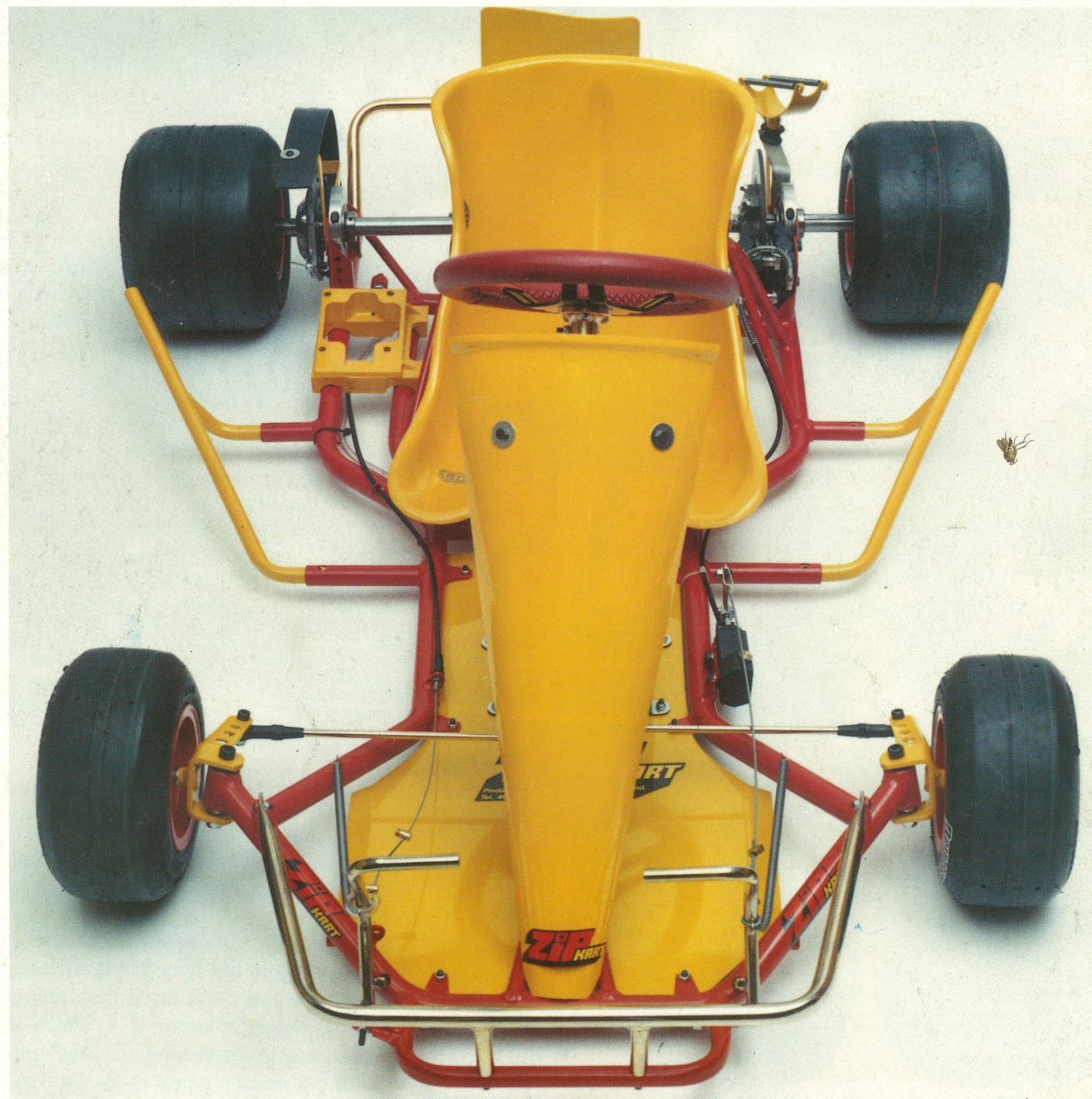


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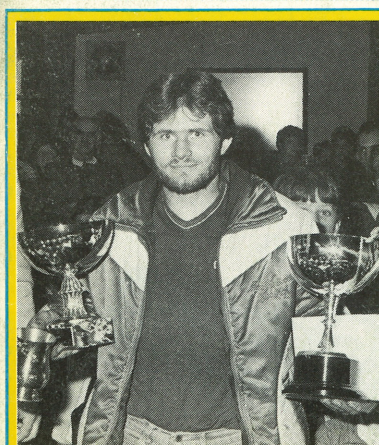
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**KART AND
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FEBRUARY 1987

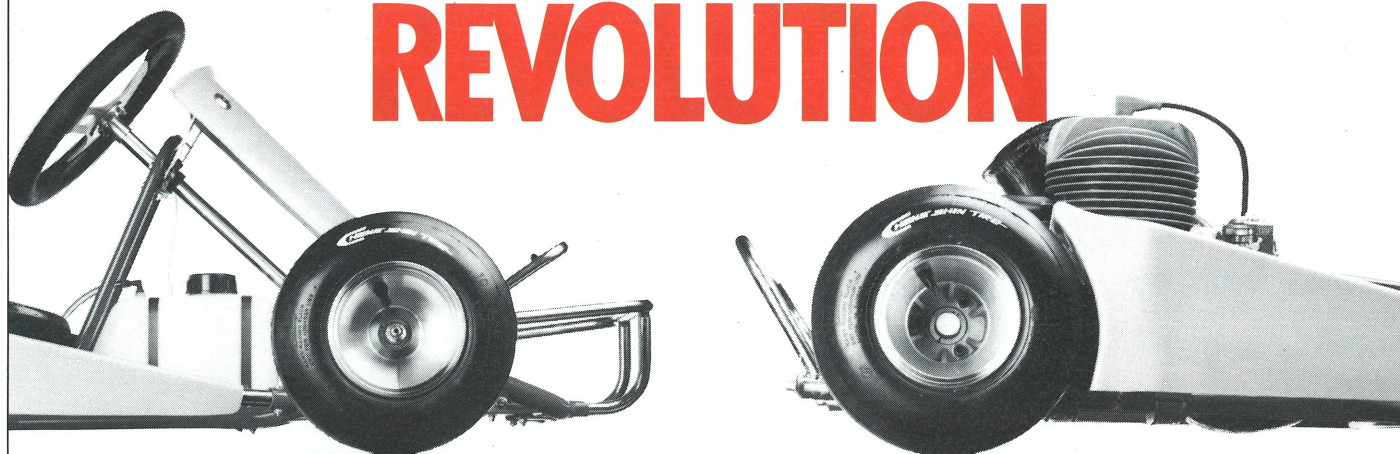
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Phil Featherstone clinched
the 210 L/C Challenge

**KARTING IN THE USSR
PROFILE — ANDY MARTIN**

THE TYRE REVOLUTION



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Winning can now be 35% cheaper with fabulous Cheng Shin tyres, the revolutionary kart tyres from Taiwan. They're 30-40% cheaper than existing SL kart tyres and guarantee at least the same performance. Long life and the latest technology at a very reasonable price. From early 1987, you'll be able to buy sets of these individually packaged tyres in an attractive box. Cheng Shin SL Sport tyres are

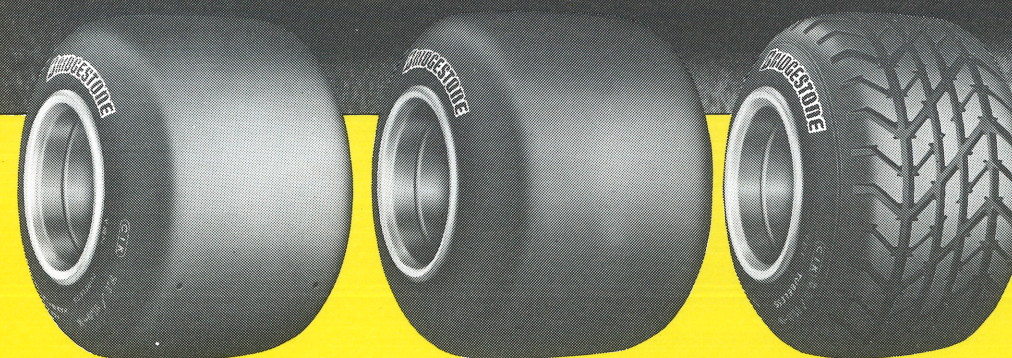
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We would like to thank **Chris Shepherd** and **Steve Brown** and all who helped during 1986 to achieve the following results:-

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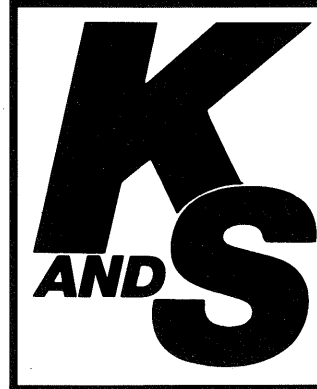
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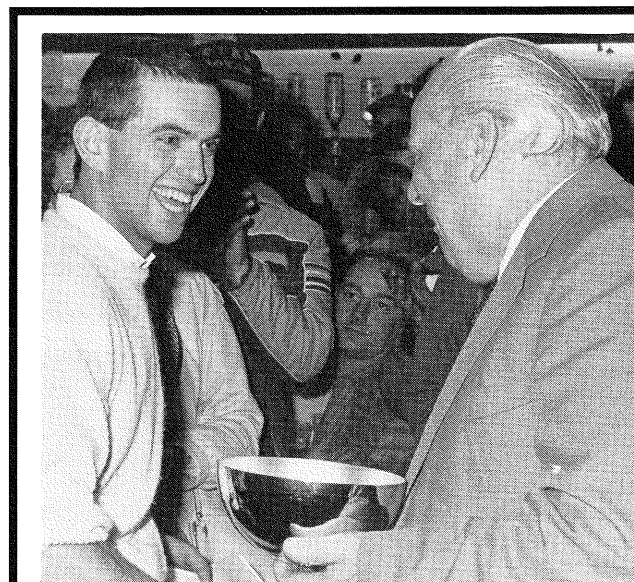
MONTHLY

No. 94

FRONT COVER:

125 'UK Cup'
winner Chris
Stoney drove to a
fine victory in
the Cadwell '86
Autumn
Championship.

(Pic: Doug Rees)



1986 was a very successful year for 250 National man, Mark Webster. Ultimately he would like a crack at Formula E but without a realistic budget he cannot even consider such a class change, so for this season he remains in National. Next year? Well, that could be a different story...
(Pic: Rodger Calvert)

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*NEXT MONTH, AMONG OTHER FEATURES, IS
A DETAILED LOOK AT CARBURATION.*

PUBLICATION DATE:- THURSDAY 5th MARCH

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WHERE AND WHEN

15th FEBRUARY

Nuthampstead — (1½ miles east of Barkway, off B1368, Cambridge-Ware Road)
Three Sisters — (Bryn Road, Ashton-in-Makerfield — Lion KC)

22nd FEBRUARY

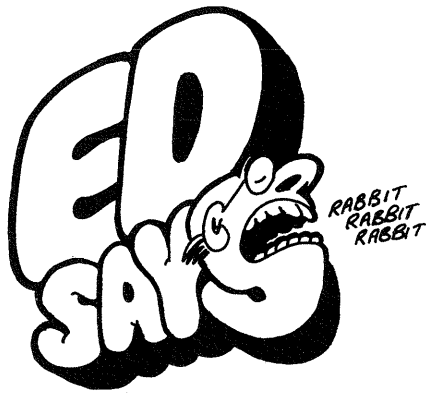
CADWELL PARK — (On A153, midway between Horncastle and Louth, Lincs) — Spring Trophy
Pembrey — (8 miles from Llanelli, on A484, Dyfed, South Wales)

1st MARCH

Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)
Felton — (7 miles from Morpeth, on A1)
Larkhall — (Merriton Road, Larkhall, Hamilton, Strathclyde)

8th MARCH

DONINGTON PARK — (On A453, Nottingham-Birmingham Road, 1½ miles west Castle Donington, 3 miles off M1 at Junction 24) — RAC Long Circuit Championships — Round 1
Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs)
Clay Pigeon — (Midway Dorchester-Yeovil, on A37
Rowrah — (4 miles from Frizington, Cumbria)
Boyndie — (3 miles west of Banff, Grampian)
Kimbolton — (10 miles west southwest of Huntingdon, Cambs)
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)



Having returned to the scene after an unscheduled absence, 1987 seems to have started with a bang — an unexpected staff recruitment drive, so it's not only the RAC where changes are rife. The chair of Advertising Manager at Kart and Superkart is now occupied by Miss Dawn Linger, a very capable young lady, keen on motor sport, particularly Karting and someone you will be meeting in the ensuing months, both at Long and Short Circuit events. So, welcome Dawn, long may you reign.

Too late for inclusion in the January issue come details of the FISA meeting held on December 17th, regarding the drivers' boycott of the 135cc World Championship in Jacksonville. The communique issued by the CIK/FIA on the matter states that each driver involved in the dispute was given adequate opportunity to express his views on the incident, according to the Sporting Code. Three drivers were convened to represent those involved in the boycott and they heard the report given by the International Stewards who were present at Jacksonville. The driver representatives were given the necessary time needed to explain the standpoint and the motivations which led to the boycott. The representatives declared they had nothing further to say or add to the statements already given and left the FISA Executive Committee to discuss the matter and draw its own conclusions.

The proposal, put forward by the CIK President, Mr Ernest Buser, to apply a twelve months licence suspension on probation on the offending parties, was rejected by the Executive. Instead, the majority of the Committee voted to impose a twelve months licence suspension, the *last six months* on probation; that suspension to commence on December 17th. Additionally the FISA declared that no travel subsidies would be paid to the European drivers involved in the boycott.

How the Formula K European Championship series will fare remains to be seen, when one considers the first round is scheduled for Zaragoza in Spain on 10th April...

On December 19th the CIK Executive Committee convened in Paris and amongst other items agreed on two important decisions:-

The creation of a Formula Super 100 class — Mr Buser examined the historical background of the sport and the current state of karting, with particular relation to the European scene, future medium and long terms projects and the CIK Championships. Mr Buser envisages 'futuristic reforms' that will create drivers' elite, both in 135 and 100cc with the support of ASN's, manufacturers and organisers in a combined effort. He submitted a proposal to the Executive that would allow Intercontinental 'A' drivers to transfer from Group 2 to Group 1 Formula K 135cc and put the suggestion of Formula Super 100 to the vote.

The idea is to link Formula K 135cc to Intercontinental 'A', based on a homologated 100cc engine, applying the same technical regulations

currently laid down for Formula K.

The Committee voted by a majority for the introduction of Formula Super 100 Group 1 from 1st January 1988. Details and further clarifications are still awaited and it is understood that a working group, composed of Executive Committee members, ASN delegates and manufacturers met in Geneva in January to discuss the intricacies of the formation of this new class. As soon as details are available they will be published.

In view of the introduction of an International Drivers Licence A, B and C, the Executive Committee agreed to authorise the Superlicence drivers to participate in events of Group 2 Intercontinental 'A' and 'C' entered in the International calendar, for the year 1987 only. The participation in Group 2 Intercontinental 'A', 'B' and 'C' CIK-Championships. Trophies or Cups is still not allowed.

The outcome of the Working Group Meeting in Geneva on 23rd-24th January with engine and chassis manufacturers and what decisions were taken is not yet known, but you will be informed of the details when available. Scheduled for the end of February or the beginning of March will be a CIK meeting of Circuit Owners and Organisers, followed by a seminar on the theme 'The organisation and commercialisation of a prestigious event'. Exactly what that implies is anyone's guess.

This year's BRSCC Racing Car Show at Alexandra Palace ran from 15th to 18th January and was open to the Press and Trade on Wednesday. Unfortunately heavy snow overnight caused disruptions to the initial proceedings, several exhibitors displays were incomplete and staff not on hand to answer the questioning Press due to travel difficulties. All in all though it was quite impressive and the Organisers are to be congratulated for their efforts.

Last year the only criticism of the Show in the temporary Pavilion was that too much was squeezed into too small an area. The problem was overcome this year with the provision of an Annexe, which catered for about twenty exhibition stands, thereby relieving the congestion in the main area.

