.9sec
Ian Shaw	1min 13.1
Roger Goff	1min 13.3
Phil Glencross	1min 13.4
Brian Heerey	1min 13.8
Richard Dean	1min 14.2
Derek Rodgers	1min 14.3

The rest of the field were in the 1min 17-1min 18 region, with a few drivers not recording a time and starting from the back of the grid.

## THE HEATS

John Newton, now past British Champion, had a weekend in Villiers he would probably care to forget. On the other hand that famous Scotsman George Bett was definitely on form and was to win both 210cc heats and the final in convincing style. Up there as well in the heats, though unable to dent the pace of Bett, were the likes of Alan Ogden, John Waggett, Phil Featherstone, though Phil was only to feature in the second session; Steve Jones, Paul Woodward and Simon Quance were other drivers of note. The new Villiers Champion Andy Martin, racing both in 210 and 250 National, managed only an eighth and completed only 5 laps in the second. Simon Quance continued to be consistent, finishing in the top ten on both occasions. The results down to sixth were — Bett, Waggett, Woodward, Young, Jones and Quance in Heat One, and Bett, Ogden, Martin, Featherstone, Waggett and Young in the second, enough to give pointers as to what might happen in the final.

Running off the back of the Villiers grid were five 125 P&R's, upped to six with the late inclusion of 125 rotary man Gary Needham who

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soon to retire when a circlip jumped off the gearbox quadrant. The last 3 laps were reeled off by leader Charles Morris without too much trouble, Charles making good use of lapped drivers to put some daylight between himself and John Haigh and after 12 fast and dramatic laps Charles Morris took his 3rd 210 Challenge victory of the season with John Haigh a good 2nd after putting up a fine fight.

Not far back was Paul Robinson and he was followed by Steve Hurst in 4th, Phil Hemes 5th, Tom Thacker 6th, Paul Umney 7th, Simon Bateman 8th, Shaun Gibbs 9th and the first 10 completed by Gary Marshall.

So another fine 210 Challenge meeting finished and with only 1 round left things are becoming very tense, Three Sisters will not be for the faint hearted!!!

**210 CHATTER**  
Charles Morris broke the lap record twice in his two heats. The first heat he left it at 47.06 seconds and in his second heat he reduced it further to 46.84 seconds.

The track was still damp before the 'A' final and quite a few drivers came to the dummy grid on wets but a few minutes before the start as if by some unseen signal there was frantic activity as everyone changed to slicks.

Only 2 drivers can now win the 1986 Challenge, Charles Morris or John Haigh. Third place can be any number of drivers and there is only 1 point separating the leading novices. Martin James has finished in the points in all 9 'A' rounds — an excellent record.

<b>1st</b>	Charles Morris	179
<b>2nd</b>	John Haigh	166
<b>3rd</b>	Martin James	146

<b>4th</b>	Tom Thacker	142
<b>5th</b>	Lionel Sifleet	137
<b>=6th</b>	Paul Robinson	133
<b>=6th</b>	Simon Barnett	133
<b>8th</b>	Ed Mellor	116
<b>9th</b>	Simon Bateman	111
<b>10th</b>	Steve Hurst	107
<b>11th</b>	Rob Peters	99
<b>12th</b>	Paul Savage	92
<b>13th</b>	Paul Woodward	82
<b>14th</b>	Gary Marshall	80
<b>15th</b>	Colin Hoare	79
<b>16th</b>	Steve Morris	78 (N)
<b>17th</b>	Phil Davis	77 (N)
<b>18th</b>	John Cheeseman	72
<b>19th</b>	Glen Clarke	71
<b>=20th</b>	Glynn Jones	56
<b>=20th</b>	Mick Sims	56
<b>22nd</b>	Philp Jones	54 (N)
<b>23rd</b>	Chris Bowers	48
<b>24th</b>	Brian Smith	43 (N)
<b>25th</b>	Mark Powell	41
<b>26th</b>	Ian Sutton	39
<b>=27th</b>	Jim Fitzgerald	36
<b>=27th</b>	Alan Poole	36
<b>29th</b>	Graham Spavins	33
<b>30th</b>	Shaun Gibbs	31

### NOTE

The December meeting of Hunts Kart Racing Club at Kimbolton will not be held on Sunday 7th December, as published in the RAC MSA 'Blue Book', but on Sunday 14th December. ★ The photographs in the November issue of Kart & Superkart, relating to the Wohlen Celebrity, are courtesy of Andy Earl Studios, The Barbican, London.

### AUSTRALIAN SUPERKART SERIES

The 1986 Australian Superkart Series was run over three rounds — 19th October, 24th October in Adelaide before the F1 Grand Prix in Sunday 2nd November.

The overall results were as follows:-

<b>1st</b>	Lennart Bohlin	Zip/Anderson	
		Rotax	2807 pts
<b>2nd</b>	Chris Lambden	Zip/Rotax	1440
<b>3rd</b>	Paul Zazryn	Zip/Rotax	1417
<b>4th</b>	John Lawson	Zip/Rotax	1257
<b>5th</b>	Gerard Siebert	Viper/Rotax	955
<b>6th</b>	Barbara Hepworth	Zip/Rotax	490

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blew his Rotax in early practice and obtained permission from Ian Rushforth to run in the class with a spare P&R motor. Needham was to drive to second in the first heat, ahead of Harbury driver Paul Hunt, aboard the Barlotti-Honda outfit and convincingly win the second. Young Joanne Fabby, who raced so well at the last Cadwell, had a fourth in the first session, but failed to feature in the second; David Gilson took the third spot in the last heat. Louth driver, Graham Barker, piloting the TM motor, winner of the Cadwell P&R Series, won the first heat but did not feature in the second and in the final he ended up fourth.

125 National fielding 80 odd competitors necessitated split heats and a Qualifier as has now become the norm, the first ten from the Qualifier destined for the rear of the main final grid. So, in two groups of around 40 they competed in their heats. Derek Price, piloting Molloy's outfit for the weekend, was to be the early pacesetter, winning the first heat from outgoing Champion Stephen Coward and the man taking over the No. 1 plates for '86, Chris Stoney, who so recently foresook the Stratos camp for the house of Zip. Ever improving Dale Spruce finished fourth ahead of Adrian Wilcox and Geoff Tuckey. Ian Shaw, having his last fling in 125 before entrenching himself firmly in Formula E with the able backing of George Hazard and assistance from engine expert Dave Boyce, wrapped up the second heat from Simon Bolton and Keith Glendenning. Richard Crump, Ian Westwood and Colin Poole followed that trio home. Shaw stamped in a quick lap at 85.10mph, a shade slower than Stoney's Heat One performance at 85.73mph. Intermixed for the next two heats, to give each man a fair chance of competing against his contemporaries, Chris Stoney was the dominant factor, this time from Dave Clark and Richard Crump. Simon Bolton, Dale Spruce and Keith Glendenning were the next band home. Having his first taste of 125 life was Reg Gange aboard the Richard Wallis RWM set-up. Reggie finished eighth in that one and seemed to settle in quite nicely. Mike Ballantyne recorded 5 laps after a failure due to a puncture, that meant his relegation to the Qualifier. The last heat saw a Price-Shaw confrontation, the two pals enjoying a fair old scrap for the duration, although it was Derek who succeeded over Ian. Stephen Coward, too, was there, adding a third to his earlier second. Adrian Wilcox improved on his previous excursion, finishing fourth ahead of Ian Beaumont and Malcolm Clark. So, the scene was set for another first rate 125 final.

