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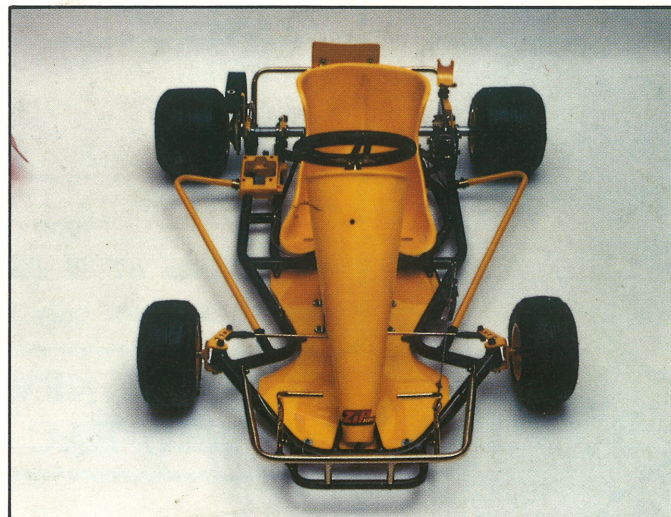
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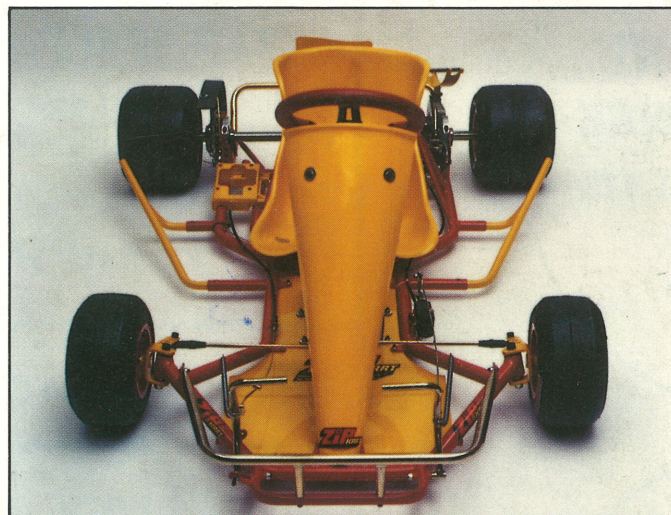
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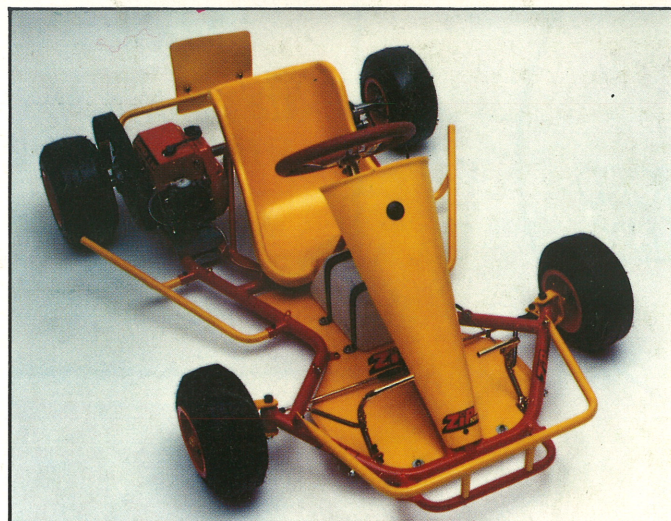
PINDAR ROAD, HODDESDON, HERTS.
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NATIONAL



BRITAIN



JUNIOR CADET

144
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AND
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THE INTERNATIONAL MAGAZINE

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 Chasewater,
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JANUARY 1987 £1.00

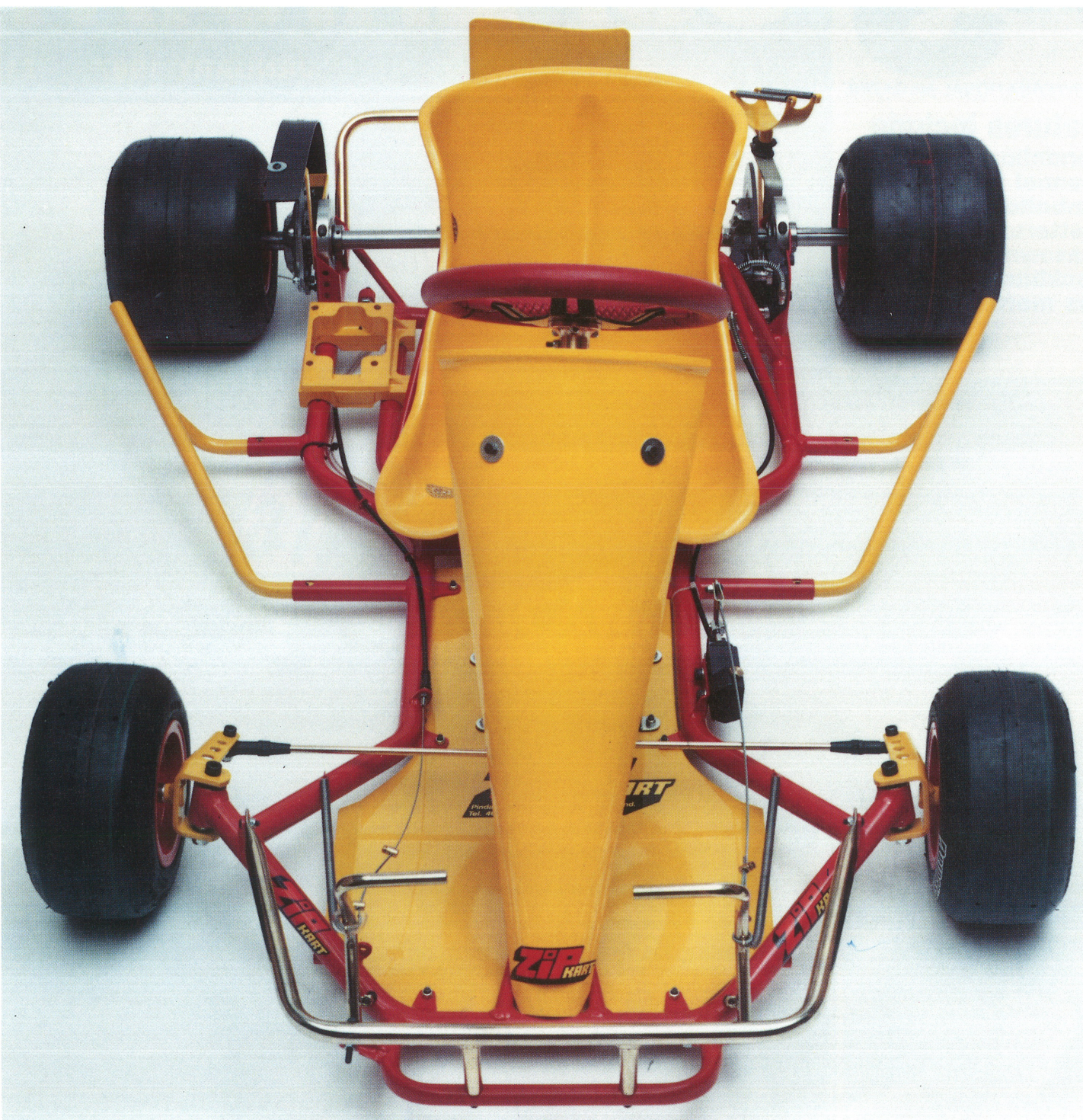


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ZIP KART
PINDAR ROAD, HODDESDON, HERTS.**

K AND S

FRONT COVER:

100cc Endurance expert, George Robinson, in action aboard the Bandit at Genk in Belgium during the 1000kms.

(Pic: Rodger Calvert)

MONTHLY

No. 93

Ed Says

On Saturday December 6th a host of stars from the world of motor racing and the motor racing press descended on London's dockland; Shed 4, Royal Vic to be precise, a disused banana warehouse. When Bob Pope of Playscape told me the place was as big as Tilbury he wasn't joking! A full report on the antics of the participants was scheduled to appear in this issue but due to a slight health problem, as you may have gathered through the grapevine, I was unable to meet my own copy deadline, also those of Motoring News, Cellnet and Racing For Britain. To all, I apologise, circumstances were definitely beyond my control!

Anyway the result was that Cellnet came out as the top team, Zip Kart finished up joint second with Motor Racing Magazine.

Kart and Superkart, regardless of the effects of it's team, finished well down the list along with it's ally Motoring News. In the Grand Prix 10 lap final event 'MH' came out tops even though his motor was croaking a lap from the end. There were some interesting tactics from Johnny Herbert, whilst Tony Negal did his best to look like a hayrick when he collected an errant straw bale which just happened to be on the track(!)(?).

Still, a good time was had by all and lots of cash and goodies were collected for charity. Hopefully we will be able to run up a report before the event merits classification as 'vintage'!

The festive season has gone, paving the way hopefully for a successful 1987. Let's trust some lessons were learned from last year which, in certain respects, was a catalogue of disasters. Robert Langford has retired as Kart Executive, though remains as UK Vice-President, while Katrina Williamson takes over the hot seat under the somewhat onerous title of Karting Manager. She will have a difficult task ahead and I would counsel not to make it any more difficult. Perhaps if everyone works together for a change, we might find we actually like it and start getting somewhere!

I would particularly like to thank **Motoring News** guys — Tim Watson and Mark Skewis for their concern and incessant telephone calls.

Hope to see you at Cadwell next month. Brrrrr...!

Ed. McCormick

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SUMMERLEA — (Larkhall, Hamilton, Strathclyde)

11th JANUARY

ROWRAH — (4 miles from Frizington, Cumbria)
TILBURY — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
WOMBWELL — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)

25th JANUARY

BLACKBUSHE — (Via Cricket Hill — off A30 — and Vigo Lane, Yateley, Surrey)

1st FEBRUARY

RYE HOUSE — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)
FELTON — (7 miles from Morpeth on A1, Northumbria)
SUMMERLEA — (Larkhall, Hamilton, Strathclyde)

8th FEBRUARY

ROWRAH — (4 miles from Frizington, Cumbria)
TILBURY — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
WOMBWELL — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)

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ZIP GP 125cc LONG CIRCUIT KART, some bodywork and spares in good condition. £795 ono. Telephone Ken on (0772) 792748 daytime or (0772) 433541 evenings. MOTIV SUPERFLEX 125 MOTIV/ROTAX, re-nickasiled barrel, latest exhaust, Brembo brakes, Motiv bodywork etc. Plus, trolley, stand, wheel balancer, spares, Bridgestone wets. All in excellent condition. Offers around £950. Telephone Wilmslow (0625) 525693 after 6pm.

WANTED!!! 210 Villiers outfit in good condition preferably with spares. Prepared to travel reasonable distance. Telephone 091-438 5156 (work) or 091-274 9037 (home). Newcastle-Upon-Tyne.

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ZIP 925. 125 P&R. Minarelli, 2 engines, outfit new in March 1985, loads of spares, 3 sets of wheels, wets, special exhaust and reed valve. £800 the lot. Telephone Disley (06632) 2322 after 6.30pm. Nr Stockport.

125 ROTAX ENGINE, Zip tuned, complete with ignition and coil, 36mm P/jet, two Merlin exhausts, one Motiv barrel and exhaust, spare barrel and piston, sprockets, engine plates and linkage for Zip GP £475. Telephone 061-678 9970.

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	£450
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2 Parilla TT27 HF Rods Std Bore, each	£350
2 Parilla TT31 HF Rods, each	£300
1 Parilla Challenger	£400
1 Bare Allkart 32mm Proto Chassis	£100
1 Complete Unpainted Allkart Proto Chassis	£275

Magnesium Dap Rims 7", some new	£20
Parilla TT31 Rods, JB and HF complete	£50
Parilla TT31 Rods, Std	£23
Iame 3 Port Pistons, Parilla and Komet sizes	£5
Komet 135cc Liners	£20
Parilla 3 Port Barrel New Sui TG or early SS 48	£50
Komet K78 Barrels, new	£60
Ally Hubs Long Type 30 and 25mm	£5
Birel Stubs suitable Brit type and early frames	£5
Birel Rims, various, per 1/2	£2
Genuine Motorcraft AG403 Plugs, per box	£20

Please note some of these items carry VAT

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THE NEW CADETT TO 125 WITH
ENGINES TO SUIT

FERRARI RACING

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FRENCH 250CC CHAMPIONSHIP — DIJON

On Sunday October 26th the final round of the French Formula E Championship was held at Dijon and 24 drivers assembled for the three race event. The weather conditions were unfavourable — cold and rainy with a touch of mist, therefore it was unlikely that Thierry Serfatti's record for the track, (1min 24.95sec — 161.44K/h) would be challenged. Leading the Championship was 26 year old Jean-Claude Kallen from Geneva driving a PVP-Rotax and the meeting also attracted several other non-French competitors, among them Sweden's Bobo Westman, an attractive travel package offered by the Club having been the deciding factor for Bobo. Westman was to prove a force to be reckoned with during the course of the event, in fact he put in the fastest time in qualifying and was to go on to win two out of the three races.

QUALIFYING

1st	Bobo Westman	(S)	1min 41.33sec
2nd	Thierry Serfatti	(F)	1min 42.45sec
3rd	Jean-Claude Kallen	(CH)	1min 42.45sec
4th	William Batmalle	(F)	1min 43.07sec
5th	Dominique Servol	(F)	1min 43.33sec

Westman's most serious competition was to come from Kallen, the '85 French Champion, Eric Gassin and William Batmalle, Kallen already had scored victories in the Series at Circuit Carole and Magny-Cours and was looking to add Dijon to the list.

RACE 1 (8 Laps)

1st	Westman	(11min 42.42sec — 155.804K/h)
2nd	Kallen	
3rd	Batmalle	
4th	Gassin	
5th	Servol	

RACE 2 (8 Laps)

1st	Westman	(11min 36.40sec — 157.218K/h)
2nd	Gassin	
3rd	Batmalle	
4th	Kallen	
5th	Pedersen	

RACE 3 (7 Laps)

1st	Gassin	(10min 17.85sec — 154.989K/h)
2nd	Batmalle	
3rd	Servol	
4th	Sturm	
5th	Westman	

OVERALL RESULTS

1st	Bobo Westman	Zip/Rotax
2nd	Eric Gassin	Nissag/Rotax
3rd	William Batmalle	Zip/Rotax
4th	Jean-Claude Kallen	PVP/Rotax
5th	Dominique Servol	Zip/Rotax
6th	Keld Pedersen	Zip/Rotax

FRENCH CHAMPIONSHIP

1st	Jean-Claude Kallen	(1986 Champion)
2nd	William Batmalle	
3rd	Thierry Serfatti	
4th	Bernard Schwartz	
5th	Bernard Sandoz	
6th	Jean-Pierre Fortier	
7th	Guy Goullancourt	
8th	Francois Campo	
9th	Alain Sturm	
10th	Eric Gassin	

NORTHUMBRIAN KART CLUB FELTON

I write to inform both your magazine and its readership that the secretary of the Northumbrian Kart Club has changed due to the resignation of Bob Archbold after a long period of valued service.

I now hold the above mentioned position and can be contacted at the address below.

Ray Davison
6 Valeside
Throckley
Newcastle Upon Tyne
NE15 9LA
Tel: (091) 2677491

NEWSFLASH FROM THE NORFOLK & SUFFOLK KART CLUB

With the end of the current season and after many years of devoted work for the Norfolk & Suffolk KC, Derek Calver will be standing down as Club Secretary in order to pursue both his business commitments and a place in the Suffolk Pool Team. We wish Derek good health and continued success in all he does.

The post of Membership Secretary for the Norfolk & Suffolk KC will be occupied by Mrs Sandra Baker, 27 Great Melton Road, Hethersett, Norfolk. Tel: Norwich 810725, to whom all membership enquiries should be addressed.

Dates for 1987:

The Norfolk & Suffolk KC fixtures for 1987 are as follows — March 29th, April 26th, May 31st, June 28th, July 26th, August 30th, September 27th, October 25th and November 22nd. It is proposed to hold a two day 'Pryde of the East' championship meeting over the August Bank Holiday Sunday and Monday.

Mrs Anne Caswell, 9 The Fields, Tacolneston, Norfolk NR16 1DG. Tel: Bunwell 629, will continue as the Club's Competition Secretary.

Committee of Norfolk of Suffolk Kart Club.

your letters..

THANKS TO THE ISLE OF KARTERS!!!

On behalf of Tina and myself I would like to thank the Isle of Man Karting Association for inviting us to their dinner and dance, and the wonderful hospitality shown us, the enthusiasm for the sport shown by all their members is indeed a credit to the sport itself.

I am sure that their membership will grow considerably in the coming season and we wish them every success for the future, hopefully we will be able to renew our new found friendship

at the Peel 'round the houses' event in June. Finally special thanks to Mr & Mrs Gordon Sweetapple for catering for our every need.

Tina & Martin Hines.

Dear Sirs,

I read with amazement at the goings on at Jacksonville, I wish only to say that our club enjoys its Long track racing at Lydden Circuit (situated between Canterbury and Dover) without any such traumas. If your Long track readers would like to sample our way of doing things we have Long track Kart Races at Lydden Circuit on April 12th, May 10th, June 7th and July 12th. Regulations available from me at: 71 West Street, Sittingbourne, Kent.

Brenda Harris
Ace Kart Club

Dear Sirs,

I see the RAC have in their wisdom sprung on us a formula for killing off 125 nat racing as we know it. In their far sited "We think it would be best for the drivers" without consulting the same created a class within a class '125 super'.

Do I recall about 50 drivers with 125 P&R less than two years ago asking, no pleading for RAC recognition only to be told, we have got too many classes already. Far be it from me to speak for the drivers, who spend their hard earned money competing in their chosen sport, hoping for a chance to catch and pass the P. Malloy's, C. Stoney's and D. Price's of 125 racing. When the new formula goes ahead that will be for the privileged few (NOT THE MAJORITY). 125 nats is the most competitive class in racing. I wonder if the RAC have ever asked why, what next, 125 non super racing with villiers, timed practice for 125 super and professional style racing as with Formula E? The most disappointing part of the whole package is publishing the formula for qualifiers for next season, after this seasons championships have ended. What happened to the stability rule? Finally take not of the word "MAY" in connection with water cooling it will come in 1988, make sure it comes for all the class, not just supers, and leave all the rest holding outdated engines.

125 nats is already a super class, so hands off the best class in karting. Remember classes like 100 international and 135 and look at the antics of the 100 supers. Super classes create Prima Donna's, in modern language Racing Rodneys, they are not needed in Karting.

D. Spruce,
Warrington

Dear Ed,

There are three points from the RAC covered in your November issue that interested me. I wonder whether the consequences, possible and probable, of these moves have been given the attention that they deserve as I feel that they may have far reaching effects on karting in the long run. They are:

- the creation of a 125 'Super' class on long circuit
- 'possible' watercooling for 125 in 1988
- the splitting of classes for the 1987 Short Circuit Gearbox Championships.