Again the Central Display featured racing cars from all branches of the sport — from Nigel Mansell's FI Williams-Honda to 'top fuel' Hotrods. Included in the front of the main display was MH's World Enduro Championship winning Formula E which attracted a great deal of interest from both Press and the Trade. The Show was officially launched by Richard Tracey, MP, Minister for Sport who showed a keen interest in all aspects of the exhibition.

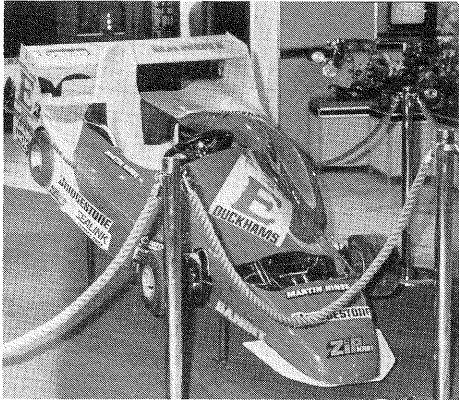
This year the RAC MSA had a stand, presided over by the MSA Public Relations man Martin Whitaker and Marketing & Special Events Executive Peter Stayner. The feature was Rallying and Karting, with an example of a new Junior Cadet kart to introduce the class for 8 to 11 year olds coming into effect on 1st April. Thousands of explanatory leaflets on the class had been produced by the RAC and were handed to the public masses who passed through during the four days.

In the Annexe Bob Pope from Playscape also had a display exhibiting the new Junior class and he was extremely pleased at the response from the general public, particularly on Saturday when he and his hard working staff were inundated with requests for details. Racing for Britain for Britain linked with Cellnet also had a large display area and catered for both single-seaters and karts, with a 100 Super and a Junior outfit featuring highly. Matthew Winter was responsible for karting promotion and tells us that during the four days he received many requests from the public about how to get into the sport.

The response provoked was very encouraging. RfB is keen to promote karting and in fact at this year's Super One finals it will be providing a crash helmet in RfB colours to the winner of the Juniors, along with prize drives in Works Quest FF1600's.

Next year the Show returns to Alexandra Palace itself where the facilities are promised to outstrip those of the temporary Pavilion. Having listened to remarks from many quarters the general consensus is that karting could do itself a really big favour by having a specific display next year, solely for the sport. Now perhaps is the time for all of us involved in karting to forget petty differences and work together, the Manufacturers, Traders, Clubs and Sponsors to pool resources and go for a big promotional splash. In the end we all stand to benefit. Think about it, but don't dally too long or we'll miss the boat.

Ed McCormick



(Pics courtesy Motoring News)



"Did you hear what he just said!"

SOUTH YORKSHIRE

The South Yorkshire Kart Club advises that the new Club Secretary is Steve Clayton. Steve can be contacted at the following address and telephone number.

Mr. S. Clayton,
5 Redwood Glen,
Chapelton,
Sheffield,
S30 4EA.

Would Clubs please note that dates for meetings during the 1987 season are required as soon as possible.

Please send details to:

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Kart and Superkart Magazine,
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Herts. EN11 0DE**

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ZIP GP ROTAX 125

As raced by Reg Gange at Donington on October 26th. Chassis and engine fully rebuilt prior to Donington and fitted with new Bandit full body. **£1,000**

For further details contact:

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250 NATIONAL Spyda 81 retarder, PMP exhaust, useful spares, wets, etc. £400. Telephone:- (0362) 5270.

210 NATIONAL Aero Martin Villiers, superb outfit, winner Cumbria Champs. Rebuilt and ready for season. £695. Telephone:- (0743) 50165, or (021643) 3362 (daytime).

PHOENIX Long Circuit kart with YZ 250 'H' motor, very fast and competitive. PMP, Motiv exhaust, spare barrel, rod, pistons, wheels and tyres. Also trailer and stand. POA. Telephone:- Goole (0405) 61426. Will split.

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ZIP GP '84 250 NAT. Yam YZ 'H' plus 50. Motiv, PMP pipes, Dunlops, Bridgestones, wets, electric pump. L/C and S/C. Trailer, masses of spares. £600 kart; £800 the lot. Retiring. Adam Richardson (0224) 486584 Home; (0224) 834070 Work.

250 NATIONAL Barlotti Bultaco. £500 recently spent on engine. Very reliable. Must be sold quickly — £350. Ian Wilson. Telephone (0462) 52951 (daytime).

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250 NATIONAL Barlotti-KTM a/c, 5 meetings since new mains, rod kit, piston, PMP exhaust, new brake seals. £475 ono. Telephone:- Stroud (04536) 2650.

250 NATIONAL Lynx Bultaco, engine rebuilt 2 meetings ago, wets, slicks, plus spares, plus Zip racing suit. Sell separately. £395 ono. Telephone:- Stroud (04536) 79649.

250 NATIONAL 1986 Phoenix Motiv-KTM — £1200. Spare Motiv KTM — £400. Retiring therefore everything must go, including 1985 Phoenix chassis, bodywork, Merlin exhaust, wets, wheels, etc. Telephone:- (092575) 3207 (evenings).

WANTED — Villiers outfit complete with/or without spares. Prefer Zip but anything considered. Within reasonable distance of Hants. Telephone:- Aldershot (0252) 315603.

ZIP/ARROW BRITAIN chassis and tyres, 3 practice sessions old, nose cone and few spares included. £375 ono. Telephone:- Paul on Dunstable (0582) 602502 (evenings).

ZIP ZX1 BRITAIN/NATIONAL ROLLING CHASSIS, one season. Adjustable castor, floor tray, YBN's. Just rebuilt, some spares, never bent. Immaculate. £250. Telephone Leighton Buzzard 377822.

ROTAX 256 MOTOR 1983. Recent complete CTRP rebuild. Extensively updated with latest heads, clutch, pistons etc. One race since rebuild — genuine reason for sale. £680 ono. Telephone (0392) 67438.

WANTED!!!! Bultaco engine parts, someone must have some old K200 and K125 bits somewhere. Telephone Leicester (0533) 532888 daytime, or (0533) 402900 evenings.

SALE

100 National Outfit '86 Sprint, 8 litre tank, plus side pods, Kelgate axle and brake, Mag wheels, new Vegas. 2 sets wets. TT31 Jubilee plus 2 new unused rods — 49.2 bore. TT27 HK 48.1 bore. Full history on both motors.

Many other spares.

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STEVE GILL'S IVECO High Top diesel van, seats 6, panelled, workbench, 240 volt sockets and light, reconditioned engine, fuel pump, injectors and starter December '86 — £2500 o.n.o. Telephone (0977) 620492.

ZIP CLASS 1 chassis, YBN tyres, new brakes — £150. Telephone Bedford (0234) 66549.

1985 ZIP 925 ROTAX 125, tuned and rebuilt, Kelgate brakes, spare barrel, as new wets, two sets of Vegas, plus spares. Blackbushe Champ '86; 3rd Rissington '86 — £1250 o.n.o. Telephone Aldershot (0252) 334706. WANTED! Two Class One Tillotson carbs. 25/27mm. Must be in perfect working order. Telephone (0254) 55418 (evenings).

ZIP GP 125 Chassis, side pods, etc. Clean, good condition — £450. Telephone Bedford (0234) 66549.

ZIP GP 125 rolling chassis, epoxy coated, re-jigged, Kelgate brakes and axle. Full Long and Short circuit bodywork — £450 o.n.o. Also, ZIP GP 125 with rebuilt Rotax, nose cone and other bodywork, some spares — £700 o.n.o. Telephone (evenings) 021-449 7769.

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STEVE GILL'S '86 SEASON Superkart, Zip full and standard bodywork, plus CSK prepared Rotax. Complete — £2500 o.n.o., or will split. Most kart and engine spares, plus tyres available. Telephone (0977) 620492.

ZIP 925, ROTAX, Roger Goff tuned, very fast winner at most circuits, Kelgate brakes, Kelgate axle. Engine recently rebuilt, barrel renickasiled, not raced last season. £850 o.n.o. Telephone (0933) 315238 (after 4pm).

KARTS & PARTS FOR SALE

250 NATIONAL Zip Honda, fully rebuilt for '87, including spares and wets **£600**
250 NATIONAL Barlotti/YZ 'H' Yamaha **£550**
125 P&R Zip/Yamaha **£350**
Rebuilt 250 Honda Red Rocket, including carb and exhaust **£275**
2x210 engines and 1 gearbox **£150**
Andy Martin reverse barrel exhaust (New) **£50**
F4 Delta T80/81 Ford **£3,750**

Telephone: Crawley (0293) 544655

ZIP GP 125 Full body Goff tuned Rotax 125, very good condition — £950. Telephone Bedford (0234) 66549.

MOTIV TUNED 125 ROTAX, 1987 spec. All new engine parts. Renickasiled cylinder, piston, bearings, disc, including 36mm carb and latest '87 exhaust — £790. MOTIV Tuned 125 Rotax, '86 spec — £500. ZIP GP with MOTIV '86 spec 125 Rotax. New bearings — £1050, very reliable and fast. 125 MUGEN HONDA — £240. 125 CR HONDA — £220. 210 EXHAUSTS to clear. Original Mk 1 spec rear outlet — £46. ZIP GP with Kelgate brakes, just overhauled to fit 125 Rotax, including GP bodywork, spare nose cone and bubble — £450. Telephone Motivation D&D (0782) 542621 ro 503908 (evenings).

2x100 NATIONAL Karts, c/w wets on rims, ready to race. WRIGHT TKM — £450; MUSTANG TKM — £350. Telephone:- 99221279.

250 SUPER CHALLENGE 1987

CIRCUITS AND DATES TO BE USED

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

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

SHENINGTON

Please note that Mrs. Lesley Allen has assumed responsibility as Competition Secretary of Shenington Kart Club and thus relieves Mrs. Sue Wilkins.

All entries and enquiries should now be directed to Lesley at:-

1 Lisle Gardens,
Bishop's Tachbrook,
Nr. Leamington Spa,
Warwicks.,
CU33 9QS

NOTICE

To All Hornet and Mosquito Users Engine Maintenance

Please note that the Big Eng bearing assemblies of Hornets and Mosquitos are dissimilar to any existing engine and are factory assembled with special tooling to extremely high levels of precision, to give performance and longer life expectancy over other makes.

Please ensure therefore that your Dealer or Maintenance Engineer is equipped with the special tooling required to carry out this work. This tooling is only obtainable from E.M.E.

Attempts to assemble these crankshafts without this special tooling will result in expensive failures.

E.M.E.

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

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RAC NEWS

The RAC MSA recently issued a list of those drivers who meet the criteria, outlined in the November issue, for upgrading to 125 'Super' National. The list is printed below and it should also be noted that further applications for inclusion in the list will be considered on merit in each case.

Paul Molloy	Dave Eagland
Chris Stoney	Terry Keegan
Stephen Coward	Peter McCallum
Malcolm Clarke	Derek Price
Andy Cowgill	Nigel Wigg
Keith Glendenning	Ian Shaw
Simon Bolton	John Cooke
Nick Bowler	Ian Westwood
Ryan Baptiste	Gary Ashurst
Richard Crump	Ian Beaumont
Boyd Barrington	S. Murray
Alex Pettigrew	Simon Cullen
Louis Di Resta	Dave Clark
M. McLaughlin	Steven Cowell
Colin Poole	Peter Robinson
Adrian Wilcox	Kenny Tibbs
Trevor Roberts	Shaun Mellor
Mike Ballantyne	Dale Spruce

The RAC also has notified a list of those drivers now eligible for inclusion in the 100 National Super category:-

J. Millward	A. Stanton
J. Rhodes	P. Giddings
D. Harridge	S. Richardson
I. Fairless	M. Vignali
P. Henderson	P. Wilkes

The drivers listed below have the option of remaining in National or grading into Super, by virtue of their places in the RAC British Championship and the Commercial Series:-

M. Windle	J. Crookes
J. Hind	A. Cook
C. Needham	T. Bishop
G. Price	C. Hawes
G. Kershaw	C. Todd
G. Chenery	R. Maple
M. Parker	R. Moon
S. Tutin	R. Crossley
J. Earnshaw	R. Chuter
M. Collard	G. Blick
M. Rose	V. Young
M. Todd	M. Jones
A. Sinclair	P. Blake
	G. Parker

PETER COOPER TO RETIRE

Most of you will have read during the past few weeks of the impending retirement of Mr. Peter Cooper as Chief Executive of the RAC Motor Sports Association.

Peter began competing in motor sport back in 1951 and since then has taken part in most branches of the sport. A few years later, in 1957, he joined the RAC Competitions Committee and from there his genuine enthusiasm for the sport led him to chair the RAC Kart Committee, a post he was to hold for fifteen years. During his time at the MSA Peter has also served as Chairman of the RAC Rallies Committee and the RAC Autotest and Trials Committee.

In 1974 he was elected a Vice-Chairman of the RAC British Motor Sports Council, in that capacity he served for seven years until, in January 1982, he was appointed Chairman of the Council.

Upon the untimely death of Basil Tye,

who was the previous Managing Director of the RAC Motor Sports Association, in 1982, Peter stepped into the breach to become the caretaker Chief Executive, commuting weekly between his Hampshire based business and London. His appointment as Chief Executive was confirmed later in 1982 and during his time in office he has been the instigator of many changes within the Association, the latest being the formation of a new Safety Committee, whose efforts were apparent on the recent Lombard RAC Rally.

The London based firm of Berry Wilson and Associates has been commissioned by the RAC MSA Ltd to seek a new Chief Executive and the RAC expects to be able to announce Peter's successor by March; with Peter's retirement due this summer his replacement can look forward to a respectable handover period.

Peter remains Vice-President of the FISA and, having served motor sport for many years, will continue to assist the RAC MSA in that capacity throughout the world.

This magazine and its staff extend to Peter Cooper the wishes for a long, healthy and happy retirement.

1987 CIK CHAMPIONSHIP CALENDAR

Grand-Prix Formula K — European Championship

10th-12th April	Circuit Zaragoza, Spain
9th-10th May	Circuit Fontenay-le-Comte, France
28th-31st May	Circuit Parma, Italy
19th-21st June	Circuit Genk, Belgium
8th-9th August	Circuit Valence, France

World Championship Formula K

10th-13th September Circuit Jesolo, Italy

European Championship Intercontinental A

28th-31st May	Circuit Parma, Italy — Zone South
19th-21st June	Circuit Genk, Belgium — Zone North
28th-30th August	Circuit Goteborg, Sweden — Final

CIK Junior Cup

9th-12th July Circuit Laval, France

European Championship Intercontinental B

8th-9th August Circuit Valence, France

CIK-Overall Intercontinental Championship, Intercontinental A

30th September-4th October Circuit Las Palmas, Gran Canaria, Spain

CIK Asia-Pacific Championship

7th-8th November Circuit Cockburn, Australia

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

SCANDINAVIAN NEWS

The Swedish Team of Monica Strath and Lennart Bohlin continues for the 1987 season. During October 1986, whilst Lennart was away in Australia, Monica represented the Team at the Stockholm Racing Show where both karts were featured to help promote karting in Sweden. Together they will contest all rounds of the Formula E World and European Championships, commencing with the opening round at Hockenheim in July. Numbered among their sponsors are:- Trygg-Hansa, Ki-Panel, BP, Kartson, Bridgestone, Castrol and NGK Spark Plugs.

The Swedish season gets under way in May, the dates and venues as follows:-

2nd May	FKE Cup I	Vasteras
9th-10th May	Scandinavian Championship	Mantorp Park
17th May	Swedish Championship Cup	Sodertalje
23rd-24th May	Swedish Challenge Cup	Jonkoping
6th-7th June	FKE Cup II	O-Uik, Umea
July	Swedish Championship	Lycksele
15th August	FKE Cup III	Lycksele
19th September	FKE Cup Finale	Enkoping

The July date for the Swedish Championship will be confirmed as soon as known, but it is not expected to clash with the European Series.