250 National, rife with unconfirmed reports about fresh motors for next year, fielded its best grid seen this year, equalling or bettering Silverstone, with 55 entries. With two points only between Mark Webster and Mark Allen the combatants took to the circuit for the first battle. Allen was intent upon retaining his No. 1 plates and Webster was just as intent to relieve him of the title. Both men reckoned without Wrexham driver Peter Morgan who was to be the filling in the Allen-Webby sandwich on both occasions and who put Mark Allen's abilities seriously to the test, wresting the lead from Allen briefly in the first outing, until Allen stabbed back defiantly and took the flag. Morgan also caused headaches galore for Webby too, the Ormskirk pilot having to settle for third. Keith Bisp, Mike Fowler and Andy Martin ran home next. The second outing saw Allen dominant again, apart from a foray by Steve Matthews which took him through to second and a chance to latch onto Allen's bumper before he vanished from the lap charts. Webster held onto second for a while until that man Morgan, flying the colours for Balmuir Racing, came through again to chase



Impressive in 250 National was Peter Morgan, seconds all the way.

after Allen. He was not to catch him, though he made a brave attempt and the finishing order of the first three was the same as the previous heat. The other places this time went to — John Taylor, Dave Griffiths and Neil Bolton. Arthur Thompson with an eighth in the first heat ended that one in tenth, behind Bisp, Rowntree and Mike Doble. Barry Tomlinson, aboard the Alan Eastwood Kobra, ended his heats in the middle order, admitting his motor was just not quick enough.

The Formula E grids, based on the qualifying times, had Martin Hines on pole, Ian Shaw, Roger Goff and Phil Glencross alongside, whilst Brian Heerey, Richard Dean and Derek Rodgers shared the second row. Hines, Rodgers and Goff made the best of the break, with Glencross and Shaw chasing hard. Hines was quickly into his stride with Glencross rapidly coming through into second to press the leader. Brian Heerey was missing from the order early on and Malcolm Turner pitted after only one lap. Goff and Shaw deposed Rodgers to take up the running in third and fourth places respectively, but Tim Parrott seemed a little off form and unable to come to terms with the leading squad. Hines held onto the lead to take the flag, from Glencross, Goff, Shaw, Parrott and Richard Dean. Dutch visitor Pier Hartog was seventh. Chris Willie, aboard the ex-Sandy Dalgarno-Goff tuned Rotax, drove very well to finish in eighth, ahead of Alwyn Chambers and Charles Atherton. Hines and Glencross shared a quick lap of 1min 12.7, 96.92mph. Derek Rodgers was sidelined on the fifth tour at Redgate with a suspected tyre failure. The last heat of the day before the 125 Qualifier and Hines again got the edge, leading

from the scrapping quartet of Goff, Glencross, Rodgers and Shaw, with Richard Dean bringing up the rear order and those were to be the finishing positions at the line. Brian Heerey recovered well to take seventh just ahead of Dutch-German Champion Piet Hartog. Malcolm Turner, Jamie Vale and Alwyn Chambers were the next trio along. Tim Parrott had pitted on the rolling lap with a slipping clutch, rectified the situation and was back out, only to pull into the pit lane with a recurrence of the problem, on the last lap just before the flag. Hines whacked in another quick lap, this time breaking his own previous record with a 1min 12.2, 97.59mph. The scene then was set for a very fast final later in the day.....

### 125 NATIONAL QUALIFIER

Around 40 drivers lined up in the last chance to qualify for the main final, the first ten only going through. Unusual though it may seem Gary Ashurst's name was among the hopefuls for the eight lap session and when the chips were down showed his determination to succeed in no uncertain way. He led off the line and turned the race into an Ashurst benefit, heading after one lap Mike Ballantyne, Malcolm Clark, Peter Robinson, Colin Poole, Nick Bowler and Sean Mellor. As Ashurst romped into the distance a fierce scrap developed between Ballantyne and Clark, Clark getting the better of Ballantyne on the second tour, only to find that place revoked next time round. Colin Poole was gone early from the action after climbing to fourth on the second tour and it was Dave England now occupying that spot from Bowler and Ken Gill. A couple of laps later Clark was back in second



Ian Shaw, in his last fling in 125 National, took a win and a second in the beats.

## 210 VILLIERS LONG CIRCUIT CHALLENGE

The final round of the 1986 210 Villiers Long Circuit Challenge was successfully concluded at Donington Park on Sunday 26th October, with lots of cash goodies being presented by Mr. Mark Scutt of Villiers Industrial Engine Manufacturers Ltd. The prize-winners were:-

<b>1st</b>	Phil Featherstone	123 Points + Villiers Trophy, Trophy and £300 cash. (Villiers Trophy presented by Villiers Ltd — to be returned for annual contention)
<b>2nd</b>	Graham Sykes	112 Points + Trophy + £200 cash and year's subscription to Kart and Superkart.
<b>3rd</b>	Andy Martin	104 Points + Trophy + £150 cash + Primary Chain (Primary Chain donated by John Handley Bearings)
<b>4th</b>	Keith Trainer	102 Points + Trophy + £125 cash + K&N Air Filter (Donated by Advance Products Ltd)
<b>5th</b>	Steve Young (N)	100 Points + Trophy + £115 cash
<b>6th</b>	Mark Lockley	95 Points + £110 cash
<b>7th</b>	Simon Quance	94 Points + £105 cash
<b>8th</b>	John Newton	87 Points + £100 cash
<b>9th</b>	Dave Thacker	77 Points + £95 cash
<b>10th</b>	Alan Ogden	67 Points + £90 cash
<b>11th</b>	John Brennan	61 Points + £85 cash
<b>12th</b>	Dudley Martin	58 Points + £80 cash
<b>13th</b>	George Bett	55 Points + £75 cash
<b>14th</b>	Paul Ricketts (N)	52 Points + £70 cash
<b>15th</b>	Steve Jones	47 Points + £60 cash
<b>16th</b>	Paul Woodward	42 Points + £50 cash
<b>17th</b>	Ralph Howard	38 Points + £40 cash
<b>18th</b>	Tom Thacker Jnr	19 Points + £30 cash
<b>19th</b>	John Tunstall	10 Points + £25 cash
<b>=20th</b>	Gerard Coakley	6 Points + £25 cash
<b>=20th</b>	Garry Parker	6 Points + £25 cash + "Bad Luck Award" (the cash donated by Richard Wallace Motorsport)

Special Prize and Trophy for the highest scoring Novice registered at the start of the Season:-

**Steve Young** — Trophy presented by Villiers Ltd; Prize — Steering Wheel donated by Car and Karting Centre Ltd.

Special thanks to: Mr. Mark Scutt of Villiers Industrial Engine Manufacturers Ltd for presentation of prizes and supplying the Trophies.

Also to:- Mr. Tom Thacker Snr, for undying enthusiasm, trophies and the superb prize fund.

To: All competitors for registering and making the "210" Challenge a resounding success.

And finally some thoughts from 1986.....

The Challenge will hopefully run for many years to come and so all you 210 "addicts" who were not sure about competing this year — just take a look at the Prize Fund — it could well be worth your while for 1987!

210 *can be* successful, close and competitive on Long Circuits, but it is up to the drivers to ensure its continuation. There were 39 entries for the final round at Donington — let's see this every meeting. Once the dates are announced you can plan your season, budget and go for it! The future of 210 at the moment looks extremely healthy but it must be stressed that each individual must do his utmost to maintain the image of the class and the sport in general — scruffy karts do nothing to impress potential sponsors of individuals or indeed the Series. Karting in general needs sponsors and it is up to you, the drivers, to 'sell' the idea. What with the possibility for further television coverage there has never been a better time to generate public awareness and commercial backing.

One final closing point is the subject of SL tyres. As everyone must know by now we in the 210 Drivers' Club have been campaigning for the use of SL's on both Long and Short Circuits across the board. It is believed the RAC consider this case to be "unsafe", but it is a fact that George Bett used SL tyres at the 1986 Silverstone Grand Prix and also went on to a convincing victory at the last Donington meeting, also on SL tyres.