The first two items seem to me to be connected. Does a Super class mean that the

British Championships, Silverstone GP, etc. will be fought out by this class with the rest in some kind of supporting role, or will this be an entirely new class, carrying with it separate 'GP' '1' plates. Either way, it seems to me that the driver in the 'lower' ranks, although he might be spending just as much money on his racing as a super class driver, has now got to convince sponsors (few and far between) that his class is just as marketable as the super class, which will no doubt be the one to get the TV coverage (that's what sponsors want) if the BBC go back to Silverstone in '87. One only has to look at the situation in Formula E to see that since the establishment of the World Championship for this class and the consequent splitting of the class at Silverstone, entries have dropped drastically in what is now the support class — there were far more when they all raced together. After all, what's the point of spending a lot of money to race when by the time your race is on everybody has gone home. I feel that the spin off from this is the drop off of entries at other long circuit meetings throughout the year. Otherwise, where have they all gone? Going back to 125 the same drivers are going to be at the front no matter how many karts are on the grid. OK, so sometimes they have trouble in the heats but they're always there at the finish so to my mind there can't be that much wrong with the class in that respect. I could never compete with them (chance would be a fine thing) but I know that I would rather be in the same race than stand on the pits rail wishing I was.

If you look at Formula Ford as a comparison, a driver can choose which meeting he races at, and at what level, there being several meetings on the same weekend. Therefore, no matter what equipment he has, he can find his own level of competition and still be racing in that class. However, that situation does not arise in karting as we do not have clashing meetings on the same

weekend, so a driver has to race at that meeting if he is to race at all. With an elite of say 40 drivers with the attention of the media (well, we might get some, one day) on them and their sponsors, a them and us situation is likely to occur, however unjustified, and this can only do our sport a lot of harm in the long run. Do we really want this to happen? If the split in the class does come about, there would have to be some kind of promotion scheme to give those in the lower class some incentive to compete. We could end up with the positions reversed with a largish super class and a smaller 'B' class but either way I forecast an overall reduction in entries if this comes about.

This leads me on to the second point, watercooling. Why not a separate class for those who want it? If the RAC is talking about watercooling now then we're probably going to get it — there's no smoke without fire. Therefore establish a new, well thought out, 125 Super watercooled class for 1988 and leave 125 National as it is now. Then drivers would be given the choice of class. I say well thought out because the RAC should not be allowed to make the same mistakes again that it has made with 250 National, in other words the unnecessary homologation of engines. Homologation is all very well for the European Touring Car Championship, but kart racing? I think not. What we have in 250 National at the moment is a class dominated by an expensive, unreliable engine that works perfectly in a moto cross 'bike but not in the very different world of kart racing. Why will the RAC not allow Japanese engines? Even if the manufacturers will not supply new engines, there are plenty of year old used ones around — people keep changing their 'bikes in moto cross, a very fashion concious sport — just waiting to be picked up at a very reasonable price and this relates to 125 engines as well. As soon as you buy any engine it becomes second

hand and who is going to know the difference anyway? From what I've seen, and experienced, of Japanese engineering, it is a damn site better than that of certain European manufacturers, so if 125 does go the watercooled route, let's have more engines, please.

I've just found my programme for the 1986 Short Circuit Championships held at Three Sisters. I counted 151 entries with racing spread over 2 days. At the October meeting at Little Rissington, a one day event, there were 147 entries. How can the RAC give 'too many entries' as a reason for splitting this championship? Part of the delay or fault if you like, at Three Sisters, was the track surface breaking up on the racing line. Two years before when this meeting was at Three Sisters, I believe that there was an even bigger entry plus the club found time to run a 100 National event as well. If this split does happen, can the RAC assure us that it will not allow a clashing long circuit event on the same weekend, as happened this year. Incidentally, putting 250 National and Formula E together in 1986 would have resulted in an entry of 49 karts, and at a national meeting at that. Not a good advert for our sport, I think.

Yours faithfully,
Tim Malone
5 Birch Grove,
Allbrook,
Eastleigh,
Hants. SO5 4PY



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CLUB SCENE

Martin by the seventh tour. At the end of the ten laps Walsh was the winner, from — Hazlett, Martin and in fourth place, after a steady drive, by Simon Redman.

1st Patrick Walsh Jeta/DAP
2nd Steve Hazlett Knight/Patron Arrow
3rd Stephen Cook-Martin Jeta/DAP

GEARBOX CLASSES

Heat Winners

1st — 250 National — Bill Garner
1st — 125 National — Jon Shaw
1st — 125 P&R — David Gilson
1st — 210 National — Dudley Martin

2nd Heat

250 National — Stuart Skinner
125 National — Jon Shaw
125 P&R — David Gilson
210 National — Dudley Martin

3rd Heat

250 National — Bill Garner
125 National — Jon Shaw
125 P&R — David Gilson
210 National — John Burns

125 National driver Jon Shaw led from start to finish of the ten lap final, with 210 National's Dudley martin in second spot, again for the full race distance, although in the closing stages of the race it did look like he might lose out to John Burns. Barry Sherriff came home in fourth place after working his way through the order sheet, while Bill Garner in the 250 National homed in for fifth.

1st — 125 National — Jon Shaw — Zip/Rotax
2nd — 210 National — Dudley Martin — Zip GP/Longtune Villiers
3rd — 125 P&R — David Gilson — Stratos/TM
4th 250 National — Bill Garner — John Burns

100 NATIONAL AND SUPER

Heat Winners

1st Stephen Sykes; 2nd Stephen Sykes (100 Super)
1st Jon Earnshaw; 2nd Jon Earnshaw (National)
3rd Allan McNish; 4th Roy Dickson
3rd Roy Dickson

'B' Final

1st (Super) — Dominic Connelly
1st (National) — Andrew Hayden

A total of five Super National drivers were present with Allan McNish using his No 1 plate for the first time. At the start of the final Steve Sykes was the early leader followed very closely by McNish, O'hara, Dickson, Connelly, Banks and Earnshaw. By the fourth lap the two front runners, Sykes and McNish, were pulling away from the rest of the field, with O'Hara and Connelly having a good dice in third and fourth places, while Scott Banks clung on in fifth, then it was Earnshaw and Mark Rose, in close company. In the closing stages of the race McNish took over the lead on lap eight from Sykes, while Connelly had taken third place back on lap five. Also climbing up the order was Mark Rose — into sixth place. So at the chequered flag McNish ran out the clear winner from Sykes, Connelly, O'Hara, Banks and in the 100 Nationals the order was — Rose, Dickson and Earnshaw.

100 NATIONAL SUPER

1st Allan McNish Fullerton/PCR
2nd Stephen Sykes Fullerton/RS Parilla
3rd Dominic Connelly Fullerton/Parilla

100 NATIONAL

1st Mark Rose Mondial '86/KS Parilla
2nd Roy Dickson Sprint/Parilla
3rd Jon Earnshaw Sprint/Parilla

Pembrey

CARDIFF KART CLUB

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

Entries Sec. — Mrs. D. Kilgour, 366 Coedy-Gores, Llanderyn, Cardiff. Tel: 0222-32439.

The Cardiff Kart Club used its official practise day as an additional Club meeting, thereby compensating drivers for the loss of the May meeting earlier in the year, and permitting a last minute rush for points in the Club Championship stakes. Once again 'the sun shone on the righteous', the Sunday weather being in stark contrast to the Saturday and the following Monday. Being mid-November however, the sun was set low in the sky and created quite a nuisance at times.

JUNIOR BRITAIN/CADET

Richard Phelps was beset with all manner of misfortune during the heats and final, spinning twice in the 1st, loosing sparks after half a lap in the 2nd, spinning twice again in the 3rd and retiring at the first chicane on the 1st lap of the final. Lee Middleton therefore had virtually a walkover, to score maximum points but being the racer that he is, the lack of competition would have soured his success. Cadet Andrew Price retired on lap 7 of the 1st heat, missed the second and used the 3rd heat and final to run in his rebuilt engine.

125/250 NATIONALS COMBINED

Only 3 karts came to the line; Yamaha powered John Jones and Mike Morris with his Rotax for the 125's and late entry Paul Griffiths, 250. This was strictly a 2 horse race between Morris and Griffiths, although Jones remained close enough to take full advantage of any serious mistake. Morris led the 1st heat with Griffiths trailing by 10 karts lengths and Jones some way back in 3rd. Morris retired on lap 7. In the 2nd, Griffiths regained some of his usual form and showed that there's no substitute for cubic capacity leading Morris from flag to flag. It was Griffiths again in the 3rd but with Morris leaning on his rear bumper and looking down the inside of corners, only to have the door slammed shut. On lap 6, Morris took full advantage of Griffiths by the wise use of back marker Jones, as the pair prepared to lap him. Unfortunately, Morris retired yet again at the beginning of the last lap. In the final it was Morris all the way with Griffiths 2nd and Jones a lap down last.

100 NATIONAL

The main event certainly pleased the small crowd, with fierce racing from both the regular senior drivers and the 4 Restricted men too. Kedrick Davies led the first from pole to the line followed closely by his shadow in the shape of Arrows man Huw Williams. Mike Marner held on to 3rd place until a 4th lap incident subsequently causing his premature retirement. Ray Dickson inherited 3rd place with Mervyn Dowrick 4th. The 2nd heat looked set fair to

be a repeat, until Davies got into mechanical difficulties on the start straight on lap 5. Fortunately, he managed to get the kart restarted, one lap down finishing in 5th place. Davies led the third heat with Dickson in 2nd. Mike Mitchell clung to 3rd place until Williams took him on lap 3, after first disposing of Marner on lap 2. Williams proceeded to reel in Dickson but the race wasn't long enough. Once Mitchell had passed Dowrick in 4th spot, the first 5 remained unchanged in the final. The real activity lay in the minor placings between John Bennett, Chris Evans, Marner and, a rather uncharacteristically 'low down the field' Martin Collard. Evans made the first move when he passed Bennett followed a lap later by Marner then Collard. Collard passed Marner on lap 6 and Evans on 9. Marner took Evans a lap later as the leaders began snapping at their heels.

250 INTERNATIONAL

Despite the small numbers on the grid, the Internationals have become quite an attraction not least of all because of the rivalry between Mike Rees and his Yamaha and this year's find, Allan Jones, HR Rotax powered. Jones jumped the start in the first heat and on the restart, trailed Rees for the opening laps, with Howard John 3rd and Simon Joseph 4th. Rees overdid it on lap 5 and spun at the bottom bend. By the time he had sorted himself out, Jones was through and held the lead until the end with a good margin. John stopped at the Kidwelly bend too and gave his third place to Joseph. In the 2nd heat, Rees stamped his authority leading all the way. John never showed in this race and Jones despite closing slightly after Rees' early surge, never really looked like catching him. John had some difficulty remaining stationary on the grid in the third heat, and when the flag finally released them, Rees false started so they lined up again. The luckless John had flooded his motor by this time and retired as the others began racing. Jones led the first 2 laps and Rees took over on lap 3. By the end of the 5th, Jones was the only competitor on the circuit, Joseph and Rees retiring to the paddock. A good start by Rees in the final allowed him to out drag Jones and Joseph to the first corner. Rees led the 1st lap but was passed by Jones on the line at the end of the 2nd. By the end of the 3rd he had established a reasonable buffer with which to consolidate his lead. On lap 10 the duo lapped Joseph and that was that.

Keith Rann

JUNIOR CADET

1st A. Price Dart/Parilla/Arrow

JUNIOR BRITAIN

1st L. Middleton Ferrari/DAP/PCR

100 NATIONAL

1st K. Davies Hutless/Yamaha
2nd H. Williams Gillard/Arrow
3rd R. Dickson Dart/PCR/Parilla
4th M. Mitchell Spint/Komet

125 NATIONAL

1st M. Morris Zip 925/Rotax

250 NATIONAL

1st P. Griffiths Zip GP/KTM

250 INTERNATIONAL

1st A. Jones Dino/HR Rotax

BEST RESTRICTED

1st M. Dowrick 100 National

CLUB SCENE

JUNIORS

Champion: Jeanette Peck
Runner Up: Lee Rennison

GEARBOX

125 National: Clive Elmore
250 National: John Lawley
250 Int.: Julian Schnitzer

Kimbolton

SUNDAY, 2nd NOVEMBER

JUNIORS

Heat 1 — 1st R. Walton, 2nd J. Griffiths, 3rd O. Gavin
Heat 2 — 1st R. Walton, 2nd D. Kinsey, 3rd D. Caswell

Kinsey on next to pole oiled up a plug, the race started without him, he eventually joined in one lap adrift. Griffiths snatched the early lead from Walton and these two continued the battle that had ensued in the first heat. Walton tailed Griffiths for lap after lap and looked quicker on the straight, Oliver Gavin was a lone third and Guy Linton shook off the attentions of Nick Kelly to go a clear fourth. Kelly siezed in a big way on lap seven promoting Dean Caswell who had the lone cadet Ralph Firmin well in control. With two laps remaining Walton got the tow he was looking for and passed Griffiths approaching Stow, quickly building up a three length cushion and taking the flag with Griffiths second and Gavin a lone third.

100 BRITAIN

Heat 1 — 1st I. Turner, 2nd S. Reeks, 3rd G. Taylor
Heat 2 — 1st M. Gilbert, 2nd P. Hart, 3rd G. Parker

After two fiercely contested heats we anticipated a close final and so it proved. Parker was first through Stow followed by Hart and Flynn while pole man Turner could only manage fourth. These were chased by championship leader Gilbert, Reeks, Scutchins and Taylor with the rest already trailing. By half distance Turner had moved up to third ahead of Flynn and was challenging the leaders, Gilbert moved up to fifth ahead of Reeks and Taylor was now seventh in front of Scutchins. Hart got past Parker as they excited the Willows for the ninth time but Parker was soon back in the lead, just! Out of the Willows again and Hart and Turner tangled letting in Flynn, Hart recovered quickly but Turner dropped back to ninth as he took a grassy route back onto the hard surface. So close was the racing that one slip and you were sunk. Flynn only lasted another half lap before his engine cried enough. Taylor had to take drastic avoiding action when confronted with Flynn looming up out of a dipping sun. Eventually it was Parker who triumphed from Hart, Gilbert, Reeks, Taylor and Scutchins with Hedger surprisingly quiet in seventh spot.

125 NATIONAL

Heat 1 — 1st R. Goff, 2nd N. Whitehead, 3rd I. Mason
Heat 2 — 1st I. Mason, 2nd C. Mason, 3rd N. Whitehead

Ian Mason was on pole but first away was Colin Mason chased by Goff, Whitehead with Ian back in fourth. These four soon stretched away from the chasing field led by M. Parker and Umney. By lap five Goff had wrestled the lead from C. Mason and started to pull away.

Parker pulled up promoting Umney, but Umney himself retired two laps later, in fact retirements were surprisingly high with half the field sitting out by this time. Back to the action and Whitehead had robbed C. Mason of second and was refusing to let Goff get clean away, his chase was to no avail as he had to settle for second behind Goff with Colin Mason third.

250 & 210

Heat 1 — 1st D. Durance, 2nd I. Wilson, 3rd D. Shelton
Heat 2 — 1st D. Shelton, 2nd J. Ottrey, 3rd I. Wilson

Five 250's lined up for the final in front of seven 210's. Restricted driver Iain Wilson held pole and started well but after two laps had dropped to fourth behind the experienced trio of Durance, Shelton and Ottrey. Poole and Riley led the Villiers brigade. Shelton used the power of his twin to get past Durance and Ottrey soon demoted him to third as he strived to catch the leader. Wilson chased Durance had and lost control exiting Kim, his machine bounced sideways half the width of the track but he kept control and one lap later took third spot. Shelton held off the challenge of Ottrey to take first place and Poole led home the Villiers from Riley.

100 NATIONAL CLUBMAN

Heat 1 — 1st K. Bowes, 2nd M. Collard, 3rd J. Lowther
Heat 2 — 1st L. Ribbans, 2nd M. Whitehouse, 3rd G. Blick

Ken Bowes returned to karting on a borrowed outfit after spending all season in formula Ford and managed a front row position next to pole man Collard. Bowes led through the first bend from Collard and Powell as Blick and Woods ended up stationery after a considerable amount of 'bumping and boring'. After four circuits Collard was in front and dropping Bowes rapidly, Blick had restarted and was up to eighth. Ribbans held fourth but dropped back as McIntyre and Lowther shot past, Lowther soon picking off McIntyre to move into fourth. At the flag Collard was a comfortable winner from Bowes, Powell and Lowther with McIntyre and Robinson next but out of the trophies.

Duncan Taylor

JUNIOR CADET

1st Ralph Firmin Sprint/DAP

JUNIOR BRITAIN

1st Richard Walton Jeta/DAP
2nd Jeremy Griffiths Gillard/DAP-Parilla
3rd Oliver Gavin TKM/Parilla
4th Guy Linton Fullerton/PCR

100 BRITAIN

1st Gary Parker TKM/Parker TKM
2nd Phil Hart Wright/Arrow
3rd Martin Gilbert Gillard/TKM
4th Simon Reeks Gillard/Arrow

100 NATIONAL CLUBMAN

1st Martin Collard S.Dart/Parilla
2nd Ken Bowes TKM/TKM
3rd Gary Powell TKM/Parilla
4th John Lowther Gillard/Parilla

125 NATIONAL

1st Roger Goff Zip/Goff Rotax
2nd Nick Whitehead Zip/Goff Rotax
3rd Colin Mason Zip/Rotax

210 NATIONAL

1st Alan Poole Zip/Villiers
2nd Martin Riley Aero/Upton

250 NATIONAL

1st Dave Shelton Anderson/NFR Rotax
2nd John Ottrey Zip/Yamaha

Wombwell

SUNDAY, 9th NOVEMBER

Wombwell Sporting Association Kart Club ran its November meeting on behalf of the Red Cross Organisation, the meeting also being the fourth round of the Club Championship.

The event got under way with the presentation of the trophies which had been held over from the British Championships in September, (i.e., 100 Super National). The two drivers to be present were Stephen Sykes and Allan McNish, the new 1986 Super National Champion; the problems had been resolved by the RAC earlier in the week.

Two other drivers to mention are the Junior Britain Champion for 1986, Simon Redman, making his move up into Senior Britain and Junior, Matthew Payne, moving into 100 National. Also contemplating a move into 100 National for a full season in '87 is Stuart Wallace.

JUNIORS

Heat Winners — Guy Linton (Junior Britain), Martin Jubb (Junior Britain), Guy Linton (Junior Britain), Nicholas Lamb (Junior Cadet), Nicholas Lamb (Junior Cadet), Nicholas Dudfield (Junior Cadet).

With both Cadet and Britain racing together, the start of the ten lap final saw local driver Martin Jubb take the lead from Stuart followed closely by Guy Linton. In third place for the early laps was Daniel Liddle, but he was soon to come under pressure from Stuart Wallace. The early leader in the Cadet class was Nicholas Dudfield, from Jonathon Greensmith, Nicholas Lamb and James Matthews. So, at the closing stages of the final Martin Jubb took the win, leading from start to finish. Guy Linton ran home second, ahead of Stuart Wallace who had moved into third on the seventh lap. First home in the Cadet class was Nicholas Dudfield, from second placed Nicholas Lamb and Jonathon Greensmith. Junior Cadet Novice driver, James Matthews, finished fourth.

