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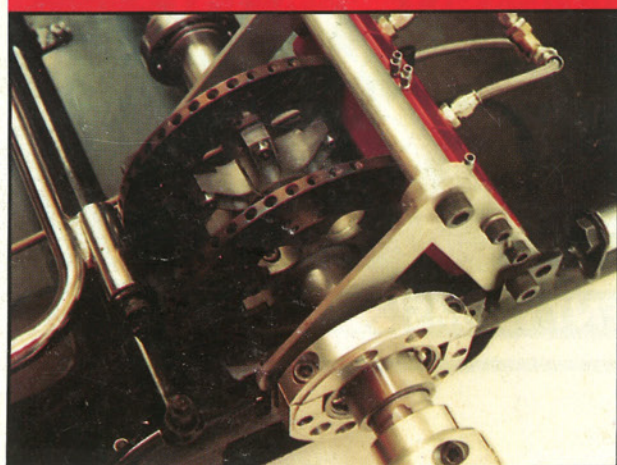
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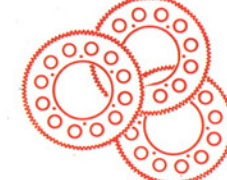
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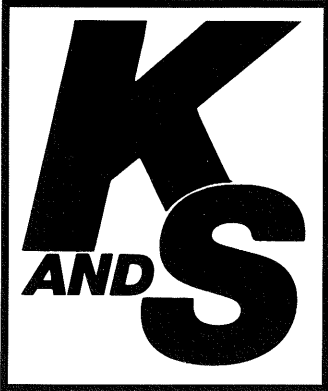
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FRONT COVER:

**Graham Sykes took
a runaway victory
in 125 National at
Silverstone to
collect the coveted
'GP' number plates.**

(Pic: Doug Rees)

(Inset Pic: Iain Blair)

MONTHLY

No. 113

Ed, Says!.....

This season has had more than its fair share of problems, particularly during the past couple of months. Ian Beaumont and Colin Breeze both sustained injuries at Silverstone, Colin is well on the road to recovery but unfortunately Ian can be expected to remain in hospital for the foreseeable future. . . and, latterly, ex-karters Johnny Herbert and Michel Trolle were involved in serious accidents at the Brands Hatch F3000 meeting on 21st August, both sustaining severe leg injuries that are likely to keep them out of action for some time. To them all — speedy recovery to full health goes without saying.

Closer to home, someone known personally for a good number of years, Mrs "Maudie" Hines, recently underwent surgery and is still in Barnet General Hospital recovering. To that lovely lady I personally send my warmest thoughts and sincerest best wishes. She's a diamond.

Other news, on the racing front, is that the CIK has issued a provisional Calendar for 1989 for Formula K-Super Hundred, as follows: European Championships — Grabels (14th-16th April), Jesolo (5th-7th May), Gothenberg (2nd-4th June), Fontenay Le Comte (23rd-25th June) and Liedolsheim (28th-30th July). The World Championships for both categories are scheduled for Valence (15th-17th September). The Junior World Champs is geared up for Spain — Zaragossa (7th-9th July) and the World-European Championships for Formula 'C'-Intercontinental 'C' 125cc are scheduled for Olomouc (CS) during 1st-3rd September. Provided those dates hold firm we might see some form of stability in the Calendar next year.

South African driver Mike Bryant was sponsored by Bob Pope's Playscape Racing to race a Superkart in the Silverstone 'GP'. Considering he'd never been there before Mike did extremely well and intends to be at Le Mans during 24th-25th September where, apart from racing, he will be sussing out the F3000 scene with a view to competing in the class next year. He's already hard at work on the budget stakes. . .

Congratulations are in order to Graham Melville who won the RAC Junior Britain British Championship at Clay Pigeon on 14th August and also to those who raced at Zandvoort on the 21st — in Formula E Phil Glencross was first with Perry Gronstra and Rainer Wimmer taking the places. In 250 National — 1st Richard Boston, 2nd Dale Couzens, 3rd Peter Morgan and in 125cc — 1st Sean McLaughlin, 2nd Stuart Ziemelis, 3rd Barry Fortnam. Full details next month.

Other news is there is to be a CIK Cup for 100cc next year in Britain at a venue yet to be announced and it will probably take place around June. This is preparatory to an Intercontinental 'A' Zone event being staged in 1990 . . . Rumour has it that the Silverstone Kart Grand Prix next year will be a 'Festival of Karting' for both Long and Short circuit machinery with a 100cc track being laid out on one of the runways. . .

Lastly, Dawn Linger and Paul Scutchings are setting up home in Stevenage, Hertfordshire, in fact they'll probably have moved into the new abode by the time you read this. D.L. didn't particularly want this mentioned, but, well, them's the breaks. . . And, to help out the beleaguered Ed, another young lady has joined the staff — Tricia Elliot. To you, Tricia, welcome.

Ed McCormick

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SILVERSTONE 1988

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weather in years, so did reporter Mike Smith, along with the
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CLASSIFIED SECTION

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CADETS, CLAY PIGEON JUNIOR BRITISH
CHAMPIONSHIP, VALENCE INTERCONTINENTAL 'A'
FINAL, CADWELL AUTUMN CHAMPIONSHIPS,
WOMBWELL 100 SUPER NATIONAL—CADET RAC
BRITISH CHAMPIONSHIPS. (THESE ITEMS CORRECT AT
TIME OF GOING TO PRESS).*

PUBLICATION DATE:- THURSDAY 6th OCTOBER 1988.

EUROPEAN CHAMPIONSHIPS

Formula K 135cc table with 5 rows of driver names, nationalities, and points.

Formula Super Hundred table with 5 rows of driver names, nationalities, and points.

LIEDOLSHEIM 30th-31st JULY

Formula K 135cc and Formula Super Hundred tables for Liedolsheim event.

Formula Super Hundred table for Liedolsheim event.

IAN BEAUMONT

Most of you will be aware that 125 Open driver Ian Beaumont was involved in a serious accident on the Hangar Straight at Silverstone during the Grand Prix weekend which resulted in a back injury.

St Francis Ward, Stoke Mandeville Hospital, Aylesbury, Bucks.

We're sure he'd like to hear from you.

* Ian Waller the Zip Bandit-Honda 250 National driver from Stockport put in a fine performance at Silverstone on Sunday 7th August to finish tenth in a highly competitive full grid after starting from 18th.

* Nigel Smith is so keen to keep up his boys' interests in karting that he has built his own track, tarmac and all, down in Wiltshire.

* Al Brown of spectating fame copped a shiner at Silverstone on Friday when he slipped pushing a 250 National. The rumour circulating that the Editor clocked him one because he stepped out of line ain't true!!

The South Yorkshire Kart Club at Wombwell advise us that they have attracted sponsorship for the RAC British 100 National Super and Cadet Championships from Supersprox, the meeting taking place during weekend 10-11th September.

with prizes to the value of £700 + for 1st down to 10th in both classes. Additionally the club has received from the Jim Russell Racing Drivers School an offer of a one day Super Trial for the 100 National Super winner of the Championship.

TRADE NEWS

Clive Baker of Ellacombe, Torquay is marketing 'RAIN-X' (see elsewhere for advert). The product dramatically improves wet weather visibility as it extends and expands your field of vision and lets you see with or without wipers.

Your Letters...

Dear Ed As the editor of a National magazine with a readership which is obviously interested in practical aspects of engineering, I hope you will be able to include the following in one of your future editions.

Southgate Technical College in North London (on the Piccadilly Line — five miles from the M25) is again making the facilities of its Engineering Department workshops available during the day and some evenings to enable beginners or experts to learn how to use a wide range of machines and garage equipment.

SAND BLASTING FACILITIES NOW AVAILABLE

Those interested should contact Roy Brown or Trevor Watson on 01-886 6521 extension 219. I do hope you will be able to present this opportunity to your readers; our present group includes eager classic motor cycle and car restorers, model makers and steam traction engine enthusiasts ranging in age from 18 to 68!

Yours faithfully M.J.T. Buck Head of Department of Engineering Southgate Technical College High Street London N14 6BS Telephone: 01-886 6521

Dear Ed It was with a fair degree of amazement that I noted the letter from Mr Cook-Martin Sr regarding my eminent colleague Mick Armstrong. This now seems to be prompting a silly season of "reporter slagging". To most people, the report is something read in the mags each month but which are the result of many hours of hard work by the scribe involved. Your

correspondent seems to be under the impression that reports should be a series of statistics giving only positional changes. This is plainly garbage. The thing that lifts a report out of the mundane is a swift injection of personal opinion. Such personal opinion serves to promote discussion and argument thus maintaining interest in the sport.

For my part, if someone is driving like a prat, then the report says they drove like a prat. Likewise good, excellent or merely brilliant driving is rewarded by comments along those lines. Like all good reporters, Mick uses the official lap sheets for the sake of accuracy at all times. As for the rest, I've always prefixed the Rowrah Review with the rider that all opinions expressed are personal and contain no official bearing. So there.

While I'm writing, may I correct the statement made by your Class 1 column correspondent regarding the scales at Larkhall. About three years ago Cumbria KRC purchased a pair of scales which our local Avery man put us on to. We kept the best ones and sold the others to Larkhall. Ergo Rowrah has the best scales in the country. Thank you for your indulgence.

Cheers Iain Blair

PS I think Ed is wonderful. (The above is not necessarily the opinion of anyone in particular.)

REPLY TO CLASS ONE COLUMN (SURELY SOME MISTAKE BUT ON WHOSE PART?) NAME OF WRITER NOT GIVEN IN MAGAZINE

PARC FERME AT FULBECK SUPER ONE The decision to return tyres to their owners at Fulbeck was not made until after all tyres had been handed into the parc ferme and marked with the drivers number, therefore it was impossible for anyone to have had prior knowledge of this procedure (as you have suggested). For your information, the marking of tyres had already been adopted because of past experience, where some drivers were putting obvious damaged or inferior tyres into the pool As for the qualification of duff tyres and error of logic, obviously the writer of the column is aware that when he says (if you put a good set of tyres in you may get them back) this could mean that there are tyres that under normal visual inspection can not be detected as "superior to others". In that case surely it works both ways, that drivers could put bad tyres in that are equally difficult to detect. The solution is to make drivers think twice about putting bad tyres into the pool knowing they may get them back. By using this system at the first round it was hoped to deter the offenders and make it fair for all drivers at future meetings. Who knows when it will be done again.

SCALES

Every effort had been made by the club to make sure that all equipment used for the Super One Series had been thoroughly checked and that included the scales which had been calibrated the week prior to the meeting. Since then we have hosted a British Championship and two club meetings with no problems. The feedback from drivers comments confirms that the majority of people had a good meeting, sorry you didn't.

Lincolnshire club secretaries Mrs P Connelly Mrs N Walsh

WHERE AND WHEN

10th September (Saturday) Kirkistown — (1 mile southwest of Portavogie, Co Down, Northern Ireland)

10th -11th September (Wombwell) — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, S Yorks) RAC 100 National Super-Cadet British Championships

11th September Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs) Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) Clay Pigeon — (Midway Dorchester and Yeovil on A37, Dorset) Boyndie — (3 miles west of Banff, Grampian) St Sampsons — (Guernsey, Channel Islands) Kimbolton — (10 miles west-southwest of Huntingdon, Cambs) Jurby — (Jurby Airfield, Isle of Man) Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)

16th-18th September LAVAL (FRANCE) — FORMULA K 135CC/SUPER HUNDRED WORLD CHAMPIONSHIPS

17th-18th September Magny-Cours (France) — French Formula E Championship — Round 6

18th September Carnaby — (2 miles west of Bridlington, North Humberstide) Ellough — (2 miles from Beccles, Suffolk) — Gala Trophy Crail — (9 miles southeast of St Andrews, Fife) Plymouth — (Riverside Raceway, Ennesettle Lane, Plymouth)

24-25th September LE MANS — FORMULA E. WORLD AND EUROPEAN CHAMPIONSHIP FINALS.

25th September Birmingham — (Birmingham Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD) Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey) Pembrey — (8 miles from Llanelli, on A484, Dyfed, South Wales) — Welsh Championships

Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) — 210 Challenge — Round 8 Dunkswell — (5 miles from Honiton, Devon) St Sampsons — (Guernsey, Channel Islands) Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland) Sherington — (8 miles from Banbury, off A422 Banbury-Stratford Road) — Super One — Round 6

1st October (Saturday) Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

2nd October Three Sisters — (Bryn Road, Ashton-in-Makerfield, Lancs) — Super One — Final Round/210 Challenge — Round 9 Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs) Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts) Jurby — (Jurby Airfield, Isle of Man) Felton — (7 miles from Morpeth on A1) — Castrol Sprint Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde)

8th-9th October Albi (France) — French Formula E Championship — Final Round

9th October Lydden Hill — (7 miles southeast of Canterbury, off A2 London/Dover Road, midway between Canterbury and Dover) Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs) Clay Pigeon — (Midway Dorchester and Yeovil on A37, Dorset) Rowrah — (4 miles from Frizington, Cumbria) — Border Championships — Final Round) 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)

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heat and the winners of the first were Crawford, Goodwin and Bob Stansbury. In the second heat the winners were Booth, Martin and Horrobin and the third went to Hewland, Booth and Bob Stansbury. So Craig Booth (Superdart Sirio) was on pole with Bob Stansbury (Superdart Parilla) alongside him. Booth made the best start and led the first lap from Stansbury with Chris Howes (Superdart Sirio) and William Hewland (Sprint Arrow) next through. They were chased by Phillip Goodwin (DAP PCR), Vince Martin (Gillard Parilla) and Simon Horrobin (Superdart Sirio). At the end of the third lap Craig Booth seemed to slide a little wide of going into the chicane but chopped back and the kart of Bob Stansbury just touched his enough to spin Booth around. Everyone got past the stationary Booth and the rest of the order was unchanged. Stansbury had opened a slight gap on Howes who had Hewland right on his bumper. Unfortunately coming out of the chicane, Howes seemed to slow slightly and in trying to avoid him, Hewland just touched his rear bumper and spun him round. At half distance, the order was Stansbury, Hewland and Martin. Next through were Horrobin, Goodwin, Noades and Murphy. Hewland was edging closer to Stansbury but just when it seemed that we would have a battle for the lead, Bob Stansbury lapped Richard Muddiman who was less than helpful in letting William Hewland past. So Bob Stansbury ran out the winner which must have been particularly satisfying after his disappointment after leading the final at the last meeting.

Thanks should go to the race organisers and officials, the St John's Ambulance and the marshalls including those from Windsor Boys School.

CADET — 8 laps		
1st	Richard Jackson	Superdart

2nd	James Pears	Zip
3rd	Peter Clark	—
4th	Scott Brown	Anderson
5th	Adam Whatford	Allkart
6th	Jeremy Gumbley	Allkart

JUNIOR BRITAIN — 12 laps		
1st	Paul Evans	DAP/DAP
2nd	Sven Gibson	Superdart/Arrow
3rd	Paul Ferguson	Sprint/Arrow
4th	Nathan Poole	Superdart/Arrow
5th	Marc Craddock	Sprint/Parilla
6th	Richard Pears	Zip/TKM

SENIOR BRITAIN — 10 laps		
1st	Martin Collard	Superdart/Sirio
2nd	Tim Murphy	Wright/Parilla
3rd	Paul Wells	Superdart/Parilla
4th	Fraser Wells	DAP/Parilla
5th	Roger Hunt	Wright/Parilla
6th	Stuart Green	Superdart/Parilla

250/210 — 12 laps		
1st	David Ede	Lynx/Yamaha
2nd	David Lawes	Zip/Rotax
3rd	Wayne McKillop	Aero/Yamaha
4th	Gordon Ellinor (210)	
		Barlotti/Villiers

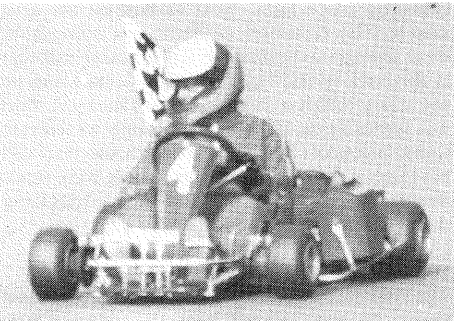
125 — 12 laps		
1st	Dennis Gale	Anderson/Minarelli
2nd	Steve Budd	Zip/Yamaha
3rd	Alan Hersey	Magnum/Rotax
4th	Gerry Wilton	Barlotti/TKM
5th	G Lee-Pearse	Brlotti/Rotax
6th	David Hopgood	Minarelli/Minarelli

100 NATIONAL RESTRICTED — 12 laps		
1st	Rupert Ivey	Sprint/Parilla
2nd	Mike Perrett	Wright/Arrow
3rd	Tim Taylor	Hutless/DAP
4th	Paul Dickenson	Allkart/Arrow

5th	David Hutchens	Anderson/Parilla
6th	John Bewsher	Minja/TKM

100 NATIONAL — 12 laps		
1st	Bob Stansbury	Superdart/Parilla
2nd	William Hewland	Sprint/Arrow
3rd	Vince Martin	Gillard/Parilla
4th	Simon Horrobin	Superdart/Sirio
5th	Phillip Goodwin	DAP/PCR
6th	Spud Murphy	Dart/Sirio

Report: Roger Abbey-Taylor
Photos: Caroline Hay



Top: Bob Stansbury (100 Nat); above: Dennis Gale (125cc).