1987 RAC British Championships — Dates and Venues

Short Circuit

30th-31st May	Dunkeswell	125 and 210 National Championships
4th-5th July	Clay Pigeon	100 National Championship
1st-2nd August	Larkhall	Junior Britain Championship
1st-2nd August	Three Sisters	250 National and Formula E Championships
15th-16th August	Rye House	100 Britain Championship
29th-30th August	Shenington	100 Super and Junior Cadet Championships

Long Circuit

Five of the six round series venues and dates have been fixed and possible locations for the other round are Knockhill and Pembrey, but it is not known which at the present.

8th March	Donington Park	Central Kart Club
26th April	Cadwell Park	Cadwell Car & Kart Club
16th May	Snetterton	Central Kart Club
26th July	Cadwell Park	Cadwell Car & Kart Club
24th October	Donington Park	Central Kart Club

Grand Prix

7th-9th August	Silverstone	British Kart Grand Prix, Formula E European Championship Final, Formula E World Championship — Round 1
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1987 CIK Formula E World and European Championships

European Championship

4th-5th July	Hockenheim, W. Germany
18th-19th July	Assen, Holland
7th-9th Aug	Silverstone

World Championship

7th-9th Aug	Silverstone
29th-30th Aug	Nurburgring, W. Germany
26th-27th Sept	Le Mans, France



1987 Cadwell Park Fixture List

22nd February
26th April
7th June
26th July
26th September (Saturday)

Central Kart Club Fixtures (Confirmed)

8th March	Donington Park
9th May	Donington Park (Saturday)
16th May	Snetterton (Saturday)
24th October	Donington Park (Saturday)

1986 CENTRAL KART CLUB CHAMPIONSHIPS

Formula E

1st	Derek Rodgers	25 Points (2 wins)
2nd	Martin Hines	25 Points (1 win)
3rd	Richard Dean	25 Points (3 seconds)

250 National

1st	Mark Webster	36 Points
2nd	Mark Allen	25 Points
3rd	Mike Doble	19 Points

125 National

1st	Chris Stoney	42 Points
2nd	Ian Shaw	18 Points
3rd	Stephen Coward	16 Points

210 National

1st	Phil Featherstone	32 Points
2nd	Graham Sykes	19 Points
3rd	Andy Martin	18 Points

125 ZIP CHAMPIONSHIP

1st	Stephen Coward	49 Points (Most wins)
2nd	Ian Westwood	49 Points
3rd	Adrian Wilcox	48 Points
4th	Ian Shaw	36 Points
5th	Simon Bolton	32 Points

FELTON INTERNATIONAL CIRCUIT

The improvement programme at Felton which began towards the end of last season and saw the introduction of a starting light system is continuing. The latest event was a workparty to help refurbish and kit out our clubhouse. On a snow covered January Sunday, fifteen hardy Northumbrians braved the elements to continue

the work. Scott of the Antarctic would have been proud as we worked outside during snowstorms repairing fences and installing shutters to the clubhouse. This now has lighting and is well on the way to having a completed, much improved, catering facility. The Northumbrian Kart Club Committee would like to thank those who attended; one more day like this should have the clubhouse ready for habitation.

Anyone interested in the Northumbrian Kart Club can obtain information from the following:-

Membership: Mick Armstrong, No.1 Bungalow, Horsley Works, Horsley, Newcastle upon Tyne.

Race Entries: Ron Dickson, Dicksons of Throckley, Hexham Road, Throckley, Newcastle upon Tyne.

WOMBWELL WINTER SERIES

Alice Wright of the SYKC advises us of sponsorship details for the Winter Series. As you know the Series is run over three rounds — January, February and March and for the winners in each class with a minimum entry of 15, the Club donates £50 to the class winners at each round. In addition the club has been offered £400 worth of vouchers by Kartsport of Sheffield, so thanks are extended to Mike Mulhearn and Nigel Mitchell, two firm friends of Wombwell. Then, out of the blue, the Club was offered £300 cash by Hunter Haulage of Ashton. Mr Hunter is currently discussing with the SYKC how he envisages the sponsorship money being allocated. Again, support the sponsor who supports you. Finally the Club hopes that Terry Fullerton and Fullerton Karts will offer some support for the two Junior classes. Fingers crossed. More info when known.

PIT-TALK, LETTERS, ETC., CONTINUED ON PAGE 10.....

Wombwell

It takes a hardy person to be a Northern Karter in winter and Wombwells December meeting was a good test of character. There was a distinct nip in the air and as a result the track was covered with frozen water. As the 11.30 starting time neared competitors, parents and most other people too took to the circuit in a strange assortment of vehicles in a last ditch effort to melt the offending H₂O. Despite their efforts the first practice saw the karts slipping and sliding on the bits that the lowly sun hadn't reached. Nevertheless a very thankful Alice wasn't left with a car full of turkeys as we managed to get the whole days racing in for the three figure entry.

For the heats the Cadets and Junior Britains ran together but each had separate finals. Heat one went to Martin Jubb with Stuart Wallace second and cadets Guy Smith and Nicholas Lamb third and fourth. Heat two saw Jubb and Wallace first and second again with Mark Blair third.

JUNIOR BRITAIN

The Junior Britain final not unnaturally had Jubb on pole with Wallace alongside, Alan McKay and novice Charles Walker had row two. From the flag Jubb took the lead which he opened to 25 yards after 1 lap. Wallace was second ahead of McKay and Lee Pullan and healthy gaps between each. However by the halfway point McKay began to close on Wallace and Pullan spun out at the old pits hairpin. As they approached the flag, Jubb, choking his motor, had an eighty yards lead as Wallace fended off McKay and Gavin Hogg travelling in fourth albeit a long way adrift. At the weigh-in McKay failed to tip the scales elevating Hogg, D. Gray, K. Swanston and P. Ibbetson.

CADET

All ten Cadet entries started the final and into the first bend Guy Smith made good use of his pole position to take the lead followed by Mark Blair and Nicholas Lamb. Smith began to pull away as Stephen Hunter smacked the tyres on the pit bend and Lamb slipped into second. The two experienced campaigners began to extend their advantage as Paul Higginbottom excited the start line crowd by losing it first onto the offside grass then rocketing across the track onto the inside greenery before recovering to rejoin the fray. At the flag Smith won by 25 yards from Lamb who was 50 yards clear of Blair.

50cc GEARBOX

A healthy entry of the schools class saw two reigning champions amongst a very comfortable field. The heats had both ended with wins for St Wilfrids Greg Butler, Class 3 champion Simon Graeme second and Class 4 champion Jason Pal third. Other front runners were G. Evans (All Hallows) R. Lord (Breezechill) and M. Helsden (Grimsby). In the final Butler made no mistakes at the start to take the lead with the rest of the field following in grid order. Third placed Pal spun out at the end of the straight with team mate Lord following him on the next bend, both victims of changing to slicks as the track became slippery as the temperature fell. Butler was clearly uncatchable, extending his lead every lap valiantly chased by Graeme to no avail. Behind Evans was well clear of Hebden, Michael Bastow

and the slipping and sliding Lord clawing his way back up the field.

SENIOR BRITAIN

A full grid of Senior Brits, the class appearing to pick up a bit again after a lean spell, and nice to see half a dozen novices, even at this time of the year. Heat one saw a flag to flag victory for Michael Hair ahead of Dave Smith, Richard Beecroft, John Wilcox and Steve Hazlett. Heat two went to Smith from Wilcox, Beecroft and Simon Redman.

In the final Smith's pole took him into the lead from Hair, Wilcox, Beecroft and Paul Dixon. Smith began to pull away as Hazlett left the fray to tour in. Michael Mills, from grid 17, was gobbling up places as the leaders held their positions and the only move was Junior Britain Champion Simon Redman also climbing from a lowly grid. At the flag Smith had a comfortable win from Hair, Wilcox, Redman, Beecroft and Mills.

100 NATIONAL & SUPER

Yet another full grid with the two classes combined. In the heats Andrew O'Hara took them both with Stephen Sykes second and Richard Husband third in the first and Paul Fletcher 2nd (thought he'd retired!) and Mark Rose 3rd in the second heat. The start of the final was a typical international flyer and this after 3 previous attempts were aborted. Sykes got the lead from the outside followed by O'Hara, Rose and Fletcher. Lap 2 and O'Hara outraked Sykes at the end of the straight to lead the four man bunch. Lap 3 and Sykes returned the favour and Rose got round O'Hara on the old pits hairpin. Lap 4 and this time O'Hara's turn to come out of the top bend in front, apparently the ice on the circuit making braking nigh on impossible at the normal point. By the halfway point O'Hara and Sykes had opened up a small gap but Rose seemed to have a handling advantage and was closing again. The unruffled Fletcher sat comfortably behind the battle well clear of Stephen Fox and Husband. Lap 6 and to the obvious delight of Kartsport leader Mike Mulhearn, by now nearly hoarse, Rose slipped past O'Hara. Into the top bend Sykes led Rose and O'Hara and out of the icy stretches O'Hara lead Rose and Sykes! with Fletcher still keeping his watching brief. The remaining laps saw the bunch close together but the positions remained unchanged and they crossed the line well clear of Fox and Husband with Philip Woolley and Peter Blake in the following places. Of the leading bunch only Rose was a National thus taking first place in his class.

COMBINED GEARBOX

A small entry in each of the four classes gave almost a full grid but in the heats it was 125 National Champion Chris Stoney who dominated the scene, winning both very comfortably. Second each time was Richard Crump and David Gilson and Julian Parry shared the thirds. In the final Stoney and Stephen Coward got absolute flyers and poor Steve Ogden after taking both heats in his first 250 National race oiled on the line. By lap three Stoney and Coward had a 15 yards advantage over Crump, Gilson was well back in fourth and further back still were Martin Halloms and Alan Wilson's Villiers. Lap 4 and Coward was out on the right hander and Halloms disappeared into the pits — backwards! The light was failing and the track getting very slippery so the final was curtailed to eight laps. Stoney took the flag a massive 16 seconds clear of Crump with Gilson a similar distance further back and 1st in the P&R class. Parry (125 Nat) was next followed by Paul Eaton (125 P&R), a

lapped Dudley Martin (Villiers winner) and in 11th position Tony Fussey (250 winner).

So it was turkeys by candlelight and a trophy for every competitor and then with frozen fingers tying the karts onto the trailer for the last time of the year. The club champions had been decided but in the absence of Pat and Noreen (lucky devils in the Mediteranean) I'll report in the next issue.

JUNIOR BRITAIN

1st	Martin Jubb	Boxer/Parilla
2nd	Stuart Wallace	Wright/Parilla
3rd	Gavin Hogg	Sprint/Arrow

CADET

1st	Guy Smith	Gillard/Arrow
2nd	Nicholas Lamb	Wright/Arrow
3rd	Mark Blair	Boxer/TKM

SCHOOLS 50cc GEARBOX

1st	Greg Butler	Fizz St Wilfrids
2nd	Simon Graeme	Fizz Granby
3rd	Geraint Evans	YZ All Hallows

SENIOR BRITAIN

1st	Dave Smith	Boxer/TKM KS
2nd	Michael Hair	Knight/Patron Arrow
3rd	John Wilcock	Boxer/TKM

100 SUPER NAT

1st	Andrew O'Hara	Sprint/Parilla
2nd	Stephen Sykes	Fullerton/RS Parilla
3rd	Paul Fletcher	Fullerton/Parilla

100 NATIONAL

1st	Mark Rose	Mondial 86/KS Parilla
2nd	Stephen Fox	Sprint/Arrow
3rd	Richard Husband	Allkart/Parilla

125 NATIONAL

1st	Chris Stoney	Zip/CSK Rotax
2nd	Richard Crump	Stratos/CSK Rotax

125 P&R

1st	David Gilson	Stratos/TM
2nd	Paul Eaton	Zip/Yamaha

210 NATIONAL

1st	Dudley Martin	Zip/Longtune Villiers
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250 INTER

1st	Tony Fussey	Zip/Yamaha
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SOMETHING TO SELL?

TAKE A MINI-AD

Tel: Hoddesdon (0992) 444201

CLUB SCENE

and Mason but on lap two Poole was leading from Webb and Gallant, with Hodge, Goff and Mason all missing. Goff appeared back in fifth place on lap four and Restricted driver Clark was showing extremely well in third after getting past Umney and Gallant.

Poole was lapping backmarkers and putting these between himself and second placed Webb, with Goff now in third place. Umney hit the tyres on the last lap and did not finish. Poole took the flag, followed home by Webb whilst third and fourth places in this fast and eventful final went to Clark and Puddiphat. What happened to Goff? I assume he took a lap rest in the early stages unobserved by me and as I had to leave before the trophy presentation I did not obtain the answer.

100 NATIONAL — CLUBMAN & PREMIER
Heat 1: 1st Steve Tillett; 2nd Robin Chuter; 3rd James Rhodes.

Heat 2: 1st Clive Wheldon; 2nd Martin Collard; 3rd Mick Whitehouse.

The Clubman and Premier raced together as one race but separate trophies were awarded for each group. Tillett and Rhodes tangled at the first bend and spun out; Wheldon gratefully accepted the lead followed by Blick, Whitehouse, Collard and Tully, this group chased by Powell and Lowther. The leaders circulated for lap after lap with no change, but Rhodes had restarted and was carving his way through the field and closing on the leading group.

On lap nine backmarker Woods spun at the Willows, leader Wheldon got through but the stationary kart caused problems for the next group; Whitehouse was now second from Collard, Tully and Rhodes, with Blick now in sixth place and third in the Premier group. On the last lap Collard forced an error from Whitehouse and took second place overall, winning the Clubman group.

Report: Duncan Taylor

JUNIOR CADET

1st Mark Tomlinson Zip/PCR

JUNIOR BRITAIN

1st Paul Rees Zip/Parilla
2nd Bobby Game Lane/Parilla
3rd Daniel Stilp Superdart/Arrow
4th Marcus Gavin TKM/Parilla

100 BRITAIN

1st Tony McCarthy Jeta/Parilla
2nd Gary Parker Zip/Parilla
3rd Ricky Flynn TKM/TKM
4th Phil Hart Wright/PCR

100 NATIONAL CLUBMAN

1st Martin Collard Superdart/Parilla
2nd Mick Whitehouse Superdart/Parilla
3rd Bill Tully TKM/TKM
4th Gary Powell TKM/Parilla

100 NATIONAL PREMIER

1st Clive Wheldon TKM/TKM
2nd James Rhodes Sprint/Parilla

125 NATIONAL

1st Colin Poole Zip/Rotax
2nd Steven Webb Spyda/Rotax
3rd Sid Clark Stratos/Rotax
4th Steve Puddiphat Zip/Rotax

210 NATIONAL

1st Jeremy Pinney Aero/KMPV
2nd Steve Hurst Barlotti/KMP

250 NATIONAL

1st Mark Allen Zip/KMP KTM
2nd Steve Papworth Zip/Rotax

Blackbushe

SUNDAY, 28th DECEMBER

At the December meeting, we usually suffer from a mixture of frostbite and hang-overs! This year, it was not particularly cold but there were several grey faces about and hardly anyone seemed in a great hurry to get unloaded. The track was slightly damp during the early part of the day but it dried out as the day wore on.

CADET

Heat winners were Abbey-Taylor, Robinson and Gibson and in the second heat, Cousins, Gibson and Abbey-Taylor. For the final, Alex Abbey-Taylor was on pole but a couple of rather slow rolling laps ruined his start and he went from first to last in about 50 yards! Sven Gibson grabbed the lead and with Damon Dousins bogging down in sympathy with Alex, Sven had the final to himself. David Robinson was second all the way and Alex Abbey-Taylor worked his way back to third place.

JUNIOR BRITAIN

Winners of the first heat were: Harding, Ferryman and Freegard. The second heat went to Evans, Ferryman and Freegard. Sadly, James Ferryman made a poor start and came round among the Cadets. It was Paul Evans who took the lead and he kept it throughout to score a convincing win. Second all the way was Duncan Harding and third was West Country visitor Stuart Freegard.

100 BRITAIN

The first heat order was: Booth, Minassian and Wallington. The second heat went to: Booth, Minassian and Fazzone. The final went to Craig Booth with yet another flag to flag victory. Chris Minassian held down second from Nunzio Fazzone and Martin Verity. However, Anthony Geraty who had not gone as well as usual in the heats, was moving up. On lap four he was up to third and two laps later he took second from Minassian. Robin Whittaker also gained a couple of places at the expense of Fazzone and Verity.