JUNIOR CADET

1st Nicholas Dudfield Wright/Arrow-DAP
2nd Nicholas Lamb Jeta/DAP
3rd Jonathon Greensmith Fullerton/DAP T80

JUNIOR BRITAIN

1st Martin Jubb Boxer/Parilla x 2
2nd Guy Linton Fullerton/PCR
3rd Stuart Wallace Wright/Parilla x 2

SENIOR BRITAIN

Heat Winners — 1st Patrick Walsh
'B' Final Winner — 1st Michael Mills, 2nd Steve Powell

A good entry of Senior Britain drivers took to the grid for the ten lap final, the front row of the grid was occupied by Patrick Walsh and Michael Hair, but Walsh was to lead the field by the end of the first lap — from Hair, Hazlett, Martin, Guest and Redman. By the halfway stage of the race Michael Hair had deposed the leader, Walsh, but only for a lap. Walsh regained the leade, while Hazlett moved up into second place although he was to come under pressure from

your
letters..

Dear Ed,

I would like to say thank you to Beccles Kart Club. Miss G. Maryon for finding a long lost karting friend. It is great to be part of Karting Family. I wish Beccles Kart Club all the best for 1987 and all drivers.

Yours faithfully,
Ex-Cumbrian,
R.T. Price,
4 Vally Road,
Park Village,
Wolverhampton WV10 0NZ
Staffordshire

Dear Ed,

Through the pages of your magazine I would like to thank the following people for their help over the 1986 season. Firstly my father because without his help and advice I would be unable to race; to all the people who have lent me motors over the season — Charlie of Goff Racing "Cheers Charlie" and Jim of Dartford Karting. Thanks all. I hope that the 1987 season is going to better than the last.

Paul Scutchings (Senior Britain)



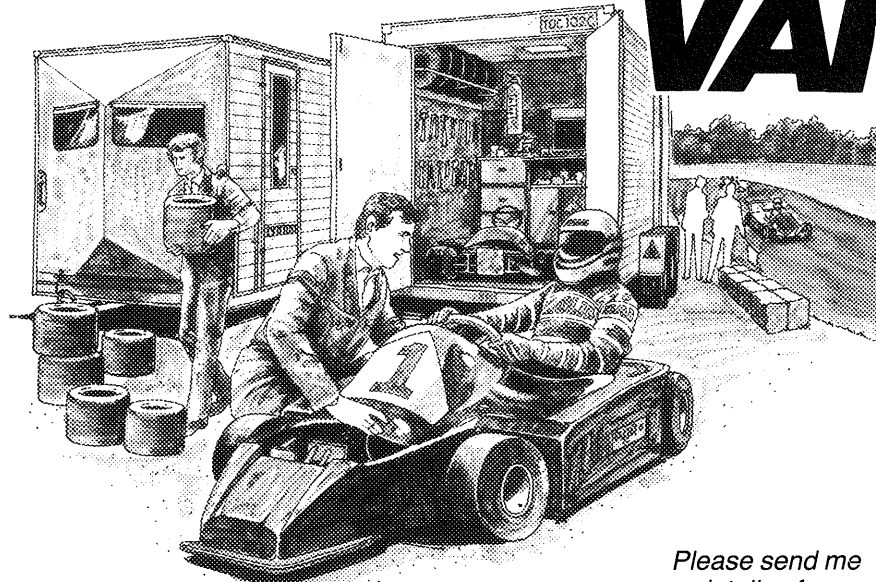
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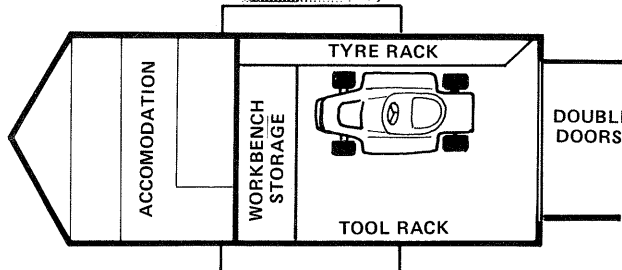


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1987 SEASON

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RICHARD WALLIS MOTORSPORT

RWM

CLUB SCENE

250 INTERNATIONAL
1st Ron Banthorpe Waddon/Rotax

210 NATIONAL
1st Ricky Jenner Devinson/Villiers

DAVID SEARS MOTORSPORT
CHAMPIONSHIP FOR 100cc NATIONALS
1st Lee Gage Wright/Parilla
2nd Gordon Chenery Superdart/Arrow
3rd Bob Kett Zip/Parilla
4th Derek Shields Kollie/Parilla

Clay Pigeon

SUNDAY, 2nd NOVEMBER

Clay Pigeon KC Secretary: A. Wood, Anney House, Home Farm Lane, Rimpton, Yeovil, Somerset. Tel: 0935 850574

Competition Secretary: Anne Francis, 22 Wakely Road, Kinson, Bournemouth, Dorset. Tel: 0202 577741

The last meeting of the season to culminate a most successful year at Clay Pigeon was held under ideal conditions on 2nd November. The weather remained clear, crisp and dry throughout the whole day and provided the perfect backdrop for the final round of Club Championships held in front of a good crowd at the picturesque track. With the clocks going back the previous weekend, and the evenings drawing in, congratulations must go to Alan Bryant who with teutonic efficiency and ably assisted by his band of willing helpers, managed to run the usual number of heats and finals with plenty of daylight left — well done Clay people. The committee had wisely decided that drivers could drop one meeting during the season in the points table and this popular move made the placings on the last day even more mathematically exciting. The competition was really close with the top three drivers in 100 Britain within six points and the top two in 100 National within twenty five points. Of course there were many other areas where spinning off in one heat could make a difference of two or three places for some drivers. So the scene was set for a great day — and we were not to be disappointed.

JUNIOR BRITAIN AND CADET

Eleven had signed on for this combined class which provided some splendid racing at the front between Lee Rennison and Jeanette Peek. These two were so evenly matched that they seemed to go round together as if tied on rails. If either one made the slightest mistake, which they didn't do very often, then the other would nip through. As it happened Lee got the first place in two of the heats and had to follow Jeanette in on the other one. However there was plenty for the spectators to watch amongst the other drivers with Paul Ozanne from Guernsey normally in third place being chased by Gary McCormack and Russell Hicks. Stuart Allen beat Robert Mulliner by a short head in two races and Robert beat Stuart by the same distance in the other two. A day of mixed fortunes for Carl Mehrer, Paul Hann and Jason Short but they all three demonstrated great sportsmanship by hanging in there to provide some good stuff for the spectators once the leaders had gone past.

The final was virtually a repeat of the heats. Lee was on pole and held it for ten laps until Jeanette sneaked inside on the hairpin to take the chequered flag. Congratulations to all Juniors and Cadets for showing how well the younger generation can race and remain cheerful on a competitive track.

GEARBOX

Nice to see so many big boys turning up for the last meeting and adding the usual touch of colour in the sunshine. Whilst the machinery looked good it was not fully matched by the reliability and the attrition rate was on the high side during the heats. The first heat was memorable for some colourful racing by Clive Elmore and Peter Edgecombe together with the perseverance of David Pimm who came third more often than not. Robin Thomas and Gerry Wilton also gained themselves places in the first three whilst an unfortunate Russell Maisey had to cope with a misfiring engine and didn't make the final. In the final Elmore took it to complete his full house for the day, being followed past the flag by Thomas who really kept the spectators on their toes with his desire to get in front. Pimm took his accustomed third spot. The resurgence of gearbox at Clay this year has been delightful — the crowds have loved it.

100 NATIONAL

It was obvious from the championship table and the programme that the front runners in this class would be Neil Hann, Russell Maple and Darren Maple. Hann won the first heat from the second row after Bert Gumbleton had spun off from pole position thereby earning 5.9 for style and 1.2 for technical ability! Heat two was a win for Russell after Hann and Hiscock had come together at the hairpin. Heat three saw a large pile up after the start with karts near the front touching and resulting in a continuing traffic jam which Neil Hann from row five had no option but to enter and be catapulted for a pair of loops which hospitalised him for twenty four hours. After the restart Darren maintained the lead from pole. The other top runners in the heats were Mike Manning, maintaining his form with two fourths and a second, while Arthur Wood was building up to the final with a fifth, fourth and a third. Of the middle runners Stephen Dean and Tim Doswell came up with creditable positions while novices Christopher Pearce and Jeremy Wines also earned good placings on the final grid. Without Hann the final was destined to be a Maple clash with the big question being what would happen behind them. It was Arthur who slotted into third place for three laps but was then unfortunate to lose a throttle nipple. This made it much easier for Manning to take third position. A four kart shunt at Billys Blind between Dean, Wines, Scott and Pearce resulted in some shuffling for middle order positions but with Ralph Aslett hanging in there it was nice to see all but two drivers completing the course. By missing the debris at Billys, Ian Hiscock was really pushing Mike Manning for fifteen laps and this dual was the highlight of action behind the Maples. Mike held on for third, Ian took fourth and Gumbleton ended the day with a well earned fifth. Good exciting driving which the spectators loved.

100 BRITAIN

Last meeting of the season with Andrew Clark being hotly pursued by Richard Page and Stewart Baker in the championship table. From the clatter of calculators in the pits it was apparent that either of these three could come top. As it happened all three were in the top

group throughout the heats though some quite spectacular close driving by Mark Smith, Steve Prickett, Anthony Cleal and Jerry Sheahan meant that these four were always in there grabbing a few points that could well make the difference in the final table. Meanwhile, as normally happens, the middle runners were having lots of fun and tussles; concentrating purely on getting past the guy in front in terms of morale boosting. This provided some exciting competition with Luke Wilson, Paul Sirett, Andy Sheahan, the brothers Boardman and Richard Robinson all having their moments of glory during private encounters of various kinds. Roger Lee had bad luck with plug problems in two heats, as did Peter Francis when on pole. Ian Mulliner had steady results to put him on second row for the final, and well done to the two novices Bernie Dean and Nigel Sherkey who in the face of fierce competition both won final grid slots ahead of the back row. As expected the final was wonderful to watch. It took a few warm up laps to settle the adrenelin and the sun in the drivers eyes down the straight was another hazard — but let's not knock the sun. From the start Baker shot into the lead with Page right on his tail, and that's the way it stayed for fifteen laps. Really great to watch as Page tried everything to take the lead. Excellent and sensible driving by both of them to give the best entertainment value available in this sport. An equally enthralling scrap between Clark and Mulliner took place for third spot which Clark, playing it very cool, took by squeezing through on lap nin. In the overall excitement Cleal, Smith and Gameson all overcooked Billys Blind at various stages, Jerry Sheahan and Steve Prickett met coming out of the hairpin and a few others walked home. Well done Britains — a fitting finale to the season.

Happy New Year to all who raced at Clay in '86. To those who willingly offered their services to promote the track, and particularly to those drivers who, whilst not winning a prize, participated for the enjoyment of racing and made the season the success it was. Don't forget our new competition secretary is Anne Francis — Anne is ready to deal with you; let's keep her busy and we look forward to seeing you on the Dorset Downs in 1987.

Vic Sirett

100 NATIONAL

1st Russell Maple Wright/TKM
2nd Darren Maple Wright/Arrow
3rd Mike Manning Dino/Dino

100 BRITAIN

1st Stewart Baker Fullerton/KT Parilla
2nd Richard Page Sprint/Arrow
3rd Andrew Clark Sprint/KT Parilla

GEARBOX

1st Clive Elmore Zip/Rotax
2nd Robin Thomas Barlotti/Rotax
3rd Dave Pimm Zip/Rotax

JUNIORS

1st Jeanette Peek Sprint/Parilla
2nd Lee Rennison Fullerton/KT Parilla
3rd Paul Ozanne Zip/Parilla

CLUB CHAMPIONSHIPS 1986

100 NATIONAL

Champion: Russell Maple
Runner Up: Darren Maple

100 BRITAIN

Champion: Andrew Clark
Runner Up: Richard Page

CLUB SCENE

It was a terrific drive although the excitement further back rather took the attention away from Martin Collard's polished performance at the front.

Second place was then taken by Petter Farr in the first 210, followed by Scott and Stallan. On lap seven, Ray Scott passed Peter Farr to take second and that was how they finished.

Roger Abbey-Taylor

JUNIOR CADET

1st	Damon Cousins	Dart Arrow
2nd	Alex Abbey-Taylor	Barlotti Arrow
3rd	Simon Short	Barlotti Arrow
4th	David Robinson	Mamba TKM

JUNIOR BRITAIN

1st	Bobby Game	Lane Parilla
2nd	David Young	Gillard Arrow
3rd	David Gowers	Dart TKM
4th	Stuart Tapp	Wright PCR
5th	Gareth Orriss	Reema Arrow

100 BRITAIN

1st	Craig Booth	Dart TKM
2nd	Anthony Geraty	Dart TKM
3rd	Robin Whittaker	Dart Arrow
4th	Tim Murphy	Dart TKM
5th	Martin Verity	Wright Arrow
6th	Richard Wallington	TKM Arrow

210/250

1st	Alan Rose	Zip Rotax
2nd	Ray Scott 210	Barlotti Villiers
3rd	Peter Farr 210	Zip PTV

125

1st	David Hopgood	Stratos Rotax
2nd	Russell Caldwell	Barlotti Rotax
3rd	Mark Dell	Zip Rotax
4th	David Smith	Solar —
5th	Graham Cowdry	Stratos Rotax
6th	Bill Watts	— —

100 NATIONAL RESTRICTED

1st	Keith Griggs	Dart PCR
2nd	Peter Caulfield	Dart TKM
3rd	William Ruddock	Sprint Parilla
4th	Rob Heard	Sprint Parilla
5th	Simon White	Zip TKM
6th	Paul Chenery	Dart Sirio

100 NATIONAL

1st	Martin Collard	Dart TKM
2nd	Craig Booth	Dart Parilla
3rd	Steve Bailey	Dino Arrow
4th	William Hewland	Sprint Arrow
5th	Spud Murphy	Dart Parilla
6th	Steve Bicknell	Dart Parilla

Snetterton

SUNDAY, 26th OCTOBER

With the onset of wintertime, it was all systems go at Snetterton Kartway in order to get the racing completed in the allotted schedule and in daylight hours on October 26th. A good entry provided some spirited racing which all took place in dry conditions.

JUNIOR BRITAIN:

A little down on the excellent turnout in September but never the less a good entry of Juniors made it to the grid all 'afresh' after an extra hour in bed.

Heat 1 — 1st Dean Caswell, 2nd Darren Kinsey,

3rd Moss Thorpe

Heat 2 — 1st Gavan Kershaw, 2nd Gavan Kershaw, 3rd Adam Baker

Heat 3 — 1st Darren Kinsey, 2nd Gavan Kershaw, 3rd Dean Caswell

Final — It was a foregone conclusion that Kinsey, Caswell and Kershaw who had dominated the heats were looking for a repeat performance in the final and naturally occupied the front two rows of the grid. From the flag it was Kinsey, Kershaw, Caswell, Cleave, Thorpe and Read. Baker had spun on the rolling lap and was unable to rejoin the field before the flag went up, thus the deficiency was one he was unable to retrieve. At mid distance the order was still Kinsey, Kershaw, Caswell, Cleave, Thorpe and Baker. The front three were literally nose to tail and pulling away from the rest of the field. Caswell closed under braking on every corner but backmarkers were creating a barrier between him and Kershaw. Meanwhile Kinsey was head down and driving for his life. At the flag the leading three crossed the line separated by nothing more than a few feet. Cleave was fourth and Baker fifth. A fine display of driving, Gentlemen!

JUNIOR CADETS:

Again five young drivers made up the grid and Mark Thomas made a welcome return to the Kartway.

Heat 1 — 1st Richard Westbrook, 2nd Lee Skelton, 3rd Ralph Firman

Heat 2 — 1st Richard Westbrook, 2nd Mark Thomas, 3rd Lee Skelton

Heat 3 — 1st Mark Thomas, 2nd Ralph Firman, 3rd Richard Westbrook

Final — Richard Westbrook, in fine form, was on pole with Mark Thomas alongside him. Ralph Firman couldn't find the sparkling form of last month and eventually limped home with a broken throttle linkage. Lee Skelton failed to finish, but this time young James Garner did finish the final although he presented a few problems in pace to the leading trio of Britain drivers who were lapping him every two laps. However they all had to start too James — well done! Final results were: 1st Richard Westbrook, 2nd Mark Thomas, 3rd James Garner, 4th Ralph Firman.

SENIOR BRITAINS:

Again eighteen Britains made the grid and with quantities of Juniors poised to join the 'Senior' brigade it would seem full grids for 1987 will be a certainty.

Heat 1 — 1st Simon Reeks, 2nd Jonathan Pichel, 3rd Keith Baines

Heat 2 — 1st Simon Reeks, 2nd Jonathan Pichel, 3rd Dave Hedger

Heat 3 — 1st Keith Baines, 2nd Dave Hedger, 3rd Jonathan Pichel

Final — At the end of the first tour it was Reeks from Baines, Pichel, Hedger, Pollard and Watts. The order remained the same until lap 7 when Hedger got passed Pichel to take third place and Chris Pollard went missing, thus promoting Colin Larkin into the top six. From hereon the race order remained the same and as Norman Chenery dropped the flag victory went to Simon Reeks from Keith Baines, Dave Hedger, a very much on form Jon Pichel was fourth and Colin Larkin and Derek Tuck completed the top six.

COMBINED GEARBOX:

125 NATIONAL:

Heat 1 — 1st Ian Mason, 2nd Colin Mason, 3rd Colin Whittemore

Heat 2 — 1st Ian Mason, 2nd Graeme Bulley, 3rd John Hill

Heat 3 — 1st Ian Mason, 2nd Colin Mason, 3rd Graeme Bulley

Final — Despite winning all the heats mechanical gremlins robbed Ian Mason a finish in the final, but to keep it in the family brother Colin went on to claim victory from John Hill, improving all the time. Mick Arris completed the top three.

250 INTERNATIONAL:

In the twin cylinder department the battle was between young Richard Waters and former long circuit and European driver one Ron Banthorpe. Ron didn't put a foot wrong and led the young Norfolk driver home on each of the four outings. The Championship points situation between these two drivers is 'neck and neck' and will doubtless only be decided after the final at the November meeting.

100 NATIONAL:

Seventeen National drivers were present to battle and with the Club championship still so close any one of three drivers could take the title. A finish was very important.

Heat 1 — 1st Tim Bishop, 2nd Lee Gage, 3rd Gordon Chenery

Heat 2 — 1st Lee Gage, 2nd Gordon Chenery, 3rd Bob Kett

Heat 3 — 1st Gordon Chenery, 2nd Lee Gage, 3rd Derek Shields

Final — It was Lee Gage and Gordon Chenery who without surprise occupied the front row of the grid for what looked to be a closely fought affair — we were not disappointed. From lap 1 it was Gage, Chenery, Shields, Bishop, Tidmarsh and Duff. By lap four Gage still led from Chenery followed by Shields, Tim Bishop and Andrew Tidmarsh. Bob Kett completed the top six. Bishop spun on lap 6 and Tidmarsh moved up to fourth behind Gage, Chenery and Shields. Having had a moment on lap 7 Derek Shields dropped down the order to sixth and Howard Duff joined the top six. Meanwhile Bob Kett was forging his way through the field and at lap 12 was running third behind the raging battle between Gage and Chenery. Tidmarsh driving gamely hung on to fourth place but was under threat from a recovering Derek Shields. Duff completed the first six. A slight attack of over enthusiasm ended Andrew Tidmarsh's race on lap 14 leaving the result as follows: 1st Lee Gage from Gordon Chenery, Bob Kett, Derek Shields, Howard Duff and Tim Bishop.