TURKISH DELIGHTS!

Coulthard Sets the Record Rees Takes the Trophy

1988 Grand Prix of Turkey — Tuzla 13th-14th August

Photos: Dave Hepworth

Compiled by E.M.

The kart circuit at Tuzla Sporting Complex was built around the middle of last year and hosted its first race in late August of the same year. Tuzla itself lies some 40 minutes drive from the city of Istanbul on the Sea of Marmara. The track is of high quality tarmac and measures 930 metres with a maximum width of seven metres and can be pretty tortuous to drive, but good.

The event, staged during 13th-14th August, was sponsored by Castrol, Turkp petrol amongst other names and an invitation was extended to Zip Kart to field a team to take on the resident champions. The team consisted of David Coulthard and Paul Rees, with Martin Hines appointed as Race Director, Starter, Clerk of the Course, Lapscore, et al!

The programme catered for two 18 lap Qualifying Heats and a 24 lap Final, commencing with two hours practice, free and timed to establish the grid order.

The British contingent had to set up the karts and run in Rotax engines during the official practice session and due to the usual accepted niggling problems and the odd 'nipping up' did not qualify as well as they had hoped, as can be seen from the time sheet. Note Coulthard's familiar race number!

Race No	Driver	Time	Grid
1	Cem Hakkö	45.83s	1
4	Ali Basakinci	46.15s	2
8	Michailidis George	46.29s	3
42	David Coulthard	46.37s	4
21	Comman	46.42s	5
2	Cem Guvendiren	46.86s	6
41	Paul Rees	47.05s	7
6	Moskof Nocolas	47.31s	8
55	Yusuf Avimelek	47.64s	9
75	Mert Dural	49.01s	10
9	Mumtaz Tahincioglu	49.19s	11
33	Savni Okcu	49.56s	12



To Paul Rees the spoils of victory; Cem Hakkö (centre) was second.

HEAT 1

Hakkö from pole position grabbed the early advantage and was to hold a respectable lead for the first couple of laps. By the end of the third tour Coulthard had clawed his way to second and was rapidly hauling in Hakkö. George sat in third with Rees from grid seven tucked up his exhaust, whilst No. 20, (sorry, name not listed on sheets, but for the sake of argument we'll call him John), led the rest of the field.

Meanwhile Coulthard had closed right up on Hakkö, found a gap and was through into the lead. Then disaster struck Hakkö, as Coulthard shot past the Turkish No. 1's plug cap lead broke and he coasted to a halt. Unhindered Coulthard drew away from the rest stretching out a comfortable buffer from George and Rees. Next time around Rees had outflanked George for second, his sights set on the distant Coulthard. John, now fourth, led the rest of the order. Rees was to last only another lap before being assisted off the tarmac by an errant kart but did manage to rejoin, albeit at the back.

With six laps left to run Coulthard's Rotax was really on song, extending his lead even further.

John had second spot from George, Basakinci, Nicolas, Guvendiren, Avimelek and then Rees.

The order remained unchanged for the next couple of laps, then with four to go Rees picked off Avimelek. Out front Coulthard had built up an enormous advantage, 18 seconds, as he crossed the line to take the flag. John held onto second followed home by George; Basakinci was gone from the order with a terminal problem. Fourth place went to Guvendiren who managed to squeeze past Nicolas just before the flag. Paul Rees finished in sixth place. 'John' who did not compete in the time trials, only raced the first heat.

HEAT 2

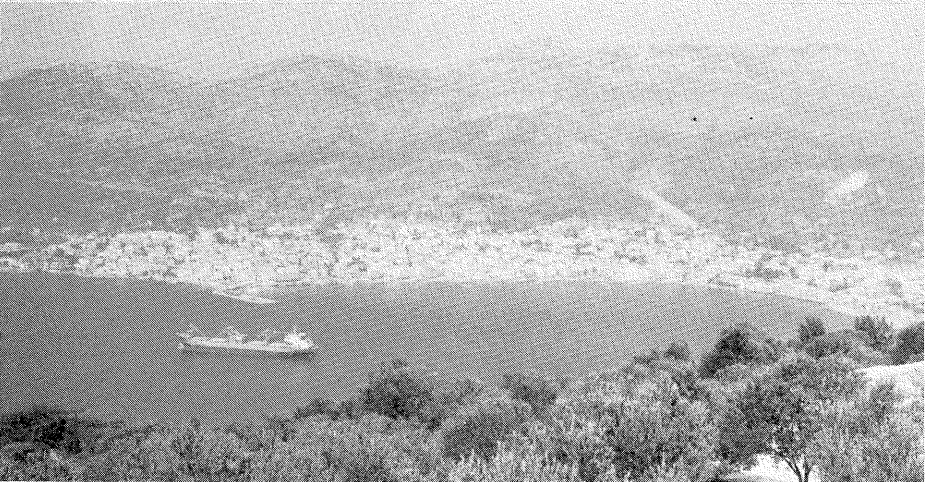
Coulthard had pole for the second session and put it to good use, storming off the line to take up the running. Rees started sixth on the grid whilst Hakkö's earlier misfortunes earned him the back row slot.

The end of the opening lap Coulthard was repeating his first heat dominance. Rees had driven through to take up second ahead of Guvendiren, Nicolas, Tahincioglu and a spirited effort from Hakkö had elevated him rapidly to sixth spot.

Coulthard was supreme, pulling steadily away from the rest of the field, Rees powerless to prevent him. Guvendiren still held third but Hakkö was up to fourth and piling the pressure on, having relegated both Nicolas and Tahincioglu; Basakinci brought up the rest of the order.

The halfway stage and it was looking to be another Coulthard runaway with Rees controlling the places several seconds adrift. Hakkö was fighting a running battle with Guvendiren, a battle that was to last a further five laps before he succeeded in finding a way through, aiming to make Rees his next trophy. Nicolas maintained fifth from Basakinci, George and Tahincioglu as they neared the closing stages.

The last lap and Coulthard was miles out in front, 15 seconds by the time he took the



The sea of Marmara.

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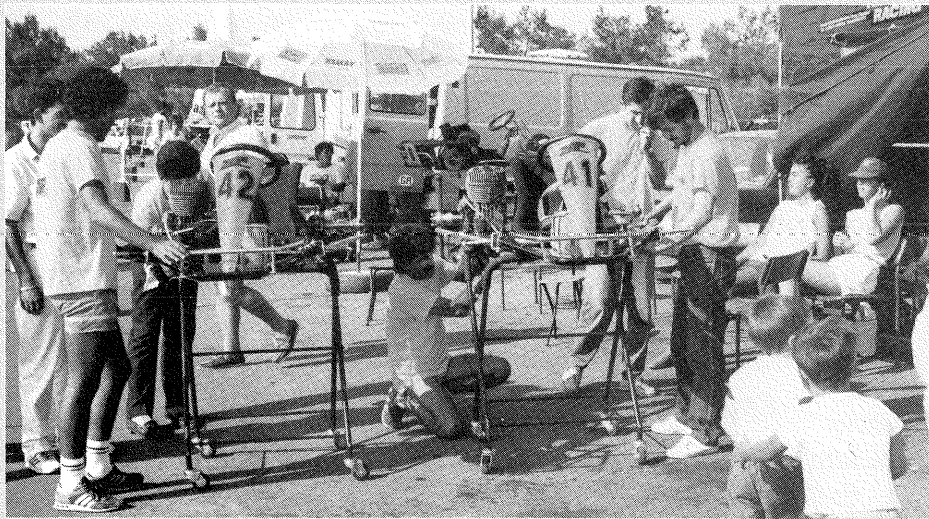
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chequered flag. Rees finished second by 10 seconds from a valiant drive by Hakko. Fourth went to George who gained three places on the penultimate lap, from Guvendiren, Nicolas and Basakinci.

THE FINAL

David Coulthard's stupendous performances saw him occupy pole position with Michailidis George alongside, the first few rows of the grid looking thus:

George (8)	Coulthard	(42)
Guvendiren (2)	Rees	(41)
Avimelek (55)	Nicolas	(6)
Hakko (1)	Tahincioglu	(9)

In brilliant sunshine and high temperatures Starter Martin Hines sent them on their way, Coulthard and Rees quickly taking up commanding stations, Coulthard leading. By the end of the second tour that was the order of the lead pair, George had third from Nicolas, Guvendiren, Basakinci and Hakko.

Four laps under their belts and Coulthard had pulled away from Rees, setting up a comfortable buffer. George still had third from Nicolas but Hakko had edged up from seventh to fifth at the expense of Guvendiren and Basakinci. A few laps later he was into fourth having relegated Nicolas and was looking to do likewise to George. The order remained unchanged up to and past the halfway mark, Coulthard gradually extending his dominance over the proceedings and by the time they had completed 16 laps he was a good 13 seconds plus clear of Rees; George continued to hold third place but was coming under increasing pressure from Hakko. . .



The grid before the "off".



Even MH had a go.

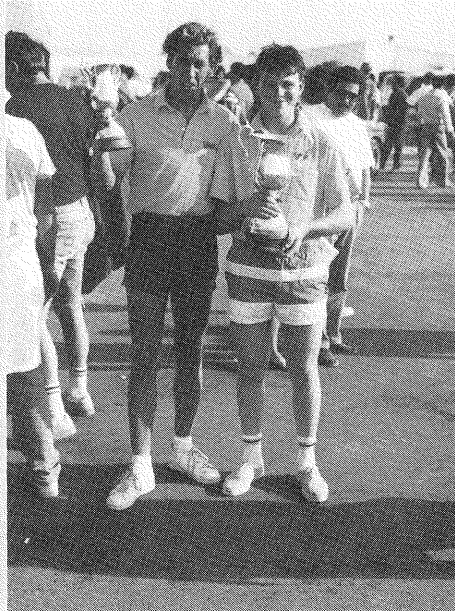


Coulthard was "El Supremo" in the final until his motor gave out 2 laps from the end.

To Paul Rees the spoils, but to David Coulthard Driver of the Weekend and after a supreme effort a new track record to boot, smashing Cem Hakko's 45.54s with a 44.40s lap!

- 1st Paul Rees
- 2nd Cem Hakko
- 3rd Michailidis George
- 4th Moskof Nicolas
- 5th Ali Basakinci

Thanks must go to the race organisers, the Turkish Touring Automobile Club Karting Committee for arranging such a splendid event and to everyone whose hospitality made the British stay so enjoyable.



"Ho, bo, did you see the lips move!"

CLUB SCENE

5th Phillip Goodon DAP/Parilla
6th Simon Horrobin Superdart/Sirio
Report: Roger Abbey-Taylor
Photos: Carolyn Hay

SUNDAY, JULY 25th

There was a particularly large entry for the July Blackbushe race meeting and the noise testing continued. Competitors seem to be making progress and fewer were over the noise limit at this meeting. There were occasional light showers just to add some spice to the racing but there was never enough to justify rain tyres.

CADETS

Heat one went to Gumbley, Jackson and Pears and the second heat was won by Jackson from Clark and Gumbley. For the final Richard Jackson (Superdart) was on pole and he took the lead from the green light. Next to him on the grid was Jeremy Gumbley (Allkart) but something went wrong on the first lap and he came through at the back of the field with the Comer engine sounding rough. Chasing Richard Jackson hard was James Pears (Zip). Next through were Peter Clark and Scott Bowen. Although the lead did not change throughout the race, there were times that Pears got very close and Richard Jackson drove the whole distance under pressure.

JUNIOR BRITAIN

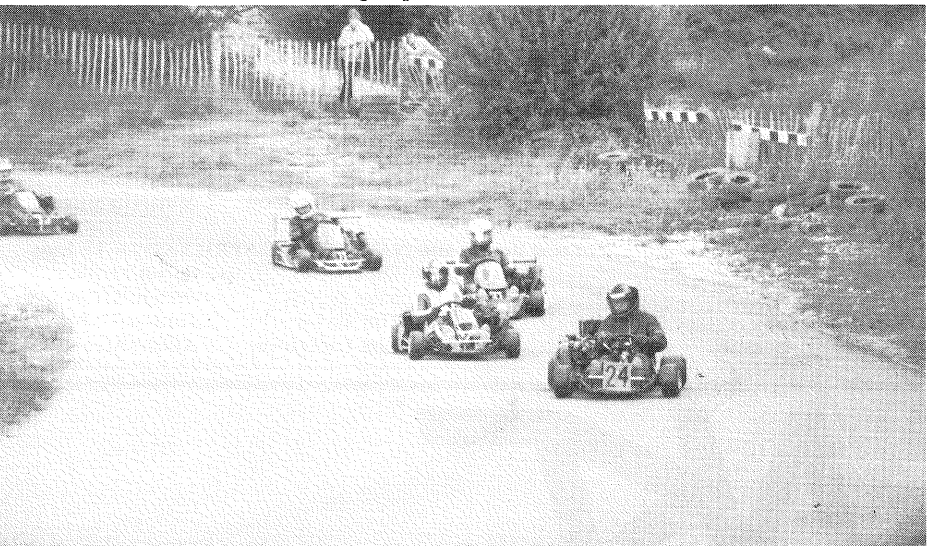
The first heat went to Evans from Gibson and Short. In the second heat the winner was Craddock from Evans and Short. So for the final Paul Evans (DAP/DAP) was on pole following his successful visit to the Junior World Championships. Alex Abbey-Taylor had been doing his rain dance and sure enough, it started to rain very lightly on the same rolling lap and there was chaos on the first corner but Alex came through in the lead from ninth spot on the grid. He had started well back having been knocked off when third in one of the heats. Unfortunately for him, the race was stopped and restarted by which time the surface was dry again, and he subsequently dropped out when a chain broke. Paul Evans got away well in the restarted final and he was followed closely by Sven Gibson (Superdart Arrow). These two were already opening a gap on Paul Ferguson (Sprint Arrow), Nathan Poole (Superdart Sirio) and Richard Pears (Zip TKM). Paul and Sven rapidly distanced themselves from the pursuing bunch and although the order at the front did not change, Sven Gibson was always close enough to seem threatening and Paul Evans could not ease up. Marc Craddock (Sprint Parilla) sporting the largest exhaust system, came round at the tail of the field but he fought his way through to a well deserved fifth place.

100 BRITAIN

There was a huge entry for this class, requiring extra heats together with 'B' and 'A' finals. Heat one went to Murphy, Paul Wells and Pitts. Heat two went to Fraser Wells, Hunt and Geraty. Heat three was won by Paul Wells from Murphy and Pitts and the fourth went to Collard from Green and Hunt. The 'B' final was won by John Saunders (Wright Parilla) and he led all the way from Andrew Denyer (Superdart Arrow) and Tony Gibbard (TKM TKM). On the front row of the 'A' final were Paul Wells (Superdart Parilla) and Tim Murphy (Wright Prilla). It was Wells who made the best start and he led on the first lap from Murphy and then a jostling bunch comprising Sean Pitts (Anderson Parilla), Roger Hunt (Wright Parilla), Martin Collard (Superdart



John Saunders leads a 100 Britain group.



David Ede, 250cc winner.

Sirio) and Fraser Wells (DAP Prilla). Anthony Geraty (Superdart Prilla) and Stuart Green (Superdart Parilla) were pushing hard to close the gap. On the second lap, Tim Murphy moved into the lead at the expense of Paul Wells and Roger Hunt slipped back a couple of places. The real threat was coming from Martin Collard who steadily moved through the group fighting for second place behind Murphy. By half distance Martin was second and slowly reeled in. Tim, however, getting past safely was another problem. Martin waited for his opportunity and just got ahead on the last lap. Behind those two, Paul Wells managed to stay ahead of the group but Fraser Wells had moved through onto his tail by the end of the race.

250/210

The first heat went to Coaker from Lawes and Ede and the second heat was won by Ede from Coaker and McKillop. In both heats the 210's finished in the order, Ellinor and Burroughs. John Coaker (Lynx Yamaha) and David Ede (Lynx Yamaha) dominated the front row of the final and it was David who made the best start and he held the lead for the first part of the race before the more experienced John Coaker moved ahead. On the first lap, Stuart Parker (Zip Yamaha) was third but then David Lawes (Zip Rotax) got ahead. Gordon Ellionor (Barlotti Villiers) had a lonely drive as the only 210. After the race, both Coaker and Parker were excluded.

125

The first heat was won by Gale from Ponting and Budd and the second was also won by Gale and Ponting from Piggins. Dennis Gale (Anderson Minarelli) was making a rare appearance at Blackbushe and he dominated the event. However, David Hopgood (Minarelli Minarelli) had clutch trouble on the grid and completed his first lap nearly a lap down and just in front of Dennis Gale on the road and he eased away, which suggested that he would have been a strong contender without the clutch trouble. James Ponting (Zip Rotax) visiting from Clay Pigeon held second for the first half from Steve Budd (Zip Yamaha) and Steve Piggins (Zip Rotax). Alan Hersey (Magnum Rotax) was moving up through the field. He passed Piggins on lap three and when Ponting dropped out at half distance he was up to third.

100 NATIONAL RESTRICTED

The first heat was won by Weaver from Taylor and Perrett. Winner of the second heat was Ivey from Scholefield and Overman. On pole for the final was Rupert Ivey (Sprint Parilla) and he led all the way. In second place for the whole distance was Mike Perrett (Wright Arrow). In the early stages, Paul Dickenson (Allkart Arrow) was third but he was passed by Tim Taylor (Hutless DAP) and Marc Weaver (Sprint Parilla) although the latter fell out later in the race.