250/210

Gearbox entries were small and the first heat went to Ottrey, Barnard and Holloway (210). Heat two winners were: Ottrey, Pinny (210) and Holloway (210). John Ottrey won the final easily and was chased initially by Jeremy Barnard. However, Kevin Blyther moved up to second but this was not to last as the best 210, Gordon Ellinor, moved ahead on the eighth lap.

125

There were few changes in the order during the heats and the winners were: Cowdry, Clark and Bird and in the second heat: Cowdry, Hopgood and Bird. Graham Cowdry had to be the favourite for the final and so it proved to be. He was followed all the way by Steve Bird. Third place seemed to be destined for Sydney Clark but two laps from the end, Russell Powell moved ahead.

100 NATIONAL RESTRICTED

Heat winners were: Griggs, Hall and Woodall

and second time out: M. Bradbury, Tillotson and K. Bradbury. The final was led in the early stages by Stuart Woodall followed by Nicholas Tillotson and Michael Bradbury. On the third lap, Tillotson moved into the lead and Michael Bradbury was threatening Woodall. Two laps later and Bradbury was through into second, and that was how they finished.

100 NATIONAL

There was a relatively low entry for this class with the one Super of Darryl Beasley. First heat winners were: Beasley, Higgins and Hewland. The second heat went to: Beasley, Higgins and Collard. On the strength of heat performances, the first two places in the final predictably went to Beasley and Higgins. In the early stages they were chased by William Hewland, but sadly he was out on the fifth lap. Martin Collard was initially fourth behind Hewland but he too, fell right back and this allowed Mick Whitehouse up into third place. Mick was chased by Bob Stansbury but the latter was unable to get through and indeed, his position was coming under threat by a recovering Martin Collard.

Roger Abbey-Taylor

CADETS

1st Sven Gibson Dart Arrow

JUNIOR BRITAIN

1st Paul Evans Dart Arrow
2nd Duncan Harding Dart Arrow
3rd Stuart Freegard Jeta DAP
4th Clive Murrell Dart TKM
5th James Ferryman Dart TKM
6th Frazer Wells ZIP Arrow

100 BRITAIN

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

210/250

1st John Ottrey ZIP Yamaha
2nd Gordon Ellinor (210) Barlotti Villiers
3rd Kevin Blyther Stratos Yamaha
4th Jeremy Barnard Lynx Yamaha
5th Brian Holloway (210) Barlotti APV

125

1st Graham Cowdry Stratos Rotax
2nd Steve Bird ZIP Rotax
3rd Russell Powell —
4th Sydney Clark Stratos Rotax
5th Keith Chennell ZIP Rotax
6th Lawrence Nutley —

100 NATIONAL RESTRICTED

1st Nicholas Tillotson Sprint Minarelli
2nd Michael Bradbury Wright Arrow
3rd Stuart Woodall Birel Komet
4th Phillip Waters Lane Parilla
5th Kevin Bradbury Sprint Rotax
6th Stephen Chenery Sprint Sirio

100 NATIONAL

1st Darryl Beasley Sprint Parilla
2nd Derek Higgins Dart Parilla
3rd Mick Whitehouse Dart Parilla
4th Bob Stansbury Dart Arrow
5th Martin Collard Dart TKM
6th Stuart Green —

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Hair disappeared leaving Mills with a comfortable win from Hazlett, Beecroft, Wilcock, Walsh and Turner. However following a post race inquiry Hazlett was excluded for his part in Hairs' demise and those below him were duly promoted a place.

The 100 Nationals and Supers were combined and first blood went to Dominic Connelly (Super) from Scott Banks (Super) and Mark Rose (Nat). Heat two gave a clean sweep to the Yorkshire driver although Super Champ Alan McNish had led until a last lap shunt demoted him to fourth. Steve Sykes claimed second with Rose third again. In the final Connelly was on pole with Rose alongside. Peter Blake and Banks had row 2 and McNish and Mathew Payne on the following row. McNish almost came to grief on the rolling lap but he was able to continue albeit with a bent chassis. When the lights went to green they steamed off into the hairpin only to lose Connelly and see the diminutive Scotsman already in front from Rose, Sykes and Payne. After a couple of laps McNish had opened up a gap from the Sykes-Rose scrap who in turn were clear of another involving Payne, Robert Husband and Dave Redfern. As the race neared half way Sykes shook off Rose and set about closing on the leader. McNish appeared to be in trouble and Sykes was through and soon to pull away. Behind him the only action featured Banks who had recovered from a bad start to climb up to fourth. So at the flag Sykes had a huge lead over McNish who was well clear of Rose in third, Banks 4th and Blake 5th.

The 125's provided another clean sweep for Jonathan Shaw, who seems to be making a habit of it at Fulbeck. Other front runners included P&R man David Gilson, Mike Reynolds, Colin Kay and Graham Marris. In the final, poleman Shaw took the lead followed by Gilson, Marris and the restricted drivers Peter Talbot and Ian Goddard. End of lap one and Shaw expired in the chicane leaving Gilson in front of Marris, Talbot and Paul Eaton. By lap 3 Talbot was past Gilson who was soon to retire and the grid was well spread out around the circuit. At the flag Talbot had a comfortable win from Marris, Goddard and David Wood.

The 250's provided a similar picture with that man Kennings cleaning up yet again. Ian Woodcock and Rod Harpham shared the second and third place. Kennings took the lead from the lights followed by Woodcock, Martin Pluck and Harpham. Kennings pulled well away from Woodcock, Pluck disappeared and Harpham was further back in third and so they stayed until the flag. Glyn Jones was the only Villiers to survive finishing a lapped eighth.

Brian & Kathryn Lord

JUNIOR CADET

1st Guy Smith Gillard/Arrow

JUNIOR BRITAIN

1st David Coulthard Wright/Parilla
2nd Martin Jubb Boxer/Parilla
3rd Guy Linton Fullerton/TKM

SENIOR BRITAIN

1st Michael Mills Jeta/DAP JM
2nd Richard Beecroft Gillard/DAP
3rd John Wilcock Boxer/TKM

100 NATIONAL

1st Steve Sykes Fullerton/RS Parilla
2nd Allan McNish Fullerton/PCR
3rd Mark Rose Mandial/Parilla

CLUB SCENE

125

1st Peter Talbot
2nd Graham Marris Pitstop/Yamaha

250

1st Bob Kennings Dino/Rotax

210

1st Glyn Jones Villiers

Kimbolton

Hunts KC. Membership enquiries to:- Alison Parker, 17 Sandy Close, Wellingborough, Northants. Telephone:- (0933) 222239.

KIM NEWS

Kimbolton, the home of the Hunts Kart Club, celebrated its twenty-fifth year in 1985 but 1986 has seen its most successful year of racing, with its first British Championship sandwiched between rounds of the Super One, 210 Challenge and Kart and Superkart Series. These two years will be difficult to follow but yet another milestone is fast approaching — YES! Flush Loos will be here for the start of next season! The water meter is connected, the pipe is laid, the septic tank is buried and the building is in situ. All that remains is the plumbing and with plumber Clive Weldon and mate Gary Parker hoping to spend many happy hours at the track, all will be ready for the grand christening in March.

The club is also investigating a couple of exciting ideas on the racing front in the Junior and Gearbox fields, so keep your eyes open for details. I hear a lot of 250 drivers are joining the club; int, int.

Club Secretary Alison Parker was involved in an accident on the way home from the December meeting, but fortunately suffered nothing more serious than small cuts and bruising. Apparently husband Gary was leading the way in the van, saw the opposition heading straight at him and in true karting fashion took rapid avoiding action, the sort normally required when the driver in front seizes, and left Alison to tangle head on with the offender in Gary's now very bent Cavalier. And so to the racing.....

The annual Turkey Trot attracted over 100 drivers who served up some excellent racing. Two young drivers turned up to show us what the 1987 8 to 11 year olds will be driving when the new Cadet Class is introduced. Martin Hines discussed the new class with Commentator Stu Perry during the interval to introduce the new machines and encourage interest.

JUNIORS/CADETS

Heat 1: 1st Richard Walton; 2nd Bobby Game; 3rd Paul Rees.

Heat 2: 1st Daniel Stilp; 2nd Marcus Gavin; 3rd Bobby Game.

Cadets: 1st Mark Tomlinson in both heats.

Game, off pole, was the early leader in the final but Rees got past exiting Kimbolton Corner as they came round to complete one lap. These two were closely followed by Stilp, who recently moved up from Cadets, and Marcus Gavin who had threatened to move up to Seniors for this meeting but changed his mind. On lap two Walton, already Club Champion, seized at the ambulance station. There was no

change in the leaders, but Olly Gavin from his eleventh grid start had moved up to sixth spot.

After seven tours the leading quartet had lapped Cadet front man, Tomlinson, and Olly Gavin was closing in on fifth placed Evans. With the order of the first four unchanged the flag fell for winner Rees, whilst Olly Gavin snatched fifth from Evans on the very last lap.

250 NATIONAL

Heat 1: 1st Mark Allen; 2nd Keith Bisp; 3rd Martin Pluck.

Heat 2: 1st Martin Pluck; 2nd Keith Bisp; 3rd Steve Papworth.

Bisp, Pluck and Papworth made up the front row but first away was Allen, followed by Bisp, Papworth, Ottery, Banthorpe, Scott and Restricted driver, Wilson. As he crossed the line to complete lap three Bisp slowed and coasted to a halt leaving Papworth precariously holding onto second from Ottery. Wilson was chasing Scott hard trying to lose last place but pulled off on lap seven with mechanical failure. Allen took the flag comfortably; after having had to bid for a turkey last year he was obviously determined not to suffer the same fate this time. Second place was taken comfortably by Papworth.

100 BRITAIN

Heat 1: 1st Tony McCarthy; 2nd Glenn Taylor; 3rd Chris Dagless.

Heat 2: 1st Darren Kinsey; 2nd Gary Parker; 3rd Ricky Flynn.

McCarthy and Kinsey both having their first senior race at Kimbolton, after moving up from Juniors, gave the older hands something to think about; McCarthy looked particularly quick and lined up on pole for the final. As they exited the first bend McCarthy was leading, but Taylor saw a gap and squeezed past to lead through the Willows, whilst Flynn led the chasing bunch of Turner, Parker and Hart. By half distance Parker had got past Flynn and was closing on second placed Taylor. Taylor made an error at Stow Corner and let through Parker, Flynn and Hart. Taylor and Harrison tangled exiting the Willows and both spun out, leaving Kinsey to chase the leaders. McCarthy ran out a comfortable winner with no further changes in the leading group.

210 NATIONAL

Heat 1: 1st Paul Umney; 2nd Jeremy Pinney; 3rd Graham Spavins.

Heat 2: 1st Jeremy Pinney; 2nd Brian Holloway; 3rd John Mobbs.

Umney headed the field from the off, from Pinney, Holloway, Smith and Mobbs; Mobbs pulled up on lap two which promoted Hurst. Umney developed a misfire and was to pull off on lap six and Pinney took up the running, chased by Spavins who had driven through the field from the rear of the grid, only to slow two laps later. Holloway also pulled out and when the next group came past it was Hurst second from Smith, with Sutch already lapped by the leading trio. Pinney was a comfortable winner, with Hurst holding onto second spot.

126 NATIONAL

Heat 1: 1st Roger Goff; 2nd Colin Mason; 3rd Geof Hodge.

Heat 2: 1st Steven Webb; 2nd Colin Mason; 3rd Geof Hodge.

Mason, Webb and Hodge made up the front row for the final, with Gallant and Reynolds on the second row. Goff and Poole were, surprisingly, back on the third row, sandwiching Umney. Hodge led the first lap from Poole, Webb, Goff

CLUB SCENE

Snetterton

SUNDAY, 30th NOVEMBER

The Norfolk & Suffolk Kart Club attracted an entry of just over 70 drivers for their final meeting of 1986, which was run in ideally bright and dry conditions. As always the racing in all classes was of a very high standard.

JUNIORS

Thirteen Juniors made it to the grid and for several it was to be their last performance as Juniors before going into the Senior ranks in 1987.

Junior Britains:

Heat 1: 1st Dean Caswell; 2nd Darren Kinsey; 3rd Jason Lane.

Heat 2: 1st Dean Caswell; 2nd Darren Kinsey; 3rd Gavan Kershaw.

Heat 3: 1st Dean Caswell; 2nd Oscar Newman; 3rd Darren Kinsey.

Final: It was a foregone conclusion that Dean Caswell had to be on pole having scored a hat trick in the heats, and only Darren Kinsey and Oscar Newman provided any real competition to the 'flying' Dean. Championship leader Darren Kinsey sat alongside on the grid.

From the flag it was Caswell from Kinsey, Newman, Baker and Cleave. By lap 4 Gavan Kershaw had made it to fifth place displacing Johnny Cleave on the way. At lap 7 Caswell had increased his lead and looked unbeatable and that determined young man Oscar Newman had finally found a way past Darren. Meanwhile Adam Baker, Gavan Kershaw and Johnny Cleave, all equidistant, followed. The positions remained the same for the next five laps with Dean establishing a very comfortable lead. Newman could make no impression. However in racing, nothing is a 'cert' until the chequered flag has been dropped. At the commencement of lap 14, with a lap to go Dean visibly slowed. With natural instinct his hand was raised and he coasted to a halt with a siezed big end bearing, parked neatly and made it on foot to the pits to a sympathetic hand of appreciation — what a way to finish his last Junior race — a large helping of luck must be on its way for next season, Dean!! At the flag the order was Newman, Kinsey, Baker, Kershaw and Cleave.

CADETS

Four Cadet drivers made it to the grid and Ralph Firman, Mark Thomas and Richard Westbrook all claimed a win in the heats. The Final was a fairly fraught affair with a desperate battle raging between Richard and Ralph who could not find that extra little bit of pace to get by Master Westbrook, but Richard was under presure the whole of the race, the two having firmly dropped both Thomas and young James Garner. On lap 13 disaster struck when Richard spun. Gyrating twice he finished up facing the traffic and Ralph ploughed into his stricken chassis, at quite a heavy rate of knots. Whilst damage was only superficial, young Ralph took a heavy blow to his legs, resulting in a hospital visit later the same evening. Mark Thomas went on to an unexpected but welcome victory.

SENIOR BRITAINS

Heat 1: 1st Simon Reeks; 2nd Dave Hedger; 3rd Tim Murphy.

Heat 2: 1st Keith Baines; 2nd Jon Pichel; 3rd Tim Murphy.

Heat 3: 1st Keith Baines; 2nd Simon Reeks; 3rd Chris Pollard.

Final: Keith Baines was in good form and occupied pole position with Simon Reeks alongside. Jon Pichel had found form yet again and had made row 2. At the end of lap one Reeks led from Baines, Murphy, Pichel, Marian Rump and Dave Hedger. With the order remaining the same until lap 7 it was Simon Reeks who spun down the order letting Jon Pichel briefly come into second spot followed by 'Haybale' Hedger and Nigel Ibbs. By the following lap Hedger was up to second and challenging Baines. Pichel held third from Murphy, John Forrest and Nigel Ibbs. Simon Reeks meanwhile was making his way through the field to a credible fifth position. At the flag the order was Baines, Hedger, Pichel, Murphy, Ibbs and Reeks.

125 NATIONAL

Heat 1: 1st Steven Webb; 2nd Bruce Moore; 3rd Julian Mair.

Heat 2: 1st Steven Webb; 2nd Bruce Moore; 3rd Roger Barrington.

Heat 3: 1st Steven Webb; 2nd Roy Gallant; 3rd Roger Barrington.

Final: With three heat wins Steven Webb completely dominated the 125cc class and led the final from start to finish. Roger Barrington was second and an on form John Hill came a worthy third.

250 NATIONAL

Three 250 Nationals made the grid and it was good to see Colin Breeze's return to the Kartway. Breeze had a fairly easy victory from Bill Garner.

250 INTERNATIONAL

With Championship points very critical things were very tense amongst the 250 twin brigade and although Ron Banthorpe did enough to maintain his spot at the top of the table, victory in the final went to long circuit driver, Steve Papworth.