SCHOOL GARAGE JUNIOR BRITAIN CHAMPIONSHIP

1st	Darren Kinsey	Gillard /TKM
2nd	Gavan Kershaw	Spyda/Parilla
3rd	Dean Caswell	Gillard/Dap

JUNIOR CADET

1st	Richard Westbrook	Spyda/Arrow
2nd	Mark Thomas	Sprint/Arrow
3rd	Ralph Firman	Sprint/Arrow
Novice — James Garner		

VAN DIEMAN INTERNATIONAL SENIOR BRITAIN

1st	Simon Reeks	Gillard/Arrow
2nd	Keith Baines	Wright/Dap
3rd	Dave Hedger	Gillard/Parilla
4th	Jon Pichel	Zip/TKM

125 NATIONAL

1st	Colin Mason	Zip/Rotax
2nd	John Hill	Lancer/Honda
3rd	Mick Arris	Lancer/Rotax

GENK 4 HOURS

Story by Ed McCormick and Pics by Tony van Galen

It was only the second time I had been directly involved with Endurance kart racing, the first occasion being the Shenington 3 Hours last November, but since then had grown a curious affinity to these unique bands of racers. Earlier attempts this season to attend Enduro meetings have been precluded by other commitments, so when Enduro expert George Robinson telephoned to say — "We're doing a 4 hour in Genk on November 9th, fancy coming along?" I said — "Write me in." With the likes of George, Mark Tilley, Reg and John Dormer, Roger Moth and Gary Prior, how could any sane(?) person refuse to be involved! On spannering duties were John Fitzpatrick, Phil Goodwin who races at Blackbushe, Big Andy, and Dave who shared the Lotus Esprit Turbo experience with Mark Tilley; the scene was set for an interesting weekend racing.

After a somewhat excruciating Underground trip from Tottenham Hale to the collection point at Boston Manor early Friday evening amid stale sweat, dust, grime, curry odours and temperatures in the mid 30's C, par for the rush hour course, I was greeted by John Fitzpatrick and taken to Reg Dormer's place. We were on our way to meet the others at Dover for the crossing to Ostend. Scheduled to depart at 2200 hours the ferry was late, due in part to rough seas and an incongruous bunch of nerks pretending to be experts at vehicle loading! However, we finally departed around 2300. The trip down to Dover had been aboard Reg's 20 year old 'Tranny' which went like stink and could have held its own in a round of the FIA World Touring Car Championship, a fact which surprised more than a few of the 'semi' uppercrust and company car Rep poseurs!

The crossing was nowhere near as rough as expected and the meal in the ships dining room was given serious attention without any nausea being experienced. Well, maybe Roger, but I think he was on the pill anyway. That interlude did have one or two entertaining moments. In particular was Mark Tilley's concern over what exactly constituted his Steak Tornadoes. Having carved it with the precision of a top class surgeon he proceeded to examine it the way Charles Darwin would have considered a specimen for catalogue in the 'Origin of Specie'! Somewhat perplexed he advanced a question to the waiter.

"What... what er... kind of meat is this?"
"Fillet, monsieur."
"Fillet of what?"
"And some bright spark chipped in with —
"Monkey."

Forks hovered at several open mouths and eyebrows lifted, (a smile from Prior).
"It is beef," asserted the waiter.
"Well, (politely), it doesn't have the colour of a beef, a bit pale isn't it?" countered Tilley, yet seeming to lose his resolve a fraction.
The waiter then came out with a classic — "A good monkey is better than a bad beef!"
Exit stage left, one Mark Tilley!

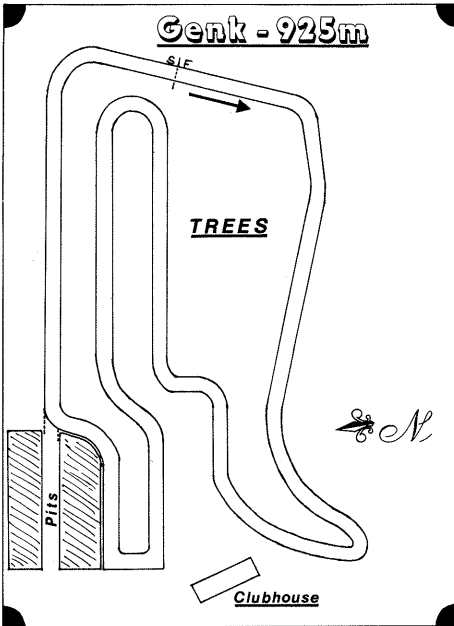
We docked at Ostend around 4.30am, (they're one hour ahead), therefore any thoughts of

reaching Genk and grabbing some shuteye before Saturday practice went straight out of the window. Nor was it to end there, add a few 'X' factors to the programme and you can rest assured all the best laid plans will go right down the pan! The Tranny was to suffer an ailment, a connector fault on the alternator which ensured we had no headlights, not that we could use without draining power. No problem, we would stick close behind George and chance it, that would help and George knew the way. The only thing was George was asleep and Andy driving. No problem, except Andy didn't know the way. No fault of his, he was working on some rather oblique navigation instructions, plus he had GP beside him as an added bonus! The end result, to cut a longer story shorter, was that we left the Brussels ring road and headed in the direction of Antwerp. I knew we had gone wrong and, bar jumping out and sprinting after George's Renault, there was little could be done to impede the erroneous progress. In seemingly no time we found ourselves quickly closing on Breda, with the prospect of a carefree, non-racing weekend in Holland on the cards! The only map we had in the Tranny had been purloined from the British Museum Library and probably dated back a century or two before the Norsemen decided on a few days rape and pillage in Greenland.

The transgression was finally realised when the convoy pulled into a filling station. It wasn't too bad really — only an extra 40 or 50 miles to drive.

Hotel accommodation was found in a small place called Maasmechelen, (just thought you'd like to know), at the Hotel Lika, about 15 kilometres from the circuit. So after a quick breakfast we hot-footed it to the track, arriving shortly before 10am. The only abstainees from the morning practice was Mark Tilley and Dave who reckoned sleep to be the better part of valour.

The morning was overcast, dry but cold and there were about six or seven other teams on site,



notable among which was the Belgian duo of Robert Kumpen and Werner Lemmens who had been victorious at the Genk 100Kms meeting held at the end of June.

The circuit, as can be seen from the photograph, is set amid dense forest and the track configuration used for the 4 Hours measured 925 metres. The surface is fine asphalt, 7 to 8 metres wide and the track record, Sprint, stands at 40.95sec, established by Frank ten Wolde of the Netherlands aboard a Mach 1/KZH back in 1985. So it's pretty quick. It is laid on sandy soil and there are excellent canteen facilities in the Clubhouse run by the Limburg Kart Club, good camping facilities and respectable toilets and ablutions. The circuit is CIK homologated, category B and is scheduled to host Round 4 of the Formula K 135cc 1987 European Championship on June 19th to 21st, incorporating Intercontinental 'A' Zone North. For those intending



to visit during that period, further details can be obtained from:-

**The Genk Secretary,
Limburg Karting v.z.w.,
Nieuwendijk 87,
3560 Beringen,
Belgium.
Telephone: 011-42.40.70.**

From the pits, (top of the picture) the route is along the straight into the first right-hander, then along the back straight where the Start-Finish line is sited and into the second right hander, which looks like it can be taken almost flat, but it is deceptive, it deepens once you're in it. Down the short straight through the fast left-hand sweep and into the tight bottom hairpin leads you towards the infield, through a fast left-right and up to a tight 180 degree left-hander, along a short straight, through another quick left-right and hard on the brakes for the twin 90 degree rights, exiting into a fast left then a right by the pit lane exit and back onto the main straight. Run off areas are liberal and with the sandyness of the soil there is little chance of vanishing among the trees on the infield should you come to grief. The back straight, which is hidden by the trees on the infield in the bottom of the picture, is flanked by a steep grassy bank of about 45 degrees and about 15 to 18 feet high and is not really dangerous, only if you misjudge the first corner could you find yourself doing a bit of mountaineering! On Sunday during racing one poor chap was involved in a shunt that left him with a cleaved brake disc which he was totally unaware of, until he hit the brakes for the first corner and just kept going up the bank and round, executing a magnificent piece of 'wall of death' driving. Fortunately he suffered no more than a bloody good fright and an unexpected anatomical discharge!

Saturday, until 2pm, was devoted to track familiarisation, building, setting up and running in, then the rain came to dampen already fatigued spirits, so we packed up and returned to the hotel, hoping that Sunday's weather would show a distinct improvement. George had run in two motors — a Jubilee and a PCR with an IBEA slide carb on a new Zip Bandit chassis with the Hetchel gear drive system. His third backup motor was the one he used during the recent Plymouth Enduro of three hours. On the first lap it did a rotary valve going into the first corner. With the Jubilee and PCR he found the gearing too low for the track — 71. There was plenty of top end but the motors were dragging out of the corners. He upped it to 73 and the performance was greatly improved. He had one



or two interesting tussles with Gary Prior who took to the circuit like a duck to water and later with Roger Moth, when Roger got into his stride. For Reg and John Dormer it was also a first ime racing at Genk, although John was no newcomer, having spannered for Thierry Ranchin of Carbourg during the Genk 1000Kms meeting. Bother were very quickly into their stride, though had some problems with jetting. Reg seized his motor around 1pm and spent the rest of the time before we returned to the hotel re boring and fitting a new piston. By then it was raining quite heavily, so the decision was taken not to run in until Sunday morning. There was adequate practice time anyway, two and a half hours in fact.

The prayers for fine weather were answered. Sunday morning at 8.30am was clear, bright and sunny with a gentle breeze after a moderate ground frost. The circuit was drying out pretty quickly, still damp and puddled though in shaded places but there were several club officials out with brooms giving the sunshine a hand to speed up the process. Saturday evening was spent in an Italian restaurant wher we were serenaded by Gary Prior with musical(?) ditties whose words had never been heard in public before and there is much doubt if they ever will again — he cannot remember the words, a legacy of over-indulging in 'el cheap' red wine; his eyes bore testimony to that, they just about matched his Zip Team racing suit, apart from the grease stains. Roger of course was his usual jolly self.

There was a total of 31 teams entered, twenty 100cc and eleven 125cc and I still doubt the wisdom of mixing gearbox and non-gearbox. The 125's did throw down a lot of petrol and oil, which gave rise to quite a few spills during the course of the afternoon. But still.....

The programme of events was Practice from 9.30am to 12 noon and racing from 12.30 to 4.30pm, followed by posting of results and prize-giving in the Clubhouse at 5.30pm. Though the paddock was full with teams there didn't seem to be too much activity amongst the local drivers during the first hour or so of practice. The British contingent, keen as mustard, were first into action. John Dormer, running-in, led the parade, only to spin out at the bottom hairpin where the track was taking longer to dry. Though sunny it was still cold, tyres therefore difficult to get up to working temperature.

Around 11am with a fair amount of traffic about and most settled into their stride and the track completely dry, it was time to have a look at some lap times. Gary Prior (No.9) — 48.26sec;

Mark Tilley (No.16) — 48.23secs and John Dormer (No.26) — 48.69sec, those times were to improve under racing conditions but did show the parity between the crews. The quickest timed during the practice was Team No.6, Dirk Devries and Jan Bosmans aboard their 100cc outfit and that was 45.40sec, with the next best going to the 125cc crew of Rudy Wienen and Raymond van den Bosch, a 46 seconds dead. It had been hoped to put the clock on Kumpen/Lemmens, the local heroes of Limburg Karting, but they spent very little time out practicing. I suppose academic really, since Lemmens has a karting business at the track and can go out when he pleases.

After the half hour break the dummy grid began to assemble at 12.20pm, the grid positions had been drawn from the hat and, as can be seen, the British trio found themselves near or at the back.

THE GRID

(7)	Van Pee/Van Pee	(125cc)
(21)	Peter Moors	(100cc)
(5)	van Hoorick/Jacobs	(100cc)
(47)	Conrad/Herbotts	(100cc)
(36)	Bever/Jadouille	(125cc)
(12)	Ausloos/Ausloos	(125cc)
(24)	Bernard/Tilkin	(125cc)
(6)	Devries/Bosmans	(100cc)
(33)	Buffet/janfils	(100cc)
(26)	Dormer/Dormer	(100cc)
(1)	Kumpen/Lemmens	(100cc)
(19)	Nicosia/Novembre	(100cc)
(31)	Maes/Didier	(125cc)
(8)	Tilley/Robinson	(100cc)
(29)	Wenen/v.d. Bosch	(125cc)
(22)	Jorissne/Ritzen	(125cc)
(10)	Boonen/Brebels	(125cc)
(3)	Scheffer/Ritz	(100cc)
(15)	van Rijswick	(125cc)
(84)	Vervoort/Nauwelaers	(125cc)
(43)	Van Dijck/De Rijck	(100cc)
(4)	Thierry Lays	(100cc)
(20)	Kafiotis/Nicosia	(100cc)
(9)	Prior/Moth	(100cc)
(11)	Jean Pierre Coppin	(100cc)
(2)	Poumay/Demonceau	(100cc)
(37)	Engelen/v. Kerckhoven	(100cc)
(34)	Vermaelen/St. Hubert	(100cc)
(30)	De Feyter/Staseyns	(125cc)
(18)	Oehnichen/Bastin	(100cc)

All the teams entered then made the grid for the actual race and considering one or two had been playing games with the infield section, or electing to blow equipment to pieces, that was quite surprising! Taking the first session for the British teams were — Gary Prior (No.9), Reg Dormer (No.26) and Mark Tilley (No.16). Team 15, Van Rijswick, were late on parade, only just making the grid before they pushed off for the rolling lap at 12.33pm. Rolling lap — it was like a 100 National Super final! The first time round it was a bit of a shambles, the two 125's at the front, Van Pee and Wienen/Bosch, I'm sure, were out to break the lap record, leaving the rest to scramble to keep their grid positions. No chance! They came past the pits, through the left-right and onto the straight in a solid bunch, some trying to make it six abreast into the first corner. The inevitable happened. Team No. 5, Van Hoorick/Jacobs, which should have been on the third row, had got fouled up in the rat race and was trying to get back in position up the outside. Some hope! Seven or eight karts were involved halfway along the straight, Reg Dormer included but he managed to keep going. Into the infield section Yellow flags were waving frantically everywhere and the grid came to a halt, motors dead. It looked as though some stern words were being handed out to those offenders identified.

JUNIOR CADET

There were six entries and all practised. There was some discussion as to whether they could have their own race. However, things were marginal on timing and not all six made it to the final. Nathan Cousins was having his first outing since the early part of the year and was building up his speed. Alex Abbey-Taylor had been punted off in practice by one of the Junior Brits but after a check over by the ever efficient St. Johns, he was pronounced fit but with a sore back and shaken confidence. The sturdy Barlotti had a bent track rod and steering arm but thanks to Rex Bates' straightening skills, the kart was ready for the first heat. It was just as well that Jack Barlow arrived too late to see us knocking his masterpiece about! Alex did not take up his correct position on the front row of the grid but started from the back so that he could settle down and also ensure that the kart was feeling satisfactory. That first heat went to Damon Cousins who led from start to finish. Simon Short drove well to take second, still on black plates and Alex drove steadily to take third. Damon dominated the second heat too and initially, he was chased by Sven Gibson but Sven was having a bad day and after seven laps he had dropped out as he had done in the earlier heat. Alex Abbey-Taylor inherited Sven's second place and Simon Short was third. Damon Cousins was in great form and completely dominated the final. However, David Robinson lost a lap at the start and restarted on the second lap just ahead of Damon and for four laps he held that position so things would have been extremely interesting had he made a good start. Simon Short was continuing his good showing by holding second. Sven Gibson was third for a couple of laps but his bad luck struck and he was out. On lap six Damon had passed David Robinson. Alex was slowly closing on Simon Short and a couple of laps later, Alex moved into second and that was the final order. Unfortunately, Simon Short suffered twice from rough overtaking manoeuvres by the Junior Britains who should have given his black plates a wider clearance.

JUNIOR BRITAIN

Bobby Game led the first heat from start to finish from the front row of the grid. Paul Evans was going well after recent reliability problems and held second spot all the way. There were few changes after the first lap sort-out and third and fourth places went to David Govers and London Club visitor, David Young. Damian Sleep was in trouble with his kart and was stuck down among the Cadets. The second heat was led initially by David Young chased by Bobby Game and Gareth Orriss. But Gareth was passed by Martin Fox for third place and on lap six Bobby Game got past into the lead and that was the finishing order. There was a first lap pile-up which eliminated some of the other hopefuls and Junior Britain racing is getting rather hectic at the moment. The final was a Bobby Game benefit as he showed his class by leading all the way. David Young confirmed his strong heat performances by holding second place but he was being chased by David Gowers and Glen Embling. James Ferryman was next which was more promising after problems in his heats and he was followed by Paul Evans, also suffering from a bad heat. By lap seven, Ferryman had lost a lap but the order among the rest was disputed but unchanged. Sadly, Paul Evans dropped out and at the end Glen Embling was disqualified.

CLUB SCENE

100 BRITAIN

The first heat was won by Tim Murphy who led from the second lap chased all the way by Anthony Geraty. Third place went to Craig Booth who fought his way up from a low grid position. Craig got to the front after just one lap of the second heat and there he stayed. Robin Whittaker was second and Anthony Geraty took third. Although the final had the makings of an exciting race, there was no passing among the leaders. Craig Booth had a flag to flag win but Anthony Geraty was not far behind him and he was followed by Whittaker and Murphy. Martin Verity was next up and he was followed by Richard Wallington.

210/250

Over the recent few meetings the 210 entries have crept up and the 250s seem to be waning. The first heat was won easily by Alan Rose from Michael Court and John Lucas. Dave Moffatt was the first 210 in fourth spot. Unfortunately the good number of 210s soon disappeared and very few made it to the end of the 10 lap heat. The number of finishers in the second heat was not significantly better and again Alan Rose won followed by Court and Lucas. Ray Scott was fourth and the best 210 and he was followed by Andrew Nason. As was expected from the heats, Alan Rose had an easy and lonely win. Michael Court chased him for three laps but then fell out. Second place was then taken by Peter Farr in the first 210, followed by Scott and Stallan. On lap seven, Ray Scott passed Peter Farr to take second and that was how they finished.