100 NATIONAL

The large entry for this heat required an extra ►

CLUB SCENE

Graham Stephens (Anderson Rotax) made a blinding start and grabbed the lead on the first lap and never looked like being beaten. Steve Puddiphat (Zip Rotax), a visitor from the Hunts club, was second and battled with Dave Hopgood during the first few laps. Russell Caldwell recovered from his bad start and passed these two to secure second place.

100 NATIONAL RESTRICTED

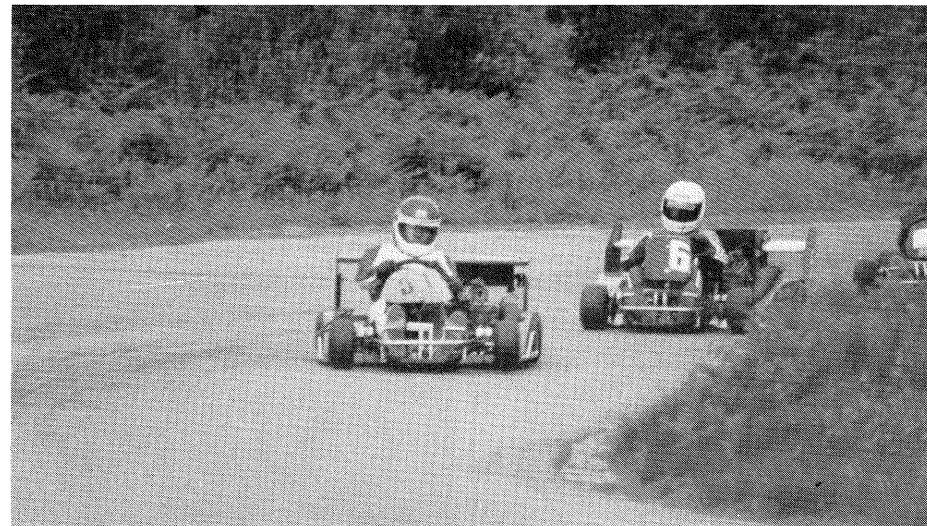
The first heat was won by Hutchens from Martin and Ditchburn and the second went to Martin from Ditchburn and Henry. This gave pole for the final to Vince Martin (Gillard Parilla) and he won the final convincingly from Nevill Ditchburn (Superdart Parilla). There was no change among the leaders and Paul Hasler (Sprint Parilla) followed into third place.

100 NATIONAL

The first heat went to Stansbury from Noades and Hewland and the second was won by Muddiman from Collard and Stansbury. These two good heat performances gave Bob Stansbury (Superdart Parilla) the pole for the final and he made the best of it by taking the lead from Richard Muddiman (Dart Parilla) and Spud Murphy (Dart Sirio). They were followed by Gary Young (PCR, TKM), Stuart Crawford (Superdart Sirio) and William Hewland (Sprint Arrow). Bob Stansbury soon opened a comfortable gap over Muddiman and Crawford Passed Young into fourth place. As Stansbury extended his lead, so Muddiman struggled to keep Murphy behind him. However, at half distance, Spud Murphy was through into second and now Crawford was looking for a way past Muddiman which he eventually found in the last stages of the race. Meanwhile Martin Collard (Superdart Sirio) was cutting through the field after a mid-grid start and as the field spread out, he quickly gained places eventually climbing to fourth. By this time, Bob Stansbury was easing up and choking his engine to preserve it but that first win was to elude him yet again when his engine failed with what sounded like a bearing failure, giving the race to Spud Murphy in the final stages.

CADETS — 10 laps

1st	Jeremy Gumbley	Allkart
2nd	Daniel Bailey	Zip
3rd	James Pears	Zip
4th	William Thornton	Zip
5th	Steven Harvey	Allkart
6th	Richard Jackson	Superdart



Bernie Tiller's Zip-Rotax was first to the finishing line.



Richard Muddiman in 100 National.

JUNIOR BRITAIN — 12 laps

1st	Marc Craddock	Sprint/Parilla
2nd	Sven Gibson	Superdart/Arrow
3rd	David Robinson	Superdart/TKM
4th	Stephen Askew	Sprint/Parilla
5th	Nathan Cousins	Superdart/Arrow
6th	Simon Short	DAP/Arrow

SENIOR BRITAIN

1st	Martin Collard	Superdart/Sirio
-----	----------------	-----------------

2nd	Bob Stansbury	Superdart/Parilla
3rd	David Gowers	Wright/Parilla
4th	Kevin Keith	Wright/Parilla
5th	Tim Murphy	Wright/Parilla
6th	Sean Pitts	Superdart/Arrow

250/210 — 15 laps

1st	Bernie Tiller	Zip/Rotax
2nd	John Coaker	Lynx/Yamaha
3rd	Eric Delnevo	Zip/Rotax
4th	Stuart Parker	Zip/Yamaha
5th	Wayne McKillop	Aero/Yamaha

125 — 15 laps

1st	Graham Stephens	Anderson/Rotax
2nd	Russell Caldwell	Barlotti/Rotax
3rd	Dave Hopgood	Stratos/Minerelli
4th	Steve Budd	Zip/Yamaha
5th	Terry Jessop	Zip/Yamaha
6th	Warren Gilbert	Zip/Rotax

100 NATIONAL RESTRICTED — 15 laps

1st	Vince Martin	Gillard/Parilla
2nd	Nevill Ditchburn	Superdart/Parilla
3rd	Paul Hasler	Sprint/Parilla
4th	Steven Henry	Tecno/Parilla
5th	Ron Whitney	Superdart/Sirio
6th	Michael Bennett	Superdart/TKM

100 NATIONAL — 15 laps

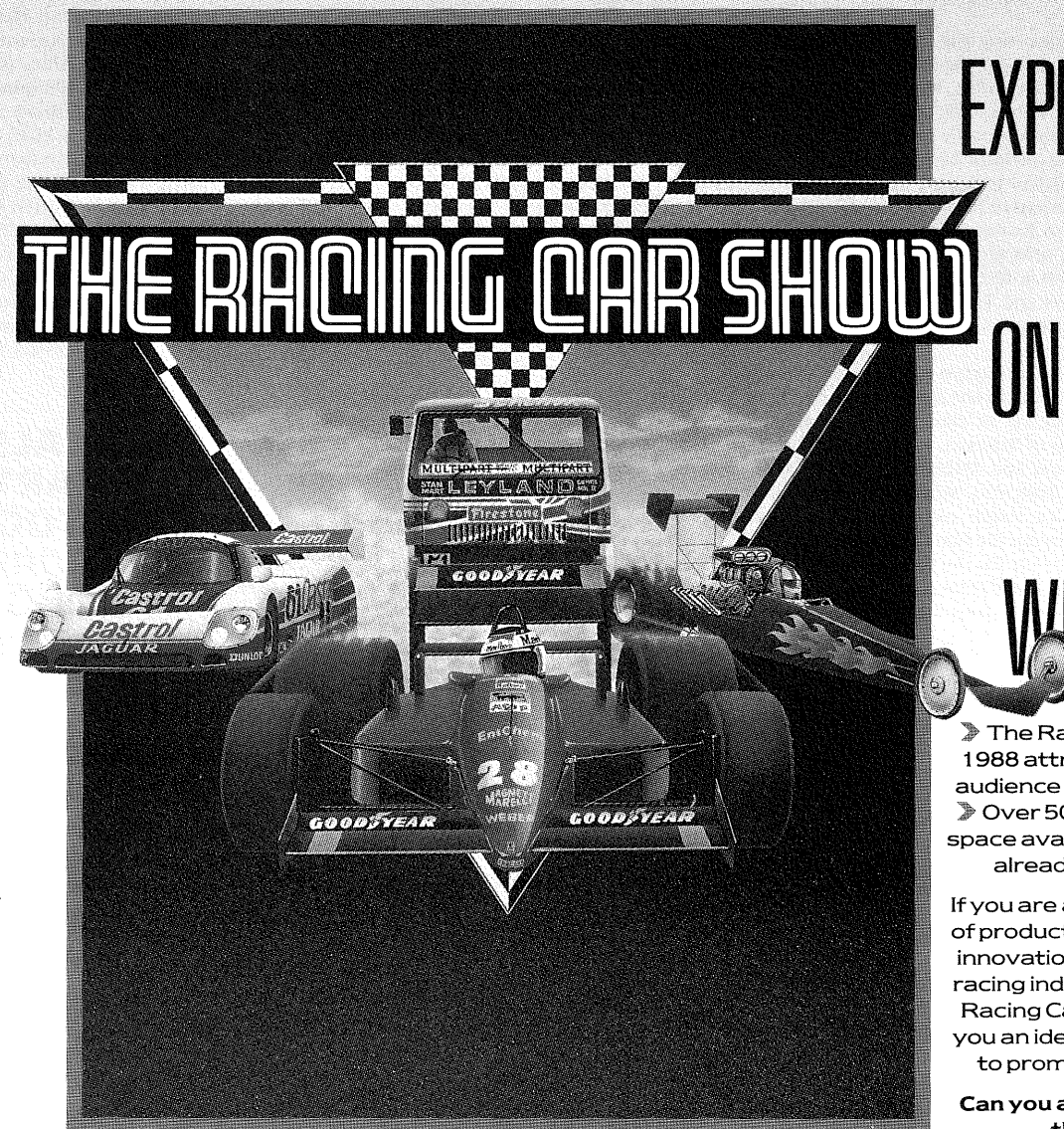
1st	Spud Murphy	Dart/Sirio
2nd	Stuart Crawford	Superdart/Sirio
3rd	Richard Muddiman	Dart/Parilla
4th	Martin Collard	Superdart/Sirio



Vince Martin took the Restricted National honours.

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FORMULA E EUROPEAN CHAMPIONSHIP ROUND 2 — ASSEN

An excellent entry of 60 Formula E contestants turned out at the Dutch TT circuit of Assen for the second round of the 1988 Formula E European Championship. The event also incorporated the Dutch Kart Grand Prix, with supporting races for 125cc and 250cc National.

Timed practice was the order of the day to establish the grid for the Pre-Final and heading the clock was current World Champion Eric Gassin with a 1min 28.12s. Dutchman Perry Grondstra followed with 1min 29.04s and Dane Poul Petersen on 1min 29.51s. Ian Shaw was the first British driver to appear in the table — 1min 29.67s, just ahead of Phil Glencross (1min 29.71s) with Austrian Rainer Wimmer taking up sixth spot on the grid (1min 29.83s). Martin Hines clocked eighth fastest ahead of Roger Goff whilst Berny Roberts and Tim Parrott would sit on the fifth and sixth rows respectively.

Following his Donington form Gassin was soon in his stride and ran the full ten laps of the Pre-Final unhindered to take the flag, nearly six seconds clear of Petersen. Parrott was third with Hines, Roberts and Malm filling the places to sixth. Kvia, Wollerich, Atherton, Bisp, Shaw and young Monica Strath were next home, those twelve occupying the first five rows of the three-two-three grid the for the Final. Neither Goff nor Glencross ran the distance, both succumbing to chain problems during the early laps.

THE FINAL

The final was raced over twelve laps and when they formed up behind the pace vehicle the grid showed Gassin on pole, Petersen and Parrott sharing the front row; Hines and Roberts on row two; Malm, Kvia and Wollerich on the third; Goff was on fourteen, Glencross on twenty-one.

On the green light Gassin made good use of his pole advantage and took up the running, Parrott and Petersen chasing. Shaw, from row five, was up into fourth place, heading Hines and Roberts with Monica running about eighth, although she was shortly to go into retirement.

The second tour and it was still Gassin from Parrott, Shaw was into third at the expense of Petersen; Hines was still in fifth ahead of Roberts, then came Wimmer, Serfatty and local man Reitsma.

Gassin continued at the front with Parrott in tow although the Frenchman was breaking away gradually. Petersen briefly engulfed Shaw until the latter managed to find the edge clearing both the Dane and Parrott to give chase on the leader. Petersen now fourth led Hines, Roberts, Wimmer, Grondstra from the fifteenth row, Leo Wollerich and Thierry Serfatty. Roger Goff was gone from the action with a reportedly seized Rotax, likewise Monica had gone from the lap charts with an unknown problem.

Little change on the next tour, though Hines and Roberts were scrapping furiously over fifth place. Roberts gaining the upper hand before the lap ended, the pair pursued hard by Grondstra and Serfatty. A little further back came Glencross in ninth, chased by Wollerich.

By the halfway stage Gassin had stretched out a comfortable lead from Shaw with Parrott about two seconds adrift in third, followed by Petersen. Hines was back up to fourth after outflanking

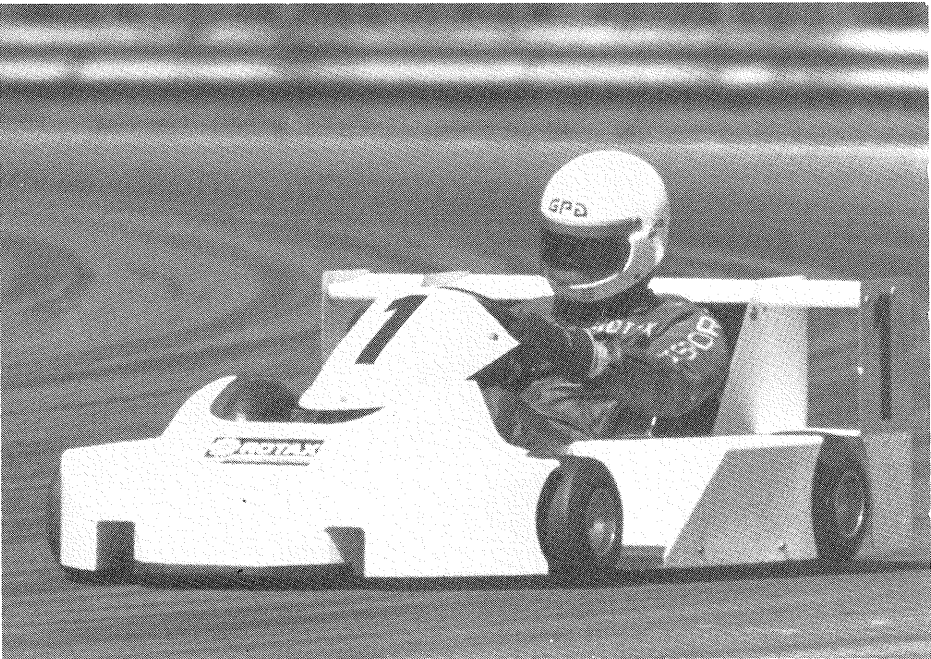
Roberts, although the Coventry pilot was to cede another place to Grondstra as the lap ran to a close.

With Gassin and Shaw out on their own Parrott was coming under pressure from Petersen to relinquish third, which he was forced to do on the eighth lap and Hines, too, found himself the object of a concerted effort by Grondstra for relegation, soon realised in the Dutchman's favour.

That was the order down to seventh, right up to the last lap with Glencross, now eighth, leading the rest of the field, although he was another to go missing. Gassin was untouchable and ran home to another fine victory and another 15 points in the Series. Shaw finished a fine second with Parrott in third after a last ditch battle with Petersen. Grondstra and Hines netted fifth and sixth respectively, whilst Roberts, Serfatty, Wimmer, Lozza, Knezevic and Ulf Pettersson were the others who finished in the points.

1st	Eric Gassin (F)	Nissag/Rotax
2nd	Ian Shaw (GB)	Zip Eagle/Zip Rotax
3rd	Tim Parrott (GB)	Zip Eagle/Goff Rotax
4th	Poul Petersen (DK)	PVP/Rotax
5th	Perry Grondstra (NL)	Zip Eagle/Rotax
6th	Martin Hines (GB)	Zip Eagle/Zip Rotax
7th	Berny Roberts (GB)	Zip Eagle/CDPT Rotax
8th	Thierry Serfatty (F)	Zip/Eagle Rotax
9th	Rainer Wimmer (A)	PVP/Rotax
10th	Philippe Lozza (F)	PVP/Rotax
11th	Milan Knezevic (S)	PVP/Rotax
12th	Ulf Pettersson (S)	Dino/Rotax

Race Time:- 17min 40.53s — 161.765Km/h



Eric Gassin ran away with both Pre-Final and Final (Pic: Doug Rees).

CIK FORMULA E EUROPEAN CHAMPIONSHIP POINTS AFTER 2 ROUNDS

	Points
1st Eric Gassin (F)	30
=2nd Poul Petersen (DK)	19
=2nd Tim Parrott (GB)	19
4th Thierry Serfatty (F)	17
5th Martin Hines (GB)	14
=6th Rainer Wimmer (A)	12
=6th Berny Roberts (GB)	12
=6th Ian Shaw (GB)	12
9th Perry Grondstra (NL)	8
10th Peter Tschanz (CH)	5
11th Leo Wollerich (NL)	4
=12th Peter Gray (GB)	3
=12th Philippe Lozza (F)	3
=14th Richard Dean (GB)	2
=14th Milan Knezevic (S)	2
=16th Thorbjorn Ljunglof (S)	1
=16th Ulf Pettersson (S)	1

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CADETS

- 1st James Goode
- 2nd Mathew Shaw
- 3rd Ben Purkiss
- 4th Philip Morton
- 5th Richard Greenhalgh
- 6th Justin Wilson

JUNIOR BRITAIN

- 1st Lee Jones
- 2nd Paul Kennings
- 3rd Nik Berriman
- 4th Paul Giles
- 6th Gareth Hunt
- *4th and 5th place drivers both novices and having an excellent drive.