The facts speak for themselves and so if the RAC do "throw out" our proposals for SL's as unsafe, I for one would like to see the tyres in SL form stamped "unsuitable for Long Circuit usage". The situation cannot work both ways. Either the tyres are safe or not. That I think just about covers everything as I am leaving the UK to work in Germany for two years, the administration for the 1987 210 Long Circuit Challenge will be handed over to some poor unsuspecting person who I am sure will do a good job!

See you all on my return visits and keep up with the good racing.

**Auf Wiedersehen,**

**Tim Price.**





George Bett in fine form, leading Alan Ogden in 210 National.

with Ballantyne close up and hounding him. Eagland in fourth was quickly to slip down the order as the others moved through — Sean Mellor, John Russell, Nick Bowler and Ken Gill.

At the line Ashurst was the clear winner and the other nine going forward to the main final were — Malcolm Clark, Ballantyne, Mellor, Russell, Bowler, Gill, Eagland, Naul and Wilson. Gary Ashurst put in the quick lap, a 1min 23.3, 84.59mph.

## 210 NATIONAL

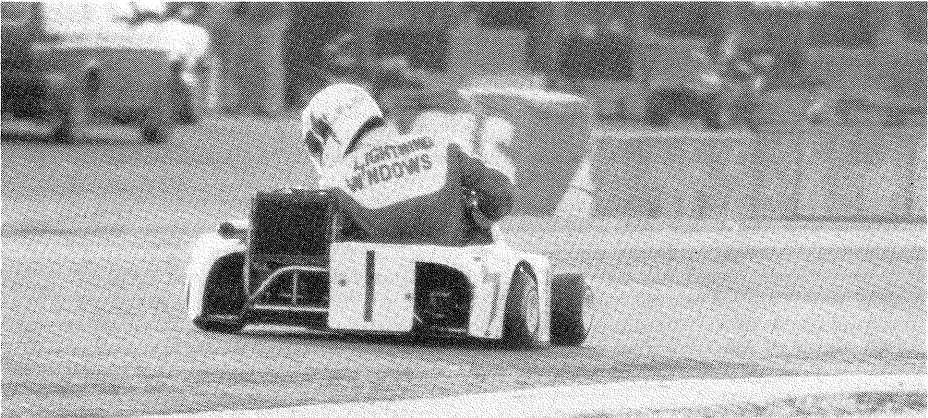
36 Villiers lined up for the ten lap final, George Bett on pole position, but it was John Waggett who got the jump on the green light from Bett, Featherstone and Quance. Not for long though was Waggett to retain the lead, Bett was soon heading the queue, trying to put distance between himself and any threats. At the end of the first lap the order read — Bett, Featherstone, Waggett, Ogden, Young and Quance. Even that early George Bett's motor was on song and he was easing out a comfortable buffer. Featherstone dropped out of sight as they came round at the end of the next tour, Waggett was now in second spot, leading Ogden, Young, Quance and Igor Ashwell. Graham Sykes was running in seventh and heading Bob Pooley, Paul Clapham and Marshall Kingett.

Through Holly Wood Ogden put the pressure on Waggett and eased himself into second place before Coppice Wood. Young was still in fourth spot and Quance fifth, but Ashwell had erred and left the door open which allowed Sykes and Pooley to demote him.

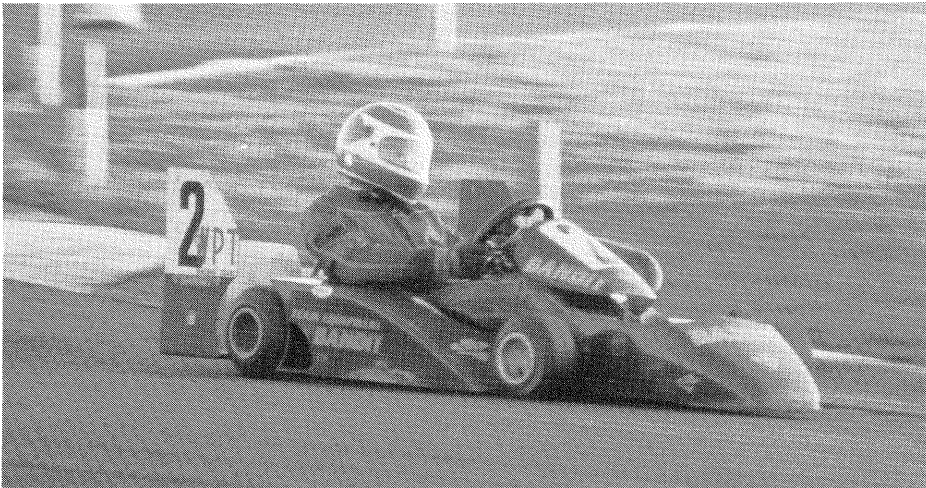
As the race progressed Bett was out on his own, untouchable some thirty yards up on the rest of the field. Ogden was confidently

defending second, now from Young who had outflanked Waggett and moved into third place, then followed Sykes, Quance, Pooley and Ashwell.

By two-thirds distance the leaders were encountering backmarkers which made Ogden's hopes of catching Bett even more remote, the wily Scot quick to take advantage of the situation to extend his lead further. Ogden continued to resist all efforts on the parts of Messrs Young and Waggett to relegate him. Graham Sykes had disappeared from the order by that time which left Quance to defend fifth from Ashwell, although Graham was seen coasting around with ailing equipment. John Newton's dismal weekend continued, he had vanished earlier in the race and was seen dejectedly pushing his kart along the pit lane at the end of the ten laps.



Mark Allen's battle to retain the British No. 1 ended prematurely with a broken gear change shaft.



Mark Webster clinched the title, four wins out of six and 36 points. A happy man — and so was Alan Cheetnam.

There was little if any change to the order over the remaining couple of laps so at the flag George Bett claimed a handsome victory from Alan Ogden, Steve Young, John Waggett, Simon Quance and Igor Ashwell.

The 125 P&R class, running off the back of the Villiers grid, saw early dominance by Gary Needham, dominance which was to carry him through to the flag. Paul Hunt finished second ahead of Joanne Fabby and Graham Barker, both two laps adrift.

1st	George Bett	Zip/Bett Villiers
2nd	Alan Ogden	Zip/APV
3rd	Steve Young	Stratos/Christie Villiers
4th	John Waggett	Zip/APV
5th	Simon Quance	Zip/Longtune
6th	Igor Ashwell	Aero/Longtune

**Race Time:** 14min 23.1 — 81.63mph

**Fastest Lap:** (Bett-Ogden) — 1min 24.9 — 82.99mph

## 250 NATIONAL

After Mark Allen's complete domination of both heats this event generated a lot of spectator interest because hanging in the balance was the British title. All the pointers were that Allen would retain the No. 1 plates for a second term, but could Bandit man Mark Webster thwart the Champion's plans? Another critical factor to be taken into account was Peter Morgan's excellent showing in the heats, he had bared his teeth in no uncertain way and grabbed two second places. Worried no doubt that Peter could be the deciding ingredient when the chips were down, the challenger and the challenged took to the circuit, Morgan sitting between them and Keith Bisp joining the trio on the front row.

Off the rolling lap and with the lights on green it was Webster to make the quickest break, Bisp and Allen almost alongside. Morgan did not get the cleanest of starts and was lying somewhere around sixth when the full grid dived on the brakes for Redgate.