125

There was a reasonable entry of 125s and Graham Cowdry used his front row start to good effect and led all the way. Steve Bird followed him through on the first lap but was then deposed by Dave Hopgood. Russell Caldwell dropped out of the first heat but was determined to get a good result to publicise the sale of his Barlotti. He had corrected the problem and won the second heat in fine style from Graham Cowdry and Dave Hopgood. Mark Dell was next followed by Steve Bird. Dave Hopgood made a good clean start to lead the final but Russell Caldwell got a real flyer to grab second place by the end of the first lap. Next was Mark Dell who was going very well and keeping David Smith, Lawrence Nulty and Graham Cowdry at bay. Apart from Cowdry gaining a couple of places and Caldwell dropping back from Hopgood with a lifting head (the Rotax, not his!) the rest of the race was uneventful.

100 National Restricted

Yet again there was a strong entry of black plates therefore getting a race to themselves. The first heat went to Keith Griggs from London K.C. but only after a great battle with Pete Stephens who unfortunately failed to finish after a strong performance. Peter Caulfield was second and Paul Chenery was third. There were fewer finishers and more carnage in the second heat. It eventually went to Peter Stephens from Michael Bradbury and John Dicks, although Dicks had led in the early stages. Keith Griggs had started near the back and was not able to make any progress. However, if something was

holding Griggs back, it was corrected for the final which proved to be a flag to flag win for him. William Ruddock was second on the first lap but he faded and was passed by Peter Caulfield. Peter Stephens was in there battling in the early stages but he soon fell by the wayside. Simon White then took third place followed by Paul Chenery but eventually Rob Heard forced his way up to fourth.

100 National

There was a good quality entry for the 100 National race and William Hewland led the first heat from pole position. However, he overdid things in the chicane on the third lap and Keith Rhoods took the lead followed closely by Andy Oliver, Bob Stansbury and Craig Booth, the latter again getting value for money in the National and Britain classes. Craig as ever, was not satisfied with a place, moving up to third on lap four, second on lap five and taking the lead from Kieth on lap eight. Meanwhile, Martin Collard and Peter Giddings wee passing kart after kart as they made up for midfield starts. Peter got to second spot with Martin third. They wee followed by Messrs Rhoods, Oliver and Stansbury. In the second heat, Craig Booth went straight into the lead and just stayed there. spud Murphy was in pursuit but by lap three, Peter Giddings was ahead in second and Spud was being pressured by Graham Collyer and Richard Simpson. Martin Collard was well back and never really got going in this heat. Giddings finished second to Booth with Murphy third and the next places going to Moth, Collyer and Whitehouse. There was obvious tension between Booth and Giddings on the rolling laps of the final. The starter would not release the pack as they wee accelerating well before the start line. After several laps the Clerk of the Course stopped the field and the front row of Booth and Giddings were sent to the back of the grid. Booth eventually took up position at the rear but Giddings declined to take his place and pulled out presumably believing that he was being treated unfairly as he was not controlling the pace but following it. The field then got away cleanly and Martin Collard grabbed a lead which he would keep throughout. Steve Bailey who had two consistent heats, was in second, Spud Murphy was third and Bob Stansbury was fourth. Next up were Oliver, Ricknell, Rhoods and Moth. Following this group were Hewland and Booth already making up places in tenth from his back row start and driving even more aggressively than usual. On lap three, Stansbury passed Murphy into third and was really driving well. Rhoods had fallen behind Hewland and Booth were fifth and sixth at the expence of Bicknell, and Andy Oliver had dropped out. Collard was easing away from Bailey at the front. On lap five, Booth passed Hewland and they both got in front of Murphy. On lap six, at half distance, the order was Collard and Bailey followed by Stansbury with Booth closing up but still chased by Hewland, Murphy, Rhoods and Whitehouse. Gary Strudwick was next in tenth place followed by a slowing Roger Moth, Stuart Green and Peter McBrien. Next came one of the disappointing features of the race when Booth dived inside Stansbury going into the first right hand part of the chicane. Bob Stansbury was spun off backwards into the mini-swamp in the centre of the chicane and his fine drive was finished. Booth still had his eye on first place and he closed remorselessly on Steve Bailey and on the last lap he forced through to grab second place at the very end of the race.

CLUB SCENE

Riley fourth ahead of Mobbs and Smith. Maitland had problems on the grid and retired. Fitzgerald pulled up on the second lap giving Riley third but he was being challenged by Mobbs. Poole closed in on leader Pinney and completely outfoxed him by driving round the outside at Kim to take the lead. Puddiphutt passed Smith down the straight to take fifth place. There were no further changes and Poole took first place from Pinney, who was now having problems with third gear, and Riley came home third.

125 NATIONAL

Heat 1 — 1st R. Goff, 2nd C. Mason, 3rd G. Stevens

Heat 2 — 1st R. Goff, 2nd I. Mason, 3rd G. Stevens

Colin Mason had the best start and led from Stevens, Goff, Ian Mason and Hodge. Whitehead was having an unfortunate day and pulled out on the third lap. By half distance Dickens had been lapped by the three leaders and Goff was now second and closing on C. Mason. One lap later Goff was in the lead and opening up a gap from Mason and Stevens with Ian Mason unable to get on terms in fourth, the rest of the order being Hodge, Mair and Dickens. There were no further changes and they finished in this order.

100 CLUBMAN

Heat 1 — 1st S. Richardson, 2nd M. Vignali, 3rd S. Sampson

Heat 2 — 1st M. Collard, 2nd M. Vignali, 3rd C. Wheldon.

Vignali led out the field with Richardson while Sampson sat alongside the leader of the championship Martin Gollard. Vignali led on the first lap but was outmanoeuvred at Kim the next time around by Richardson, Sampson was third followed by Collard, Ribbans, Whitehouse with Wheldon next rapidly moving through the field. Richardson slowly eased away from Vignali and as the race reached its closing stages the battle was on for third between Sampson, Collard and Wheldon. Wheldon moved into third and Collard overtook Sampson in the confusion. The order at the flag was Richardson, Vignali, Wheldon and Sampson, Blick was next having moved up well from the back of the grid.

Duncan Taylor

JUNIOR CADET

1st Ralph Firmin Sprint/Arrow
2nd Gareth Hession Wright/Parilla
3rd Nick Dudfield Wright/Arrow

JUNIOR BRITAIN

1st Bobby Game Lane/Parilla
2nd Richard Walton Jeta/DAP
3rd Dean Caswell Gillard/DAP
4th Darren Kinsey Bandit/TKM

100 BRITAIN

1st Simon Harrison Wright/Yamaha
2nd Martin Gilbert Gillard/TKM
3rd Phil Hart Wright/Arrow
4th Simon Reeks Gillard/Arrow

100 NATIONAL CLUBMAN

1st Simon Richardson Sprint/Parilla
2nd Marco Vignali Sprint/Parilla
3rd Clive Wheldon TKM/TKM
4th Martin Collard S.Dart/Parilla
5th Stuart Sampson Ferrari/Parilla

250 NATIONAL

1st Dave Shelton Anderson/NFR Rotax
2nd John Sapsed Zip/Honda
3rd John Croaker Lynx/Yamaha

125 NATIONAL

1st Colin Mason Zip/Rotax
2nd Graham Stephens Zip/Rotax

210 NATIONAL

1st Alan Poole Zip/Villiers
2nd Jeremy Pinney Aero/KMPV
3rd Martin Riley Aero/Upton

Jersey

SUNDAY, 19th OCTOBER

PENTAGON CHALLENGE

On Sunday the 19th October the Jersey Kart Club held it's penultimate meeting of the very successful 1986 season. The races were to decide the club championship and in two cases the outcome was in the balance. The weather conditions were changeable to say the least, and left competitors guessing whether to use wet or dry tyres, as sudden squalls of rain constantly caught them out.

Roger Norman, however, surprised everyone by having two karts, one with wet tyres, one with dry, clever stuff. Look out McLaren!!

The juniors were once again dominated by Robert Bonhomme, who appeared to be travelling twice as fast as his competitors. Justin Roche and Fabian Channing battled out for second place, and both these two drive extremely well as they gain in experience.

The 100cc premier league was won before the day began, as the only man capable of catching Graham Harris was Spike de Gruchy, and he was not racing. The racing was very close, with the pack now snapping at Graham's heels. Mark Masterman borrowed a 'parilla' from Reg Roberts and was able to show his true potential, which has unfortunately been hidden by unreliability. Newcomer Gerald Voisin also was well to the front despite the handicap of having tyres that had 'gone off', a technical term for a lack of grip. Both he and Richard Roche had an exciting moment coming out of Cafe corner with Gerald adopting a 'parrot like pose' on the shoulder of Richard. Trevor Torpy continued to show promise in only his third meeting and it was nice to see Marcus Roche make a return in a borrowed kart. Robert Carey had unfortunate mechanical problems which relegated him to the pits early on in the day.

John D'Abbot Doyle began the day almost home and dry as winner of the championship. His nearest rival was Leon Channing who was about 35 points behind. Leon obviously meant business because he bolted on his Parilla TT28. This engine is so new that there are only two in the United Kingdom. This however, did not worry the flying D'Abbott as he romped home to win the first heat, courtesy of Steve Davis, and this put him in an unassailable position.

The 100cc national class is noted for some rather unorthodox racing and Roger Norman certainly kept up the tradition after he lost one of his front wheels at Cafe. Undeterred he carried on for a further two laps to finish the race on three wheels. The cry from the pits was 'one of the President's nuts is missing!!'

The final saw D'Abbot driving superbly in the wet, take the lead and hold it throughout. In second slot was Reg Roberts who could not dislodge D'Abbot. Roger Norman managed to fling his twelve year old 'second kart' into third

place. The Birel kart is quite ancient and is so bent it makes a banana look straight. He lost third place to Dave Torpy who pushed his way through on pits corner. Richard Baudain was fourth, not liking the wet conditions as much as the dry. In the dry he won second heat in fine style. The Channing Brothers had a miserable day, Jason had rear axle difficulties and Leon not content with his engine experiments came out for the final on slick tyres. With the rest of the field on rain tyres perhaps he knew something that the others didn't. Wrong. Another fine mess for the Silver Bullet to get into. Vince Morgan, who had sportingly lent his kart to Marcus Roche had to pull out on the second lap of the final. Steve Davis had a low key day, having to miss the final, because of engine failure. Steve is however the writers hot tip for the Endurance Race which takes place on the 2nd November.

As the saying goes 'you've seen the rest, now see the best' and so it was with the action in the gearbox class. Ray Monet, Mark Gougelin, Mark Foster and Mike Russel were so evenly matched that they could have been covered with a handkerchief. The final was a nail biting affair as it appeared only three points separated Mike Russel and Mark Foster. With four laps to go Mike spun and got lodged in the bank. To receive his points he had to restart without assistance. He had to get out of his machine and attempt to restart by 'running and jumping'. Unable to do this he showed quick thinking by pushing the kart into the pits. The one area where he could receive an assisted start. With one lap to go he returned to the race. After the race it transpired that Mark was rather more in the lead than was thought and so he finished as Champion for the year.

It must be pointed out that the level of sportsmanship is extremely high no matter how competitive the race is, which is what club racing is all about.

To round off the day the club held an invitation race. This meeting was a trial inter youth club challenge. The machines used were the Jersey Racing Circuits concession karts and the race proved a lot of fun and helped to introduce newcomers to the sport. The winner was Ian Treacy with Lee le Blanc, Tim Coughlan and Robert Sylvester, second, third and fourth. Next year the club hopes to introduce inter school and youth club races with the competitors on specially constructed karts.

The day finished with a short prize giving when the President thanked the meetings sponsors, Pentagon Limited, for the involvement in the sport.

Roger Norman

Blackbushe

SUNDAY, 26th OCTOBER

This year, Camberley has shaken off its reputation for damp races and the October meeting was mild and dry. Indeed the sun was quite bright in the morning. Things got off to a good start as most competitors and officials arrived early thanks to the clocks going back the night before. However, we have lost the hour of daylight at the end of the day so this was the first of the 'winter' meetings with a reduction to two heats and a final for each class.

Off they went again, for another rolling lap, I thought. No way, this was for real, the race was on — the time 12.40pm. One tour complete it was nigh impossible to pick out the running order, everybody was aiming for the front — at once — to get a breather. Kumpen/Lemmens, starting five rows from the back, was eating up places like there was no tomorrow but was still below midfield by the second time around. The front runners at that stage were Wienen/Bosch, Boone/Brebels, Van Rijswick, Scheffer/Ritz and Bever/Jadouille. Gary Prior lay about eighth and Mark Tilley was clawing his way through to midfield.

Five minutes after the actual start Van Pee were in the pits, briefly, to cure an unidentifiable ailment, whilst with six laps under their belts it was still Wienen/Bosch from Van Rijswick and a demoted Team Boonen/Brebels, now in third. How Team 31, Maes/Didier, made it from the



back in such a short space of time, heaven knows. As far as I could see there was no way to take a short cut, unless one did a tree-dodging job! Gary Prior looked to have slipped a few places, I reckoned him thirteenth at that point, and Mark Tilley twentieth.

About four laps later Van Rijswick had the advantage over Wienen/Bosch and picked off Mark Tilley next time around. A clock on Van Rijswick showed a 44.04sec lap, which was extremely good, given the traffic. Two more laps gone and Van Rijswick was past Reg Dormer, Reg driving well, it being his first time of the track for a long while. Wienen/Bosch team's earlier good fortunes saw them into the pits at that juncture, an event which was to be repeated many times during the three and a half hours ahead. A time on Gary Prior showed a 44.84sec lap. Team Van Pee ran into trouble down at the bottom hairpin and were struggling to get going again. In the end they gave up and the mechanic ran the gauntlet to get going again. In the end they gave up and the mechanic ran the gauntlet to get the outfit back to the pits for remedials. Meanwhile, by the double 90's at the pits somebody spun creating severe problems in the combined space as a mobile chicane. Sorry, I didn't get his number, the plates were all askew, perhaps on purpose!

Kempen/Lemmenes were motoring along very nicely thank you, eating up ground at an alarming rate and timed with a 44.26, whilst Reg Dormer was about 1½ seconds down on that with a 45.94. Poumay/Demnneau had a disagreement with Jorisson/Ritzen as to who was entitled to enter the infield first. Poumay/Demonceau won the argument and the losers restarted a good half lap down.

A quick glance at my watch told me it was

dead on 1.10pm. Was that all, it seemed like an hour or more since the race started! A time on Mark Tilley told of a 45.92 lap and he had Kumpen/Lemmens breathing down his neck, the Belgian aces zooming through before braking at the bottom hairpin. Prior was next to make a name for himself, homing in on Tilley, the pair enjoying a good old scrap, until Gary found the edge, taking Mark where the the Belgian No. 1's had a lap earlier.

Another five laps passed, the time around 1.13pm and a clock on the 125 outfit of Van Rijswick read off at 43.50, whilst behind, Prior, Tilley and team No. 4, Thierry Lays were locked in a fierce struggle through the twin 90's, Tilley managing to shake off Lays and regain some ground on Prior as they took the main straight by storm. Seven laps later Kumpen/Lemmens was getting frantic signals from the pit crew and I thought they were in for a driver change, but no,

No. 33, Buffet/Janfils into the 90's, but 33 managed to hold the line against the Belgian threat, until the former team was outmanoeuvred into the bottom hairpin and Kumpen/Lemmens went storming through the infield and two-wheeled through the twin 90's — great stuff!! Reg Dormer was still out but scheduled for relief by son John at 1.40pm. Reg had unfortunately been the victim of a crunch when Roger clouted him after kerbing and damaged his stub axle. Reg was not very enamoured by the incident and thereafter Roger was dubbed Kerby Moth! John Dormer duly appeared just as Boonen/Brebels scorched into the pits, nothing terminal but lots of frantic gesticulating, rather like a hot blooded Latin argument. They were back in action some 50 seconds later. George Robinson relieved Mark Tilley, taking to the track as Kumpen/Lemmens tore up to the first corner, clocking a time of 44.80sec. Team Van Pee also concluded a hasty driver switch at that time. Thierry Lays executed another pirouette, this time in front of the pits exit, which caused a few palpitations amongst those effecting driver changes!

George was quickly getting into his stride, lapping consistently around the 45 second mark, while Kumpen/Lemmens was crowding John Dormer and the 125 of Wienen/Bosch didn't make it as far as the twin 90's, grinding to a halt just past the infield. The kart was carried back to the pits, like a funeral cortege, definitely terminal; that was at 1.46pm.

Meanwhile, Kumpen/Lemmens, on their home track, were going through the field like a dose of liver salts! Exactly how many laps they had notched up by that time I couldn't honestly say because the officials did not produce lap sheets on the hour, as is common practice elsewhere, instead they were only posted as totals at the end of racing, but it was on the cards they could well be leading, if only by a small margin. They certainly weren't short of the mark.

Talking to Gary Prior about the actual driving of an endurance race, he said that the biggest problem were the 125's. Although some were going extremely quick and were very professional, others were missing gears, losing concentration and wandering off line. Also they were laying down a lot of crap which made the track decidedly lethal, particularly at the bottom of the hairpin. John Dormer later agreed, he had come to grief a few times on oil.

George Robinson was going well, very smooth, collecting laps steadily. He passed John Dormer into the first bend and picked off another six during the course of one lap. Kumpen/Lemmens had swapped drivers, the second one did not look quite so dynamic as the first, although a time on him showed a 45.09, so he wasn't exactly hanging about. The Maes/Didier 125cc team shot into the pits for a driver change and refuel top up just before 2pm.

Kumpen/Lemmens, with Roger Moth in tow, tackled John Dormer, passing him on the exit from the infield, but Roger wasn't to clear John for another half a lap. A time on Roger showed 45.69, whilst John seemed to be trailing a little at 47.99 which was undoubtedly due to handling problems.

Barring a few problems there were around 27 teams on the track, some running alone, others bunched in groups, for example — Maes/Didier, Kumpen/Lemmens, Van Hoorick/Jacobs, John Dormer and Van Pee, each struggling for the advantage and the six trying to get through the twin 90's at the same time together! Roger Moth exited the back straight and stopped on the grass, tried to bump start but couldn't. Gary Prior ran

to help and between them they manhandled the outfit back to the pits and put it on the stand — the time in was 2.02pm. It was to herald the start of several problems; they were back out after a delay of 2min 56 seconds. Team Ausloos and Team Kafiotis/Nicosia bumped on the infield exit, Ausloos retiring to the pits, the other still running. Ausloos was back out though with the loss of little time. About eight laps later Kafiotis/Nicosia stopped on the infield, were unable to start the kart and it was hauled back to the pits. The earlier coming together with Ausloos hadn't done them any favours, in fact Kafiotis/Nicosia were to record a total of only 86 laps.

Team No. 18, Oehnichen/Bastin, looked to be driving a bit ragged, (the result of a shunt possibly) and nearly took out Roger Moth through the double 90's. Team No. 2, Poumay/Demonceau, in their haste to clear the infield, cobbled seriously, spun onto the grass and almost created a casualty list when they went sideways across the track, the result of too much right boot too early!

Meanwhile George Robinson was enjoying a fair old scrap with Kumpen/Lemmens, an affray that was to last two full laps, until the Belgians got through by using several outfits to their advantage. Van Hoorick/Jacobs shot into the pits for minor rectification work, but were back out with little loss of time. Roger Moth was back in 'dry dock' at 2.18pm, this time there was a lot of frantic activity, with Big Andy, Phil and Gary all involved; it was like an 'Emergency Ward 10' setting! Out on the track George was having fun and games with Thierry Lays, Lays pushing George, forcing him wide through the infield and managing to get past before the 90's.