100 NATIONALS

- 1st Nigel Critchley
- 2nd Derek Shields
- 3rd Mick Pritchard
- 4th John Coultas (novice)

SENIOR BRITAINS

- 1st Martin O'Connel
- 2nd Paul Jones
- 3rd Kevin Newman
- 4th Russ Giles

210

- 1st Stuart Warsop
- 2nd John Haigh
- 3rd Barry Stokes
- 4th Mick Sifleet

125 NATIONAL

- 1st P Turner
- 2nd R Bennett

125 P & R

- 1st C Kennedy

250 NATIONAL

- 1st Kevin Mason
- 2nd Gary Long

250 INTERNATIONAL

- 1st Bob Kennings
- 2nd Clive Greenhalgh (novice)
- 3rd Neil Hemes

Driver of the Day: Alistair Boyd
Best Novice: James Goode

Blackbushe

SATURDAY, JUNE 26th

The Club continued to enforce the RAC noise regulations by testing competitors' machines prior to practice. The track was damp for early practice but by the time the Juniors came out for the first heats, the Clerk of the Course, Flora Barber, declared the meeting dry so there was a last minute rush on the grid to change to slicks.

CADETS

The first heat went to Bailey from Harvey and Gumbley. In the second heat, the first three were Gumbley, Bailey and Pears. In the final, Jeremy Gumbley (Allkart) led from opposite pole and he held that lead all the way from Daniel Bailey (Zip). Initially James Pears (Zip) held third place from Steven Harvey (Allkart) and William Thornton (Zip). On the second lap Harvey took

CLUB SCENE



Jeremy Gumbley winner in the Cadets.



Junior Britain winner Mark Craddock.

third place from Pears and looked safe for the rest of the race. However, on the last lap, he dropped two places to Pears and Thornton.

JUNIOR BRITAIN

The first heat went to Robinson, Gibson and Short. In the second heat, the winners were Craddock, Askew and Gibson. For the final, Sven Gibson (Superdart Arrow) was on pole, but he was beaten off the line by Marc Craddock (Sprint Parilla) and it was Marc who led Sven over the line. They were followed by Stephen Askew (Sprint Parilla), Nathan Cousins (Superdart Arrow) and David Robinson (Superdart TKM). At the front Craddock and Gibson were very close and they seemed evenly matched. At one stage Sven Gibson scraped through but one lap later, Marc was back in front and held onto the lead to the finish. It was a very close race! Meanwhile, David Robinson was making up for his mid-grid start. He was already up to fifth on the first lap and on the second he demoted Nathan Cousins and one lap later he was up to third, ahead of Askew, but he could not close on the two leaders and he had to accept third place.

SENIOR BRITAIN

In the first heat, the winners were Geraty, Keith and Murphy. The second heat went to Collard, Wallington and Gowers. For the final, Martin Collard (Superdart Sirio) and Anthony Geraty (Superdart Parilla) shared the front row and it was Anthony who grabbed the lead on the first

lap. Behind these two the order was David Gowers (Wright Parilla), Richard Wallington (TKM Arrow) and Kevin Keith (Wright Parilla). After two laps, Collard led past Geraty and Wallington was up to third in front of Keith. In fifth place came Bob Stansbury (Superdart Parilla) from Sean Pitts (Superdart Arrow) and John Saunders (Wright Parilla). The unlucky Anthony Geraty was out after two laps and Martin Collard seemed to have an easy drive. However, Richard Wallington was slowly closing the gap but on lap ten he, too, was out. Bob Stansbury was still working his way through the field and he eventually caught and passed David Gowers for second place. Tim Murphy (Wright Parilla) also drove well from a low grid to claim fifth place.

250/210

The first heat went to Dredge, Tiller and Ottrey and the second one went to Tiller from Mooney and Delnevo. Bernie Tiller (Zip Rotax) was on pole and he led the final all the way. Well almost, because Eric Delnevo got his Zip Rotax in front for one lap but later he fell back behind John Coaker (Lynx Yamaha).

125

The first heat was won by Stephens from Caldwell and Eaves. In the second heat, the winners were Puddiphat, Hopgood and Caldwell. On pole for the final was Russell Caldwell (Barlotti Rotax) with Dave Hopgood (Stratos Minerelli) alongside him. However, ►

CLUB SCENE

of Philip and Justin and that's how they went over the finish line with every driver completing the race.

Heat 2: Again over eight laps and Philip Morton went into the lead and there he stayed for the duration of the race. Again James Goode driving well to finish second just taking Mathew Shaw of Wombwell Kart Club on lap seven.

Final: This was over twelve laps. On the front row was Philip Morton, James Goode and Mathew Shaw. With some excellent driving from all these youngsters the race got off to a good start with Philip Morton off into the lead closely followed by James Goode, Mathew Shaw and Chris Eaton. The second lap had a clash between Chris Eaton and Chris Warsop resulting in the Two Chris's rejoining the race but both retiring a few laps later. The third lap and James Goode was in the lead again followed by Mathew Sharp and Philip Morton in third place. As the race progressed Ben Purkiss was making a steady move through the field. Not a hundred per cent finish in the final.

JUNIOR BRITAIN

As usual there was a large number of juniors with some talented drivers participating. Again about half were on novice plates and some exciting racing was seen in these horrendous conditions. It is at this point I feel I must make a request to certain parents or guardians involved with junior drivers. Please in the name of good sport calm yourselves. It is unwise to march up the central grass area of the circuit to make a complaint however justified whilst racing is still in progress. Apart from distracting drivers it is a danger to yourselves. Set an example to future sportsmen and women by conducting yourselves in a manner expected of adults without the use of unpleasant gesticulations and language — remember karting is for all the family and officials officiate because they love the sport and do so voluntarily at all kart racing clubs throughout the country with whom none of us would have such enjoyable Sundays. However, congratulations to the rest of you, you're doing a grand job with our future senior racers.

Heat 1: Initial leader was No. 12 Jason Smart from Paul Higginbottom and Nick Berrinan closely followed by Ian Dolman who pushed himself up into second place in lap four where we lost Jason Smart. Moving through the field also was Lee Jones and Paul Kennings. Given the final result after fifteen laps, Paul Higginbottom from Ian Dolman, Paul Kennings, Lee Jones and Rob Macdonald.

Heat 2: This heat was reduced to twelve laps. Into the lead went Ian Dolman who stayed in first place over the finish line. Early leaders were Lee Jones, Paul Higginbottom and Jason Smart making an early break from the rest. Paul Kennings made his way through the field from the middle of the main pack and there was a good smooth persistent drive from Adrian Wood. The top finishers were Ian Dolman, Jason Smart, Adrian Wood and Paul Kennings.

Final: With a twenty lap duration after the rolling lap it was Paul Kennings who shot into the lead with Ian Dolman, Jason Smart, Lee Jones and Rob Macdonald in hot pursuit. By the third lap all drivers were roughly eight to ten feet apart with most of the novices grouped to the rear of the race. Lap six saw Rob Macdonald retire with engine problems. Lap eight there was a tussle between Paul Kennings and Jason Smart resulting in Paul losing several positions back into the field leaving Ian Dolman in the lead. Lap nineteen and Adrian Taylor was off but managed to rejoin the race and make up places, but trying too hard caused him to spin on the last lap, making his final position not as good as it may have been.

Alas the last lap saw a spluttering No. 34 and a lot of hard work from Ian Dolman did not receive the results worthy of his day's racing as he failed to finish the last lap.

100 NATIONALS

Quite a good grid of 100 nationals at this meeting. Those regulars participating were sure to give a good race for the spectators.

Heat 1: Derek Shields with his usual enthusiasm zoomed into the lead from Mick Pritchard, Nigel Critchley and Les Morrison. This is how they finished except for Mark Pritchard losing a little form to finish in fourth place in this twenty lap heat.

Heat 2: This heat was reduced to seventeen laps and Nigel Critchley took the initial lead from Mick Pritchard and Les Morrison. This was the pattern until lap six when Nigel lost places leaving Mick and Les to battle it out. However Mick worked his way back and over the line it was Les Morrison from Mick Pritchard, John Coultas (having a good heat as a novice) and Nigel Critchley, the rest of the field crossing the line having been lapped.

Final: Run over thirty laps — quite a feat in this rain. Off the start it was Nigel Critchley into the lead and a magnificent start from Derek Shields from the middle into second place pushing Les Morrison off to do a bit of grass tracking. Alistair Boyd having a bad day still had problems in this final and retired in lap two. A lot of engines were troubled with the damp which resulted in them spluttering their way round, particularly John Coultas, Les Morrison and Alan Edwards. By lap eighteen Derek Shields was really pushing Nigel Critchley. Mick Pritchard driving a sensible race was slip streaming nicely. Towards the end of the race Nigel began to open up a good gap.

SENIOR BRITAINS

As with the juniors there was the usual good turn out. There were six novices one of which was the only female competitor — Mandy Platt — come on all you girls, let's give the lads a run for their money.

Heat 1: Off the start it was Paul Jones into the lead, followed by Martin O'Connel, Kevin Newman and Terry Gault. By lap six Martin had taken the lead from Paul and Mark Lawson had moved up into third place. Martin stayed in the lead for the duration of the race to win from Paul Jones, Kevin Newman, Chris Winters and Steve Rogers.

Heat 2: Unlike the first heat, heat two ran to seventeen laps instead of twenty. Steve Rogers took the early lead from Paul Key, Simon Clarke and Martin O'Connel having a good start. Midway Martin had taken the lead from Steve. At the finish it was Steve Rogers winning with Paul Jones, Simon Clarke and Mark Lawson being the top finishers. Martin O'Connel not making the last lap.

Final: On the front grid was Steve Rogers, Paul Jones, Kevin Newman and Chris Winter. Into the lead off the start was Paul Jones ahead of Steve and Martin. By the third lap Martin had taken the lead again and had opened up a substantial gap between himself and the rest of the field. There was about a five yard gap to Paul Jones next and the main pack consisting of Steve Rogers, Mark Lawson, Chris Winter, Kevin Newman and David Shaw, the best novice at this point. By lap eleven the leaders were lapping the backmarkers. A good race was developing between novices David Shaw and Richard Few. Kevin Newman was trying hard to gain fourth position. By lap twenty-one Richard Few had managed to overtake David Shaw. The leaders were now two laps ahead of the middle field drivers.

125 & 210 NATIONAL

It was decided to run these two classes together having five 125 Nationals, three P & R and one Open together with six 210s (come on 210 lads, this is Tom Thacker's home club, let's see more of you here and at the wheels).

Heat 1: The best of the racing in the 210s was between John Haigh (210 Challenge Champion 1987) and Stuart Warsop who goes extremely well on his home ground. Throughout the race Stuart was trying to push the consistently fast and reliable John Haigh. David Bailey not quite getting it together but the day is young yet. Of the 125s the first over the line was a chap called Markaswell on novice plates in a National followed by C Kennedy in a P & R.

Heat 2: Twenty laps in this heat (yes, the rain's getting worse, five laps less than Heat 1). A good drive by 125 National driver P Turner from Wombwell KC saw him take the lead and stayed there for most of the race, finally the bid of the 210s overtaking him. Finishing order being first over the line John Haigh (210) from Stuart Warsop (210), P Turner (125) and David Bailey (210).

Final: Into the lead went Haigh followed by Mick Sifleet (novice brother of Lionel) having a good start and Stuart Warsop right on Mick's bumper. 125 open driver Neville Robinson heading the 125s, all who seemed to be taking a distinct dislike to the damp conditions. Lap five and Stuart managed to pass Mick, David Bailey retires. Midway Stuart is really pushing John. Barry Stokes attempts a Kamakazee stunt on the start straight only just regaining control in time to save the buffet marquee (where I may add I'm sitting taking notes). A lot of karts are now suffering with the imposisble weather. On the penultimate lap Stuart is losing a little ground on John. However on the last lap John comes out of the final bend only to deviate onto the grass and this cost him the race.

250 NATIONAL AND INTERNATIONAL

Heat 1: Over twenty-five laps, into the lead with supersonic speed goes Bob Kennings and of the Nationals Kevin Mason was soon into second place overall. Neil Hemes in his Yamaha was making good progress behind Kevin and that's how the finishing order was, in the Internationals Bob from Neil and in the Nationals Kevin Mason from A Roberts.

Heat 2: The second heat followed much the same pattern as Heat 1, only over twenty laps. The final order was in the Internationals, Bob from Neil again and the Nationals, Kevin from Gary Long.

Final: What a lot of sad faces sitting on the grid. Each driver's pride and joy sheltered under various umbrellas and parasols. The final was finally started over a greatly reduced twenty laps due to the deteriorating condition of the circuit. Bob Kennings led from start to finish. Kevin Mason was in second place and Neil Hemes in third. Lap four saw Clive Greenhalgh move up into third with little change in the final stages.

Back to the sport being for all the family. Nice to see father and son teams namely Chris and Stuart Warsop, Dean and Terry Haddon, Richard and Clive Greenhalgh and Paul and Bob Kennings.

The organisation of any karting event takes a lot of hard work by officials and volunteers. These as I am sure you know are not paid and do their respective jobs on race day for the love of the sport. So on behalf of all the drivers may I extend a special thank you to those people at Chasewater this Sunday who stood bravely against the elements:

Liz Peters

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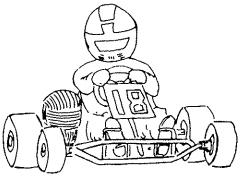
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CLUB SCENE

takings barely allowing the Club to break even. Saying that, it's nice to see a growing number of Senior Britains and the Junior line-up continues to be strong.

JUNIOR BRITAIN

Still limping from an accident earlier in the season, Marlyn Dickson made a welcome return to racing this month. With the intention of re-establishing her place at the top of the class, she led the first heat, hotly pursued by Julian Thomas and Andrew Price. Price has had mixed fortunes so far this year, but appeared to be on form this meeting. Jonathan Downer was pressing Price hard, and finally passed him on lap seven, moving into second spot next time round when leader Dickson came off at Pit Bend, restarting in fourth place.

But justice was done when Dickson led the second heat from start to finish. Thomas spun whilst approaching a backmarker and this allowed Julian Cooper take second and Stuart Westwood third.

It was Thomas all the way in the third leading by a goodly margin from Dickson. Some way back, a battle royal had developed between Downer, Price and Cooper. Sally Baker in her first outing ever, circulated at the back, finishing every race and largely staying out of trouble, no mean achievement.

Heat 1: Julian Thomas, Jonathen Downer, Andrew Price.

Heat 2: Marlyn Dickson, Julian Cooper, Stuart Westwood.

Heat 3: Julian Thomas, Marlyn Dickson, Jonathen Downer.

Thomas shot off into the distance in the final, right from the start and that was the last second placed Dickson saw of him. Price, on the other hand, wasn't going to let Dickson get away, remaining in a suitable place to cash in on any mistakes from Marlyn. Alas for Price, that never happened. Behind Price was Downer, Cooper, Alex O'Brien and Shaun Fulford. The latter began moving up but lost his impetus when the leaders came round lapping the field. On lap five, Cooper took an inside line at Pit Bend, picking up fourth place from Downer in the process. Six laps later he tried the same manoeuvre on Price, but spun finishing in fifth position.

125 NATIONAL/P & R

Although usually well supported, a much depleted field took to the circuit. Roy John, the sole P & R completed only one lap of the first heat before retiring to the undergrowth. Clive Hawkins led the opening laps until Dave Harvey drove around the outside of him at Pit Bend, a manoeuvre repeated by Hawkins three laps later to retake the lead.

It was Hawkins all the way in the second race with Harvey so close that spectators believed they were seeing double. And Harvey led the third heat with Hawkins trailing by some 30 yards. Then, two laps from home, Hawkins put in a couple of 'quick-ones', enough to pip Harvey at the line.

Heats 1, 2 and 3 (National): Clive Hawkins, Dave Harvey.

The final was led by Harvey until lap seven when Hawkins took over and never looked like being headed.

CADETS

Lee Maund seemed quite content to follow Lincs member Lee Hammond especially considering the experience of the latter, until, that is lap five where he took an inside line at Pit Bend, outbraked Hammond and never looked back. Maund led the second from start to finish, relaxing with a comfortable buffer. Whereas

Hammond had it all his own way in the third, despite Maund trying to duplicate his first heat manoeuvre, unsuccessfully on this occasion.

Heats 1 & 2: Lee Maund, Lee Hammond.

Heat 3: Lee Hammond, Lee Maund.

In the final, Maund set off into an immediate lead and maintained a steady 30 to 40 yard gap, thereby frustrating any attempts by Hammond.

250 NATIONAL/INTERNATIONAL

Yet another small grid proved nevertheless entertaining, if only to see the struggle between the straight line speed, of the air-cooled twin and the brute bottom-end power of the big single. Simon Joseph set off in the first with Clay Pigeon's Mark Brown in hot pursuit, finishing in that order. A missed gear in the second heat meant it was seven laps before Joseph dislodged Brown from first place, whilst Mark Thomas retired after only two. But in the third, with Joseph still suffering gear selection problems, Brown reflected in a flag to flag win.

Heats 1 and 2: Simon Joseph, Mark Brown.

Heat 3: Mark Brown, Simon Joseph.