One tour complete Webster led from Allen who had pushed Bisp into third, Mike Doble, Neil Bolton and Peter Morgan. Arthur Thompson headed the rest of the field — Tabbener, Fowler, Aspey, Elvin, Taylor, Griffiths, Tomlinson, Eddie and Polding. Before the lap was over Allen managed to squeeze through on Webster to take up the running but there was very little in it. Morgan was quickly into his stride, closing up in third after demoting Bisp, Doble and Bolton. Russell Powell and Ken Homer were early casualties, pitting as the horde swept past into the third lap.

Out front it was still Allen from Webster with Morgan hanging on a few yards adrift. Bisp still commanded the rest of the field from fourth place, but there had been some position changes

the drivers entering the series would receive tyres at a greatly discounted price.

### PRICE LIST OF DUNLOP K5 SLICKS AVAILABLE TO 250 SUPER SERIES ENTRANTS

7.50 × 11.50 × 5	— £20.00
5.50 × 11.00 × 5	— £20.00
7.10 × 11.00 × 5	— £19.00
4.50 × 10.00 × 5	— £19.00

All prices plus VAT.

This tremendous offer was accepted and incorporated into the regulations for the series.

Many more points were discussed and the Committee took note of these when drawing up the format for the 1987 Series. Mr Harry Knight organised the excellent venue for this meeting which concluded around midnight.

All interested drivers send stamped addressed envelope to:-

**Andy Stratford,**  
216 Chester Road,  
Streetly,  
Sutton Coldfield,  
West Midlands B74 3NA.

## For Drivers Information

# 250 SUPER CHALLENGE 1987

**Co-ordinator:** Trevor Cryer,  
070681 3550.

**Competition Secretary:** Andy Stratford,  
021-353 5772.

**Result and Award Secretary:**  
Martin Hobbs, 05438 76991.

**Treasurer:** Bob Kennings, 021-358 5645.

**Publicity Secretary:** Mike Topp,  
0827 895846.

**Sponsor Secretary:** Iain Slater,  
0480 57742.

### OBJECTS OF THE SERIES

- To ensure improved 250 International grids on short circuits.
- To encourage Rotax and Yamaha drivers to compete.
- To promote 250 International racing on short circuits by providing a prestigious 4 circuit 8 meeting competition through the better months.
- To limit, if possible, expense undertaken by competitors by:-
  - Choosing circuits as central as possible.
  - Attempting to obtain a major sponsor and using the finance obtained to promote the series and pay start money.
  - Obtaining tyres at a big discount for entrants.

### THE COMPETITION

- Open to all** 250 International Kart Drivers.
- RAC Regulations apply. Supplementary Regulation only Dunlop Slick Tyres to be used up to latest type K5, any make of wet tyre can be used.

### AT EACH MEETING

- 250 Challenge Organisers to provide awards for all challenge entrants in each round of series.
- Yamaha and Rotax drivers race together but receive separate awards. i.e. 1st Yamaha, 2nd Yamaha, 1st Rotax, 2nd Rotax, and so on.
- Organising clubs to provide usual trophies.
- Series leader to wear distinctive T Shirt.
- Awards given according to position attained in final.
- Points given in each *heat* and *final* to count towards overall series winner.

7. Whenever possible 250 challenge drivers to keep together in the pits. Ways to achieve this to be explored. Reason: To provide impact on possible sponsors and increase collective enjoyment.

### THE SERIES

- Best out of 8 possible meetings to count to overall positions so if you miss one or even two meetings you are still in with a chance in the overall competition.
- Points awarded in all heats and finals for series awards, for these points Yamaha and Rotax compete with each other.

Placings	Points
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

### NEW APPROACH TO AWARDS

Every competitor at each meeting will receive an engraved coaster, eg 250 Super Challenge 1987, Fulbeck, the first three Yamaha and first three Rotax Powered Karts to have their position engraved on the award.

At the end of the series the first three Yamahas and the first three Rotax Powered Karts to receive awards. The one driver (regardless of engine make) with most points will receive the Champion of the 250 Super Challenge 1987 Award.

The overall winner, ie the Champion, of the series to have the crowned ace of clubs cypher awarded, to be exhibited on his kart or helmet or both for one year, so that he is immediately recognisable when at future meetings.

The results of each meeting to be published in each Karting magazine with running points total, the same being posted at each subsequent meeting alongside grid positions.

### IF A MAJOR SPONSOR IS OBTAINED

The name of sponsor to be added to name of Competition. After promotional expenses have been met, all monies received from sponsors, etc, to be paid out in start money, only other goods or unsaleable vouchers to be given for achievements.

The success of this appeal for sponsorship is based on the fact that local papers are hungry for news about local people and since the competition is named after the sponsor the name will appear, and with skilful writing other plugs can be achieved. It is estimated that it could be possible to get throughout the season 60 write-ups distributed to 20 different newspapers. This is some coverage and gives us something to sell.

### CIRCUITS AND DATES TO BE USED

Whenever possible these meetings are held at times away from major karting events.

**5th April**  
Bromsgrove KC, Little Rissington  
**26th April**  
Lincs. KC, Fulbeck  
**3rd May**  
Bolton KC, Three Sisters  
**14th June**  
Wombwell KC, Wombwell  
**19th July**  
Shenington KC, Shenington  
**20th September**  
Merseyside KC, Three Sisters  
**4th October**  
Bromsgrove KC, Little Rissington  
**25th October**  
Lincs KC, Fulbeck

The organisers reserve the right to amend or change any of the above, if considered necessary.

### ENTRIES

- Drivers to obtain own entry from each Kart Club organising the respective meeting that is included in the challenge.
- Entry Fee for Challenge Series £25.00, payable by 28th February, 1987.

## 210 CHALLENGE ROUND 9 SHENINGTON

Just one week after round 8 at Chasewater the 210 Challenge moved to the Shenington circuit for round 9. Another excellent entry of 49 listed drivers were in the programme which included all the leading point scorers so once again split heats and an 'A' and 'B' final were required.

A shower of rain had doused the circuit in the afternoon but by the time the 'B' finalists took to the track things had almost dried out and all the drivers were running slicks. The front row comprised of Steve Thornell in pole, Duane Sutch, Colin Hoare and Lionel Sifleet and it was the latter driver who made the best start and led the first of 6 laps from Ed Mellor, Simon Barnett (making a good start from row 5), Steve Thornell pulled off thus promoting Steve Morris into 4th. Lionel Sifleet reeled off the remaining 3 laps to earn himself a place in the 'A' final, joining him were Ed Mellor in second, Simon Barnett in 3rd and Steve Morris, who just won a close scrap between himself, Peter Higgins and John Browning to take the last 'A' final place.

Sitting on pole position for the 'A' final was Charles Morris after a 1st and 2nd in his heats. Phil Hemes, Glen Clarke and John Haigh made up the highly competitive front row. The 2nd row contained Paul Robinson, Tom Thacker and Martin James with the 3rd row having Alan Poole, Rob Peters, Shaun Gibbs and Gary Marshall. The grid contained the maximum 24 starters that are allowed to start at Shenington but as the two rolling laps were completed poor Glen Clarke had trouble so it was 23 karts that blasted off at the green light and thundered down the main straight with pole man Charles Morris leading the pack. At the end of the first lap he was still in front with John Haigh, Phil Hemes, Paul Robinson, Alan Poole, Martin James and Paul Woodward all going through nose to tail. Lap 2 and still Charles Morris led — just, with second place John Haigh having Phil Hemes looking down the inside at one corner and he had Paul Robinson on his tail. By lap 3 Charles Morris had managed to pull out about a 1 second lead from his pursuers, further back Martin James, Paul Woodward, Tom Thacker, Steve Hurst and Rob Peters were all close and battling away. The next lap and Paul Robinson was putting extreme pressure on third place driver Phil Hemes and on the next lap he was through into 3rd. Charles Morris was driving absolutely on the limit and now had about 1.5 second lead but as he came through to complete lap 5 he spun!! He was soon away but now John Haigh was in the lead wondering where Charles had gone as he didn't see him spin, he got quite a shock when he discovered he was on his tail!! The next few laps Paul Robinson was still third closely followed by Phil Hemes, then came Paul Woodward, and unlucky Martin James whose ignition cover was to fall off and jam the gear lever, Martin falling back to finish a disappointing 16th.