Back in 'dry dock' Roger and Gary had dropped the kart to the ground, a lot of fussing about — no good, back on the stand again until they eventually got going and Roger returned to action. In total they spent 5min 27 seconds in the pits. Boonen/Brebels pitted briefly, whilst Team Oehnichen/Bastin tried to omit the 90's from the course altogether. The result was an interesting looking spin with a lot of grass-cutting and rubbish flying. They did however manage to find tarmac, eventually, and bounced back into the action.

Kumpen/Lemmens pit crew were dancing up and down waving the 'Box' sign and the outfit came in for a driver change, 32.6 seconds was all it took. De Feyter/Stasseyns was signalled in for a change and made it to safety before the 125cc of Van Rijswick gave an impomptu demonstration of how *not* to tackle the twin 90 degree corners; heavy braking, wrong lock, in fact everything designed to create optimum stress on machinery and driver! Boonen/Brebels were back in the pits again as though they preferred the sanctuary to the circuit. It was nothing serious though, much to the relief of the pit crew. John Dormer found an oil spot on the infield exit and came sideways down the track, no doubt worried about how he was going to make the tricky 90's, but managed to recove well before turn right time.

Meanwhile Roger Moth was back in the pits, this time it was definitely serious — he took his helmet off! One of the problems was that the kart was very low and, what with a bit of kerbing and such, the handling qualities had been affected. With rectification work carried out Gary Prior grabbed his hat and the team was back out after a serious delay of 11 minutes. George Robinson came in at that time to effect a driver change with Mark Tilley and George too had a couple of problems, one was a tyre

deflation and the other a broken seat stay. Wheel changed and stay 'jury-rigged' Mark went out. George had just been in time to miss the antics of Team Van Pee, looking for an opening that didn't exist through the twin 90's and forced to seek and alernative route through the grass and slurry. Team Van Risjwick was at it again, the ultimate in showmanship coming out of the infield in a spin and looking over his shoulder at the 90's he was approaching at great rate of knots! Credit to the guy, he managed to regan control and cleared the corners in a somewhat pastoral manner with only a bowel loosening to worry about!

Ten minutes into the last hour and Gary Prior was loving every minute of it and let everyone know it too! Any mishandling problems the kart had certainly didn't seem to worry GP. Full opposite lock through the 90's, Kumpen/Lemmen trying to stick with him. The pattern was Gary, Kumpen/Lemmens, Oehnichen/Bastin into the first corner, with Gary taking the tight line and holding it all the way, right round to the infield. There Kumpen/Lemmens got the drop on him and Oehnichen/Bastin fell back to lick their wounds. Gary chased the Belgians hard, back into the twin 90's grinning and waving. A time on Gary showed 46.91, although he looked much quicker.

Then disaster for the Belgian aces, the kart was stationary at the end of the back straight after making some horrible grinding noises. The



mechanic sprinted across and between the two the kart was manhandled back to the pits. Sadly it was to be terminal. The engine drive sprocket on the Hetchel system had gone which put the team completely out of contention, at at time when they had been leading. As I went across to commiserate with Robert Kumpen and Werner Lemmens I was almost written-off by Team Ausloos who tore through the pits almost as fast as on the track!

Meanwhile, back on the bridge, Gary had found another playmate, Mark Tilley and instigated a game of tag that lasted a full ten minutes — until Roger Moth called Gary in for tea! Van Pee called in for a quick Van Pee, narrowly avoiding some 125cc colleagues who were driving like there was no tomorrow; for some maybe not.

Both Roger Moth and Mark Tilley came in about half an hour before 'stumps' for driver switches, Mark incurring a second tyre deflation to hold up the team, but George was prepared and quickly back out with little loss of time. George was to last the distance, but Gary Prior completed only about another ten laps before calling it a day.

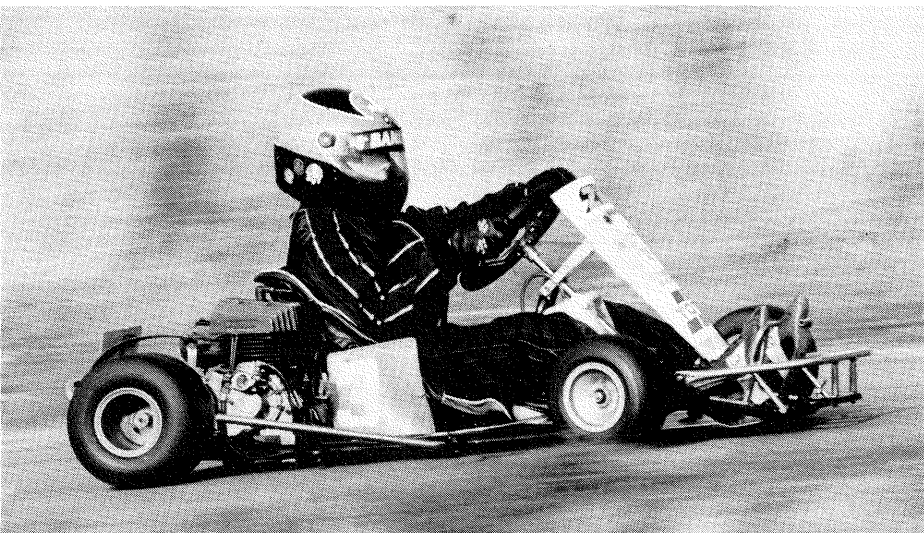
"What's up Gary?"
"The kart's handling like a pregnant duck!" (He didn't really say that, but for the sake of propriety we'll use the word duck!). He shook the motor and it moved like a loose tooth, the engine mounting bolt and bracket were badly damaged. In fact when he had relieved Roger, Gary had left a score mark the length of the pits road.

John Dormer took over from Reg and drove consistently until some eight minutes before the end when he was assaulted in the infield by a 125 who would have been equally as lethal on a 3bhp radio-controlled Fun Kart! The result was front end damage, pedal damage and a shattered Nassau panel. He did, however, manage to hold it all together until the flag dropped at 4.40pm, the completion of 4 gruelling hours.

The presentation was held promptly at 5.30pm and there was much concern in the Dormer/Robinson camps whether or not we would make the Ostend ferry — at 8pm! Mark Tilley and Dave were o'k, they had Lotus power on tap and soon

unsportsmanlike conduct. Piers Hunnisett won the race after a faultless drive, crossing the line to much applause.

In the Junior Section, two different classes raced together. Paul Ozanne finished first in all but one race on his Zip Bandit kart. The other heat winner was Mathew Polson in his first season. A promising newcomer. The Junior Guernsey produced some of the most exciting racing in the Junior class particularly between Polson, Carl Le Page and Conrad Ayres who was noticeably the most determined and certainly one of the quickest drivers in his class. In the 100 Guernsey Final, Jim Limon led Herts Harriers Robert Gold and fellow Camberley driver Anthony Geraty across the line. The two Camberley drivers dominated the class although earlier in the heats Craig Wilson had put up a good race until his engine had expired putting him out for the day. In the 125 class, local driver Tony Mollett put in possibly his best performance to date finishing 2nd in the first heat. However following a good start in the second heat Mollet sustained engine trouble which persisted throughout the day. It was while attempting to pass Mollets flagging machine that Malcolm Pike came to grief and the lead was passed on to Ozanne who went on to win. Pike however did win the final and was followed over the line by Jersey driver Malcolm Crowe with Ozanne finishing third. A small field of only three 250 karts raced with Jersey's Nigel Davis winning and with a visiting RAF driver Ian Slater giving him a race to take 2nd. On to the social side of the events and on the Friday evening a barbecue was held at the track. Then on the Sunday night there was a dinner presentation and over £800 in prize money and trophies was handed out. Perhaps Derek Higgins should have got an oscar for his acting. Then on the Monday evening a farewell party was held in which the RAF team produced the cabaret! The Guernsey Kart Club look forward to seeing all the visiting



drivers again in 1987 for another memorable weekend.

Guernsey Kart & Motor Club 2 Day Event

TEAM RACING

1st	Camberley	74 pts
2nd	Guernsey	105 pts
3rd	Herts Harriers	127 pts
4th	Jersey	143 pts
5th	Cambridge	164 pts
6th	R.A.F.	179 pts

INDIVIDUAL RACING

100 Junior Guernsey

1st	P. Ozanne	Zip Bandit/Parilla
2nd	M. Polson	Zip Bandit/Manz
3rd	C. Ayres	Cobra/Arrow

100 Senior Britain

1st	J. Limont	Lane/Arrow
-----	-----------	------------

2nd	R. Gold	Heron/Arrow
3rd	A. Geraty	Superdart/TKM

100 National

1st	P. Hunnisett	Zip Bandit/DAP
2nd	P. Mace	Allkart/Parilla
3rd	P. McNicol	Lane/Parilla

125 National

1st	M. Crowe	Stratos/Rotax
2nd	R. Dix	Miere/Rotax

125 Piston & Reed

1st	M. Pike	Cobra/Kawasaki
2nd	G. Ozanne	Apartment
		Sprint/Kawasaki
3rd	M. Guegelin	Miere/Honda

250 International

1st	N. Davis	Stratos/Rotax
-----	----------	---------------

Report: M. Childs

CLUB SCENE

Kimbolton

SUNDAY, 12th OCTOBER

The eighth round of the club championship was run with two heats and a final to make sufficient time for the final round of the Kart and Superkart series which had been re-scheduled from Sept 28th due to a date clash with another major event. It was pleasing to see 250's back at Kimbolton with their own grid, I believe driver Dave Shelton has been influential in getting the 250's back in force, well done Dave!

Quite an array of engines were on view with two Yam's, a couple of Bultaco and John Sapsed pinching second place with his Honda from some of the more up to date engine names of Rotax and KTM.

CADETS

Heat 1 — 1st P. Firmin, 2nd G. Hession
Heat 2 — 1st G. Hession, 2nd N. Dudfield

The heats were run at the back of the Junior Britains but time and light available the Cadets were given their own final. Hession and Firmin led out the final and Firmin was first through chased by Hession, Dudfield, Wells and Forth. British Champion Hession could not catch the flying Firmin and was soon busy fighting off the close attentions of Dudfield; Wells lost touch with the leaders when he spun at Kim corner. As the leaders lapped Forth the backmarker held up Dudfield who lost touch with Hession.

Firmin took the flag by eight lengths from Hession with Dudfield a lonely third.

JUNIOR BRITAIN

Heat 1 — 1st B. Game, 2nd D. Kinsey, 3rd A. Haste
Heat 2 — 1st B. Game, 2nd R. Walton, 3rd D. Caswell

Bobby Game showed that his heat wins were no fluke when he led after a good start from Walton, Caswell and Kinsey. The two leaders quickly pulled away from the rest and with Game edging away from Walton the race settled to a pattern. Moss Thorpe claimed last place with an early spin but on lap 8 Restricted driver Rick Groves lost it through the Willows, thus promoting Thorpe one place. At the flag Game won by ten metres from Walton who has one hand on the cup already and his other hand on the Club Championship. Caswell was third with Kinsey holding fourth place.

100 BRITAIN

Heat 1 — 1st S. Harrison, 2nd S. Reeks, 3rd D. Hedge
Heat 2 — 1st P. Hart, 2nd P. Scutchins, 3rd G. Taylor

Scutchins led out the field in pole position but disappeared at the first bend, Reeks had the early lead from Gilbert, Harrison, Taylor, Hart and Langton. By lap 3 Reeks had been demoted to the third by Gilbert and Harrison but one lap later Reeks retook Harrison and Hart moved in front of Taylor, Flynn had moved up to sixth. These six pulled clear of the chasing field led by Langton and Nabarro. As the race entered the

second half Harrison was back in second and attacking Gilberts' lead, getting past on the approach to Stour; Flynn outbraked Taylor to take fifth. Harrison pulled out a small lead but the next five were tightly bunched. As they went passed the ambulance station with one lap to go Taylor retook fifth from Flynn only to lose it again as Flynn got inside him at Kim corner. Harrison held his lead to the flag from Gilbert, Hart and Reeks with Flynn and Taylor in close attendance but out of the trophies.

250 NATIONAL

Heat 1 — 1st D. Shelton, 2nd J. Coaker, 3rd A. Rose
Heat 2 — 1st D. Shelton, 2nd A. Rose, 3rd J. Sapsed

After a good start Shelton led the field through the first lap, Rose was show off the line and was down in fourth place behind Sapsed and Coaker. Wilson was fifth and on the second lap Clayton passed Durance to take sixth place while Stimson brought up the rear. Coaker closed in on Sapsed but spun at Stow and lost contact. By lap eight Shelton had a comfortable lead and was lapping backmarker Durance who had showed and was now cruising round out of contention. Shelton took the flag a comfortable winner from Sapsed and Croaker who could not get back on terms after his spin.

210 NATIONAL

Heat 1 — 1st J. Pinney, 2nd M. Riley, 3rd S. Puddiphutt
Heat 2 — 1st A. Poole, 2nd J. Fitzgerald, 3rd M. Riley

CHANNEL ISLAND CHAMPIONSHIPS

28TH SEPTEMBER

It was the Guernsey Kart Clubs' turn this year to host the Channel Island Championships and the Guernsey local drivers put their local track knowledge to good use by winning all the Class Finals over their Jersey counterparts.

100 JUNIOR BRITAIN

In this class Guernsey's Conrad Ayres is continuing to develop a driving style of outstanding quality. He is never passive on the circuit but exerts sustained to the last. This determination was never more evident than during the second heat and the Junior Guernsey Invitation Race in which Ayres finished 2nd to Chris Drillot and Mathew Polson respectively. In short if there is a chance for the overtaking Ayres will take advantage of it and once in front is very difficult to catch. Two other drivers gave notable performances. Polson consistently achieved the fastest lap times and Drillor is also improving. He was on target for his second win of the day until he lost his drive chain.

100 BRITAIN (GUERNSEY)

Craig Wilson was in good form in this class and would have almost certainly have won all of his races had his engine not sized in one heat but he borrowed an engine for the final and pulled out a good lead over Greg Guille who took 2nd place.

100 NATIONAL

This was the biggest class of the day with nine visiting drivers from Jersey but Guernseys Colin Laine dominated this class to win two of the three heats to give him pole position for the final. The only real threat to Laine in the final was Jersey's Steve Davis but in the final Laine continued to put space between himself and David and by the chequered flag had a commanding lead over Davis in 2nd with Steve Lowe taking 3rd.

125 PISTON & REED & NATIONAL

The gearbox heats were won on two occasions by Guernsey driver Gary Ozanne with Malcolm Pike taking the other heat. In the final, after some close racing Pike won the 125 P&R class with his Cobra/Kawasaki with Adrian Kitch

taking the honours in the 125 National class with his Barlotti/Rotax.

After the finals had been run there was a team race for 100 National drivers. Two 5 man teams competed in a 25 lap race. The result was very close with Guernsey winning by one point over their Jersey counterparts so this ended the last local race meeting of the season. After 13 race meetings it's worth noting that every one of these was run under dry conditions. This must certainly give us the best racing conditions in the UK as regards weather.

In November the Guernsey Kart & Motor Club held their annual dinner and dance presentation and championship winners were Juniors, Conrad Ayres; 100 National, Colin Laine and 125 Piston & Reed, Malcolm Pike.

100 Junior Britain (Guernsey)

1	C. Ayres	Sprint/Parilla	G
2	M. Polson	Manz/—	G
3	C. Le Page	Sprint/Parilla	G

100 National

1	C. Laine	Wright/DAP T75 Euro	G
2	S. Davis	Miere/DAP	J
3	S. Lowe	Wright/Rotax	G

125 P & Reed

1	M. Pike	Kobra/Kawasaki	G
---	---------	----------------	---

125 National

1	A. Kitch	Barlotti/Rotax	G
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Fastest lap of the day: C. Laine, Wright/DAP. Time 21.81.



GUERNSEY KART AND MOTOR CLUB

2 DAY EVENT

20-21 SEPTEMBER

The weather conditions were perfect for this 2 day event, and on the Saturday Piers Hunnisett broke his 100 National Hillcline record. On Sunday at the track it was the Camberley kart team which took the Team Championship. The Guernsey Open Individual Championship was punctuated by tension and some controversy. 100 National Super Driver Derek Higgins was a member of the Camberley team that proved most consistent and won the team title from Guernsey. Cambridge, R.A.F., Herts Harriers, and Jersey, with Camberley finishing first the local team did not disgrace themselves by placing 2nd.

Although it was not purely a Guernsey team as Piers Hunnisett was drafted in amid subdued protests from some local drivers who felt that they were being denied the right to compete for their club.