100 NATIONAL

It was a full grid of drivers that took part in this class and the racing was closely fought throughout the day. With the top three Championship places up for grabs, we looked set for some excellent racing — we weren't disappointed.

Heat 1: 1st Gordon Chenery; 2nd John Lowther; 3rd Lee Gage.

Heat 2: 1st Lee Gage; 2nd Mike McAleer; 3rd Dave Adams.

Heat 3: 1st Bernie Scott; 2nd Gordon Chenery; 3rd Andrew Tidmarsh.

Final: From the flag it was Lee Gage out front followed by Bob Kett, Bernie Scott, Howard Duff and Dave Adams. The order stayed the same until lap 8 when Bob Kett passed Lee Gage for the lead. Scott was still running third, Adams, Duff and Henry Guild following. Lee Gage dropped down the order after an incident on lap 12. At the flag it was victory for Bob Kett, followed by Scott, Duff, Gage, Chenery.

Hugh Caswell

JUNIOR BRITAIN

School Garage Championship —

1st Oscar Newman Sprint/Parilla

2nd Darren Kinsey Zip/TKM

3rd Adam Baker Zip/TKM

JUNIOR CADET

1st Mark Thomas Sprint/Arrow

Nov James Garner Mustang/TKM

SENIOR BRITAIN —

Van Dieman International Championship

1st Keith Baines Wright/Dap

2nd Dave Hedger Gillard/Parilla

3rd Jon Pichel Zip/TKM

125 NATIONAL

1st Steven Webb Spyda/Rotax

2nd Roger Barrington Spyda/Rotax

3rd John Hill Lancer/Revett

Honda

250 NATIONAL

1st Colin Breeze Zip/KTM

250 INTERNATIONAL

1st Steve Papworth Zip/Rotax

100 NATIONAL

David Sears Motorsport Championship

1st Bob Kett Zip/FE Parilla

2nd Bernie Scott Lane/PCR

Fulbeck

SUNDAY, 24th NOVEMBER

A bitterly cold, windy, day welcomed nearly a hundred drivers to Fulbeck on November 24th but the good news was that it now appears that the circuit will be available for the foreseeable future.

The Cadets joined the Juniors in almost equal proportions to face two heats and a final. After 6 rolling laps the first heat saw poleman David Coulthard oil and Martin Jubb steamed away to win from Paul Rees and Cadet Guy Smith. Heat two and another win for Jubb but Coulthard looked menacing after taking 2nd from the back of the grid. Guy Linton came home third. Jubb sat on pole for the final with Rees alongside. Cadets Nicholas Lamb and Guy Smith made up row 2 with Coulthard and Jamie Hunter on row 3. From the green light Rees shot into the lead followed by Jubb, Coulthard, Lamb and Smith. Rees began to pull away whilst Coulthard seemed to be trying to get into Jubb's exhaust pipe. Lap two and the Scotsman outflanked Jubb at the end of the straight and when Rees spun off a lap later took over the lead which he slowly extended over Jubb whilst he too was pulling away from the Cadet battle between Lamb and Smith. The only remaining change to the order saw Guy Linton squeeze past Jamie Hunter. At the flag Coulthard won by almost one third of a lap from Jubb with Lamb holding off Smith for a victory in the Cadet class and third and fourth overall. The first two novices home were Cadet Jamie Mathews and Britain's Charles Walker.

A very healthy Senior Britain class saw no-one able to dominate the heats. The first one went to Steve Hazlett from Michael Hair, Ivan Turner and Darren Gibbs, whilst heat two went to Richard Beecroft from Greg Bush, Simon Redman and Michael Hair. In the final Hair shot into the lead from his pole position with Michael Mills rapidly up into 2nd and Hazlett 3rd. Gibbs spun out at the hairpin to restart nearly half a lap down. The three leaders began to pull away whilst Gibbs began to charge through the back markers. By lap 3 Mills was through into the lead and began to pull away from Hair and Hazlett as Redman tussled with Walsh and Beecroft for fourth. Lap 5 and Walsh got the better of Redman as did Beecroft a lap later and Ivan Turner and John Wilcox the following lap. Thus they remained until the penultimate lap where

PROFILE ... ANDY MARTIN

In 1985 he won the Silverstone British Kart Grand Prix aboard his 210 Villiers, last year he successfully wrapped up both Long and Short Circuit 210 National British Championships. As the 1987 season approaches Andy is poised for yet another intensely competitive year.

It all started back in 1966, aged 10, at Astley High School, Seaton Delaval, when the young Martin first showed an interest in karting. His first outfit was a Class 2 with twin 100cc E65 Clinton engines on a Trokart chassis.

During his years at Astley High Andy was a keen member of the school's kart club and, on a homemade chassis, raced an Ariel Leader 250cc engine. Apart from his fast growing devotion to karting he was active in other sporting spheres, notably javelin throwing and was the School Champion before his sixteenth birthday rolled round.

In 1972 he commenced an engineering apprenticeship with British Engines and later was to work as a motor mechanic. Now, looking towards this thirty-first year, he is Company Director of Car & Karting Centre in Stakeford, Northumberland.

By the time he was sixteen Andy was concentrating on 210cc Villiers and began applying his fast growing engineering knowledge to preparation work. Ever the innovator he changed classes, moving into 250cc, experimenting with Yamaha and Suzuki engines. It was to be only a short sojourn in 250cc, expense and lack of success convinced him his karting career lay in Villiers, where he has remained to date.

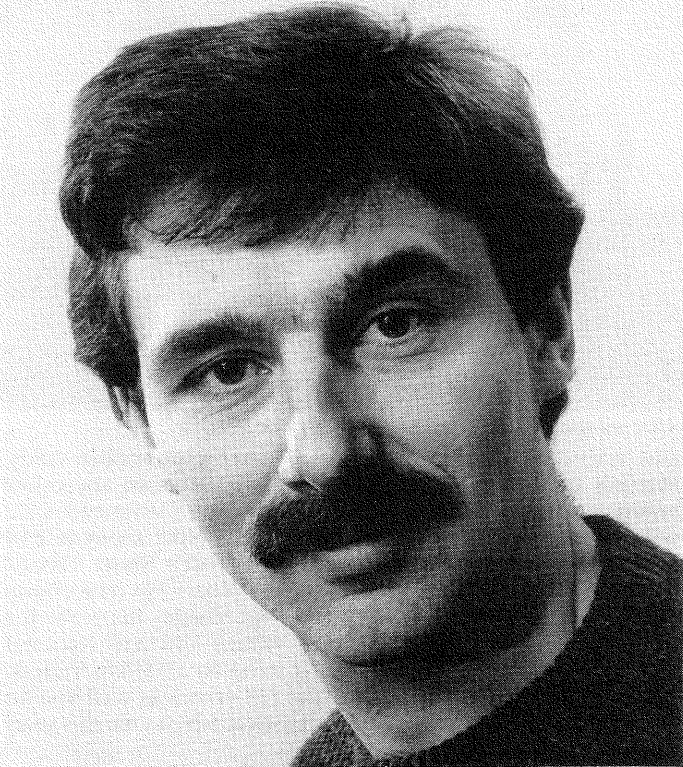
All his racing at Felton and other circuits produced no notable results, until five or so years ago, and that was at Felton in 1981. Using a 210cc Blow Kart he clinched the Northumbrian Championship.

In 1983, racing in both Long and Short Circuit, Andy saw success at Silverstone in the Grand Prix where he drove the 210cc Aero to a fine third place. Then, in 1984, using the same kart he notched up another third, this time the Short Circuit Championship at Three Sisters, and in the same year was also third in the RAC Long Circuit Championship.

The future was looking bright — he was getting there. 1985 was to be the crowning glory, ambitions he always wanted to



Astley High School, aged 10, aboard the homemade outfit.



achieve were within reach. Working relentlessly he prepared and tested for the British Grand Prix and the efforts were rewarded with a resounding victory, the 'GP' plates ended up on the Martin kart, a Stratos. That was also the year he took the 210 Short Circuit Championship at Little Rissington. Add to that the 210 Northeast Area Championship, Northumbrian Club Champion and 1985 can be said to have been the Year of Andy Martin. After finishing second in the Long Circuit Championship his total victories at that point including heat races stood at well over fifty.

Andy had successfully raced a Paul Molloy Stratos with the self-tuned Villiers and his own exhaust system. He also developed and raced successfully the CKC reversed barrel Villiers with rear exhaust, the main fort  being the handling and reliability and, of course, speed. "Villiers are very reliable — if prepared correctly," quote the man himself.

1986 dawned with several exciting prospects on the horizon, one was of course his marriage to Shelly, and another marked the association with Villiers devotee, John Newton, something that was to continue year long and the partnership is also confirmed for the coming season.

The first round of the Long Circuit Championships on Easter Sunday netted Andy a comfortable victory and was to pave the way for things to come. Then it was on to Donington in late April where he added another 9 points to his Championship tally and put him nicely ahead of all opposition. In mid-June he was off to Three Sisters in defence of the Short Circuit Villiers title. Three heat wins and the twenty lap final to his credit ensured the No. 1 plates would stay at Cramlington for another year. The Long Circuit hunt continued with the trek to Knockhill, there to collect another nine points and firmly entrench himself in the lead. Another outright win was all he needed to secure the Long Circuit No. 1 and that came at Cadwell Park in late July.

The development and expansion of the Car & Karting Centre►



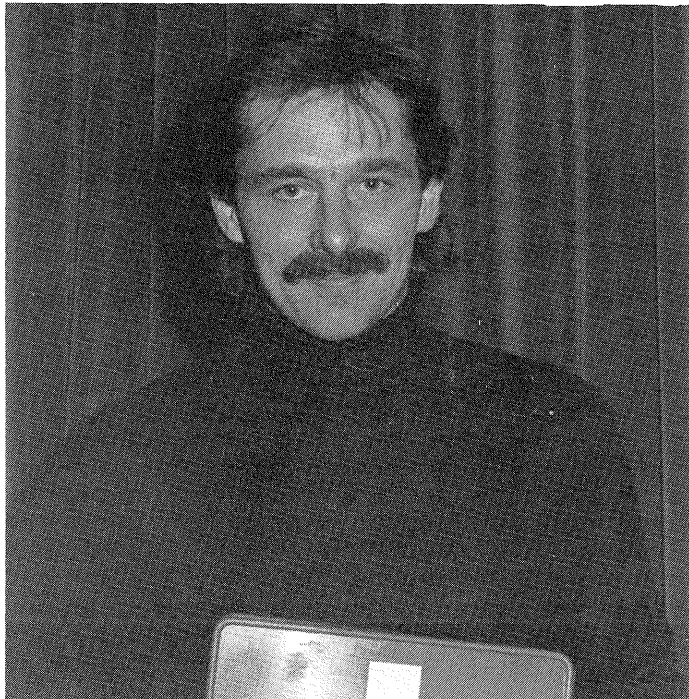
After winning the 1985 Silverstone Grand Prix.

and actively pursuing his karting career monopolise Andy Martin's life, leaving no time to even contemplate any other leisure interests or hobbies. Plans for '87 are well advanced, CKC will sponsor Gary Ashurst in 125 National, Mike Aspey in 250 National, Mike finished fourth in last year's Short Circuit Championship and John Newton again in Villiers. His own efforts are earning him the title 'Marathon Man Martin', his plans for the coming season focus on both Villiers and 250 National competition, perhaps concentrating more on 250 than Villiers. There is even talk of fitting in a few 125 events as well and he hints he may well contest all three classes at Silverstone this year!

As far as the future of karting is concerned — "I would like to see a restriction on the amount drivers have to spend at meetings, particularly on tyres — the number of changes per meeting and a more durable tyre that will last longer yet, by standardising, keep everybody competitive. I would also like to see 210's make a comeback; they're capable of it."

"I would also like to take this opportunity to thank the organisers and sponsors of the sport for helping to make it both enjoyable for the participant and the spectator."

Andy Martin, we wish you every success for this season.



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(Pic Rodger Calvert)

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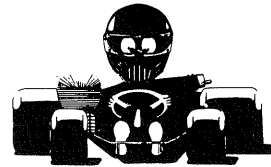
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Felton

SUNDAY, 16th NOVEMBER

Everyone arrived at Felton for the final round of the 1986 Club Championships with the outcome of some classes still hanging in the balance. One or two regular faces were missing although the shortfall was made up by a good number of welcome visitors from north of the border. This was due in the main to the cancellation of the meeting at Crail. The weather to greet them was fine but windy and the track damp though drying. This was interrupted by ten minutes of rain half way through the day. Due to the reduced hours of daylight at this time of year, the normal programme was brought forward and the meeting ran without a hitch all day. Contributing to this was the Kart recovery facility, which has been in use for a few meetings now along with the starting lights, with which the drivers seem very pleased.

CADET & JUNIOR BRITAIN

With young Alex Jack down from Edinburgh again there promised to be some competition for Scott Armstrong in Junior Britain.

Heat 1: It appeared that this was to belong to Alex Jack from the start. On the last lap though he slowed with a sick sounding motor, his lead was sufficient, just, to see him across the line first followed by Chris Clark (Cadet) then Scott Armstrong.

Heat 2: It was during this heat that the rain arrived thus making worse the already wrong tyre choice by some drivers. Armstrong had problems with what appeared to be a loose engine, eventually starting half a lap down. A flat to flag win for Melville (at least it would have been if we had not been using lights) with Chris Clark second, and third was Alex Jack, the visitors really making their presence felt.

Heat 3: Armstrong from pole held the lead for only one lap before that man Jack relieved him of the premier position and held it to the end. Second was Melville with Armstrong third.

Final: Probably the most disappointing Junior race of the day with Alex Jack leading from pole to win comfortably, with Melville second, these two certainly showing the locals the quick way around. (Let's see you here more often lads). The unfortunate Scott Armstrong could only cross the line tenth. First Cadet home was Chris Clark to round off a successful season.

100 NATIONAL RESTRICTED & 100 BRITAIN

With only nine restricted drivers appearing we were down on the usual entry although things still look good for the future. 100 Britain numbering only three ran off the front.

Heat 1: From the line it was Dave Allam (Britain) who led until lap four when he was demoted to fourth. The winner by a large margin was Joe Bradley, Joe was followed by Martin Watson and Richard Angus.

Heat 2: Mark Bruce took the lead from the front row which he held until lap six. The determined Bradley starting from grid 13 was third after one lap, second after two and took the lead from Bruce on lap six. The finishing order was Bradley, Bruce and Ibbitson.

Heat 3: A little processional this one with Bradley taking his hat-trick of wins and Martin

Watson taking another second giving them grids one and two for the final.

Final: With the Britains on the front, Dave Allam took the lead and held it to the finish. Joe Bradley behind was happy to sit there and take the honours in National restricted without putting any stress on his equipment (the Kart that is!!). Second to Bradley on the road was Martin Watson though he was disqualified after being found underweight, Willy Skelchy was therefore promoted to second.

100 NATIONAL

Dickson delivers — after a well judged meeting in which the Clubs' Championship honours had to fall to either himself or the current holder Price, Roy Dickson regained the title which he held for so long at one time. Rumours of retirement for Ian Fairless after a successful year including second overall in the K & S and winner of the Fulbeck round. (Do we hear wedding bells Ian?). An extra incentive for this class was the Alistair McDougal Trophy which is awarded twice a year to the man gaining pole position for the final (a nice piece of silverware it is too).

Heat 1: After problems in practice when his carb fell off (who gets the blame?), Dickson wanted to ensure reliability as neither he nor Price could afford to drop a heat. Into the first bend it was Dickson from row two followed by Price, this promising to be the start of a day long battle. After three laps Fairless had moved up to third, two laps later demoting Price to fourth as Andrew Adams followed him through. Later Paul Henderson and Chris Armstrong also took Price who eventually slipped down to finish a disappointing seventh. The winner by a large margin was Dickson followed by Fairless with Henderson third. In the process of running this heat Price had destroyed a set of tyres in the greasy conditions.

Heat 2: Price having had a poor heat wanted a good result in this one, as heats score towards Club Championships here at Felton. Chris Armstrong on pole held the lead to the finish with the exception of lap 3 in which Stu Davison took the lead for one lap only. Stobie ended up on top of the grass banking on the outside of St. Johns but somehow managed to keep going. Dickson and Price had it all to do from the back, both gradually working their way through the field. On lap nine, into paddock bend, Fairless, in typically aggressive style dived down the inside of Price but clipped Dickson in front and spun out as payment for the manoeuvre. Across the line behind Armstrong and Davison it was Dickson then Price. Once again George's Kart had eaten a new set of tyres.