The final was a disaster, for despite Joseph leading every one of the fifteen laps, Thomas, while pulling over to allow the leader through, hit a greasy patch and deposited himself in the outfield, and on the last lap, Brown's clutch let go, preventing him from finishing.

100 NATIONAL/SENIOR BRITAIN

This month the Britains were combined with the Nationals, although competing for separate trophies. Huw Williams opened his account by a flag to flag win in the first, and inheriting a win from Lee Middleton in the third. The latter non-finished in that race but was more successful with second place from a lowly grid position in the first heat, and a win in the second. Dunkeswell's Chris Evans had a day of mixed fortunes being inadvertent in two heats and driving to a steady second place in the third. Brendan Sullivan on the other hand earned himself a front row position with two third places.

The third heat was not without a bit of drama when it had to be 'red-flagged' and restarted, when Martin Baker lost it at the chicane, thus creating a major blockage when the Britains stopped to present a collision.

Paul Gunter, Clay Pigeon, won the three Britains heats, but it wasn't that easy for him. Next came Shenington's Brian Stringer with two second and third places, while fellow Club Member John Hughes was continually swapping places with R Cannon.

The Senior Britain class was so closely contested, that the drivers were using the lapping Nationals, to gain an advantage.

National

Heat 1: Huw Williams, Lee Middleton, Tony Melding.

Heat 2: Lee Middleton, Huw Williams, Brendan Sullivan.

Heat 3: Huw Williams, Chris Evans, Brendan Sullivan.

Senior Britain

Heat 1: Paul Gunter, John Hughes, Brian Stringer.

Heat 2: Paul Gunter, Brian Stringer, R Cannon.

Heat 3: Paul Gunter, Brian Stringer, John Hughes.

From his pole position, Williams was never headed. That's not to say it was an easy victory however. Evans was never very far away during the first half of the race until an error sent him back to fifth. Middleton struggled up from the third row and gratefully accepted the place vacated by Evans. Melding benefited too from Evans' misfortune, and that coupled to Mitchell's early retirement, put him in closer contact with

Sullivan, whom he harried for several laps. A moment's hesitation passing Britain driver Hughes, was enough for Melding to overtake both. His afternoon was completed on lap thirteen, when Middleton parked on the outfield.

Meanwhile, the Britains were being led by Stringer, closely followed by Hughes, Cannon and Gunter. This order remained steady until lap eight, when Hughes nipped into the lead. This manoeuvre heralded problems for Stringer who gradually lost ground, whilst Gunter recovered his earlier form in the second half, by finally relieving Cannon of first place on the penultimate lap.

CADETS

1st L Maund Wright/Comer

JUNIOR BRITAIN

1st J Thomas Zip/PCR
2nd M Dickson Dart/Yamaha/Arrow
3rd A Price Dart/Parilla/Arrow

100 NATIONAL

1st H Williams Gillard/Arrow/
Parilla
2nd A Melding Ninja/PCR
3rd B Sullivan Hutless/TKM/
Parilla

SENIOR BRITAIN

1st P Gunter Sprint/PCR

125 P & R

1st R John Zip/Yamaha

125 NATIONAL

1st C Hawkins Zip Bandit/Rotax

250 INTERNATIONAL

1st S Joseph Zip/Yamaha
Keith Rann

Chasewater

SUNDAY, JULY 10th

Sunday 10th July, 1988 was the Grand Prix meeting combined with the Bill Mitchell memorial meeting (Bill who was a key member of CWKRC for many years). This is a well attended meeting where the club lays on a buffet with drinks after the meeting for all club members an officials and participating drivers. However the heavens opened and torrents of rain embellished the circuit but the enthusiasm of the drivers and officials was not dampened. So the day's racing began with all those concerned clad in waterproofs, wellies, arm bands and rubber rings. Siting of the odd plastic duck was also reported. In view of the bad conditions distances for heats and finals were adjusted appropriately.

CADETS

There was a good grid of cadets made up of outside clubs as well as the home club. With all but two being on novice plates the racing promised to be close.

Heat 1: Over eight laps No. 4 Philip Morton from Cheshire went into an early lead from Justin Wilson. By the fourth lap young James Goode (still a novice) had moved up into the lead ahead

CLUB SCENE

Wombwell

SUNDAY, JULY 24th

It was nice to welcome 26 cadets for the 9th round of their championship to Wombwell's July meeting. This swelled our normal healthy grids to around 140 and meant having to turn a few entries away. The weather was kind and the crowd was treated to some excellent driving, giving us a very relaxed and enjoyable day.

CADET CLUB

Despite many of our regulars racing in the Series there was still a healthy 11 strong entry for the club race. There were three different heat winners in the shape of Oliver Wood, Ben Saur and Jonathan Stilp with Matthew Shaw, Justin Wilson and David Wandless also appearing on the leader board. The final saw Wood grab a lead which he was to hold throughout chased by Stilp with only Shaw able to gain any places to finish third ahead of Wilson and Saur.

CADET CHAMPIONSHIPS

After having four heats of around 20 karts each it was decided to run all the karts in the 'A' Final rather than elimiante the last two and what a magnificent sight to see, a full grid facing the start lights. The heats had seen two wins for Allkart's Daniel Wheldon with DAP's Matthew Davies and Zip's Doug Bell taking the other two, with seven other drivers sharing the top places, the final had the making of a good scrap. Davies had pole but it was Wheldon who got the best of the first bend only to lose his lead in the top bend, so as they completed the first tour it was Davies, Wheldon, James Taylor, Matthew O'Hara, Giles Yeates and Scottish Champion Craig Murray who led a tightly packed bunch. By the next lap it was all change again with Davies leading from Taylor and Wheldon hotly pursued by O'Hara, Murray and Daniel Yeomans. As the race settled down the front four pulled away leaving Murray to hold off the mid field group. Lap 6 saw Davies go wide in the top bend allowing Wheldon to snatch the lead as the first three began to ease away from Taylor. In the closing stages Davies was trying everything he knew to find a way past Wheldon whilst O'Hara was handily placed to benefit from any mistake. I could hear some of the mums' screams over the noise of the engines as they started the last lap literally glued together. In a desperate last bid Davies tried to go round Wheldon on the outside on the right hander, only to fail and let O'Hara up his inside to snatch second from his grasp. Not far behind James Taylor held off Murray and Mark Taylor with Yeomans, Clair Bogan, Charles Butler Henderson and Yeates spaced out behind. The general opinion round the pits was that this had been the finest Cadet race seen to date and I wouldn't dispute the view.

JUNIOR BRITAIN

In recent months the Junior Britain races seem to have become a private battle between the Kartsport duo of Stuart Capstick and James Matthews and today was no exception. In the heats Matthews was unstoppable taking all three with his team mate collecting two seconds and the only challenge coming from Daniel Stilp, Paul Ibbotson and Nick Lamb. Matthews and Stilp had the front row with Capstick back on grid 8 but it was Stilp who used his outside position to advantage to lead the pack up the straight. Matthews got through on the inside of

the pit bend and was very quickly joined by Capstick and they soon pulled away from the rest of the field. Stilp occupied a lonely third ahead of an equally lonely Stephen Warburton whilst most of the action was further back with Jonathan Greenwith, Lamb and Ibbotson and six of the tailenders engaged in tremendous scraps. With four to go Capstick slipped through in the top bend only to surrender his lead at the pit bend and regain it at the top bend yet again. Next lap they completed the same manoeuvres again and as they started the last lap Matthews tried his pit bend party piece once too often and slid onto the grass and into the fence, leaving Capstick to coast to a very comfortable win from Stilp, Ibbotson, Warburton, Lamb and a disappointed Matthews.

SENIOR BRITAIN

Four heats for the usual healthy Senior Britain entry with winners in the form of Tim Pell, Chris Roscoe, Simon Redman and Stephen Quinn with five others occupying the top three spots. Pole for the final went to Pell with Quinn alongside ahead of Michael Hair and Michael Riley. The 'B' final had been won by Martin O'Connell and he joined the rear along with Wayne Douglas, Robin Tagg and Alan Clarkson. At the end of the first tour Quinn lead from Pell, Hair, Riley and Redman, in the top bend Pell disappeared and Redman elevated himself to third, a lap later taking Hair for second. At the start of lap six Redman slipped beautifully up Quinn's inside to take the lead at the pit exit and seconds later the latter chain parted company to leave him to freewheel up the straight and for Hair to regain second albeit briefly as Steve Hazlett squeezed past him into the top bend. From then on it was a procession and at the flag Redmann held off a very determined bid from Hazlett with the pair well clear of Hair, Riley and Roscoe with Stephen Wild and Richard Connett following them home.

100 NATIONAL

Another full grid of 100 Nationals giving two heat wins to David Coulthard and one to Michael West. Other front runners included Daniel Liddle, quickly establishing himself in the senior ranks, Paul Henderson, David Homes, Andrew Burslem and Robert Wolstencroft. Clerk of Course, Ken Wright stopped them after three failed starts to regrid after complaints of chopping and changing of places on the rolling lap and this gave Coulthard, who had locked up on the first lap a chance to repair his faulty brake and regain his pole position. Coulthard gleefully made the most of his good fortune to open up an unassailable lead chased vainly by Henderson throughout. Behind the main charge was coming from West who, from the back of the grid, had elevated himself to fifth by half distance and finally up to third at the flag. Worthy of mention was a storming drive by the one armed Andrew Stanton who, after coming off on lap one, restarted just ahead of the leaders and kept ahead to climb to a creditable 13th. At the flag it was Coulthard from Henderson, West, Bill Barrett, Homer, Burslem and Nigel Gibson.

COMBINED GEARBOX

The usual combination of gearbox classes saw the inclusion of a round of the 125 P & R challenge making them easily the biggest class. Heat 1 went to John Denton's 250 Nat who incredibly got excluded after winning heat 2 for being underweight!! giving it to Michael Watkin's 250 Nat whilst heat 3 saw 125 Nat's Bill Clark take the honours. It was nice to see a Villiers up front for a change with Peter French squeezing himself onto the leader board. Leading the P & R brigade was Tony Jeffery, strangely enough not

taking part in the challenge. The two noise inspectors (yes, two at one meeting) not unnaturally took their toll of this group with several having to come down three or four decibels to make the final, but it was good to see that none were anywhere near the three figure readings which were common early in the year. In the final Jeffrey had pole on his P & R alongside David Logan on another P & R outfit but it was chaos at the start as Denton's 250 hit Logan and the pair took to the grass leaving Clark to grab the lead from Jamie Robertson with Paul Turner's Rotax relegating the pole man to fourth. On the second lap French forced his Villiers up to fourth as the leaders began to spread out, Jeffreys was engaged in a battle with Alan Boyd (210) and John Hunter (P & R) whilst Frank Fryer, Logan and Tony Slade enjoyed their own private dispute further back. Michael Watkins kept appearing and disappearing on his 250 Nat, circulating very rapidly whilst present but at the flag it was an easy win for Clark from Robinson, French, Jeffreys and Quinn.

CADET CLUB

1st	Oliver Wood	Allkart/Comer
2nd	Jonathal Stilp	Dart/Comer
3rd	Matthew Shaw	Allkart/Comer'

CADET SERIES

1st	Daniel Wheldon	Allkart/Comer
2nd	Matthew O'Hara	Allkart/Comer
3rd	Matthew Davies	DAP/Comer

JUNIOR BRITAIN

1st	Stuart Capstick	Boxer/Parilla
2nd	Daniel Stilp	Wright/Sirio
3rd	Paul Ibbotson	Boxer/Parilla

SENIOR BRITAIN

1st	Simon Redman	Fullerton/PCR
2nd	Steve Hazlett	Knight/EME
3rd	Michael Hair	Boxer/Parilla

100 NATIONAL

1st	David Coulthard	Zip/Parilla
2nd	Paul Henderson	Gillard/Sirio
3rd	Michael West	Mondial/Parilla

GEARBOX

125 NATIONAL		
1st	Bill Clarke	Zip/Rotax
2nd	Jamie Robinson	Zip/Rotax

210 NATIONAL

1st	Peter French	Zip/Villiers
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125 P & R

1st	Tony Jeffery	Zip/Yamaha
2nd	Geoff Quinn	Zip/Honda

Pembrey

SUNDAY, JULY 17th

CARDIFF KART CLUB

Membership Secretary: Mrs V Williams, Dog Hill Farm, St Nicholas, Near Cardiff. 0222 593397.
Entries Secretary: Mrs D Kilgour, 366 Coedy-Gores, Llanyderyn, Cardiff. 0222 733348.

With the weather threatening rain all day, but never really doing anything more, the Cardiff Kart Club hosted its July meeting at the Welsh Motor Sports Centre, Pembrey. The smallest entry of the Year formed to contest the Castrol Mid-Summer event, the

After being stitched up by the dynamic duo of Linger and McCormick in the July issue, I approached this report with a smidgeon of doubt as to what would be done to the finished product. However, one can expect to see Ed roller skating down Hangar Straight on 2ft of tow rope behind the pace car of the GP. Such is revenge.

All this, though, has nothing to do with the job in hand, namely the RAC 100 National British Championships held over the weekend of 9/10 July at Fulbeck. Lincs KRC put on a good show although the absence of a commentator detracted from the big event atmosphere a touch. That said, an entry of over 130 drivers is good by any standards and for only one racing class at that. There were 15 heats and 6 finals to deal with and aside from one protest after the B final, all passed with little trouble.

Clerk of the Course, Steve Clayton, is well known to regular Super 1 competitors and he brought a light touch to the traditionally turgid drivers briefing by suggesting that one of the number was well on his way to an Equity card. The offending driver's face was soon as red as his hair as realisation dawned that he was the subject of discussion.

The weather is one variable that no-one has control over and organisers pray for a decent day. Unfortunately, today was not to be kind to Britain's karters, even if Mansell was revelling at the GP. An initial cloudburst gave way to occasional showers which made correct tyre choice nigh impossible. The last two finals also brought their fair share of rain too although within minutes of the last chequered flag, the sun broke through . . . It was that sort of day.

Heat One: Fine win here from the front row for pre-event tip, Paul Rees, leading throughout. Jason Weller finished in second from Russell Maple, Dave Button, Gary Powell (from pole) and Paul Elms. This heat was badly affected by the first cloudburst and was stopped on the rolling lap to allow a change of tyres.

Heat Two: After lap two, this was Jamie Beasley's race and showed a terrific return to form after a two year lay-off due to a nasty accident. Gary Till followed on a fine second from Graham Gannon, Ashley Sinclair, Neil Hann and Ricky Flynn. Sinclair's drive was particularly impressive, coming from a 10th row start.

Heat Three: Lights to flag victory for Paul Ozanne using his front row slot to good effect. Patrick Smith wound up second from Chris Hogben, Craig Caldwell and Malcolm Budd with Richard Hartley completing the top six.

Heat Four: Virtually all the way for Robert Schirle zooming through from mid grid to usurp pole sitter Graham Pettit on the third lap. Martin Jubb finished third from Peter Stephens, Rob Gough and Simon Bucknell. Gough's was the drive of the heat, pulling through from the back row.

Heat Five: From the 4th lap, Lee Gage took over the lead from Andrew Cook with Craig

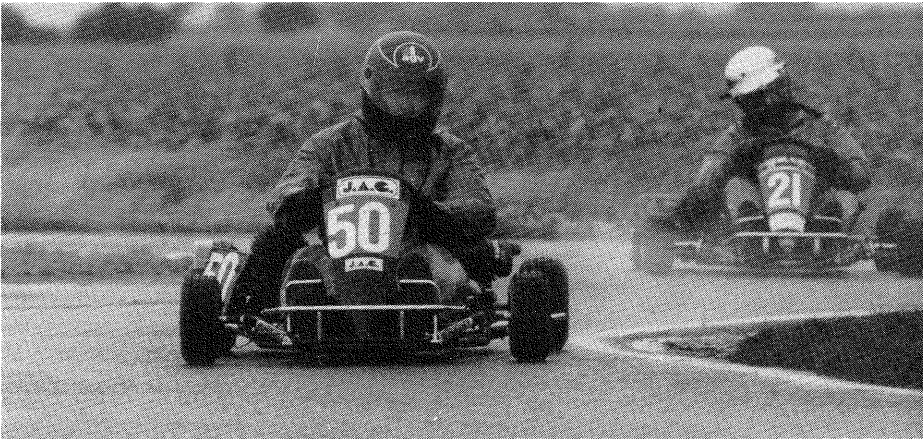


Will the real Ayrton Senna please stand up!

WET WET WET

WISHING I WAS LUCKY

100 NATIONAL BRITISH CHAMPIONSHIPS



The new Champion, Ashley Sinclair (50).

Booth romping through from the back to third. Roger Drumm eventually finished second from Booth with Cook down in 4th by the flag. Johnny McDonald was slightly subdued in 5th with Chris Hawes moving to Dartford Karting gear for the champs next up from Stuart Davison.

Heat Six: A heat of some controversy as Craig Caldwell was excluded for assisting Paul Rees from the track and Rees himself went a few laps later for a similar offence.

Kevin Warner showed for the first time, taking the win from Jackie Thompson, Russell Maple, Neil Hann, Lee Rennison, Dave Button and Dave Harvey.

Heat Seven: Good win here for Pete McNichol with Gordon Duncan sneaking into second on the very last lap. Third was Rob Bernie from John Robertson, Tony Edney and Gary Till, Gary coming from the next to the back row.