With the team events over the afternoon was devoted to the individual event. Due to the large 100 National entry this was split into two lots of three heats. Heat two produced a spectacular collision between Martin Collard and Martai Gallienne. Gallienne was thrown from his kart and sent somersaulting through the air closely followed by his kart, fortunately, Gallienne was just shaken but his kart was damaged beyond a quick repair. Also in this class local driver Colin Laine was caught up in some controversy in heat three when after a race long battle with the RAF. Pete McNicol on the last lap Laine was accused

of knocking off McNicol and after much protest Laine was disqualified and McNicol given 2nd place with only the first two finishers in the B Final going through to the A Final. The B Final was going to be exciting and it was while racing bumper to bumper in 2nd, 3rd, and 4th, Davis, Laine and Budd ended up all coming off. Davis left his kart in the middle of the track and did a picquet. The race was stopped and Davis was disqualified. The B Final was restarted and won by Higgins with Budd 2nd and Laine a close third. The A Final produced a further incident when on the second corner after the start Higgins appeared to feign injury — in order to have the race stopped as soon as the race was stopped Higgins calmly got to his feet and walked back to the pits. The race was re-started but without Higgins who was disqualified for

CLASS — 100cc

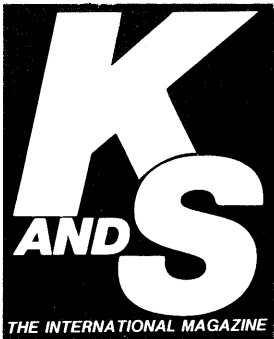
Pos	Drivers	Team	Laps	8th	John Dormer	Remrod	278
1st	Thierry Lays	Panthers	304		Ghislain Conrad	K.C.T.	275
2nd	Dirk Devries			9th	Emile Herbots		
	Jan Bosmans	Limburg	303		Angelo Nicosia	Panthers	268
3rd	George Robinson			10th	Michel Novembre		
	Mark Tilley	Zip Team	302		Pieter van Hoorick	N.O.H.	261
4th	Philippe van Dijck			11th	Mario Jacobs		
	Patrick de Rijck	Berlaar	293		Hugo Delcourt	Limburg	236
5th	Denys Buffet			12th	Freddy Urareck		
	Philippe Janfils	K5000	291		Eric Vermaelen	N.O.H.	234
6th	Marc Scheffer			13th	Bernard de St Hubert		
	Willy Ritz	Berlaar	286		Gary Prior	Zip Team	227
7th	Reg Dormer			14th	Roger Moth	I.S.B.L.	218
					Peter Moors		



15th	Dominique Poumay	Limburg	214
16th	Nicolas Demonceau		
	Robert Kumpen	Limburg	205
	Werner Lemmens	Panthers	153
17th	Jean-Pierre Coppin		
18th	Pierre Engelen		
	Willy V. Kerckhoven	Limburg	107
19th	Krisstos Kafiotis		
	Rafaelle Nicosia	Panthers	86
20th	Hugues Oehnichen	La Botte	
	Jean-Paul Bastin	Sambrea	84

CLASS — 125cc

Pos	Drivers	Team	Laps
1st	Marcel V. Rijswick	I.S.B.L.	306
2nd	Frans V. Rijswick		
	Patrick De Feyter	BJM	306
3rd	Rudi Stasseyens		
	Yvan Ausloos	BJM	290
4th	Luc Ausloos		
	Paul Bernard	KCT	258
5th	Michel Tilken		
	Jean Bever	Panthers	250
6th	Christian Jadouille		
	Paul Van Pee	Limburg	243
	Bart Van Lee		
7th	Jaak Boonen		
	Ernest Brebels	Limburg	234
8th	John Vervoort		
	Alfons Nauwelaers	KPT	208
9th	Jean-Marie Jorissen		
	Noel Ritzen	KCT	205
10th	Lilly Maes		
	Guido Didier	Remco	162
11th	Rudi Wienen		
	Raymond V.D. Bosch	Limburg	70



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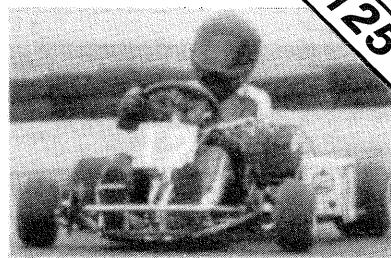
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Racing



125cc

210 CHALLENGE ROUND 10

After a simply fantastic season with large grids and incredibly competitive racing the 210 Challenge finally reached the 10th and last round at the Three Sisters Kart Circuit, the meeting being run by the Manchester & Buxton Kart Club. For two drivers Charles Morris & John Haigh this was to be the final showdown as only one of these two very talented drivers could win what is rapidly becoming one of 210's most sought after prizes. Charles Morris was entering this last round with a 13 point advantage over John Haigh whilst third place was equally close and would be fought out by 5 drivers, Martin James, Tom Thacker, Lionel Sifleet, Paul Robinson and Simon Barnett and if this wasn't enough two drivers Steve Morris and Phil Davis were only separated by 1 point for the best Challenge novice! A measure of how important the drivers were taking the last round was the number of leading point scorers who had taken advantage of a test session the day before.

That test session on Saturday may have been dull, cold and damp but Sunday turned out quite a pleasant Autumn day with the sun shining most of the time and around 11 a.m. the first 210 Challenge heat got underway. John Haigh showed his intentions by leading it from start flag to chequered flag to take a good win, second was Paul Robinson, 3rd Charles Morris, 4th Tom Thacker, 5th Simon Bateman and the top ten completed by Steve Jones.

Heat 2 and this time it was Charles Morris's turn to lead all 8 laps to win, with John Haigh 2nd, Paul Robinson 3rd, Tom Thacker 4th, Steve Jones 5th and Lionel Sifleet 6th.

Heat 3 saw a great 7 kart battle for the lead with karts sometimes 3 & 4 abreast and at one point Charles Morris took to the grass, flattened a marker cone and joined the race again. Steve Jones became the third driver to win a heat when he took the chequered flag in front of John Haigh, Charles Morris, Tom Thacker, and the rest.

And so to the last final of this years 210 Challenge with John Haigh in pole position and Charles Morris alongside him, the next 10 laps would decide which of these two was to be the 1986 210 Challenge winner. Making up the front row was Steve Jones, Steve breaking the 210 Challenge 'gentlemen's agreement' to use long life tyres by sitting on the grid with 'sticky' tyres on his kart, his actions certainly didn't go down too well with a large proportion of his fellow drivers. The second row had Paul Robinson and Tom Thacker keeping each other company with third row containing Lionel Sifleet, Chris Calderbank and Simon Bateman. The 4th row found Martin James and Paul Savage, with the grid in total stretching down 11 rows and looked very impressive as the two warm up laps were completed. An early casualty was Mick Sims who in spite of a quick plug change couldn't get his engine to fire, but it was all eyes on the colourful field as the flag was dropped and they were away. John Haigh made the best start and slid into the first corner in the lead with Charles Morris on his tail and at the completion of the first lap it was John Haigh leading with Steve Jones now into second place, Charles Morris 3rd and they were followed by Lionel Sifleet, Paul Robinson, Paul Savage, Tom Thacker, Martin James, Ed Mellor, Stuart Warsop, Paul Woodward, Simon Bateman and the rest. As the leaders thundered off towards the far side of the circuit suddenly it was disaster for Charles Morris as a head/barrel stud snapped and with his hand held high in the air a bitterly disappointed Charles was out. At

the end of lap 2 it was now Steve Jones in the lead with John Haigh 2nd, John quickly receiving information from his pit crew as to Charles Morris's demise, so all he had to do now was finish.

As lap 4 was completed the leading two were still close in first and second but now Paul Robinson was up to 3rd with Lionel Sifleet and Tom Thacker scrapping over 4th, Martin James 6th, then four kart battle involving Paul Savage, Simon Bateman, Mike Edwards and Ed Mellor. Mike Edwards was soon to disappear from this group spinning onto the main straight and causing some phenomenal avoidances from the following drivers.

It was still close at the front and on lap 7 the leading pair were side by side as they lapped John Morrish, John Haigh backing off early at the end of the straight as he couldn't afford to take any chances. The next few drivers went through in the same order except for Martin James who started to fall back with engine problems. As the last lap board was shown on lap 9, the leaders almost touched each other as they raced down the straight but it was Steve Jones who finally took the chequered flag after 10 hard, fast laps. In spite of this it was John Haigh in 2nd place who was doing the celebrating, retaining the 210 Challenge for the 2nd year in succession, his arms high in the air as he crossed the finishing line. A good 3rd was taken by Paul Robinson, 4th Tom Thacker, this giving him enough points to finish 3rd in the overall points score, 5th was taken by Lionel Sifleet, 6th Chris Calderbank, 7th Simon Bateman, next in 8th came Paul Savage just beating Stuart Warsop over the line and the first 10 was completed by Gary Marshall.

So John Haigh has done it again, winner in 1985 and now winner in 1986 — well done but spare a thought for Charles Morris who travelled a round trip of 510 miles only to have a £1 part fail on his engine — I suppose that's racing.

All that was left was to give out the various prizes and trophies to the successful top twenty drivers and then it was time to head for home — Sundays are not going to be the same again until the start of next years Challenge — see you all again next year....

210 CHATTER

The Manchester & Buxton Kart Club who were running the meeting did a fantastic job giving everybody 3 heats and a decent length final in spite of the early evening and also gave out the trophies to the Challenge drivers.

Martin James stopped on the last lap of the final ruining his 100% reliability record but he still was awarded a trophy for the most consistent driver having scored points in 9 rounds.

Mick Sims was awarded a trophy for the hard luck driver of the series — things can only get better for him next year!!!

The drivers clubbed together and in a nice gesture gave Tom Thacker Snr a present for all the work he has done for 210 racing. Also Thank You to all the driver who gave Barbara and myself such nice presents at the prizegiving.

Steve Morris won the trophy for the best novice of the series — well done Steve.

Finally a big thank you to all the following sponsors who made our prizegiving such an enjoyable occasion, we hope you will come with us again next year when the 5th 210 Challenge

will be run:-

Zip Karts; Startling Racing Motors; D.M.W.; Tom Thacker Racing; D.M.A.; Phil Featherstone; Colin Quickley; Karting Magazine; Kart & Superkart; Mr and Mrs K. James; 210 Driver Club; Brown Brothers of Swindon; Gellatly Haulage; Shenington K.R.C.; Bolton K.R.C.; Chasewater K.R.C.

All the best for Xmas and the New Year.

Ian & Barbara

1st	John Haigh	193 pts
2nd	Charles Morris	184 pts
3rd	Tom Thacker	165 pts
4th	Lionel Sifleet	159 pts
5th	Paul Robinson	158 pts
6th	Martin James	151 pts
7th	Simon Barnett	138 pts
8th	Simon Bateman	132 pts
9th	Ed Mellor	121 pts
10th	Robert Peters	116 pts
11th	Paul Savage	112 pts
12th	Steve Hurst	107 pts
13th	Gary Marshall	98 pts
14th	Steve Morris	94 pts
15th	Phil Davis	90 pts
16th	Paul Woodward	87 pts
17th	Colin Hoar	79 pts
18th	John Cheeseman	72 pts
19th	Glen Clarke	71 pts
20th	Glynn Jones	61 pts
21st	Mick Sims	61 pts
22nd	Philip Jones	54 pts
23rd	Chris Bowers	48 pts
24th	John Morrish	44 pts
25th	Brian Smith	43 pts
26th	Mark Powell	41 pts
27th	Ian Sutton	39 pts
28th	Jim Fitzgerald	36 pts
28th	Alan Poole	36 pts
30th	Graham Spavins	33 pts
31th	S. Gibbs	31 pts
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33rd	Clive Chirewin	23 pts
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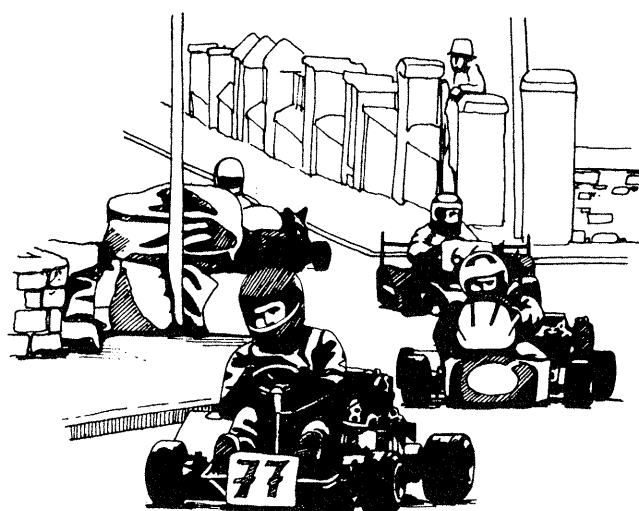
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REFLECTIONS ON THE JUNIOR WORLD

Story & Pics: Lisa Hardy

It was certainly good to see a team, doubled in size from 1985, represent Great Britain in the CIK Junior World Cup at Jesolo — John Lowther (Gillard) and Shaun Nicholson (Wright) who both competed in The Junior World Cup last year, with Michael Mills (Dap), Stuart Wallace (Wright), Oscar Newman (Birel), David Grieg (Dap), Tony Hardy (TKM), and David Coulthard (Wright), all being relative newcomers to the Junior World karting scene.

It must be said that the organisation and running of the meeting was poor, and, for the first day at least, announcements were given in Italian only. After several competitors missed practises people began to lose their cool — which was not difficult with 82 drivers, plus mechanics and families, packed like sardines into a small space in temperatures of up to 100 degrees. After some organised protests, announcements were also made in English.

For members of the British team who had not been to the Junior World before, the continental competition that they were up against came as quite a shock. The standard of racing in Jesolo was quite unlike anything seen in Great Britain, and so was the track with its showers, cafeteria, bar, undercover pit area, and large concrete grandstands. Even with their lack of experience of racing on such a scale, members of the British team put in some amazing times in practice.

Even before the racing began, equipment and drivers took some nasty knocks in the open practice. It was fine for the continental competitors, most of whom had endless supplies of equipment, but not so good for some of the British competitors who had minimal equipment for such an event, mainly because, through lack of sponsors, the expenses of the event were self-funded.

FRIDAY

Hardy had problems before the day's racing even started. His equipment was thrown out of scrutineering by scrutineers who claimed to have supposedly never heard of TKM. After an hour spent trying to talk to the Italian officials, who did not even want to try and communicate, one TKM chassis and two TKM reed valve engine were eventually allowed through.

Eventually the grid positions were displayed for all to see and it was evident that the Italian team had been given by far the best grid positions. But, with true sportsmanship, the British were not deterred, and they donned their green helmets and went out in the heats to do their best.

Unfortunately, both Coulthard and Lowther had mechanical problems, with the rest of the British team often falling foul to the mid-field pile-ups as everyone tried

so desperately to be at the front of the pack. Sadly, from mid-field downwards, the racing resembled that of banger racing rather than that of a world championship kart race, and not a heat went by without a nasty accident occurring. Unfortunately, at least one British driver was dragged into each one.

The luck of most of the British drivers was unbelievably bad, but despite all that, Coulthard managed to qualify 30th for the pre-final. He drove a good race to finish 15th. It was interesting to note that after every race a British driver was called up and given a warning, and yet on watching the racing, the British, as a whole, appeared to be the most non-aggressive team in the competition.

Somehow, at the end of the day the British team managed to dispel their downheartedness and were optimistic about the day.

SATURDAY

It was 100 degrees in the shade and more spectators began to arrive. It was pleasing to see a lot of British karters arriving to support their home country.



The grid positions were reversed and the British team had a slightly better day than the previous one. Lowther had sorted out his mechanical problems and finished a respectable 36th. Michael Mills drove superbly gaining a 3rd, 2nd and first. Unfortunately, after his win he seized on the line and ploughed into the corner, injuring his ribs. It was here that he retired.

Another British driver to shine today was Shaun Nicholson who finished a well deserved 13th. Stuart Wallace drove steadily, apart from one lapse of concentration, to finish 35th. Due to some bumper-car racing, the British victims finished battered and bruised, with Oscar Newman 51st, Tony Hardy 54th, David Coulthard 59th, and David Grieg 71st.

The grid for the final put Cancellieri on pole, Fittipaldi on 2, De Lorenzi on 3, with

Coulthard on 27 and Nicholson on 31. Again not a race went by without a British lad being given a warning. Hardy was disqualified at one stage for being knocked off of the track but managing to keep the kart running and re-entering the race 10 places down. There were more accidents today than yesterday, but accident of the day had to be when all five British competitors in one race were taken off in one foul swoop. Unbelievable.

SUNDAY

It could be said that equipment was not in its prime condition today. Coulthard being one of the quickest in practice had taken quite a bashing, and so too had Lowther. Hardys chassis, the only one he was permitted to use, somewhat resembled the shape of a banana, but he didn't seem to mind too much. All the team were battered and bruised, and Coulthard and Hardy, being the smallest members of the team, were in a fair bit of pain.

It had proven over the last couple of days, British lads had been prime targets for the morons who were out to smash people out of their way, and sadly a majority of the British lads resorted to removing their green helmets and donning their own helmets which were not immediately recognisable.

Today everyone's eyes were on Massemilano Orsini, who had proven that he had just what it takes to make a champion — would he do it? Cancellieri was on pole with Orsini on 2 and De Simone on 3, Nicholson on 31, and Coulthard on 32. Qualifiers for the Federation Cup were Mills on 38, Newman on 56, Lowther on 57, Wallace 62, Hardy 63, and Grieg 75.

Nicholson drove extremely well in the pre-final finishing a fine 18th with Coulthard finishing 32nd. Amazingly, against tradition, The Junior Cup final was held next with many competitors, including Coulthard and Nicholson, not having sufficient time to check over their equipment. Nonetheless, Shaun Nicholson proudly finished an excellent 19th, with the unfortunate Coulthard finishing a respectable 30th.

The Federation Cup was held in heavy downpour. Oscar Newman drove very well to finish 3rd, Tony Hardy 13th, John Lowther 14th, and Stuart Wallace 17th. It must be said that the British team kept smiling through thick and thin and showed true sportsmanship. Well done lads.

Everyone was awarded a prize and the prizes were very nice. It was disappointing that the winner of the Federation Cup, Gemmo, only won the same as everyone else.

STORY AND PICS: MIKE TOPP

23

1986 AUSTRALIAN GRAND PRIX SUPERKART RACE OF CHAMPIONS

Adelaide Alive! Anyone attending this year's Australian Formula One Grand Prix would certainly have to agree that Adelaide came alive, as promised. This year's Grand Prix featured a full support race for the Superkarts — the Superkart Race of Champions, the halfway point in a three round international series being run in Australia.

27 Superkart teams converged on Adelaide for the second running of the Australian Grand Prix. Top drivers and teams came from Australia, New Zealand, and Europe. Sweden's World Cup Champion, Lennart Bohlin, winner of the 1985 Bob Jane T-Mart International Series, headed an international field capable of lap times only surpassed by the Formula Mondial and Formula One cars.

As expected, the Zip chassis dominated the field with 17 entries, most running the powerful Rotax tandem water-cooled twin 250. Other engines in evidence at Adelaide included Yamaha YZ-250s, Kawasaki K-250s and a lone Honda powered entry. Predictably, Rotax was the engine of choice demonstrating a clear horsepower advantage, which accounted for their domination in practice and qualifying. The Yamaha of Barry Thomas qualified in the top five, a tribute to his team's engine builder and his driving skill. Local Dino dealer and driver Colin Thompson qualified his Dino Rotax in the top ten and was confident of big things in the race. He certainly had one of the best looking pit crews at this year's race. The Boss team looked to be in the hunt for gold.

The Superkarts hit the circuit on Thursday under threatening skies and damp conditions. In the early going Lennart Bohlin set the pace, wasting little time in getting down to a very respectable 1:43.1, for an average lap speed of 132.687 KPH/82.929mph. Bohlin's top qualifying time was exactly nine seconds faster than the best of the touring cars in the previous session. Second fastest at 1:44.0 was journalist Chris Lambden, with fellow Victorian and current Australian Superkart International 250 Champion Paul Zazryn third at 1:45.4. The top qualifier's maximum speed down Brabham Straight was 227.2 KPH/142mph. In contrast, Formula One pole winner Nigel Mansell's maximum speed down the same piece of real estate was 309.4 KPH/192mph. At the conclusion of their practice and qualifying sessions no one doubted the performance potential of the Superkarts. Spectators witnessing the Superkart practice got an eye-opening display of straight-line and cornering speed. The Superkarts made a lasting visual impact on the crowd, most agreeing that karting was excellent value for the money.

Thursday's second practice and qualifying session got off to a drier start with Bohlin once again setting the pace, trimming his lap time 0.3 seconds to capture the pole position. Virtually all of the drivers improved their first qualifying times amid fast paced activity. There was little drama during the second and final qualifying session, each team getting on with the business of setting up their machines and learning the course. Back in the pit area there was activity everywhere you looked, the smell of racing fuel and castor oil in the air — the very stuff races are made of.

The Superkart drivers certainly noticed the irregularities in the circuit's surface, more so than any of the other classes. Drivers commented that the slippery sections were very slippery. Inspite

of this, there were few spins during practice and qualifying, with none of the Superkarts returning to the pit area with damage.

The official qualifying times are listed for both sessions and give some idea of the level of competition and speeds of the competitors.