Heat 3: At the end of lap one it was Fairless leading from Stobie and Blackshaw. Fairless was to stretch his lead and win comfortably from Henderson and Price who crossed the line almost as one. Behind, Dickson had climbed through the field only to slip back down again to finish sixth. Chris Armstrong, having won the previous heat, made heavy weather of it at the back, finishing last but one.

Final: Dickson sitting on pole knew he had already won the Alistair McDougal Trophy but the one he wanted to make sure of was the Club Championship. As no-one wished to give anything away, positions did not change very much. Dickson led for two laps then Price took over. Dickson tried everything he knew but it looked hopeless. It was on lap 11 that Dickson showed his cards and nipped past Price around St. Johns to cross the line as the new Club

CLUB SCENE

Champion. Third for the whole of the race was Fairless.

COMBINED GEARBOX

Rumours abound regarding 210 for next year with a number of drivers considering a change of class. It seems a shame that this may be because there has been no firm commitment about the future of the class rather than a genuine desire to change.

Heat 1: Tom Earl went into the lead from the line although as they entered lap two Willie Grieve (125) had taken over after starting on grid nine. Gordon Brown (125) relieved Willie of his position on lap 6 and this was the way it finished with the first 210 being Geoff Preston.

Heat 2: Preston led for two laps while Grieve was up to second on lap two only to spin entering paddock bend. Always one to entertain the crowds, Willie attempted once again to push start his machine, 'a la Class One', but this time it did not work. On lap three Gordon Brown took the lead which he held to the finish and was followed by Des Davison (210) and Tom Earl.

Heat 3: This was almost a repeat of heat one with Gordon Brown taking his third heat win and Grieve once again second. Peter Conway crossed the line third with his 250 International outfit.

Final: With the 210's off the front it was Des Davison on pole after a win and a second. The first 125 was of course Brown. Conway crossed the line first having no competition today. He was followed by Brown to give himself a clean sheet in 125 with Grieve next up. First 210 home was Des Davison and to him went also the Vice Presidents Trophy.

The NKC Annual dinner dance was on the 28th November when all the trophies earned that Sunday (and many others) were awarded.

Report: Ray Davison

CADET

1st Chris Clark	Wright/Arrow
2nd S. Wilson	Dino/Parilla

JUNIOR BRITAIN

1st Alex Jack	Wright/White TKM
2nd G. Melville	Wright/Parilla
3rd Martin Hughes	Dap/GEP Dap

100 BRITAIN

1st Dave Allam	Wright/Dap
2nd Mark Bruce	Dino/Dap

100 RESTRICTED

1st Joe Bradley	Wright/Dap
2nd Willy Skelchy	Dart/K88
3rd Paul Ibbitson	Sprint/TKM

100 NATIONAL

1st Roy Dickson	Sprint/Dickson
2nd George Price	Parilla
3rd Sprint/TKM	Dap/GEP Dap

125 NATIONAL

1st Gordon Brown	Zip GP/CKC Rotax
2nd Willie Grieve	Zip/Rotax

210 NATIONAL

1st Des Davison	Zip GP/EDD Villiers
2nd Paul Clapham	Zip GP/APV
3rd Geoff Preston	Barlotti/Villiers

250 INTERNATIONAL

1st Peter Conway	Zip GP/Rotax
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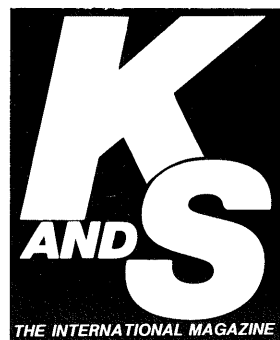
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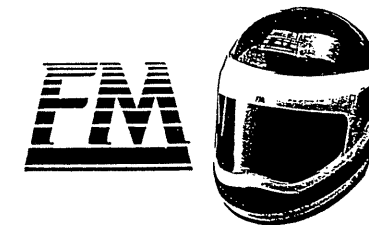
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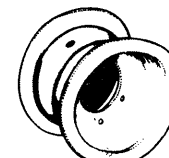


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Dear Sir,

Can we have a new name?

Not that the new Cadet Class isn't a good idea, equipment-wise, but the way it appears the RAC have rushed in and taken over the existing name 'Cadet' and left the remaining Drivers lumped together with the remaining name Junior Britain and very nondescript letters A and B isn't very desirable. It certainly gives the impression of an inferior class for the 13 to 16 years olds that now have to share their name with the younger ones, but have also been saddled with the letter B. Not that I would wish that on the 11 to 13 year olds either, but at least that way around it would have been more logical as we now find that that at 13, to go 'up' — you go 'down' to B. Not to mention the problems that may be expected at the larger events requiring two or more grids and finals when they will be calling, say: the B's for the B, the B's for the A, and the winner of the A final is still a B winner!

It must be obvious that the event to suffer most will be the RAC's own event/title, the British Championships, especially for the 13 to 16 year olds. Will that coveted No.1 (and indeed 2 to 9) nose cone be as attractive when I assume they will read: RAC Junior Britain B Champion — It must certainly devalue the title for that deserving Driver in that except for 'those in the know' will need explanations that they are indeed the top of their age/class and not a secondary class, or hasn't even made the A final!

Of course the easiest way would have been to retain the existing names and have a new one for the new class, unless there is a valid reason why Cadet was required, in which case there does not seem to have been much thought given to the existing Drivers. However, I was surprised to see a recently published letter by an RAC Kart Committee Member reporting on observing the new class on the Continent, it being some years old over there, and referring to them as Mini-Karting. If that's the name over there, why not here, or a similar name if that isn't quite acceptable.

I suppose it is too late to get it changed back now in any case, and being new to Karting only last year wouldn't know how to go about it. Can the Kart Committee help? May I therefore suggest that if there is enough support (and most of the people I have spoken to so far agree on the dislike for the letters) we would adopt an additional name to go along with these insignificant letters, so that notwithstanding next year, when let's hope they get it right, the names may be officially adopted this year in time for the British Championships, sooner if possible so that the 1987 winners are not stuck with B titles. After all this will not cost us anything like the Tyre and Carb reg. changes!

Perhaps the easiest way would be names beginning with the letters A and B, but I can't think of anything, so for starters may I suggest for the Junior Britain B's: Junior Britain Premier. Anyone else agree with the idea of the names and how to go about it?

Philip Cox
Junior Britain B Dad

The White House,
Stock Green,
Nr. Redditch,
Worcs. B96 6SX

Dear Sir,

I would like to use the columns of this magazine to thank Bob Clowes of Motivation Design and Development for a successful racing season. The revolutionary design of the Motiv Superflex chassis, combined with strength and reliability of the 125cc Motiv-Rotax engine made it possible for me to achieve a second place in the B Ltd Class and fourth place in the Superkart (250cc) class in the USA World Karting Association Enduro Championship 1986.

The Motiv 125 kart has proven to be very competitive against the 150cc alcohol fueled Enduro machines and has been consistently well placed against 250cc gearbox karts. This is now the machine against which other 125cc gearbox karts are judged over here and is proof that British engineering innovation is alive and well. Once again thanks Bob.

Regards,
Jed Glover,
Kart Racing Developments,
500 Klotter Avenue,
Cincinnati,
Ohio 45214,
USA.

Dear Sir,

May I, through the columns of your magazine, express my personal thanks to the following people for helping me race during 1986.

My father who supplied help, preparation and transport for all my race meetings this year. My Uncle Roy and my grandfather who provided assistance at the race meetings and who are always at hand.

The catering department, which consists of my mother and my sister Susan, and also thanks to mother for the visor cleaning! And last but not least Keith at KR Karting who supplied advice and equipment throughout the year.

I think I am very lucky to compete in such an educating sport and not be hanging around street corners kicking stones until my shoes wear out! See you all this season.

Yours in karting,
Paul Kennings (age 13).

Sir,

Through your magazine may I thank Mark Allen, Keith Bisp, Johnathan Williams and Clive Hawkins for coming along to Pembrey on 23rd November to carry out a test session on the Long Circuit.

If the circuit, when inspected by the RAC, is approved, we are hoping to be able to hold a Long Circuit meeting sometime in 1987. The results of the test were favourable. In the opinion of the drivers the circuit is both fast and demanding.

Sorry Martin could not make it.

Many thanks,
Mrs E. M. M. Maund,
Cardiff Kart Club Ltd.

Dear Sir,

You will be aware of the problems that faced the Lincolnshire Kart Club during 1986, due to the site being one of those chosen to be tested for the proposed dumping of nuclear waste. We were given permission to race on our usual date in January and also in February and March, so the future is looking better for Fulbeck. The Committee would like to give a vote of thanks to the retiring Club Secretary, Mr Tom Banks, who has given support during this difficult period. The new Club Secretary to whom all Club memberships and enquiries should be sent to, is:-

Mrs Noreen Walsh,
43 College Road,
Airedale,
Castleford,
WF10 3EE.
Telephone: (0977) 556893.

Race entries please to:-

Mrs P. Connelly,
37 Lower Mickletown,
Methley,
Leeds.

Telephone: (0977) 51520.

Yours faithfully,
Noreen Walsh,
Club Secretary,
Lincs Kart Club.



We welcome your letters on any topic related to karting and they should be posted to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. They should have the name and address of sender, whether or not this is to be published. Opinions expressed are not necessarily those of the Editor or staff.



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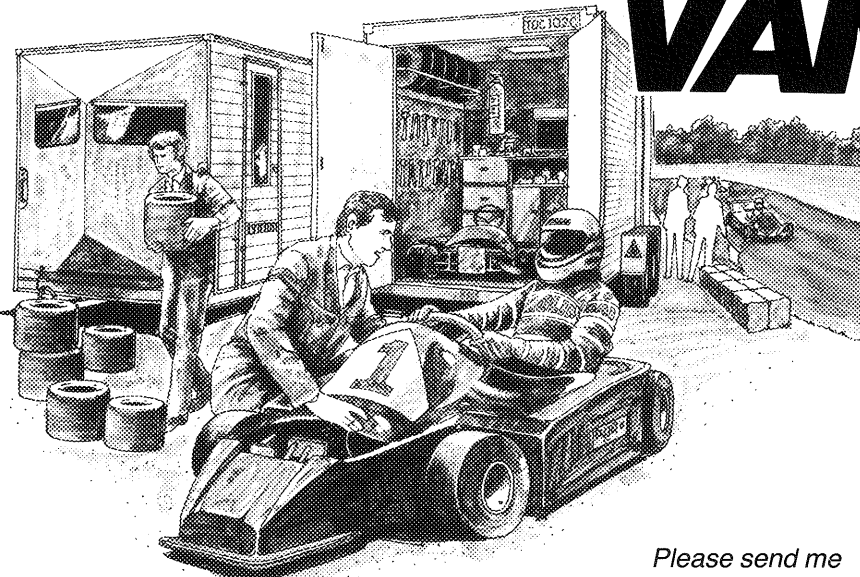
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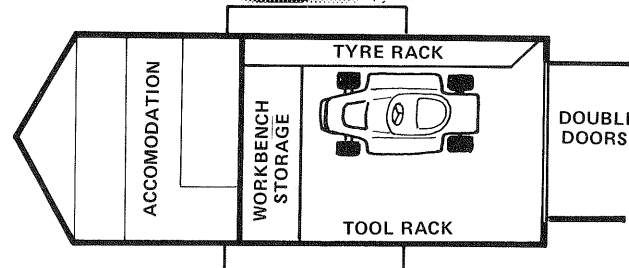


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RAC ANNOUNCEMENT

CADET KART RACING

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

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

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

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

Wheelbase: 900mm \pm 5mm.

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

Overall Length: Maximum 1500mm.

Tubing: 1½ or 28mm unpainted (BSI tolerance allowed).

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

Axle: Magnetic, solid bar of 25mm diameter.

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

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

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

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

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

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

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

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

No adjustable steering geometry allowed.

Wheels: 2-piece either spun or dycast aluminium wheels can be used.

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

Weight: Kart complete with driver — 85kgs.

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

Number Plates: Plate Yellow numbers on black.

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

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

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

Ed.

JOIN THE CLUB — WHY?

Everyone has to be a member of a club to race, so the most sensible thing to do is join a club that gives you the greatest benefits!

THE CENTRAL KART CLUB is always striving to promote Long Circuit racing. During '82 to '86 it brought you the richest Long Circuit championships and organised events at Thruxton, Snetterton, Mallory, Brands Hatch and Donington. In 1987 the Club will organise the Club Championships, the Bridgestone 125cc Series, 4 rounds of the British Championships, the Martyn Merritt Memorial Meeting, arrange practice days prior to events and even throw in the occasional disco.

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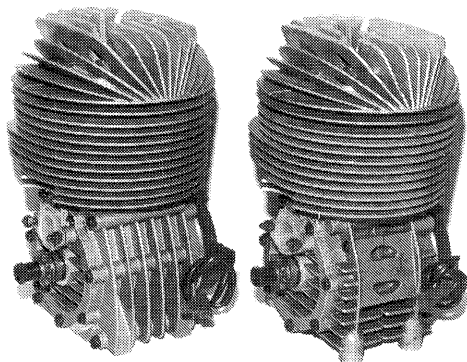
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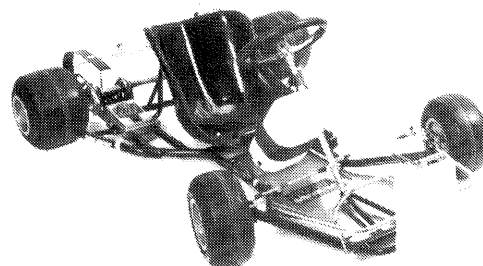
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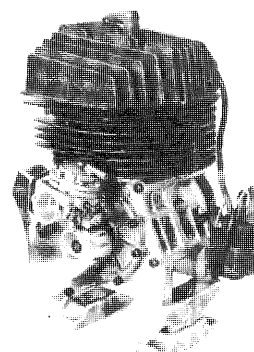


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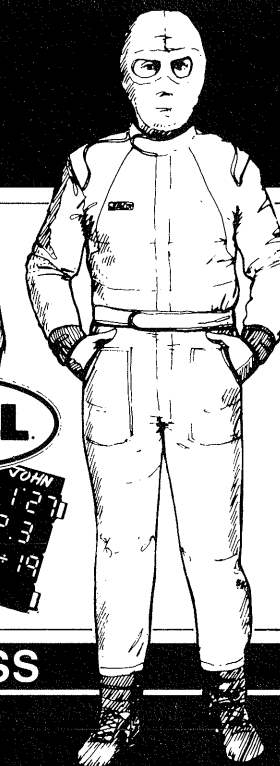
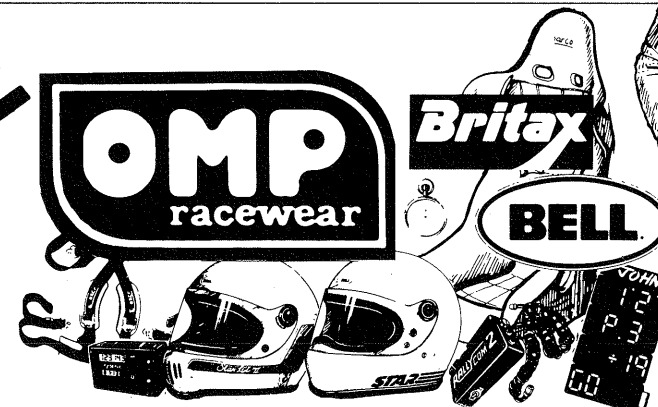
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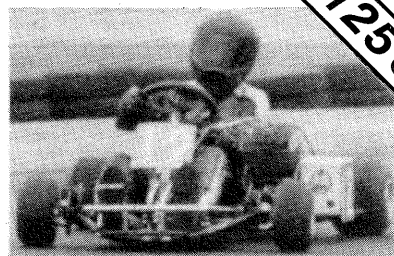
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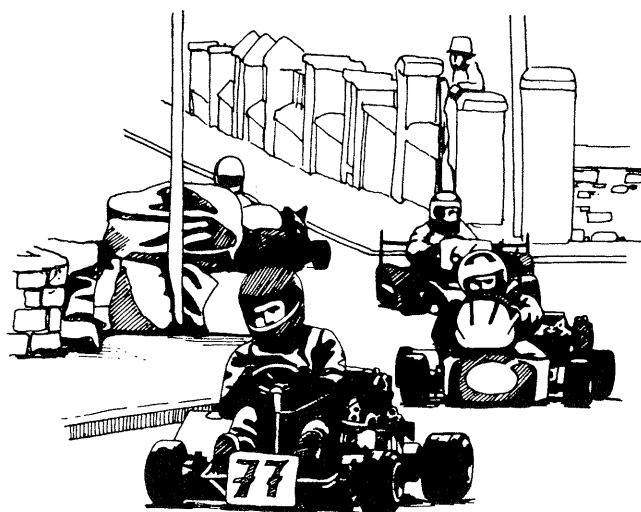
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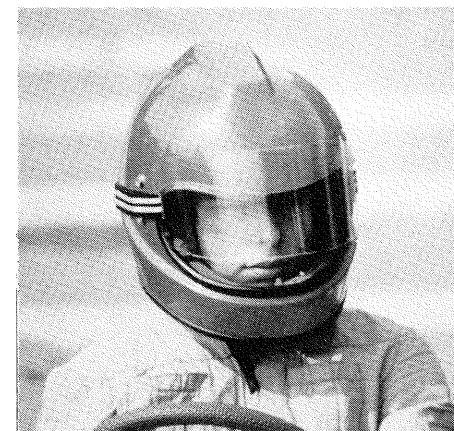
**A ROAD RACE
WITH
A DIFFERENCE**