The fight for the lead continued unabated with Charles Morris trying first one side then the other as he tried to find a way past and on lap 9 his persistence paid off and he was back in the lead. Behind Paul Robinson in 3rd, Paul Woodward was up in 4th, Phil Hemes 5th, Steve Hurst now up to 6th in front of Tom Thacker, Rob Peters and 'B' final winner Lionel Sifleet, ►



1986  
250 Super Challenge — Final Round  
Little Rissington



An excellent grid of 250 Internationals form up at Little Rissington for the final round of the 250 Super Challenge.

Little Rissington hosted the final round of the series, and an excellent grid of Yamaha and Rotax powered Superkarts turned out to settle their position in this 1986 series. Only the first and second spots had been finalised, these were only made secure in the previous round. The remaining positions were still disputed, and throughout the day hotly disputed they were, since heats and final all counted towards the overall total points.

Heat one, Hobbs hesitated on the line and in the ensuing confusion Milner, Kennings, Slater and Pedelty got away in that order. Mid-distance and Ron Banthorpe overdid things and went out to grass. Kennings passed Milner on the back straight, Milner tried too hard to recover the No 1 position and gyrated in front of a fast closing Cryer. Final Order — Kennings — first, Cryer — second, and Iain Slater — third.

Heat 2, two karts hesitated on the line, Andy Milner, taking evasive action, moved across the grid. In the ensuing melee Kennings, Milner and Hobbs emerged, Kennings flew and finished a comfortable distance in front of Cryer who had managed to get through to second again, and Martin Hobbs came through to third spot.

On to the Final, Kennings — pole, Cryer — 2 and Hobbs — 2, and the question could anybody do anything about Bob Kennings with two wins under his belt. Under starter's orders and Pedelty rammed Hobbs who made an involuntary leap forward and the grid had to be reformed. On the second attempt away they screamed, Kennings, Hobbs, Cryer and the pack. Cryer took some 3 laps to get by Hobbs who was very fast in a straight line but was having handling problems which were not helped by a broken seat stay which eventually caused his retirement. By this time Kennings was the length of the straight clear and this was never to be lessened. Meanwhile Pedelty after curing his caburettor problems (odd slides) was performing much better and was up to third. Mills and Slater were having a real go and chasing Milner who was now in 4th spot, this was not to last, Milner overdid things and spun out, lap 8 and a much improved Slater squeezed by Mills at the hairpin but on lap 9 Mills outbraked Slater and held on till the end. Quite a final — Kennings — 1, Cryer — 2, Pedelty — a fast closing 3rd, Mills and Slater a very suited 4th and 5th after a tidy struggle.

It is worth noting that there were 15-20 Internationals entered at this 250 Challenge Round, an encouraging grid and only some 4 karts less than at the 1986 RAC Gearbox

developments in the 250 super challenge series for 1987.

1986 RESULTS

1st	Bob Kennings	Rotax
2nd	Trevor Cryer	Rotax
3rd	Ron Banthorpe	Rotax
4th	Ian Slater	Yamaha
5th	Andy Milner	Rotax
6th	Harry Knight	Yamaha
7th	John Tomkinson	Yamaha
8th	Paul Pedelty	Rotax
9th	John Lloyd	Rotax
10th	Alan Mills	Yamaha

It is worthy of note that Harry Knight achieved 6th spot in the series with his well known immaculate green Yamaha kart, the appearance of this kart is a shining example to karters everywhere.

In Bob Kennings, a driver mechanic with tremendous performance and unbelievable consistency, we have a great champion, and now surely he has clearly demonstrated his entitlement to the crowned Ace of Clubs motif which is his for one year. This competition is the most demanding of all 250 International club competitions and, therefore, it is reasonable for it to be recognised as the most prestigious short circuit Superkart competition to win.

Developments for next year's discount prices on tyres, momentos to all drivers who compete in each round, separate awards for Yamaha and Rotax, a more determined search for a major sponsor, and much more. For details send a stamped addressed envelope to Andy Stafford, 216 Chester Road, Streety, Sutton Coldfield, West Midlands B74 3NA.

TREMENDOUS DUNLOP TYRE  
OFFER AVAILABLE TO 210  
SUPER SERIES ENTRANTS

At a well attended meeting of 250 International drivers at the Holly Lodge Hotel, Holmes Chapel, on the evening of 4th November, 1986, Mike Topp agreed to take on the job of Publicity Officer and Iain Slater accepted the task of Sponsor Officer. These two gentlemen will of course work closely together. Andy Stratford continues as Competition Secretary and Bob Kennings became the Treasurer. We are very grateful for their offer of assistance.

Mr Colin Quigley, Dunlop's well known tyre distributor, put an offer before the meeting that if the series were to be made a Dunlop Slick Tyre Series only (any make of wets can be used) then,



Colin Quigley, Dunlop Rep., Bob Kennings 1st, Andy Milner 5th, Ron Banthorpe 3rd, Harry Knight 6th, Trevor Cryer 2nd, Iain Slater 4th.

behind him. Thompson was ahead of Doble and Bolton, John Taylor had come through into eighth with Steve Matthews and Ian Elvin chasing hard. Three more casualties ran into the pit lane — Charles Eddie, Tas Richardson and Steven Bell.

The British Championship scramble underwent a dramatic change next time around. Webster now had a firm hold on the lead and Mark Allen in second was trailing, frantically trying to change gear directly because the gear change shaft had broken. Morgan closed in and passed the ailing Champion, Thompson had ousted Bisp from fourth, Doble was still in sixth with Bolton benefitting from the tow and Matthews had been promoted to eighth on the disappearance of John Taylor.

Past the halfway mark now, Webster began to stretch his lead and there was little that Morgan could do to haul him in; Arthur Thompson was now in third. Mark Allen was hanging on in fourth struggling to change gear whilst Bisp and Doble were closing for the kill; Matthews headed the rest of the field. Allen wisely retired on lap eight to seek attention to the burns on his left wrist where it had been in contact with the exhaust manifold.

Webster motored on at the front with Morgan a somewhat lonely second while Bisp found the line to get ahead of Thompson and drop him back into Mike Doble's clutches. The order behind was Matthews, Elvin, Fletcher, Breeze, Collard and Fowler as the casualty rate crept up.

Round for the final time Webster winged it out of Park Chicane to take the chequered flag, hands in the air to jubilant cries from Alan Cheetham and the Webby Fan Club dominated by Jane and father Bill. Peter Morgan finished a fine second, Mike Doble had beaten both Keith Bisp and Arthur Thompson back to claim third and Steve Matthews took the remaining Championship point in sixth.