Heat Eight: Lights to flag win here for second row starter Chris Hogben with Ashley Sinclair tearing through from mid-grid to take second by the flag. Paul Ozanne was third on the road but suffered the penalty of exclusion for an unspecified offence handing third to Alexis Peake masquerading as Ayrton Senna in his JPS Lotus days. 4th fell to Gavin Cairns from Micahel West, Dave Baker and Steve Fox.

Heat Nine: Stopped for a false start whilst the track was still slightly damp, the restart ruined many sets of wets for those who anticipated

wrongly. Among those affected was opposite pole sitter, David Tooley, whose slide down the order was sad to watch. It is probably fair to say he was well p** *ed off after the race. Rob Gough wound up as winner with early leader Robert Schirle settling for second by the flag. Bill Tully was third from Gary Tupper, Colin Re and Jamie Hunter.

Heat Ten: Up from the back, Paul Rees came through like a train to lead at half distance and take the win. Ricky Flynn had no answer to the Rees steamroller and had to make do with second at the flag. Mike Manley picked up third from Graham Pettit, Martin Jubb and Carl Antrobus, enjoying a good steady drive.

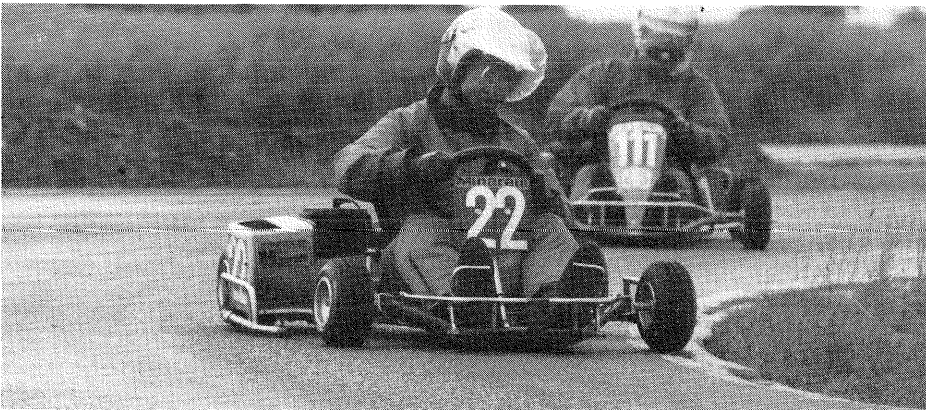
Heat Eleven: Robert Miere looked to have this one sewn up only to go missing on the last lap and hand the lead to Kevin Warner. Johnny McDonald showed rather better form to finish in second spot from Gordon Duncan and Rob Gardiner once again showing flashes of inspiration. Simon Cope wound up fifth from Grodon Chenery reverting to Parilla power for the Champs.

Heat Twelve: First win of the meeting for Ashley Sinclair after moving into the lead on the second lap. Tony Edney finished a sound second from Patrick Smith with Graham Gannon coming along next ahead of Jason Weller and David Lloyd. Not a lot of real interest in this heat as it went pretty much to form.

Heat Thirteen: Terrific win for Robert Schirle with a truly storming drive through the pack from all but the last row. This was no doubt a great disappointment to Jamie Beasley who had led up to the last lap when it was wrested from him. Martin Jubb again finished well up, third this time with the run to sixth being made up of Richard Hartley, Martin Moore and Michael West.

Heat Fourteen: The penultimate heat went the way of Roger Drumm, taking the lead off Barry Hill at half distance and sailing on untroubled to the flag. Carl Antrobus again showed his Rowrah form by coming in second from Robin Chuter, Richard Gregory, Chris Hawes and Dave Adams.

Heat Fifteen: The last heat of the Championship went to Jackie Thompson, leading from lap one after coming through from the third row. Drive of the heat went to Roy Dickson winding up in second from his mid grid start. Following Roy was Johnny McDonald with Shaun Power ►



Dave Banbury and his impressive Minarelli/Minarelli set-up.

making good to 4th by flagfall. Lee Gage and Doug Gough completed the top six places in a close fought heat which rounded off the preliminaries nicely.

Now the paddock waited with bated breath to see the grids for the finals.

‘E’ FINAL

Lights to flag win here for Moss Thorpe whilst behind a massive struggle was taking place over the runner-up places. After many laps of haranguing, the result went in favour of William Hewland from Dave Clark with Richard Smith some way back heading Richard Yorke and John Docker.

1st	Moss Thorpe	Wright/Parilla
2nd	William Hewland	Sprint/Arrow
3rd	Dave Clark	Gillard/Parilla
4th	Richard Smith	Sprint/Parilla

‘D’ FINAL

After the first lap scramble for positions, Dave Redfearn emerged supreme from this one, leading from lap two onwards. Early leader, John West, lasted only three laps before lapsing into retirement, leaving the way clear for others to shine through. With West’s demise came the challenge of Darren Maple who annexed second for himself on the Third tour. He was joined for a time by Hewland but William slipped out of the qualifiers places with two laps to go and was then excluded by Steve Clayton for grid-jumping. Third after a steady drive was Andrew George with Andrew Burslem filling the last place on the ‘C’ final.

1st	Dave Redfearn	DAP/Parilla
2nd	Darren Maple	Wright/DM Sirio
3rd	Andrew George	Sprint/Parker Parilla
4th	Andrew Burslem	Wright/Parilla

‘C’ FINAL

This was a real humdinger with Paul Ozanne and Dave Button slogging it out for virtually the whole race. The verdict eventually went to Button but there was little to choose between them at the flag. Jason Weller drove a sensible race for third whilst Andrew George from the previous final got himself another race by finishing an excellent fourth.

1st	Dave Button	DAP/Carr Parilla
2nd	Paul Ozanne	Zip/Rotax
3rd	Jason Weller	Zip/PCR
4th	Andrew George	Sprint/Parker Prilla

‘B’ FINAL

Traditionally the one to watch for spectacle but the one to avoid driving in, due to the ‘red mist’ element of some of the driving. This was negated

the first few rows looked like this . . .

Sinclair	Schirle (Pole)
Beasley	McDonald
Hogben	Pettit
Thompson	Jubb
etc etc	

The light was now quite bad as they rolled round to the lights and one could see a massive raincloud hurtling in from the horizon. Schirle took the lead initially from Sinclair and Beasley, these three having made a break from the chasing bunch of Pettit, Gordon Duncan and McDonald. Jubb, Kevin Warner and Hogben were all within striking distance given decent track conditions. These were not to be had, though, as the promised rain began falling in earnest after a few laps. The first lap had claimed its first casualty, Paul Rees having got tangled at a chicane and restarted last. His Championship hopes gone, he peeled off into the pits and retired. Also out was McDonald, leaving the way clear for Jubb to pull through and assert himself in the race. We had a new leader on the 6th tour as Sinclair tried an audacious move at the pit complex which moved him to the premier place from where he would sit out the rest of the race. Within a couple of laps, Beasley had also deposed Schirle and was gaining ground quite rapidly on the leader. However, the ingress of water to his engine drowned the poor motor and he also joined the list of retirements. This put



(l to r) Robert Schirle (2nd), Ashley Sinclair (1st) and Gordon Duncan (3rd).

Dave Button tore through the pack with Ozanne trailing him but Button took a dive down the order with a third of the race gone. His climb back into contention from then on was scintillating and he found himself behind Ozanne going into the last lap. By the time they reached the flag, Ozanne was fifth and Button had made the ‘A’ or had he??? The protest money flew and a Stewards Enquiry was held to decide the final grid position for the Championship Final. Of the rest, Andrew George was in an ‘A’ final place until retirement put a stop to that. Likewise Stuart Davison was handily placed until contact took place which badly restricted airflow into his carb. He, too, retired.

Some 50 minutes after the money went down, the verdict of the stewards was announced, it would be Ozanne who would start the final and not Button.

1st	Paul Rees	Zip/Zip Rotax
2nd	Martin Moore	Wright/ Parker Parilla
3rd	Carl Antrobus	Wright/GPR Prilla
4th	Paul Ozanne	Zip/Rotax

BRITISH RACING KARTS RAC 100 NATIONAL CHAMPIONSHIP

This was the one we had been waiting for, and

Gordon Duncan into third and Jubb fourth, positions they would hold to the flag. All was less than certain behind them as Gary Till, Graham Pettit, Graham Gannon and Patrick Smith all circulated together trying to improve their places whilst trying to stay on the track. Of these, Smith didn’t make it to the flag whilst Till triumphed eventually for fifth. Sixth went to Graham Pettit with another Graham, Gannon this time, taking seventh. The two works BRK drivers took the remaining ‘numbered’ places with Kevin Warner getting in ahead of Ricky Flynn and the top ten completed by Chris Hawes.

All in all a very good race meeting spoiled a little by the weather. One of the penalties I suppose of residing in the good ole UK. Anyway, we have a worthy Champion although everyone who raced in those conditions can describe himself as a ‘people’s champion’.

IAIN BLAIR

1st	Ashley Sinclair	Wright/JAG TKM
2nd	Robert Schirle	Gillard/Rotax
3rd	Gordon Duncan	Sprint/Deavin Parilla
4th	Martin Jubb	Wright/SWRD Parilla
5th	Gary Till	Zip/JAG TKM
6th	Graham Pettit	Hutless/RKD
7th	Graham Gannon	Wright/TKM
8th	Kevin Warner	BRK/RKD
9th	Ricky Flynn	BRK/TKM



Patterson (50) took the 125 Open honours whilst Pettigrew (87) and Barker (0) slugged it out for second and third respectively.

PATTERSON’S PRIZE

Trevor Roberts looked set to take the GP plates back to Ireland as he won all three heats to firmly take pole for the final in the 125 Open class. Colin Poole had a couple of second places which gave him a spot alongside Roberts on the final grid and Chris Stoney would defend his title from third place on the front row.

Derek Price was next up with Roy Patterson completing the row. Simon Cullen, Graham Roscoe, Alex Pettigrew and Bruce Moore made up row two whilst UK Cup winner Graham Barker suffered a terrible time in the heats and he lined up in last spot of the final grid.

At the green it was Trevor Roberts who got away well and by Stowe he was leading from Chris Stoney, Stuart Mead, Derek Price and Graham Roscoe. Roy Patterson was just behind those early leaders and as they came into Woodcote for the first time Chris Stoney was in front.

Derek Price held third behind Roberts and that was how they completed lap two. Graham Barker meanwhile had really been motoring and after one more lap he was up to an incredible fifth place behind Patterson. Half distance and it all went sour for both Price and Roberts and they joined the list of retirements! That left Chris Stoney out front on his own and looking good for a defence of his title. Roy Patterson was in second spot as they hit Woodcote for the fifth time. . . . Alex Pettigrew was in there. . Nigel Wigg was too. . . but then so was that man Graham Barker.

Colin Poole was the next to go after running

well with Patterson and Company and as the last lap board appeared Stoney went through on what everyone thought would be his winning lap. Down Hangar Straight though it all went wrong. . . the Rotax locked up solid and that was that. Stoney was sidelined and Roy Patterson found himself leading the Grand Prix with less than a lap to go! Pettigrew and Barker were in there fighting hard but as they exited Woodcote



To Nigel Wigg a well deserved fourth place after a fine drive.

for the last time it was Roy Patterson who made it to the line first. . . Alex Pettigrew was a mere 1/100th of a second away and Graham Barker had driven a tremendous eight laps to take third place just half a second behind Pettigrew. Nigel Wigg, Shaun McLaughlin and Bruce Moore completed the top six after a race of misfortune for the early pace setters.

Derek Price had recorded the quickest lap with a 1m 48.26 a speed of 98.72 mph.

Chris Stoney was still able to smile afterwards despite that last lap Rotax failure. . . Roy Patterson was delighted with his win and both Alex Pettigrew and Graham Barker agreed with him in saying that it had been a hard race.

1st	Roy Patterson	Zip/Patterson Rotax
		14m 45.08 96.61 mph
2nd	Alex Pettigrew	Zip/CSK Rotax
3rd	Graham Barker	Anderson/TM
4th	Nigel Wigg	FAB Wright/CSK Rotax
5th	Shaun McLaughlin	Anderson/Rotax
6th	Bruce Moore	Zip/Goff Rotax

Fastest Lap: Derek Price — 1m 48.26 98.72 mph

So there you have it, my interpretation of the 1988 Grand Prix. With 77 sheets covering incidents and results I may well have missed something from the published info and I’m sure there will still be plenty to talk about for the rest of the season. As for next year. . well who knows?

Report: Mike Smith
Pics: Doug Rees

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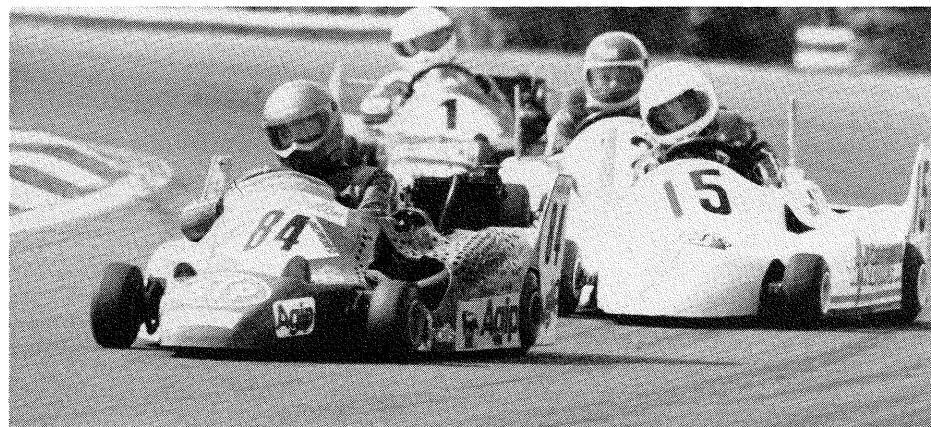
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	STEVE HURST	— in his first 2 Long Circuit Meetings — 6th at Cadwell, 4th at Snetterton ‘UK’ Cup — KMP Villiers
	MARTIN JAMES	— 1st Shenington (June and July), 1st L. Rissington (July), 1st Birmingham Wheels.
	GRAHAM PAYNE	— Winner 1st time out L.Rissington
	STEVE SMITH	— Pole for final — finished 2nd Shenington — 1st meeting full plates

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The four-way battle in 250 National — Boston (84) leads Mark Allen (15), Bill Garner Jnr (12) and Webster (1) during the Final.

in the lead... Boston was second...Webbie third and Garner now down to fourth. Wilcox and Doble had been joined in battle by the Ben Johnson Printers outfit of the UK Cup winner Colin Fletcher but the four out front were really stretching it and taking more backmarkers each time round.

Richard Boston hit back on lap five to regain the front spot...Webbie went through as well to put Allen down to third and Garner fourth. A pocket handkerchief would have covered all four as the high speed musical chairs continued into lap six...Allen was back in front...Webbie in third spot behind Boston with Garner looking for the slightest error and the chance to improve on his fourth place. Wilcox, Fletcher and Doble were still disputing fifth spot and it was all down to the last lap!

Into Stowe for the last time and Mark Allen had the edge...Boston was next...then Webbie and then Garner.

Into the Woodcote complex for the final fling and it was the WPT Anderson of Mark Webster who made the exit first...hung on in style to cross the line first and take the GP plates. Richard Boston just pipped Mark Allen to the line with Bill Garner Jnr taking fourth spot. After eight pulsating laps just a shade over five tenths of a second covered the first four. On the rostrum immediately afterwards the first three agreed that it had been one of the hardest races they had ever competed in and for Bill Garner Jnr it was a pity they couldn't have found room for a fourth driver on the lap of honour for he had played a leading role throughout to be pipped at the post.

Adrian Wilcox and Colin Fletcher completed the top six with Mike Doble taking seventh place. Andy Martin had driven well from his back row start to take 12th place at the flag. Not bad for someone who had been treated for suspected meningitis a week earlier.

For Webbie victory was sweet after last year and just reward for the effort put in by all. Both Richard Boston and Mark Allen agreed that on the day when others' mistakes might have made

the difference Webbie didn't make any when it mattered.

1st	Mark Webster	Anderson/ Cheetham KTM
	14m 15.3	99.97 mph
2nd	Richard Boston	Zip/KTM
3rd	Mark Allen	Dino/KMP KTM
4th	Bill Garner Jnr	Zip/SS KTM
5th	Adrian Wilcox	Zip/KTM
6th	Colin Fletcher	Kelgate Zip/KTM

Fastest lap of final: Mark Allen — 1m 44.81 101.97 mph.

SYKES' SUPREME

The 125 Nationals required three split heats and a qualifier to decide grid positions for their eight lap final and after all that it was Alford based Graham Sykes on pole. Since switching from the Villiers brigade Graham has certainly taken to the 125's with ease and the Nick Bowler Minarelli has performed well.



Glendenning (67) managed fourth ahead of Clark in 125 National.

UK Cup winner Steve Young shared the honours with Sykes from the heats...both taking a couple of wins and he lined up for the final alongside Graham. Ian Mason was next in line on row one with Gary Cordner and Mark Thompson completing the row.

Current British No 1 Neil Willetts and last year's Grand Prix winner Colin Mason were on row two along with Mal Crowe and Steve Pridmore. Ten drivers qualified from the 'B' final and they were led by Derek Wilson.

At around four o'clock the grid lined up after its rolling lap and on the green light it was poleman Sykes who made the best of it. The Alford builder put in a tremendous opening lap and by the time he appeared at Woodcote for the first time he had a huge lead.