The race got away on time Friday with the threat of rain causing the competitors to make many last minute tyre changes. For some the decision to start on rain tyres would soon turn out to be a wise choice. When the man with the flag, Glen Dix, let the green fall, the flying Swede jumped into an immediate lead. Unfortunately Bohlin's lead was short-lived as he came to grief entering the Pit Straight at the end of lap one when he hit a wet spot and completely lost it. While Bohlin was making a 360 degree inspection of the exit to the hairpin leading onto the Pit Straight Chris Lambden was making good his escape with the lead, Paul Zazryn not far behind. At this point it still looked like anyone's race as they came down the Pit Straight hurtling toward the chicane. Bohlin did a masterful job of sorting out his predicament in rapid order, kept the engine running and set off after the leaders like a man possessed.

The second lap saw Lamden with a commanding lead, followed by Zazryn, Williams, Stebbing, Lawson and a hard charging Bohlin, making up ground fast. Further down in the field there were numerous dices going on as the competitors sorted themselves out in evenly matched groups. Some of the best racing was actually taking place in these groups. Playing to a Grand Prix crowd on the streets of Adelaide certainly brought out the competitive spirit in all the drivers.

On lap three the weather suddenly took a turn for the worst, catching the competitors in heavy rain and hail. Those competitors on rain tyres must have been congratulating themselves at this time. Most drivers, however, were unprepared for the suddenness and severity of the rain and hail as evidenced by the great number of spins throughout the circuit. The race soon looked more like a bobsled contest than a road race, and the officials wisely red flagged the event at lap four, just beyond half distance. The finishing order was set based upon the competitors position on lap three.

Each competitor will look back on Adelaide 86 with their own memories of triumph or trial. It's certain that the race was a success, particularly in the eyes of the spectators. Hopefully, next year's race will be a ten lap event run on Saturday. The Superkart Race of Champions came to a close having added an extra dimension of excellence to the Australian Grand Prix weekend. Adelaide has joined Long Beach, California as a street Grand Prix event with the foresight and spirit to promote karting — a motor sport which has given us so many Formula One driving greats. Good on ya Adelaide!

The Australian Formula One Grand Prix race committee and race officials must be praised for a truly outstanding Grand Prix weekend. Their efforts to further motor sport, together with their superb planning, execution and attention to detail made Adelaide the place to be the last week in October. Congratulations for the Australian motor sport *Event of the Year!* See you next year at Adelaide '87... Be there!

Story by Wayne P. Johnson
Australian Kart Report

250 NATIONAL/INTERNATIONAL
We had a good entry here with six in National and 10 in the Inters.

National
Heat 1: 1st Mason, 2nd Woodcock, 3rd Garner.
Heat 2: 1st Woodcock, 2nd Garner, 3rd Keele.
Heat 3: 1st Woodcock, No other finishers.

Inters
Heat 1: 1st Ashe, 2nd Jones, 3rd Kennings.
Heat 2: 1st Kennings, 2nd Jones, 3rd Ashe.
Heat 3: 1st Jones, 2nd Ashe, 3rd Kennings.

Alan Jones lined up on pole with John Ashe and Bob Kennings alongside. As the flag fell Kennings made up for his indifferent heat performances by rocketing into the lead from Jones and Ashe. On lap four these two swapped places but couldn't stay with the leader who had now pulled out a good hundred metres. This order continued through to the end but Jones had dropped back to leave Ashe a hundred metre advantage. Quigley and Bufton made up the fifth and sixth places.

So ended part one of the proceedings — the racing. Soon after the results were announced the trophy and prize giving got underway followed by the serious eating and drinking. It was agreed that members enjoyed the event so much that the buffet will be repeated at one of next summers meetings.

CADETS
1st Paul Kennings Zip/DAP/BKM 35mm camera
2nd Paul Higginbottom Jetta/DAP Umbrella
3rd Paul Reynolds Zip/TKM/KR Toolbox

JUNIOR BRITAIN
1st Martin O'Connell Sprint/Parilla 35mm camera
2nd Jonathan Lester Wright/Arrow/Umbrella
3rd Richard Gifford Pilot/DAP/KR Toolbox

100 BRITAIN
1st Mark Lawson Zip/Arrow 35mm camera
2nd Steve Hall TKM/DMA Umbrella
3rd Paul Jones Zip/Parilla/KR Toolbox
4th Dave Malpas Gillard/Parilla/KR
5th Phil Langford Hewland/PGL

100 NATIONAL
1st Simon Woolford Merlin/Yamaha 35mm camera
2nd Nigel Critchley Fullerton/Parilla Umbrella
3rd Mark Hickman Wright/TKM/Wilkes Toolbox
4th Shaun Power Sprint/Parilla
5th Andy Forsdick Sprint/TKM

210 NATIONAL
1st Lionel Sifleet Dino/Thacker 35mm camera
2nd David Bailey Barlotti/DMA Umbrella
3rd David Barradell Barlotti/Upton Toolbox

125 NATIONAL
1st Dale Spruce Stratos/GSB/Rotax 35mm camera
2nd Jonathan Williams —/— Umbrella
3rd Carl Atkinson Phoenix/Rotax/DMA Toolbox

250 NATIONAL
1st Ian Woodcock —/— 35mm camera
2nd Tony Keele EDR/Yamaha Umbrella
3rd Mick Tabberer Zip/Honda Toolbox

250 INTERNATIONAL
1st Bob Kennings Dino/BKMS 35mm camera
2nd John Ashe Zip/GPX Umbrella
3rd Alan Jones Zip/Rotax Toolbox



Colin Quigley Motor Services/Dunlop Driver of the Day Award
Ed Mellar

Clubman Award
Colin Quigley

Best Novice
Steve Morris

4th Paul Jones Zip/Parilla/KR
5th David Brown Sprint/Arrow

100 NATIONAL
1st Rob Cooper —/—
2nd Derek Shields Kali/Parilla
3rd Simon Woolford Merlin/Yamaha
4th Andy Forsdick Sprint/Yamaha/TKM

210 NATIONAL
1st John Haigh Phoenix/Quantum
2nd Charles Morris Zip 925/APV
3rd Martin James Dino/KMP
4th Steve Morris Barlotti/TT
5th Ed Mellar Zip/EJV

125 NATIONAL
1st Jonathan Williams Zip/C S Rotax
2nd Peter Hughes Zip/Rotax
3rd Mike Topp Zip 981/Yamaha

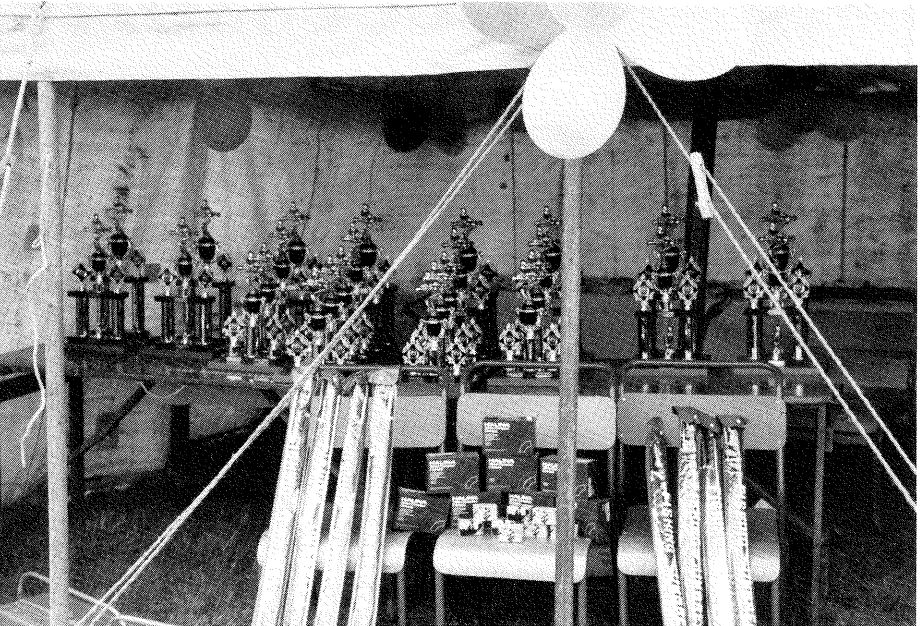
250 NATIONAL
1st Kevin Mason Dino/Yamaha/KDM

250 INTERNATIONAL
1st Bob Kennings Dino/BKMS
2nd Gordon Darrow Dino/Rotax

Dunlop Driver of the Day
Simon Spencer

Clubman Award
Ed Mellar

Best Novice
Steve Morris



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MONDELLO ROUND UP

Story & Pics: Russell Murphy

Sunday the 12th of October saw the curtain fall on the shortened 1986 Irish Karting season, at Mondello Park, Co Kildare.

A healthy field of sixty competitors had entered to contest the final round of the season. By all accounts it was an impressive turnout; in view of the fact that all four championships had been decided at the previous meeting. All the drivers said that the big incentive was to race at the "new" Mondello Park.

During the 1985-86 closed season, Mondello Park was purchased jointly by the Royal Irish Automobile Club through a consortium of Motor Sport clubs and Irish born English based entrepreneur Martin Birraine.

The result of this purchase has secured the future of motor sport at the Kildare venue, through the instigation of Mondello Sports Ltd; a company which has a five year lease on the circuit under the direct executorship of Martin Birraine who is represented in Ireland by his executive Sean Collins, who has already in his short term of office transformed the circuit into a very modern facility, with an injection of over £100,000.

Superb weather complemented a fine day's racing, which was highlighted by the extremely competitive National 100cc and 125cc classes.

Qualifying commenced at 2 o'clock, with two split heats being held for each of the four classes to determine the final grid positions for the all important finals.

Duncan and a hard charging Dave Maguire. The battle for the lead turned in to a great dice between Duncan, Walsh and Maguire. Further down the field Michael Conroy was having his best race of the season in a dice for fifth place with Mike Wright. Maguire was first to reach the line for the last time in his Kali/PCR kart thus taking victory from Duncan and Walsh. Following in the footsteps of last year's Champion Fran Reilly, Dave Maguire now hopes to compete in F.F 1600 in 1987.

With only seven entries for the 250cc International race, it was decided to collaborate their heats with the fourteen competitors for the 125cc class. After the two qualifying heats the much improved Paul Newport found himself on the front row with pole man and 1986 125cc Champion Ken Tuite. Also well up the grid were John Brennan and Michael Byrne.

When the lights turned green there was a tremendous battle down towards Shell corner, with Newport fending off Tuite momentarily from Brennan and James Curren who has improved a lot this year. The lead was changing all the way around the circuit throughout the ten lap race, however, first to greet the chequered flag was Paul Newport from Brennan and Champion Ken Tuite.

The 250cc International insisted on having their own race as championship placings were still to be decided. This did not enhance race prospects with a mere four entries for the ten

JUNIOR 100cc

1st Jonathan Wilkinson
2nd Ian Walsh Wright/Parilla
3rd Donal O'Brien Wright/Parilla

NATIONAL 100cc

1st David Maguire Kali/PCR
2nd Gordon Duncan
3rd Richard Walsh

NATIONAL 125cc

1st Paul Newport Magnum/Honda
2nd John Brennan Zip/Rotax
3rd Ken Tuite Pheoni/Rotax

INTERNATIONAL 250cc

1st John Buggy Dino/Rotax
2nd Billy Kinnin
3rd Dominic Murray Dino/Rotax

IRISH KART CLUB CHAMPIONSHIPS 1986 PLACINGS

JUNIOR 100cc

Place	Points
1st I. Walsh	189
2nd S. Connor	135
3rd D. O'Brien	122
4th D. Conneely	84
5th M. Dempsey	40
6th J. Duffy	30
7th C. Byrne	23
8th N. Lambe	14

INTERNATIONAL 250cc

1st D. Murray	185
2nd J. Buggy	171
3rd B. Kinnin	124
4th A. Bishop	73
5th J. Deery	59
6th S. Kelly	42
7th P. McGowan	21
8th E. Deery	10
9th P. Deery	2
10th P. Wesemeal	1

NATIONAL 100cc

1st D. Maguire	133
2nd J. McCullough	99
3rd P. Gallagher	89
4th D. McDowell	88
5th G. O'Brien	71
6th A. Monaghan	46
7th G. Ringland	39
8th P. Casey	23
9th K. McGreery	21
10th C. Fox	15
11th K. Lowe	7
12th L. Gantly	5

NATIONAL 125cc

1st K. Tuite	140
2nd P. Newport	112
3rd J. Cassin	89
4th G. Duffy	75
5th J. Hanlon	36
6th J. Henahan	39
7th D. O'Loughlin	38
8th M. Byrne	36
9th A. Delaney	22
10th J. Butler	19
11th J. Turrens	7
12th J. Curran	5



The Junior 100cc class was the first out on the track and with an entry of 14 competitors it was not surprising to find this year's junior champion Ian Walsh sharing the front row with pole man Jonathan Wilkinson. Further back on the grid were John West, Donal O'Brien and Derek Cunneely. While last year's Champion, Stephen O'Connor, was right at the end of the grid with the same problems that have plagued him all year.

The ensuing final was very much left to a dice between Wilkinson, Walsh and O'Brien; despite a challenge by O'Connor who made it up to third place before he fell foul of Karting gremlins and finished a distant fifth. The final lap saw victory fall to Wilkinson from the hard charging and ever present duo of O'Brien and Walsh respectively.

The National 100cc proved to be the highlight of the afternoon with over 20 competitors taking part. After two closely fought heats Dave McDowell was on pole from Michael Wright, Paul Gallagher, Richard Walsh and 1986, 100cc Champion, Dave Maguire. The start of the all important final saw Gallagher make a great leading for three laps from McDowell, Walsh,

lap race. Pole man John Buggy led from start to finish in what turned out to be little more than a procession of a race, most unlike the 250cc category. John Buggy was followed home by Brian Kinnin and 1986 250cc Champion Dominic Murray.

As the 1986 season comes to an end rumours are rife that famed Committee Member Nigel Taylor is to return to karting in '87. This should really set the cat among the pigeons for he is a highly experienced and competitive karter. A little bird has also told me that Gerry Burke Kennedy, son of the very famous Dublin based Architect of the same name, is to enter the National 100cc ranks with the equally famous Niall McFadden who has plenty of road racing experience under his belt. We await further news of the above with great interest.

Now that the karting season has come to a close the Irish Kart Club wish to thank all the competitors, officials, sponsors, press and especially the Karting magazines for making the entire season such a tremendous success.

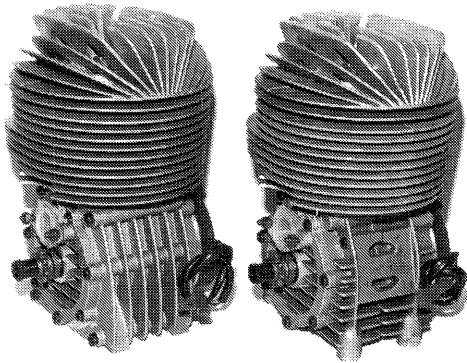
Roll on March of 1987.

Results of the final meeting were as follows;

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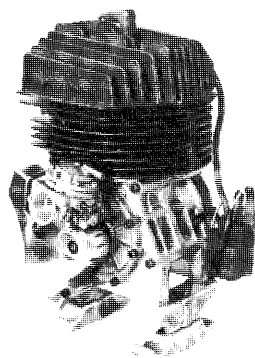
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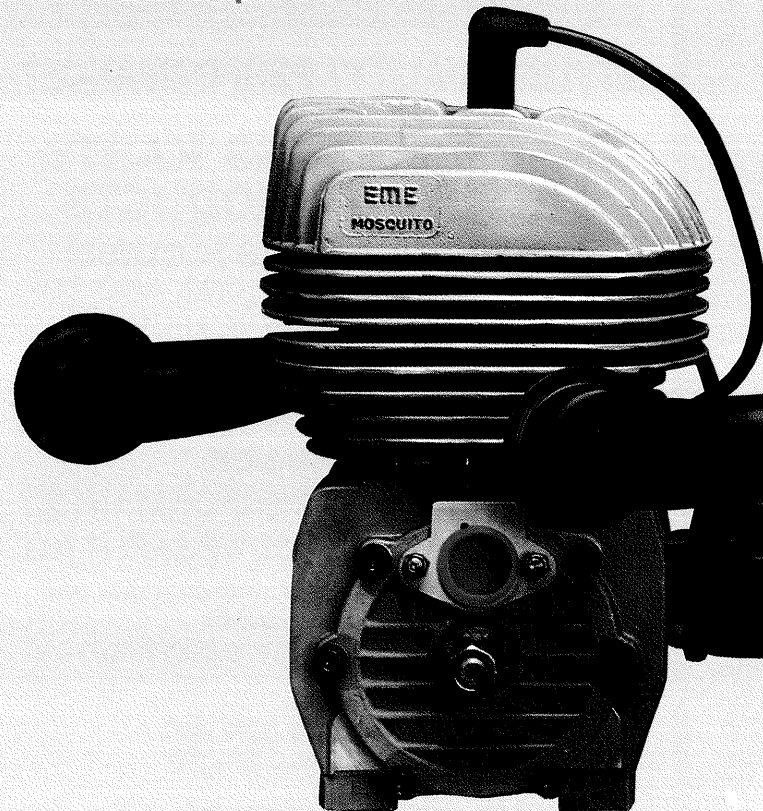
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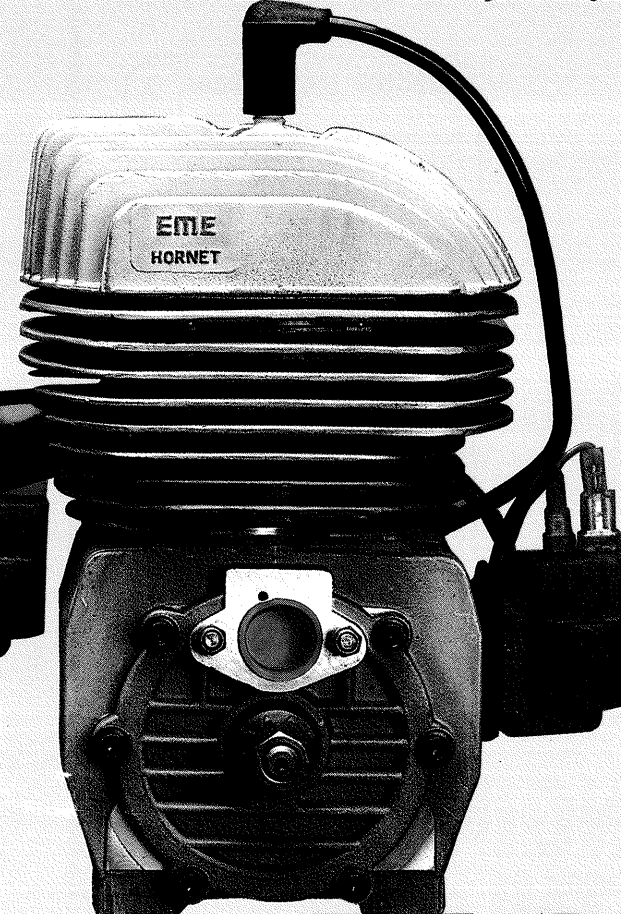
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For all your extras tick the boxes cut out and return with your Engine Order (detail type), Cheque, Name and Address.