1st	Mark Webster	Zip Bandit/ Cheetham KTM
2nd	Peter Morgan	BR Zip/KTM
3rd	Mike Doble	Zip/Yamaha
4th	Keith Bisp	Barlotti/KMP KTM
5th	Arthur Thompson	Loctite Zip/KTM
6th	Steve Matthews	Zip/Cheetham KTM

Race Time: 13min 30.8sec — 86.90mph

Fastest Lap: (Mark Allen) — 1min 19.8sec — 88.99mph

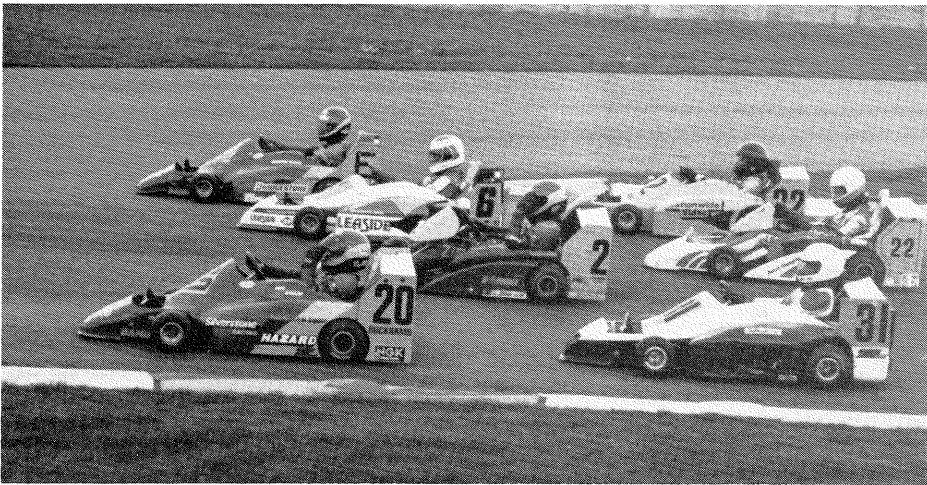
125 NATIONAL

46 karts lined up for this, the last but one final of the afternoon, and the heat results gave an indication of what to expect with Derek Price, Ian Shaw, Chris Stoney and Stephen Coward lined up on the front row of the grid.

The lights changed to green and the confrontation was on. It was the Paul Molloy Stratos of Price that blasted away to snatch the lead from Shaw, Coward, Stoney and Richard Crump as they tore down to Redgate for the first of ten fiery laps.

Price had firmly entrenched himself in the lead from a hounding Stoney while Coward and Shaw scrapped furiously each for the upper hand during the course of that first lap. At the end of it the order was — Price, Stoney, Coward, Shaw, Wilcox demoting Crump, Bolton, Tuckey, Spruce, Harrison, Westwood, Palmer, Glendenning and Beaumont. Price was still in front next time around, rejecting all attempts by Stoney to topple him. Shaw had bettered Coward — just — and Bolton was slotted into fifth with Wilcox and Crump trailing him. Spruce was now in eighth with Westwood, Glendenning, Harrison and Beaumont all line astern.

Price was beginning to ease out a comfortable buffer over Stoney and Coward had regained



The front couple of rows of the Formula E grid — Hines (E), Glencross (6), Goff (2), Shaw (20), Dean (32), Hartog (22) and Chambers (31) prepare for the Final.

control of third place, although Shaw was constantly challenging. Bolton still had fifth then it was Wilcox from Westwood, Crump had pitted on that lap to conclude his participation, Glendenning and Beaumont. There was no change in the order during the next lap, except for the Shaw-Coward cat and mouse act, but as the race reached the halfway stage there were several pit lane retirements as the pace hotted up — notably Stephen Coward, Keith Glendenning and Simon Bolton, which opened the way for others to move in. From Shaw, in third, down it was — Wilcox, Westwood, Williams, Baptiste, Beaumont and McLaughlan. Mike Ballantyne, from the Qualifier, was moving gradually through the field, albeit still a few paces adrift of that immediate order just given.

Stoney was making a concerted effort, although the Championship title had already been settled in his favour. He had closed right up on leader Price and was seeking a niche in the Stratos man's armour. Shaw was running alone in third whilst Westwood and Wilcox were locked in a fierce struggle over fourth and then Ryan Baptiste put in an appearance leading the trio of Williams, McLaughlan and Beaumont.

Drama at the front a couple of tours from the end, Stoney had made it and exited Park Chicane in the lead with Price fighting to get back on terms. Disaster for Ian Shaw in his last race in 125cc, when he disappeared from the order out in the country with a suspected seize. That paved the way for Wilcox and Westwood to dispute the third spot. Baptiste was still overseeing the rest, which saw Beaumont getting the better of the Williams-McLaughlan duo then Malcolm Clark appeared out of Park leading Mike Ballantyne. The closing stages and Price had wrenched control again from Stoney and there was nothing the resourcefulness of Stoney could do about it and at the line had to content himself with second to the Stratos. Adrian Wilcox beat Ian Westwood to the flag, with Shaun McLaughlan and Ian Beaumont completing the top six. Jonathan Williams, Ryan Baptiste, Mike Ballantyne after a fine drive and Malcolm Clark filled the other immediate places.

1st	Derek Price	Stratos/Madcap Minarelli
2nd	Chris Stoney	Zip Bandit/CSK Rotax
3rd	Adrian Wilcox	Zip/Anderson Rotax
4th	Ian Westwood	Zip/Rotax
5th	Shaun McLaughlan	—/—
6th	Ian Beaumont	Zip/Rotax

Race Time: 13min 35.6 — 86.39mph

Fastest Lap: (Chris Stoney) — 1min 20.50 — 87.53mph

FORMULA E

With two heat wins, following strong opposition from Phil Glencross, Roger Goff and Ian Shaw, Martin Hines lined up on pole position for the final, the light already beginning to fail as the start time of 4.45pm rolled around. Both Glencross and Goff shared a second and third apiece but it was the Leaside man who took the slot next to Hines on the grid, whilst Shaw completed the front row. Richard Dean, Piet Hartog and Alwyn Chambers occupied the second rank as they toured out of Park and up to the lights, ten laps of high speed action were in prospect when Ian Rushforth flicked the switch to green. There was no hanging about, off the line the order was — Hines, Glencross, Goff and Shaw, almost abreast down to Redgate for the first time. Shaw tried for a sneak preview on the inside but Hines anticipated the threat and the door snapped shut, like springing a mousetrap.

Round out of Park at the end of lap one Hines led from Glencross, Shaw, Goff, Dean, Heerey closing up from a middle grid start, Dutchman Piet Hartog and Jamie Vale. Derek Rodgers completed his 'no comment' weekend when he toured into the pits with a plug failure.

Hines still had the lead next time around, consolidating the advantage as Glencross fought to get on terms. Shaw and Goff were struggling furiously over third though Shaw was managing to hold off Goff at arms' length; Dean was waiting in the wings. Heerey, Hartog and Vale were all bumper-to-bumper, Hartog trying the inside line into Redgate, Heerey fending him off. Malcolm Turner and Ross Hyett headed the rest of the field.

Out front Hines was beginning to ease away, a sample time showed a third lap at 1min 12.06sec. Glencross still led the rest of the predominantly unchanged crew as they motored into the fourth tour. Brian Heerey, unfortunately, was not to last the distance as a seize threw him out of contention. Malcolm Turner also had gone missing from the scoreboard. Tim Parrott having experienced a more 'down' than 'up' weekend, was beginning to find his feet. Starting from a poor grid position he had made up ground and was tucked into eighth, just a shade adrift of Jamie Vale. Behind Parrott there had been some place swapping, Steve Papworth was heading Alwyn Chambers who had dropped well down after his second row start, then Ross Hyett, John Gosling and Tony Maxwell.

Just past the halfway stage Glencross had closed right up on Hines, whilst Shaw was looking for a tow from the Leaside man. Roger Goff still held fourth several kart lengths adrift while the rest of the field, led by Richard Dean, had become pretty well spaced out — Hartog,



Vale and Parrott leading.

With only three tours to run Hines was feeling the pressure, Glencross was trying to get along-side for a look but still didn't seem to have that momentum needed to carry him through into the lead. Shaw was the other man up with the leaders, Goff had dropped back a shade but was well clear of the lonely pair of Dean and Hartog. The next man to appear was Vale, a good fifty yards up on Chambers, though he was not destined to last the distance.