KARTING IN THE USSR

Very little information has been available about the state of karting in the Socialist Bloc countries, until now that is. That karting was pursued on a competitive basis within the Eastern Sphere of dominance has been long known of, but the details have been sketchy, with occasional snippets coming by way of Finnish sources and the like. Several months ago Tim Watson, Sporting Scene Editor of *Motoring News*, received a communication from Margus-Hans Kuuse, the Automotive Editor of 'Tehnika Ja Tootmine', a technical motorsports journal based in Tallinn, the capital of Estonia, requesting details on the state of karting in the western world. Subsequently, Tim suggested to Margus that he contact Kart and Superkart Magazine. A letter from the magazine's Editor was sufficient to prompt an immediate response from Estonia, thus communications were opened, albeit the mail taking two weeks either way, nevertheless the story was on

It wasn't really until around 1960 that the Soviet Union's initial 'Go-Karts' were built to cope with the increasing demand the interest in the sport was generating. As in other parts of Europe the idea quickly got off the ground and, in 1962, the Estonian Championship was born. A year later the USSR's championship events began, with racing both in 125cc and 175cc classes. So popular was this 'alternative' form of motorsport that in 1963 the 'Friendship Club Races' were started, limited exclusively to Socialist Bloc countries.

The machinery was all home produced, with large rims up to 10 inch diameter size. It wasn't until 1964 that the TARK factory entered the karting scene with its first production kart — the K-1. That was followed the next year by the K-3 model, powered by the Czech MZ125cc engine



Ekaterine Kuznechova, the USSR's Monica Strath.

which was used in the USSR-Italy competition race of the same year. Drum brakes were on the way out and when the K-5 and the later K-5M models appeared, fitted with disc brakes, they were taking on the appearance of karts already being raced



Estonian driver, Vanaretja, aboard a 125cc (note the Bridgestone).

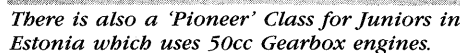


This poster was produced to publicise the 'Around Parnu's Theatre' kart race.

in various classes throughout the rest of western Europe. They came fitted with 7 to 10bhp engines, which some might have looked down their noses at, had four-speed gearboxes and were shod with five inch tyres. Karting, though, was growing in the Soviet Union and it was TARK that was responsible. From little acorns to great oaks, so to speak. For more than ten years the company was involved in karting technology, design and development and took its responsibility to this 'new following' very seriously, appreciating that it must meet the needs as popularity dictated. At a later date, around the turn of the 1970's TARK was producing 200 karts a year.

During the second half of the 1970's production of the Soviet Union's karts was moved to Leningrad. The designs initially were based on the K-5M model produced by TARK and the innovations, inspired by the Leningrad base, were suitable enough for club racing purposes. However, the USSR breeds and concentrates on Team participation, grooming the members to be the elite and, as they rose in eminence, so they demanded special treatment. They got it, in the shape of more advanced designs, tailored to their specific needs. As information filtered through from the very pro-karting fraternities in Italy, so the best features of Kali and Birel marques were 'blue-printed' and incorporated. Although to be fair, a lot of development thought on the part of the Leningrad operation was adopted into modifications. Match racing was the theme of Soviet participation and one such memorable event was back in 1977 between Estonia and Finland and the relative distance between the two locations made travel expenses bearable, although

CONTINUED OVERLEAF....



As the 1980's arrived Estonian karters had achieved a par with the USSR elite teams and the inter-region competitions were fiercely contested.



Top to bottom:- M. Ukbov of Moscow aboard the 125cc during the Parmi event. The outfit features a hand clutch and all round disc brakes are standard on the K-83 series, although from the picture it would seem only the rears are vented discs, and quite a novel idea for the steering mount, (probably seen better in the picture at the bottom left). Note also the brake pedal's twin mounting points. All karts feature centre tanks, but with the introduction of pods and bodywork this year, side tanks may well be introduced.

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together with tyres and spares and other assistance, such as travelling costs, race entries and so forth.

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Blackbushe	April 26th	Local Dealer — Mike Howdle (0753) 27504
Shenington	May 17th	
Rissington	July 5th	Andy Bufton, Brecon (0874) 711160
Three Sisters	Sept. 20th	John Ashe — 051 480 1532

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CLUB SCENE

Blackbushe

SUNDAY, 23rd NOVEMBER

In the report of the last meeting, I tempted providence by stating that we have had good weather in 1986. Well, the day of the November meeting dawned wet and it had been raining most of the night. The condition of the track itself was reasonable, thanks to the effective drainage ditches. However, the paddock area was partially covered in sand washed down from the surrounding banks. Fortunately, the rain stopped as we arrived and, despite threatening clouds, it stayed dry for the rest of the day. The track dried out during the practice sessions and drivers were soon choosing slick tyres.

CADET

The entry was up to eight for this meeting and might have justified a final to themselves, had there been more time. Heat one winners were: Lemmer, Robinson and Cousins. Heat two winners were: Cousins, Gibson and Abbey-Taylor. In the final Damon Cousins took the lead off pole, but Alex Abbey-Taylor pulled up alongside Lemmer but locked up under braking for the first corner and rotated. Sadly Sven Gibson hit him but the rest scraped past. Sven was able to restart but his chance of a good finish had gone, although his second place in the Club Championship is safe. Alex's kart sustained a bent rear axle and he wobbled back to the paddock. Meanwhile, Damon Cousins was opening a comfortable lead over Carl Lemmer and David Robinson. Shenington visitor, Henry Stanton, was next. On the second lap, Robinson passed Lemmer and thereafter the order of the leaders did not change. Sven Gibson drove his heart out but could not make up for that first corner incident.

JUNIOR BRITAIN

First heat winners were: Gowers, Evans and Game. In the second heat the order was: Game, Evans and Kite. This put Paul Evans on pole for the final but unfortunately, he was not to complete the first lap and Bobby Game came round in front. He was chased by Steve Kite and Peter Olsson from the London Kart Club. Next were Mark Duncombe, David Gowers and Gareth Orriss. This order was unchanged for the first few laps but there was a sort out on lap four and Olsson took the lead from Gower and Kite. On the next lap, Gowers had moved up to second and Game and Kite had gone. Bobby Game came round well down but managed to regain some places before the flag fell.

SENIOR BRITAIN

First heat winners were: Geraty, Lakin and Murphy. Second heat winners were: Booth, Whitaker and Geraty. In the final, Craig Booth had got to the front before the first lap but Anthony Geraty was not going to let him get away and chased hard for the whole race. Colin Lakin was third and he had Tim Murphy pushing him in the early stages. The order of the leaders was unchanged throughout.

210/250

Heat one winners were: Court, Ellinor (210) and Mason (210). Heat two winners were: Court, Mason (210) and Scott (210). In the final, Michael Court led all the way. Initially he was chased by the only other 250 of John Mooney but the latter fell to the back of the field and

it was left to the 210's to make a race of it. They were led by Johnson, Smith and Scott. Gordon Ellinor was next but he seemed to have problems and was unable to close on the class leaders. On lap five, Smith, still on black plates, took the class lead and looked as though he might hold it to the end, but Johnson did not give up and on the last lap he moved ahead to take second overall behind Court and win the 210 class.

125

Heat winners were: Hopgood, Mclean, Hodgson and Hurley, Bird, and Mclean. The lead in the final was taken by Roy Mclean and he soon opened what seemed to be a comfortable gap but there was a nasty surprise for him at the end of the race. Graham Cowdry had not done well in the heats and therefore started towards the back of the grid. By the end of the first lap he was fourth and at the end of the second lap he was already in second place. He slowly cut back Mclean's lead and in a real cliff-hanger, he took the lead on the last lap. Laurence Nutley had been third in the early stages but was passed by Hodgson. Steve Bird came round in second spot on the first lap, never to be seen again.

NATIONAL RESTRICTED

Heat one winners were: Waters, Benfell and Chenery and heat two winners were: Denny, Dench and Woodall. In the final, Philip Waters took an early lead followed by Robert Dench, Steve Denny and Stuart Woodall. Keith Griggs who won last month's race had no heat finishes but was carving through the field from his lowly grid position. By lap five, he was up to fifth but Dench was staying with Waters and the pressure seemed too much as Waters fell to the back of the leading bunch over the last few laps. Dench grabbed the lead and Griggs passed Waters and Denny in one lap and began to threaten Dench's place. However, the latter held on to take the flag and a well deserved victory from last month's winner Griggs.

100 NATIONAL

Most of the regular Camberley front runners were present together with Darryl Beasley who we have not seen racing at Blackbushe for some time. First heat winners were Beasley, Booth and Bicknell. Second heat winners were Beasley, Booth and Bailey. The first two places in the final seemed a foregone conclusion based on heat performances but there were two others who might make a race of it but who had unsatisfactory heats by their standards, namely William Hewland and Martin Collard. The latter had won this event at the last meeting. Certainly Beasley and Booth dominated the final. On the first lap, Steve Bailey was third and already Hewland and Collard were up to fourth and fifth respectively. Bob Stansbury was going well in sixth and he had Stuart Green, Andy Oliver and Steve Bicknell behind him. On lap three, William Hewland passed Bailey and a lap later, Martin Collard did the same and although the pace was furious, there were no further position changes.

Report by Roger Abbey-Taylor



CONTINUED.....PAGE 29

The latest update, received from Margus a couple of weeks ago, is that he will provide a current state of karting affairs in Estonia in the near future and hopefully we can publish that information in a later issue. He does say, though, that sidepods will appear on karts in Tallinn at the beginning of this season. Margus is in the throes of completing a manuscript on Auto Design, an informative book on engineering development in the Soviet Union and promises a copy for yours truly (in English!) to review when it appears at the end of this year.

One underlying theme, evident in all Margus Kuuse's communications with these offices, is the Soviet Union's hunger for karting news from the western world; a feeling of frustration as well, that development is a very slow process.

(All photographs used in this feature are reproduced courtesy Margus-Hans Kuuse.)



E.M.

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N.F.R. 250 GAUNTLET

This is a new and totally different event to be run for the first time this coming season and it is open to all 250 National and 250 International drivers. The series is to be run over 12 meetings at four different tracks, with racing from March until November. Anyone wishing to take part will find grid places awaiting their outfits; Novice drivers are very welcome. Entries will be accepted on a first come first served basis, so for more information about the set up, ring Dave Shelton on 01-534 2608, 5.30pm to 9.30pm.

The Gauntlet is thrown down!

Drivers already notified to be in Group 1.

Dates and venues are as follows:-

March 8th	Kimbolton	July 26th	Snetterton
April 12th	Kimbolton	August 30th	Kimbolton
May 4th	Ellough	September 27th	Snetterton
May 25th	Ellough	October 11th	Kimbolton
June 14th	Kimbolton	October 25th	Blackbushe
June 28th	Blackbushe	November 1st	Kimbolton

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NOCTURNAL NORTHUMBRIANS

The annual Dinner Dance organised by the Northumbrian Kart Club took place at the Stakis Airport Hotel. For most, this was the start of the excesses which were to continue through until the end of the festive season and was considered a great success. This even provided sightings of the species known as the ‘‘Clean Karter’’. This rarely seen creature was seen both feeding and gyrating throughout the night.

The evening began with an excellent four course meal served by an efficient staff (and yes, the turkey was there).

Following this was the Annual Trophy Presentations to club members for achievements both at Felton and away from home. (The winners are shown below).

Next came the disco which continued through to the early hours of the next day and was manned by popular radio DJ Nicky ‘‘Boy’’ Brown. This ensured a non-stop evening of good music and entertainment.

The competitive spirit of our members does not dissolve when they leave the track as anyone who saw them throwing their money at a bottle of whisky will testify. Scott ‘‘The Dude’’ Armstrong held the leaders position for a long time though the final result after a play-off between Peter Megwa and Steve Richardson was a win for Steve. Peter was also involved in raffle prizes when he won a posy of flowers. This he was finally persuaded (after much hard bargaining) to give back and it was then won by Mrs. Dickson.

Everyone enjoyed the night so much that there have been many calls to arrange further social activities before next Christmas arrives.

The awards were made as follows:-

North East Area Championships	
Cadet	Chris Clark
Junior Britain	Scott Armstrong
100 National	Ian Williams
125 National	Gordon Brown
210 National	Des Davison
250 National	Andy Martin
250 International	Peter Conway

Summer Challenge (sponsored by Car & Karting Centre)	
125 National	Gary Ashurst
210 National	Paul Clapham
250 Nat/International	Peter Conway

Border Championship	
Cadet	1st Chris Clark
100 National	1st Ian Williams

Club Championship	
Cadet	Chris Clark
Junior Britain	Scott Armstrong
100 National	Roy Dickson
125 National	Gordon Brown
210 National	Paul Clapham
250 Nat/International	Peter Conway

Alistair McDougal Trophy
(for 100 National Pole Man)
Awarded for 100 National Pole man of a selected meeting.
Roy Dickson

Vice Presidents Trophy
For winner of a selected class of the autumn meeting.
Des Davison

LONG CIRCUIT CALENDAR — 1987

FEBRUARY				
Cadwell Park	Sunday	22nd February	Spring Trophy Meeting	
MARCH				
Donington Park	Sunday	8th March	Central KC	*BC
APRIL				
Cadwell Park	Sunday	26th April	Club Champs	BC
MAY				
Donington Park	Saturday	9th May	Central KC/125 UK Cup	BC
Snetterton	Saturday	16th May	Central KC	
JUNE				
Cadwell Park	Sunday	7th June	Club Champs	
Peel (Isle of Man)	Thur/Sat	25th-27th June	'Mini-Monaco GP'	
JULY				
Hockenheim	Sat/Sun	4th-5th July	Formula E European Championship — Round 1	BC
Assen (Holland)	Sat/Sun	18th-19th July	Formula E European Championship — Round 2	
Cadwell Park	Sunday	26th July	Club Champs	
AUGUST				
SILVERSTONE	FRI/SUN	7th-9th AUGUST	DAILY EXPRESS RAC BRITISH KART GRAND PRIX FORMULA E EUROPEAN CHAMPS — 3 FORMULA E WORLD CHAMPS — 1 Formula E World Championship — Round 2	
Nurburgring	Sat/Sun	29th-30th August	Formula E World Championship — Round 2	
SEPTEMBER				
Knockhill	Sunday	13th September	Kingdom KC	
Le Mans	Sat/Sun	26th-27th September	Formula E World Championship — Round 3	
Cadwell Park	Saturday	26th September	Club Autumn Champs	
OCTOBER				
Donington Park	Saturday	24th October	Central KC	BC

*BC Denotes 'British Championship'.