Steven Pridmore and Eamonn Talbot were heading the rest but their moment of glory was not to last for as Stowe was in sight for the second time Willetts had second spot from the rest. Sykes meanwhile had really turned it on and had almost 150 yards lead at Stowe on the second tour. The racing was taking place in the pack for Sykes was so far ahead by half distance he was almost out of sight as far as the rest were concerned. Neil Willetts and Colin Mason had also managed to make a break and they were hotly disputing second place. Former winner Keith Glendenning was in charge of the next little group with Mal Clark, Talbot and Mike Wilkinson challenging.

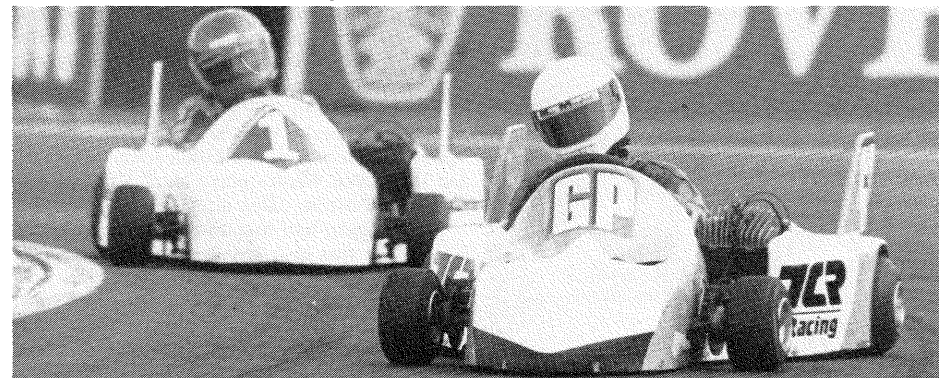
Out front, though Graham Sykes motored on in fine style increasing his lead to the point where he was some 300 yards ahead as he went into the last lap. Seven seconds separated him from the scrap between Mason and Willetts for second place. Glendenning still had fourth spot from Clark and Talbot with Sean Mellor and Crowe next up. Out of the Woodcote Complex for the last time and Graham Sykes duly appeared...all alone and victorious...his time over the eight laps was almost ten seconds quicker than second placed Colin Mason.

Neil Willetts came home in third place after a good scrap with Mason. Glendenning, Clark and Talbot held station at the flag to fill the next three places.

Eighteen drivers were named on the incident report so once again the retirement rate was fairly high.

1st	Graham Sykes	Zip/Minarelli
	15m 2.93s	94.69 mph
2nd	Colin Mason	Stratos/Minarelli
3rd	Neil Willetts	Stratos/Minarelli
4th	Keith Glendenning	Zip/Rotax
5th	Malcolm Clark	Zip/Rotax
6th	Eamonn Talbot	Zip/Rotax

Fastest lap of the final: Graham Sykes — 1m 52.19 95.27 mph



Mason (GP) and Willetts enjoyed a good scrap in 125 National, Mason holding on for second ahead of the British No. 1 at the flag.

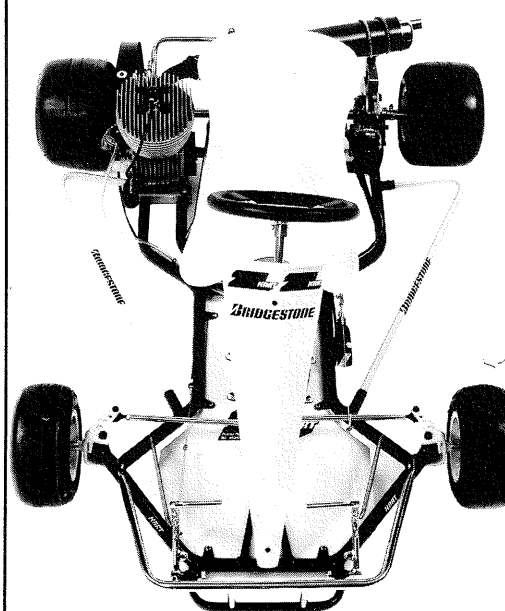
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David Coulthard — New Lap Record
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CLAY PIGEON SUPER ONE — 17th JULY

Report: W S Wilson

Well, following the Super One qualifying round earlier this year when the weather was very wet, the forecast was again cause for concern, both for practice and race day. However, Saturday started damp with few drivers rushing out at 10.00am to start their unofficial practice, but, as the day went on, the circuit dried out and the rain miraculously stayed away.

All classes were putting in good times and the Supers were getting their acts together with their times around the 36.00 seconds and it was felt that if the weather was warm, quicker times were possible.

During the night rain did fall again, but, Sunday dawned dull but dry and more than a little cool. Scrutineering started 8.30 and was completed by 9.30 to allow official practice to start on schedule.

Practice concluded with the final time tests on the Super Nationals, something new for Clay Pigeon, and with the low temperatures of the day, very few drivers could match their times of the previous day.

Heats started at 12.00 noon with 100 National being the first out.

100 NATIONAL

Heat 1

The first casualty being M PAINE who was on the grass at the 1st bend, and P REES making a good start ending up 2nd, from the rear of the grid, and M JUBB having changed his number from 19 to 4 following success in the RAC CHAMPS.

- 1ST M JUBB
- 2ND P REES
- 3RD D BUTTON
- 4TH A GEORGE
- 5TH L RENNISON
- 6TH R FLYNN

Heat 4

Here we saw another number change R SCHIRLE now carrying the No.2 plate, plus the new NATIONAL champ A SINCLAIR out for the first time. The order quickly sorted out by half way R SCHIRLE led N HANN and A SINCLAIR. Then with 5 laps to go, N HANN seized on the main straight leaving the final few laps for the National Champ to come through for a good finish.

Some clashes during the race between A SINCLAIR and S DAVISON and L RENNISON and P MACE, demoting the latter in each case.

- 1ST A SINCLAIR
- 2ND R SCHIRLE
- 3RD C HOGBEN
- 4TH K WARNER
- 5TH 49
- 6TH M WEST

Heat 8

A very good start to this race with all twenty karts following one another for almost half the race distance, all very evenly powered. Then A SINCLAIR started his move forward, getting up to 2nd spot and then 3 laps to go came together with C HAWES who was leading and neither of them finishing in the top half of the field.

THE FINAL LAP saw some dramatic changes

with C DOLTON almost losing his air box and K WARNER having a super drive from the rear of the grid.

- 1ST K WARNER
- 2ND P OZANNE
- 3RD C DOLTON
- 4TH 49
- 5TH C HOGBEN
- 6TH P WELLS

Heat 11

This saw good starts by P REES and N HANN but after R GREGORY mounted the rear of I HISCOCK and then managed a very spectacular side roll, thankfully with no real body damage. The race was restarted and on the 1st bend we lost D MAPLE, P REES, R FLYNN and C ANTROBUS, some of whom got going again but well down the field, giving a good win to N HANN

- 1ST N HANN
- 2ND C BOOTH
- 3RD C HOGBEN
- 4TH C DOLTON
- 5TH A GEORGE
- 6TH R SCHIRLE

Heat 15

Off on 1st LAP went L GAGE, P OZANNE and A GEORGE from the back of the pack, while G TILL tried to make the best of his pole position leading up to the last lap when he and R FLYNN disappeared leaving the front position to C BOOTH. Good drives from L RENNISON, N HANN and A SINCLAIR.

Good racing but just a little too keen on occasions.

- 1ST C BOOTH
- 2ND L RENNISON
- 3RD N HANN
- 4TH P SMITH
- 5TH A SINCLAIR
- 6TH P MACE

“B” FINAL

Some drivers having had bad heats left it all for the finals and no one really expected anything



Paul Rees won the ‘B’ Final and came through to take the ‘A’ as well, pictured here in action at Fulbeck (Pic: Iain Blair).

special to happen but when you qualify at the back of an ‘A’ Final with 25 laps to run anything can happen and it did — I HISCOCK came from the very back of the “B” final to qualify in the first four with the finishing order.

- 1ST P REES
- 2ND R FLYNN
- 3RD R MAPLE
- 4TH I HISCOCK

with S POWER and C HAWES just failing to make the grade.

“A” FINAL

The final was led out by C HOGBEAN on pole with C BOOTH beside him followed by K WARNER, L RENNISON, etc.

From the start it was noted that A SINCLAIR was charging forward while most of the front starters were feeling the pressure. About half way C BOOTH slipped through to take the lead with A SINCLAIR in close attention and P REES seemed to appear in about 7th spot, slowly reeling in all before him. Then A SINCLAIR took the lead slipping past C BOOTH and with 8 laps to go P REES somehow had got to 2nd spot and this from the “B” Final and with 3 laps to go slid through to take the lead. This performance tended to take the attention away from other good drives by N HANN and R SCHIRLE who both came through from low grid positions

- 1ST P REES
- 2ND A SINCLAIR
- 3RD C BOOTH
- 4TH R SCHIRLE
- 5TH N HANN
- 6TH K WARNER

What a final! Lap times throughout the day were all around the 36.50 mark but in the final 35.90 were recorded.

JUNIOR BRITAIN

Heat 2

A good start for the Juniors first race of the day, all very evenly matched with the current British

and Torgjer Kleppe had the next two places from Bernie Roberts, Philippe Lozza and Martin Hines. Rainer Wimmer took tenth spot.

Poul Petersen recorded the quickest lap with a 1m 34.36 a speed of 113.27 mph. His winning margin after ten laps was a shade over 1 second. Tim Parrott was a mere 2/10ths of a second down on Ian Shaw at the flag. There was then a gap of some 8½ seconds before Perry Grondstra completed his ten laps.

A fine race and one from which Poul Petersen collected the trophies whilst Ian Shaw at last got his hands on a ‘special’ number plate. I wonder, had it been Tim Parrott how he would have coped with GPO? (The mail would have arrived quicker anyway! . . . ED).

- 1st Poul Petersen (DK) PVP/Rotax
- 2nd Ian Shaw (GB) Zip Eagle/Zip Rotax
- 3rd Tim Parrott (GB) Kelgate Zip Eagle/Rotax
- 4th Perry Grondstra (NL) Zip Eagle/Rotax
- 5th Phil Glencross (GB) Anderson/Anderson Rotax
- 6th Torgjer Kleppe (N) HT Dino/Rotax

Race Time: 15min 56.90s — 111.69mph

Fastest Lap: Petersen — 1min 34.36s — 113.27mph

FEATHERSTONE’S RETAINER

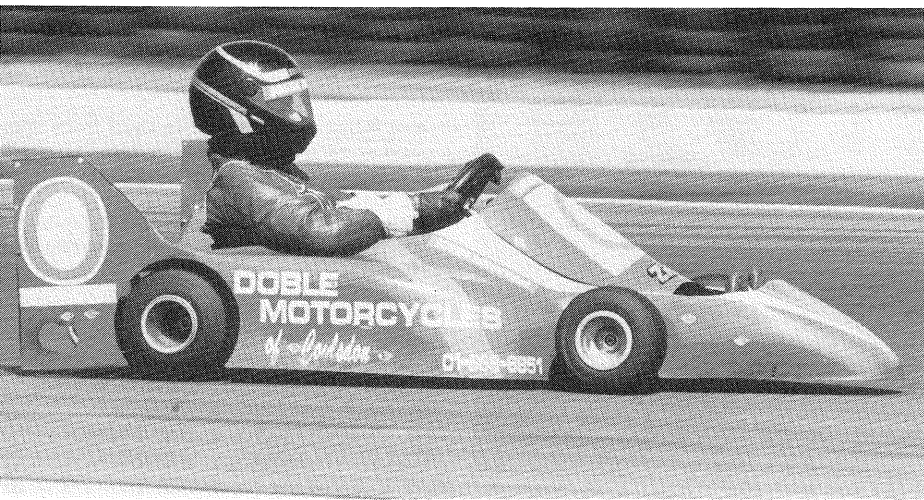
Three four lap heats and an eight lap final would decide the GP plates for the National classes and as usual it was the Villiers final out on the tarmac first on Sunday afternoon.

The heats had gone to defending title holder Phil Featherstone and John Newton, the latter’s recent success at the UK Cup meeting giving even more enjoyment to the weekend. John also had a second spot and he lined up on pole for the final. Featherstone was alongside. . . John Brennan lined up in third place with Mr Consistency, Simon Quance next in line. Gordon Brown completed the front row.

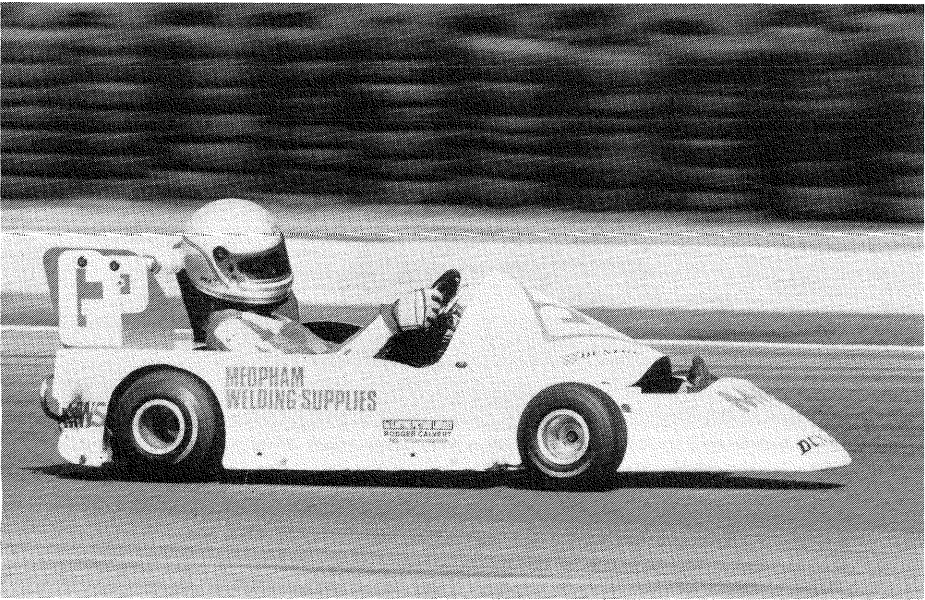
Two regular front runners, British No.1 George Bett and Keith Trainer had a miserable time in the heats and they both lined up on the back row.

At about 2.45 on Sunday then the grid set off on its rolling lap and as the lights flicked to green after that it was Brennan who got away in fine style. By the time they reached Stowe John Newton had hit the front with Phil Featherstone chasing hard. George Bett was already in trouble running at the back of the field. At the close of lap two Newton and Featherstone had pulled away from the rest leaving Brennan, Quance and Waggett to dispute third.

At Stowe on lap four Newton had about six lengths over Featherstone and Andy Martin had come into the picture to lead Brennan and Quance in the scrap for third place. Some dis-



...following John Newton’s demise when he lost third gear.



Featherstone claimed his second ‘210’ win in succession...

tance back Steve Jones and Charles Morris were heading Paul Woodward.

The two leaders however were well clear and after six laps they had the length of the straight advantage over new third place Martin.

With a little over a lap to go it all went sour for Newton as he lost third gear. . . Featherstone didn’t need a second opportunity and he eased away. George Bett had been put on the wrong lap by the leaders. . . Andy Martin had secured third spot and Featherstone was on his way to a second successive Grand Prix victory. John Brennan held on to fourth place from Simon Quance and Paul Woodward.

Incidents were numerous with 16 drivers named on the report sheet issued at five minutes past three, all of them apparently with undisclosed mechanical problems.

- 1st Phil Featherstone Kobra/FP Villiers 15m14.09 93.54 mph
- 2nd John Newton Zip/Longtune
- 3rd Andy Martin Stratos/CKC Villiers
- 4th John Brennan Zip/Invader
- 5th Simon Quance Zip/Longtune
- 6th Paul Woodward Stratos/Villiers

Fastest lap of final:

Phil Featherstone — 1m53s 94.58 mph

THE WEBSTER WAY

A very well subscribed entry for 250 National produced some fine racing from packed grids and it was the WPT backed Anderson of Mark Webster which came out tops in the first two heats on Saturday. After his disappointment of

last year Webbie was pedalling the Cheetham prepared KTM round the Grand Prix course in style. There was a mood of cautious optimism around the Webster coach and the feeling was that after the first couple of heats perhaps the most serious threat would come from the Honda of Mike Doble. Mike certainly put in a quick lap in the second heat . . . a 1m 44.2 compared to Webbie’s 1m 45.53 in the first. There were others of course. . . the 250 National class is highly competitive with Adrian Wilcox . . . Mike Doble . . . Bill Garner Jnr, Dave Griffiths and John Taylor completing the top six first time out.

Richard Boston, Colin Fletcher and Mark Allen slotted into the top half dozen in the second heat and on Sunday Arthur Thompson and Rob Johnstone joined in the fun at the top.

Derek Rodgers was having yet another miserable meeting ending in him not qualifying for the final! Perhaps a ‘wild card’ allowing Derek a spot at the back would have been in order?

However at the close of the qualifying heats the grid for the final showed the Current British No 1, Mark Webster on pole. Richard Boston was next in line with Mike Doble, Adrian Wilcox and Mark Allen making up the row. With such a high entry, 14 drivers, including Derek Rodgers were listed as not having qualified.

The second row of the grid comprised John Taylor, Bill Garner Jnr, Colin Fletcher and Arthur Thompson.