A couple of tours to go and Glencross had found a way, Hines was noticeably braking a bit earlier which could mean he was experiencing stopping problems. Behind, there was no change to the remaining positions, with the exception of Tim Parrott who had gone a lap or so earlier, later reported to be due to a coil failure and the Rotax nipping up.

As they exited Park Chicane to greet the last lap board Hines was back to the fore, Glencross snapping at his heels. Down to Redgate for the last time the Leaside boss tried again — it didn't work. Round to Craner, through Old Hairpin and up to Coppice, Hines was still in command, now a couple of kart lengths clear of Glencross. Through McLeans and round Coppice Corner Hines held it. Out onto Starkeys, full bore but again braking early for Park allowing Glencross to dangerously narrow the gap. Out of the chicane on the run up to the flag it was Hines' race, just two-tenths of a second from Glencross. The problem on examination of the Hines' machinery was glazing of the rear brake pads, something which caused more than a few eyeball-popping moments, especially at Park! Ian Shaw ran home a fine third, two seconds clear of Roger Goff, whilst Richard Dean and Piet Hartog finished in fifth and sixth respectively. Alwyn Chambers, Steve Papworth, John Gosling

and Ross Hyett brought the order to tenth.

1st	Martin Hines	Zip/Bandit/Zip Rotax
2nd	Phil Glencross	And Zip/Anderson Rotax
3rd	Ian Shaw	Hazard Zip/Zip Rotax
4th	Roger Goff	Zip Bandit/Zip Rotax
5th	Richard Dean	Zip/Rotax
5th	Piet Hartog	Zip/Anderson Rotax

**Race Time:** 12min 10.9sec — 96.40mph.

**Fastest Lap:** (Hines, Glencross, Shaw) — 1min 12.2sec — 97.59mph.

Half an hour after racing the presentation was held in the Redgate Lodge, packed to the gunnels



*It was Phil Glencross who offered the strongest opposition to Martin Hines in both heats and the Final, but had to settle for second best at the end of the day.*

b

Undoubtedly the biggest event since the arrival of the Hewland Arrow on the 100cc Karting scene took place on Thursday 30th October at the premises of Electro Mechanical Engineers Limited at Sidcup in Kent.

The Company, a subsidiary of The Astell Hearson Group, unveiled an impressive line-up of four models of 100cc engines.

The engines named Mosquito and Hornet are boost port and TT engines respectively with a choice of long stroke with a bore size of 48.1 or short stroke bored at 50mm. All models employ rotary valve induction. The first batch of forty engines were on display and had been inspected and passed by the RAC homologation the previous day. Close inspection of the components was sound evidence of the quality of raw material and the level of craftsmanship can only be equalled by the very best that Italy can offer. The main engine casings are from high quality diecast LM25 aluminium alloy. The crank shafts are turned from a solid billet.

The rotary valve is located in the usual way by a hexagon fitted to the crank by standard woodruff key. The valve cover is available in 100 Britain 19mm inlet diameter and also the larger 26mm for National with plenty of material for further enlargement if desired. The valve seating face on the cover is cast in recesses to reduce friction and has a fine polished finish on the machined faces. A short inlet stub is machined at a suitable angle to give good



*Engines of all models on the display stand.*



*Crank halves ready for assembly.*

b

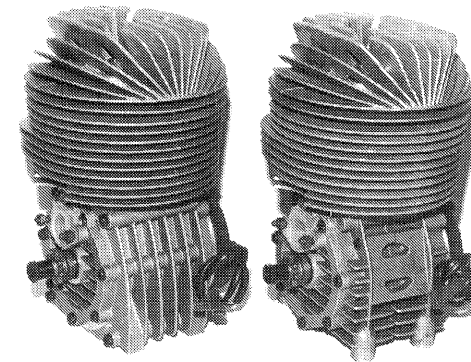
Kart & Superkart

with drivers and pit crews, Commentator Don Briggs doing his usual act, dancing on the table and calling the shots! Mark Hines was nominated to present the Club trophies and British Champions' awards to Mark Webster, Chris Stoney, Andy Martin and Martin Hines, whilst Jacqui was called upon to present the Martyn Merritt Memorial Trophy to MH for the fourth year running amid much applause and kisses. Mr Mark Scutt of Villiers Ltd, was on hand to deal out the lavish awards for the 210 Long Circuit Challenge, including cash prizes of almost £2,000 in total. It was a great way to round off the 1986 Long Circuit calendar. Let's hope next year is even better. All that remains now is to wish everyone a very Happy Christmas and a Prosperous New Year. See you in 1987.

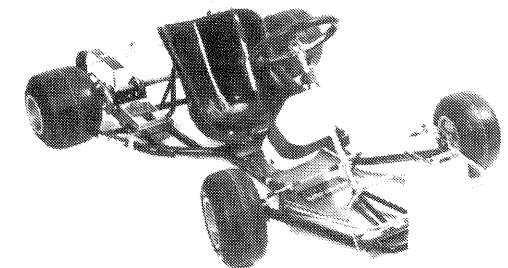
Spares for all Class 1 motors, plus tuning, rebuilding, crankwork, boring, honing, cracktesting, machining, alloy welding etc. (Usual confidential service to the trade).

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***Congratulations to Tim Parrott, Andy, Sue, Baby Martyn, Dad and All the Team on a very successful season!***

*also...*

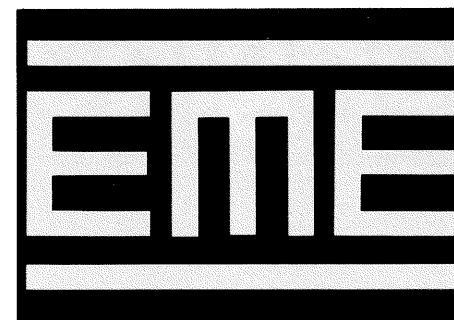
***Special thanks to Russell for the engines and to Phil Glencross, Derek Rodgers, Alan Pritchard, Richard Dean and Lennart Bohlin for the results.***

***A big thanks to George Bett, Mike Doble, Colin Poole, the Mason brothers and all our customers.***

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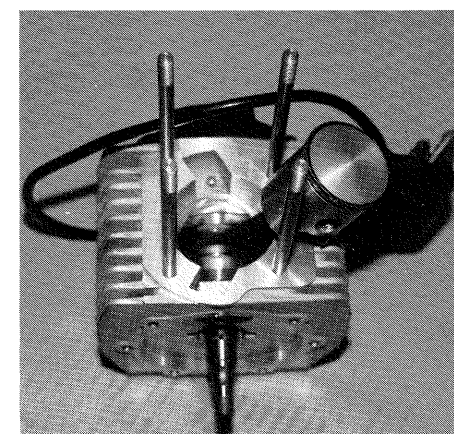
***OUR COMPLETE RACE PREPARATION  
SERVICE ASSURES YOU OF THE RESULTS  
THAT COUNT***