*BC Denotes 'British Championship'.

Presidents Trophy
Awarded for the Northumbrian Kart Club driver with the best performance away from his home circuit.
Andy Martin (British Champion Long and Short circuit and Silverstone Grand Prix Winner).



1986 Northumbrian Kart Club prize-winners.

210 CHALLENGE 1986 — A SEASON’S SURVEY

The 1986 210 Challenge could be said to be the best yet. The increasing popularity of this series being reflected in bigger and better grids, closer and more competitive racing, but at the same time still retaining the unique atmosphere of comradeship, so much so the Challenge could easily be renamed ‘‘the friendly series’’. The large grids and close racing seen at each round meant that some drivers considered they must have had a good day if they made it to the ‘A’ final!! The scoring format was changed for this year’s series with the top 20 finishers scoring points and also a 5 point attendance allowance for each round entered. Drivers were required to register and a ‘‘gentlemen’s agreement’’ was reached to use long life tyres at each round, this agreement working very well with only a couple of drivers not ‘‘playing fair’’ (and therefore not scoring points) and it certainly kept the cost of tyres down to a more reasonable level. I understand the long circuit drivers would like to try a similar arrangement for the 1987 season (interestingly George Bett used S.L. tyres at Silverstone and won the last Donington meeting on them) and anything which can maintain the increasing popularity of 210 racing must be a good thing.

The circuits visited by the 210 Challenge were much the same as in previous years, except for the Lincs K.C. who had to cancel their Fulbeck rounds due to problems beyond their control. Chasewater and Shenington both stepped in with others to run an extra round each and they, and all the other clubs visited, really did everything they could to accommodate the Challenge and make each round something special — Thanks are due to each and everyone.

The 10 round series started on the 18th May at the excellent Three Sisters circuit near Wigan and anyone who had remembered John Haigh’s domination of the 1985 210 Challenge must have thought ‘‘here we go again’’, as he won the first round and took up his accustomed position at the top of the points table. The next three rounds netted him a second, fourth and second (one of the 2nd’s being a fine drive from the back of the grid via the ‘B’ final) to consolidate his points lead, but suddenly there came a bad run with no points scored in the next 3 rounds. This dropped him to 5th in the overall points and it looked increasingly likely that he wouldn’t retain the 210 Challenge Cup for 1986. Round 8 at Chasewater saw the start of a magnificent fight back with a splendid win followed by a second place in round 9 at Shenington. So to the final round at Three Sisters which he entered with a 13 point deficit to Charles Morris, the rest is history with Charles having a head/barrel stud break, ruining his hopes and John Haigh going on to score maximum points and retain the 210 Challenge Cup for the second year in succession. It was certainly another hard season and a couple of spins by him showing how close to the limit the racing was. He didn’t dominate the Challenge as he did the year before but he was never lower than 4th in the 7 rounds he finished and proved once again that he was one of the best. Once more, as last year, Frank Williams looked after his engine and Alan Peat did the spannering and the Phoenix chassis, new for the start of the season, was always immaculately prepared.

Runner up to John Haigh (by only 9 points) was Charles Morris after a superb season. When you consider that his Challenge tally was three 1st’s, three 2nd’s and a 3rd, remembering that these are not ‘ordinary’ club meetings but hard fought 210 Challenge rounds, it makes you realise just how much talent he has. He also led the British Short Circuit Gearbox Championship at Three Sisters for a few laps until engine trouble intervened and each Challenge round he raced at he was always one of the quickest, as an example he broke the Shenington lap record twice in one day in round nine. One of his biggest problems is where he lives, each Challenge round requiring a long haul from his home in South Wales, often the alarm clock ringing at 3 a.m. on a Sunday morning! Let’s hope we see him again doing the 1987 Challenge when he must start as one of the favourites.

For the third year in succession Tom Thacker finished in the top 3, showing good consistency. His season was highlighted by taking two fine wins at Kimbolton and Chasewater. He was one of five drivers who could have finished 3rd overall as the last round started and a good 3rd place in the final race gave him enough points to achieve that overall 3rd place. It goes without saying that the whole family eat, sleep and drink 210 racing and if it wasn’t for them who knows what would have happened to the 210 National class.....

Lionel Sifleet in 4th position was the 1984 best Challenge novice and since then he has made considerable progress. At one point he was joint leader with Charles Morris until he failed to score in two out of the last three rounds. He came so close to winning a round at Chasewater that even his rivals felt sorry for him, (Lionel sliding off the circuit on his own oil when his clutch cover came off). With a little bit of luck he must win at least one round of the 1987 Challenge.

Fifth place driver Paul Robinson covered himself in glory by winning what was probably the closest finish of the series when he beat Charles Morris by about two feet during round 7 at Shenington. Three 2nd places were also scored and Paul was always extremely competitive (I know quite a few of his fellow drivers rate him highly). This was all achieved on a 6 year old Zip, but I believe another chassis has already been purchased for the 1987 series and he must be yet another driver who could take the 1987 210 Challenge crown.

Martin James started the series with the intention of finishing in the top 10, he did just that by finishing a good 6th. As each round was complete he seemed to become faster and faster and at one time he held 3rd place in the overall points for quite a few rounds, one or two drives from the back of the grid being very impressive. At the end of the season he had a 90% scoring record that was unequalled by any other driver. With a bit of luck and the support of the whole family (often 3 generations are in the pits with him) who knows what the 1987 Challenge will hold for him...

Two Simon’s — Barnett and Bateman — were seperated by only 6 points in 7th and 8th places and both put in good drives at various times in the Challenge. These are just the type of drivers that make the Challenge so good — fast,

competent, safe — let’s hope we see them both in action again in the 87 Challenge when we can once again admire their skill.

Ed Mellor didn’t do himself justice by finishing in 9th place. I’m sure he will be much higher up at the end of 1987 series as the potential is certainly there.

Robert Peters did well to get into the top ten considering the opposition and is another driver who is getting more competitive and should do well again this year.

Steve Morris, Phil Davis, Philip Jones, John Morrish and Brian Smith were five drivers who joined the series on restricted licences and all did well to finish in the top 30. Phil Davis and Steve Morris entered the last round seperated by only 1 point! But it was Steve Morris who was the successful one taking home a fine trophy and finishing an impressive 14th overall. Well done to all five.

Some other drivers worthy of note who didn’t make it into the top ten were Paul Savage, getting more and more competitive as the season wore on — Gary Marshall, surviving a nasty shunt in round 6 at Little Rissington — Paul Woodward (winner of the 1984 Challenge) having a disastrous season, so much so there is talk of him changing class; I hope not as he would be a big loss to 210 racing — Colin Hoare joining the elite by winning round 3 at Little Rissington and Mick Sims who was awarded a ‘hard luck’ trophy at the end of the series, things can only get better for him.

In a series so full of highlights it’s difficult to pick out just a few moments but who can forget being at Chasewater during the late Summer Bank Holiday when Hurricane Charlie swept by producing some of the worst racing conditions that I have seen for years. Or, the large grids at Sheninton, a circuit which appears to be building a reputation as home of 210 racing. Or, the drivers at Little Rissington coming onto the start/finish straight absolutely on the limit at ten tenths providing a magnificent sight. Or, the tense last round at Three Sisters. Or, etc ... etc ... etc.

So that was the 1986 210 CHALLENGE, faster, harder, extremely competitive, more popular than ever. Already requests from various clubs to hold rounds have been received and it looks as if 1987 will be a vintage year — see you all later.

Ian Hunter

ALLEN-BISP AND THE LANCOURT LINK

Langcourt Limited, the Avon based cylinder repair and replating company, announced recently their 1987 sponsorship arrangements for Mark Allen and Keith Bisp. This year Mark steps out of 250 National for his first season in Formual E Superkarts, whilst Keith, concentrating his efforts in 250 National, also intends to compete on occasions in Formula E. The Rotax power comes courtesy of Co-Sponsors Lightning Windows who have maintained their support of Mark for several years now and it is hoped that support will continue to be rewarded with success. Keith is currently testing a variety of National engines, but at this stage it is thought he will use either Maico or KTM equipment.

Langcourt Limited will supply both drivers with the latest Dino Karts for the 1987 season, ►

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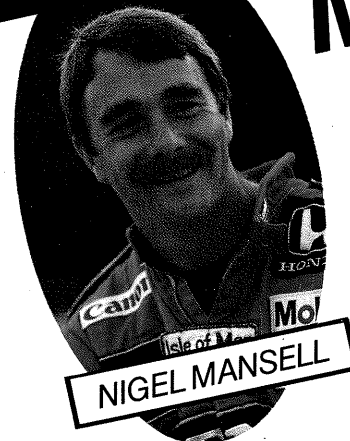
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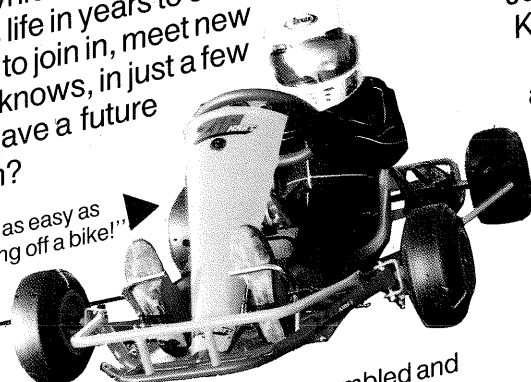
The Zip Junior Cadet

**TODAY'S KIDS · · · CHAMPIONS!
TOMORROW'S CHAMPIONS!**



KARTING is one of the most exciting and fastest growing forms of Motorsport. Even more important, it is a family Sport, and does not require you to possess an open cheque book. The New Cadet Class for 8-10 year olds, offers both girls and boys, the chance to compete in R.A.C. Controlled Motorsport, where they will gain a wealth of knowledge in Driving Techniques and Vehicle handling, which inevitably could result in saving someone's life in years to come. The whole family will be able to join in, meet new friends, and who knows, in just a few years we could have a future World Champion?

"It's as easy as falling off a bike!"



COST? CAN I AFFORD IT?

THE ZIP CADET KART COMPLETE fully assembled and ready to race is only £670 plus V.A.T.

PROTECTIVE CLOTHING. Full protection clothing is required, which must consist of a R.A.C. Motorsport approved Crash Helmet, C.I.K. approved Racing Suit, Gloves, and Boots. This can be purchased for a total outlay from £100 upwards.

RUNNING COSTS. Based on experience from other countries that have been running similar Classes for many years, a years maintenance and running would expect to be in the region of £250.00.

TRANSPORTATION. As the Kart is relatively small and light, it can easily be carried in the boot of a car, on a roof rack, even in a medium size Hatchback, or with ease in a small Van or Estate Car, not to mention of course, a Trailer.

RELIABILITY. Engines, Karts and Tyres, are all designed to give the ultimate in reliability, and regulations require that no tuning modifications can be made to engines, thus reducing costs to purely general wear and tear.

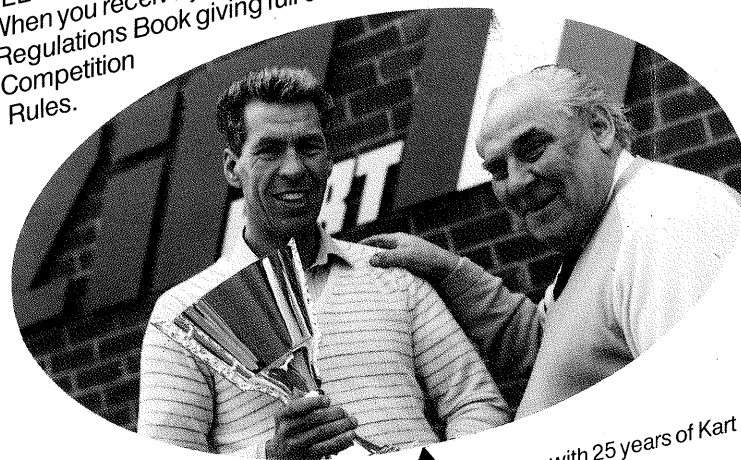
THE REGULATIONS have been frozen for at least 3 years, thus ensuring an excellent re-sale value for the equipment.

DID YOU KNOW THAT NIGEL MANSELL, and indeed nearly every F.1. Driver today, started off in Karting! In fact, Keke Rosberg (Former F.1. World Champion) who has now retired from Formula 1, recently took delivery of some new Zip Karts, as he says, and I quote, "It is really good fun and keeps your Driving reflexes 100%". Keke was of course a Kart Champion back in the late 60's.

"POP" GOES KARTING, even the 'POP' world is now taking an interest in the Sport with his son Gee of "Bucks Fizz" fame, together with his son James, have both started Karting with their Zip Kart in the 100 Britain Senior and Junior Classes. So, Sons and Daughters, Mums and Dads, can all have a go, be it Formula 1 World Champions, Pop Stars, or the kid from down the road, in the Pits, they are all KARTERS!

DO YOU NEED A LICENCE?

Yes, when taking part in Competition. You can obtain Licence Application Forms from: THE R.A.C. 31, BELGRAVE SQUARE, LONDON S.W.1. When you receive your Licence you also get an R.A.C. Regulations Book giving full details of all Karting Safety and Rules.



Mark and Martin Hines. A winning combination with 25 years of Kart manufacturing experience. World/European and British Championship Winner, Martin will be pleased to guide you through your karting career.

WELL DONE - YOU WERE 3RD FASTEST - DAD'S TUNING THE CARB FOR YOU FOR THE RACE

I'm in 3.5 secs - HE'S GETTING BETTER AND BETTER

PRACTICE ON RACE DAY...

FANTASTIC! HE'S WON - HE'S WON!

AND NO BROKEN BONES!

SEVEN YEARS LATER
WHO'D HAVE THOUGHT OUR JASON WOULD END UP BEING GRAND PRIX WORLD CHAMPION WHEN WE BOUGHT THE CADET

FROM JUNIOR CADET TO 100cc TO SUPER KARTS, FORMULA THREE AND FINALLY FORMULA ONE...

TECHNICAL DETAILS

ENGINE 61cc, bore 47mm, stroke 35mm

FUEL Petrol + 5% two stroke oil

CARBURETTOR Tillotson Pump type

DRIVE 219. T. pitch 12. T. sprocket, with centrifugal clutch

STARTING Recoil starter

KART High quality tubular steel chassis

BRAKE Mechanical disc brake operating on rear wheels

TYRES Vega racing tyres 400 x 5 front, 500 x 5 rear

DRIVE 219. T. pitch chain

WHEELS Two piece high quality die cast alloy

WHERE CAN YOU RACE.

There are Kart Clubs from Lands End to John O'Groats, they all operate on R.A.C. approved Circuits, a list of these is in the R.A.C. Regulations Book, issued with your licence.

THE FACTS

1 THE SPORT is governed by the R.A.C. and all Events are run under their Race and Safety Regulations on Circuits that comply to R.A.C. Safety Standards.

2 THE SAFETY RECORD of Karting is superb, a vitally important factor.

3 KARTING will give your child the best possible grounding for his future motoring be it on the road or Race Track. If the Junior Driver was to continue in Karting until his or her 17th Birthday, it would mean he or she would have 9 years Driving experience behind them when they take that all important step on to the Queen's Highway.

4 NIGEL MANSELL along with nearly every Formula 1 Driver of today, started their career in Karting, they openly agree it played a major part in their success.

5 THE FAMILY SPORT really sums up Karting, it is a true form of Family sport that will give years of enjoyment.

6 MECHANICAL KNOWLEDGE is almost bred into the Junior Driver from the time he starts racing.



Jamie Tomlinson. Having great fun and meeting "a world of new friends", whilst gaining unbeatable driving experience.



Bobby Gee and Kelly Hines. Demonstrating the Zip Kart's compactness as they load it with ease into a Ford Fiesta.

...NEW CADET CLASS KART FOR 8 TO 11 YEAR OLD KIDS.

PRICE LOOKS GOOD

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THIS IS IT SIR - THE ZIP JUNIOR CADET - EXCITING AND RELIABLE, AND IT'LL TEACH HIM HOW TO DRIVE.