By the way... **MERRY CHRISTMAS**  
***And here's to a successful '87***

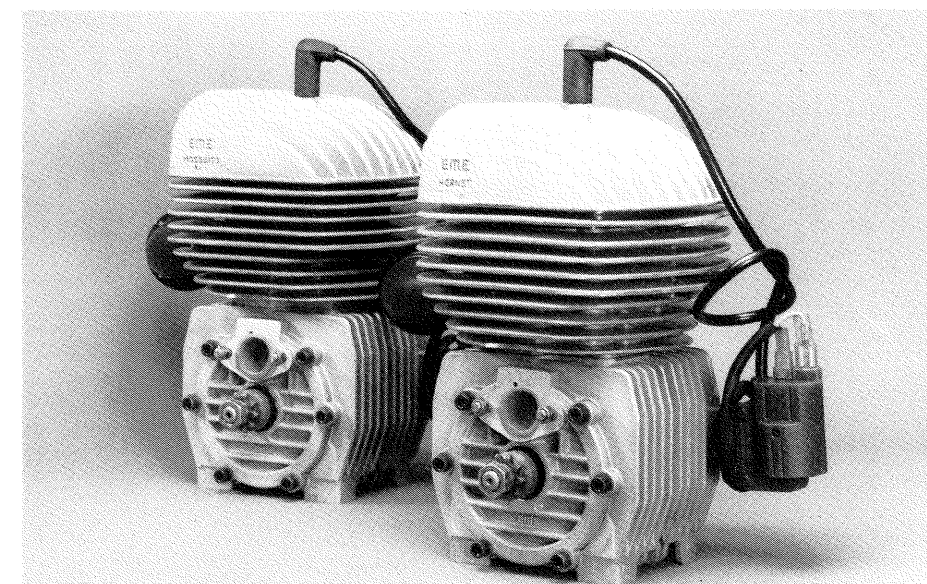


clearance between carburettor and chain and is fitted with studs ready to accept the obligatory Tillotson. The crankcases are sturdy and well finned with good length between the front and rear engine mounting bolts. The crankcases are well finished with all machining taking place on the company's impressive Rambaudi CNC milling machine. On these machines every operation is programmed into its own computer and the quality of the machining is such that two crankcases can be fitted with complete confidence that they will match equally well. Every component manufactured is passed through the quality control shop which is equipped with computerised measuring equipment that will print a read-out for every single measurement on every single component manufactured. To complete the resumé of the bottom half of the engine the standard connecting rod in both long and short versions is of Hi-Fi type which is held with the minimum of end float at the big end between two brass washers. The float on the rod is at the small end by long rollers in the narrow rod as favoured by IAME most recently. The usual Motoplat ignition is fitted as standard.

The piston is typical of other Italian and British engines with two pegged rings and strong girder castings from the skirt up to encircle the gudgeon pin. The cylinder liner is a rough die casting very similar in its raw state to any other, it is clear however, on inspection of the finished component that the material is of very high quality with no sign of porosity. The barrel casting has eight well spaced fins with good extra finning around the exhaust flange. There are webs between each fin to give strength and reduce ringing. The same barrel casting is used for all models with sufficient material present to cover all different port and stroke permutations. The



Bottom half of the Hornet 48.



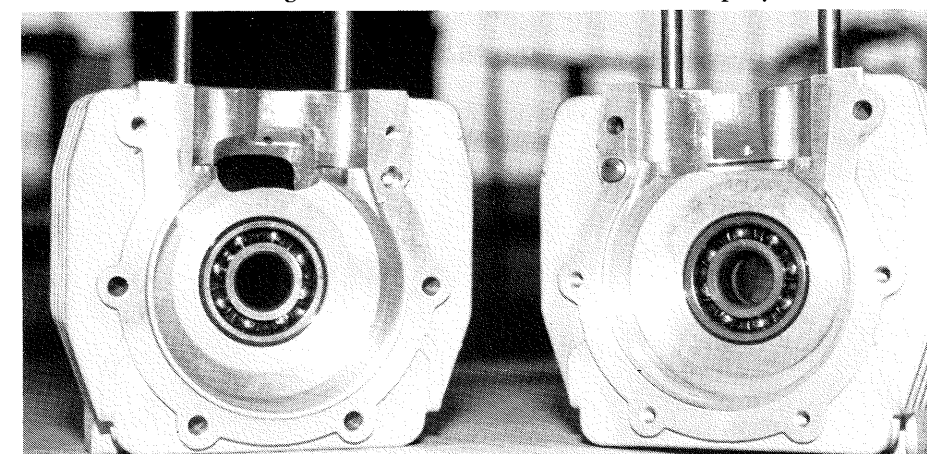
Mosquito and Hornet, both models share identical castings.

cylinder head is vertically finned with standard 'Bowler Hat' type squish area. The barrel and head are secured to the crankcases by the usual four stud fixing which have rolled threads of brass cylinder head nuts. It is anticipated that ignition timing will be between 2.0 — 2.5mm BTDC and the sparking plug fitted would be Motorcraft AG403 or equivalent.

The rotary valve opening looked like any standard engine of this type as did port heights in the barrel. The exhaust bend tube diameter looked larger than standard

totals thirty-eight and during our visit their dedication and enthusiasm was constantly evident. The Kart engine project has gone from one man's idea to a homologated reality in just thirteen weeks.

That man is Company Director Charles Prior, father of 100 Super Driver Martin Prior. Charles Prior has the enthusiastic support of Astell Hearsons' Chairman David Pennock and the Group's Financial Director, Nick Taylor. Having spoken to members of the staff at all levels, from Chairman to machinist, it is immediately clear that this company is here to do



Finished crankcases ready for assembly.

but as no specification sheets are available as yet, these points are hard to qualify. The whole unit is extremely well constructed and given the company's size and background is sure to be successful.

Electro Mechanical Engineers Limited founded in 1945 and now under the larger umbrella of Astell Hearson Holdings Limited, are specialists in high precision component manufacture to industry and list among their many illustrious customers The Ministry of Defence Assay Offices and The Royal Mint. Their factory at Sidcup has plant and machinery far in excess of that required for the production of a precision built Kart engine. The staff of this factory

business and with their professionalism and skill their involvement can only benefit the sport as a whole. The Astell Group has interests abroad both on the continent and in America, so worldwide distribution of engines is to become reality in the near future, subject to local homologation regulations. This is not a company trying to run before it can walk, they just have the capability to get things done. As soon as conclusive track testing is completed the results will be published. There is little doubt that another competition engine has just joined the fray.



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- ☐ Heat treated hardened liners
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- ☐ Supported big end bearings
- ☐ Superb crank shafts
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|                                   | TTL 48 |             |

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## MOSQUITO



# MOSQUITO

**EME**  
100 cc RACING KART ENGINE

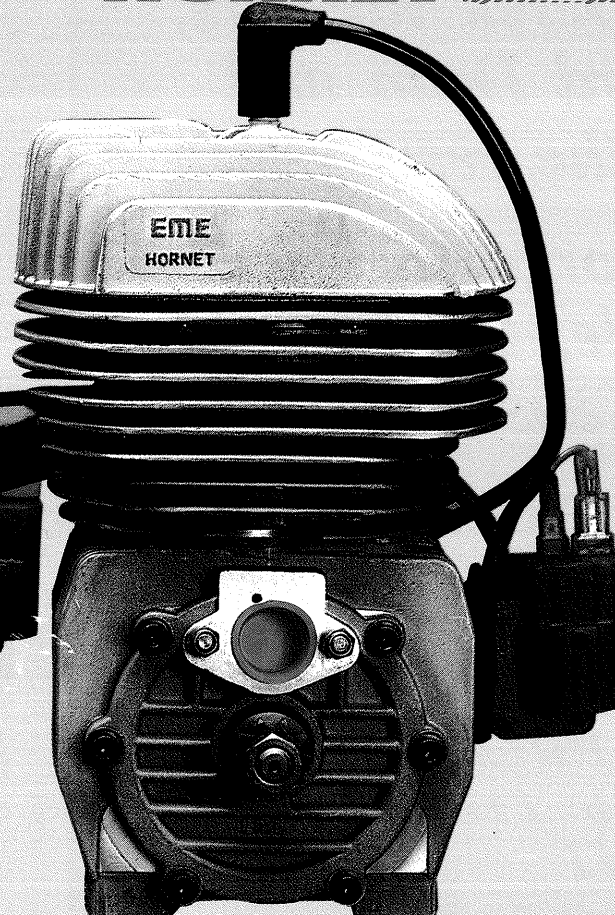
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## HORNET



# HORNET

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