A good race was in prospect and at the change of lights would you believe Webbie and the WPT Anderson got away well. By the time they reached Stowe for the first time though Richard Boston was in charge. . . Webbie was second . . . Garner third. . . Rob Johnstone next ahead of Adrian Wilcox and Mark Allen.

It was certainly cut and thrust at the front . . . Boston still led as they went into lap two but down Hanger Straight and into Stove it was the Cheetham prepared KTM of Webbie leading the field. Johnstone had gone and the leading quartet of Webbie, Boston, Allen and Garner had begun to make a break. Wilcox and Doble were in charge of the rest and as the leaders went into lap four Dave Wenn’s entry Mark Webster was ahead of Boston, Allen and Garner.

Pete Morgan had succumbed to the gremlins . . . Gillam was also about to enter retirement whilst at the front the four way battle was hotting up.

With backmarkers around the picture changed again on lap four. . . Boston had the lead as they entered Stowe with Webbie down to fourth behind Garner. Woodcote for the fourth time and more changes . . . Mark Allen came through

SILVERSTONE 1988



Petersen (86) cutting through backmarkers into the last corner and the run down to the flag and Formula E victory.

Poul Petersen and Perry Grondstra take the honours in the Grand Prix and World Championship respectively (see separate World feature), but Ian Shaw gets the GP plates under a rule change whereby the top British driver is awarded those coveted letters. Two second places underlined Ian Shaw’s position as one of the top Formula E drivers in the World.

The National classes were as always well supported and Anderson mounted Mark Webster with backing from WPT made up for last year’s ‘off’ when he claimed the 250 National honours.

Graham Sykes literally walked away with the 125 National spoils, having a ten second advantage after eight laps.

Chris Stoney’s defence of his 125 Open title ended on the last lap when the Rotax locked up solid. That paved the way for a last lap battle from which Roy Patterson emerged victorious. The Villiers final was a classic cat and mouse scrap between Phil Featherstone and John Newton with the honours going to Phil for the second year after John lost third gear.

As always the Silverstone garages and paddock area were filled to capacity for the eleventh Annual RAC British Kart Grand Prix, a meeting which also included round 1 of the 1988 World Championship for 250 Formula E. The official programme listed a handful under 400 competitors with all the likely front runners present and raring to go. For the 250 E competitors two separate events were on the cards with timed sessions for both the World round and the Grand Prix. A change in regs meant that the GP plates would stay in this country as it would be the highest placed British driver receiving those coveted letters.

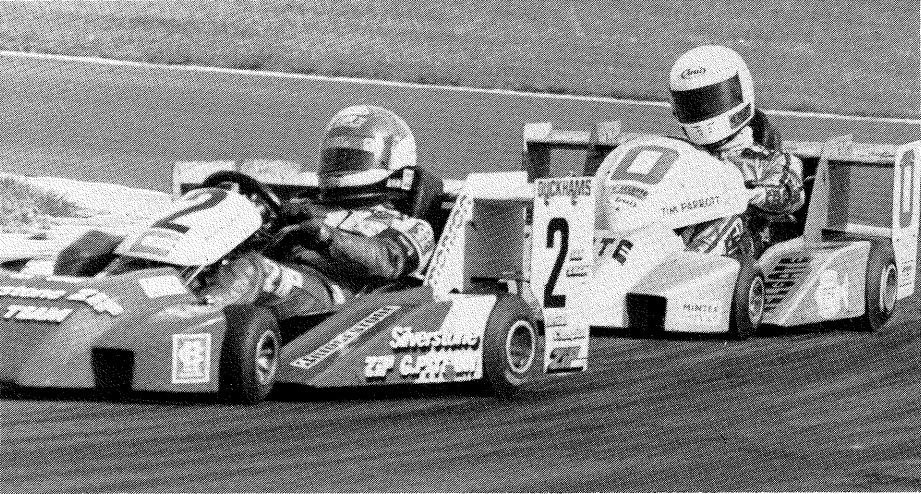
GP FOR SHAW. . .WIN FOR PETERSEN

With the World opening round out of the way the Formula E drivers had it all to do again for the Grand Prix title. Timed practice was as usual on the menu but this time followed by three heats and a final. Poul Petersen was on top of the list with a time of 1m 34.42 with Roger Goff second quickest on 1m 34.86. Eric Gassin appeared in only one of the timed sessions but stamped in a lap which earned him third spot. . . 1m 35.24. Grondstra, Westman and Hines were next up with Ian Shaw seventh fastest.

next and Phil Glencross completing row one. Perry Grondstra, Tim Parrott and Torgjer Kleppe made up row two with Martin Hines on row three and Reg Gange on row five. Eric Gassin was listed as a non qualifier. . . sitting this one out. So with the GP plates up for grabs by the best of the Brits it was indeed home based drivers who dominated the opening couple of laps. Ian Shaw hit the front during the second half of the opening lap after Kleppe had made the early running down to Stowe. Roger Goff came through in second spot as they went into lap two with Kleppe, Parrott, Glencross and Grondstra in tow.

Shaw was striding it out at the front though and leaving Goff to fend off the attentions of Parrott. A further gap appeared before Petersen led the chasing group. Three laps gone and it had settled a little. . . Shaw was well clear. . . Goff had the edge over Parrott and a battle was taking place for fourth spot between Petersen, Glencross and Kleppe with Grondstra in close attendance. By half distance Goff was beginning to close on Shaw. . . Petersen had broken away from the scrap for fourth place leaving Grondstra, Kleppe and Glencross to dispute fifth. Lap six and it changed. . . Goff had the lead as they appeared at Woodcote for the start of lap seven. . . Petersen had edged ahead of Parrott making the front running battle a very close affair. Phil Glencross was ahead of Grondstra and the rest.

Into Stowe for the eighth time and the picture was different yet again. . . Ian Shaw was back in front. . . Petersen had now relegated Goff to third and by the time they reached Woodcote Tim Parrott had also moved ahead of the Anderson pilot to claim third spot. So into lap nine and down Hanger Straight into Stowe Poul Petersen made a decisive move to once again deprive Shaw of first place. Goff was back up to third from Parrott and the pace matched the temperature. . . hot! Backmarkers were being encountered but as they swept onto the main straight for the last time Petersen had the edge over Shaw. Parrott had found enough to get past Goff whilst Grondstra headed Kleppe, Glencross and Roberts. At the flag it was former World and European Champion Poul Petersen who took the victory after a fine race. Ian Shaw came home in second place to take those GP plates to Salford, with Tim Parrott running well to take third. Roger Goff disappeared down the pit lane for a non finish and Perry Grondstra had fourth. Phil Glencross



Shaw (2) had to settle for second but collected the ‘GP’ plates, harried all the way by Parrott.

champ J SPENCE forging his way forward from grid No.7 and S CAPSTICK holding his pole position from start to finish. Meanwhile, the midfield was a nose to tail queue with everyone finding it difficult to make up places.

1ST S CAPSTICK
2ND J SPENCE
3RD R FIRMAN
4TH N DUDFIELD
5TH G SMITH
6TH P EVANS

Heat 6

Not such a good start this time with 5 drivers off at the 1st bend and, yet again, J SPENCE forging his way forward again, with local girl, J PEEK, putting in a very consistent performance and S FREEGARD having mechanical problems and starting behind the back of the grid.

1ST D FRANCHITTI
2ND J SPENCE
3RD G MELVILLE
4TH R WESTBROOK
5TH J PEEK
6TH A MACKAY

Heat 9

4 Drivers found themselves on the grass in this heat including J SPENCE from his lowest grid position, but, it was J MATTHEWS who held his pole position from flag to flag, but with O GAVIN in close attention all the way. A good drive from S CAPSTICK, P IBBOTSON, G MELVILLE, N DUDFIELD, A COX and D STILP who all came from mid field grids.

1ST J MATTHEWS
2ND O GAVIN
3RD S CAPSTICK
4TH G MELVILLE
5TH P IBBOTSON
6TH M DUDFIELD

Heat 13

A good start again with C CLARK staying in front this time from start to finish, R FIRMAN made good headway but did not finish in the top six. All went well until the last lap when M BLAIR and S SPENCE both went out at the last bend, while lying 3rd and 4th. Shame!

1ST C CLARKE
2ND S KITE
3RD N DUDFIELD
4TH J PEEK
5TH G MELVILLE
6TH O GAVIN

“B” FINAL

This saw D STILP and D MANNING lead out the ten drivers looking for the 4 top places to get them on to the back of the “A” Final. D MANNING held the lead from B GAME until the last lap when positions were reversed, followed by M BLAIR who had come from the very back, with young lady driver N WHALEY securing the final position. N LAMB and S HUNTER just failing to get there. Better luck next time, drivers.

1ST B GAME
2ND D MANNING
3RD M BLAIR
4TH N WHALEY
5TH N LAMB
6TH S HUNTER

“A” FINAL

Not much to choose between the first 4 drivers in this final who all figured well in their heats with J PEEK sitting in grid No.6 (well done) and J SPENCE with two second positions started in grid No.12.

The start was clean but after an accident at the hairpin the race was stopped to give assistance to S KITE. The re-start was clean with G MELVILLE taking the lead again closely followed by N DUDFIELD, S CAPSTICK and J MATTHEWS. By about half way the only movement up front was D FRANCHITTI who was past J MATTHEWS and J SPENCE was up to No.7 position. Then the two leaders tangled and both were gone and J SPENCE was leading, the front then changed a few times between S CAPSTICK, D FRANCHITTI and J SPENCE. However, at the flag it was J SPENCE who always appeared to have the edge but did not try too hard until he was pressed. R WESTBROOK had a very steady drive to finish 6th.

1ST J SPENCE
2ND S CAPSTICK
3RD J MATTHEWS
4TH D FRANCHITTI
5TH G SMITH
6TH R WESTBROOK

Lap times with the Juniors were around the 37.5 all day but once again the final produced the 36.90 second lap.

100 BRITAIN

Heat 3

Good first lap for Senior Britains but on 2nd lap we lost M VERITY and P WALSH plus M MILLS with a flat rear tyre. After a few laps S HAZLETT was leading with G WALLACE close in attendance and A COLES not far behind. S COURT, meanwhile, was making good progress from the rear of the pack, with R BEECROFT and T MCCARTHY.

1ST S HAZLETT
2ND G WALLACE
3RD A COLES
4TH R BEECROFT
5TH S COURT
6TH M BEDDALL

Heat 7

Good clean start but at the chicane 5 drivers were cutting the grass, leaving the lead with I TURNER while coming through the pack. T MCCARTHY and A COLES were making good progress.

1ST I TURNER
2ND T MCCARTHY
3RD G FROST
4TH D GIBBS
5TH A COLES
6TH C CALDWELL

Heat 10

Another 1st lap disappearing act for A GERATY and G FROST leaving the front runners to pull away led by P WALSH, R CHUTER, D BIGGS and G CHAPMAN.

Then we lost P WALSH and M VERITY *again*. The British champ, G CHAPMAN was coming through followed by A COLES, the latter leading for a short time before G CHAPMAN and R CHUTER forced their way through.

A CLARKE, C CALDWELL and M HAIR having good drives from the rear but local driver A CLEAL not having a good day at all with 2 seizes which was quite unusual.

1ST G CHAPMAN
2ND A COLES
3RD R CHUTER
4TH D GIBBS
5TH A CLARK
6TH M GAVIN

Heat 14

Another good drive from S COURT leading from

flag to flag followed by S COOK-MARTIN for a short while, with a real good drive from A CLARK finishing 6th from grid No.15. Then we lost P WALSH and M VERITY (again and again) R BEECROFT and M HAIR came together with 3 laps to go and S REDMAN was pushed wide on the grass.

1ST S COURT
2ND I TURNER
3RD G CHAPMAN
4TH T MCCARTHY
5TH S COOK-MARTIN
6TH A CLARK

“B” final was not required and the full grid lined up for an exciting “A” final.

“A” Final

A COLES sat on pole with very consistent finishes 5th, 3rd and 2nd and beside him sat T MCCARTHY and behind them G CHAPMAN and S COURT. A COLES went straight to the front and pulled a good lead while G CHAPMAN and T MCCARTHY swapped places with I TURNER and S HAZLETT. In close attendance behind these, D GIBBS, R BEECROFT, A CLARK and C CALDWELL were having a fierce battle swapping positions every lap, but not making any headway on the leaders. We then lost D BIGGS, and A CLARK on the last lap with a seized engine.

1ST A COLES
2ND T MCCARTHY
3RD I TURNER
4TH G CHAPMAN
5TH G CALDWELL
6TH R BEECROFT

Lap times were consistantly 37.50 in the heats and only just better in the finals.

SUPER NATIONAL

Having completed the time trials, we then had 2 heats, a pre-Final and Final. The grid positions in the two heats having the fastest drivers at the front based on time trials, their position in the pre-final based on heat results, and position in the Final based on finishing order of the pre-final. Fastest man of the day being S DAY.

Heat 5

Led by S DAY, D CONNELLY, R WEATHERLEY and B WILSON, S DAY leading from flag to flag but B WILSON was off at 1st corner together with D CONNELLY; G MOYNIHAN forging his way from Grid No.9 to 4th and, at about mid way, we lost A O’HARA who had also made good headway up to that point. The formation stayed like this up to the flag with J MILLWARD and D COULTHARD consolidating their positions.

1ST S DAY
2ND R WEATHERLEY
3RD S BROGAN
4TH G MOYNIHAN
5TH J MILLWARD
6TH D COULTHARD

Heat 12

Again with the quickest men from the time trials at the front the leading pair made their break but on this occasion D CONNELLY led the field away with S DAY behind. D CONNELLY led from flag to flag. In the early stages of this heat we lost D CLIFF allowing S BROGAN to advance his position, with G MOYNIHAN again having a good heat and S DAY dropping a few positions. All very tight.

1ST D CONNELLY
2ND B WILSON
3RD S BROGAN

4TH G MOYNIHAN
5TH R WEATHERLEY
6TH S DAY

Pre Final

So in the Pre Final it was S DAY and S BROGAN who led away followed by G MOYNIHAN, R WEATHERLEY, J MILLWARD and D BEASLEY. S BROGAN managed to get ahead of S DAY and these two were locked together each lap with S BROGAN holding the racing line and S DAY just not able to make the break, but it was felt that the latter was the quickest man and, given a break, he would and could pull away, but with no faults either way, the positions stayed. Meanwhile, behind these two, the only change, B WILSON getting past D BEASLEY and D CONNELLY getting forward from a mid field position.

1ST S BROGAN
2ND S DAY
3RD G MOYNIHAN
4TH B WILSON
5TH D BEASLEY
6TH D CONNELLY

FINAL

S DAY and S BROGAN again fighting for the break at the start and this time it was S BROGAN

who got ahead, very closely followed by S DAY and this time he got the break, passed S BROGAN and pulled a good lead, S BROGAN now had D CONNELLY knocking at his door and all of a sudden S BROGAN was 3rd shortly followed by D BEASLEY, P OLSSON, D COULTHARD and R WEATHERLEY.

R WEATHERLEY was now making good progress up to 6th spot when we lost S BROGAN and with 14 laps to go the race was stopped and restarted in the current single line racing positions and as S DAY had pulled a fair lead this effectively reduced it to nothing.

Restart and S DAY was away again followed by D CONNELLY, R WEATHERLEY, D COULTHARD, D BEASLEY and P OLSSON. We also lost A O'HARA and B WILSON.

With 4 laps to go it was still S DAY, WEATHERLEY, CONNELLY, COULTHARD, BEASLEY and HARRIS now having worked his way up the field with K THORPE and S SYKES just ahead. On the last lap we lost D BEASLEY

1ST S DAY
2ND R WEATHERLEY
3RD D CONNELLY
4TH D COULTHARD
5TH K THORPE
6TH S SYKES

Lap times for the Supers started around the low 36.00 seconds for the time trials but gradually reduced, when in the final times of 35.60 were achieved and which we believe is a new lap record.

SUMMARY

A super day's racing in cool but dry weather, with some very notable performances. This Super One Series is showing different winners each round which makes it very exciting. However, one disappointing aspect is the number of drivers who do not finish a race through (they claim) no fault of their own, ie taken out by bad overtaking manoeuvres, etc.

Kart Racing is the greatest form of motor-racing, better than Formula I, particularly when you see close fast racing with good overtaking manoeuvres; this is what it's all about and the Supers add some real cut and thrust to these meetings and their driving was very good over the weekend.

At the end of the day the circuit was noticeably darker with the considerable rubber put down by the Supers and this should cause some handling problems next Club meeting. See you then.



Richard Weatherley scored in the heats and Pre-Final but lost his exhaust in the Final.

FINAL GRID

27 (37)	Gemmo (I)				
25 (27)	Proust (F)	Bott (D)	(14)	26	
23 (42)	Haase (I)	Malevaut (F)	(26)	24	
21 (15)	Buerger (D)	Lundberg (S)	(59)	22	
19 (33)	Brogan (GB)	Dona (CH)	(11)	20	
17 (7)	Machiels (B)	Van Hool (B)	(8)	18	
15 (16)	Rabe (D)	Carlsson (S)	(56)	16	
13 (25)	Heckly (F)	Saint-Guiron (F)	(28)	14	
11 (6)	Kumpen (B)	Van Es (NL)	(52)	12	
9 (1)	Simoni (I)	Mediani (I)	(38)	10	
7 (58)	Johansson (S)	Combes (F)	(29)	8	
5 (43)	Cazzago (I)	Forsman (S)	(57)	6	
3 (21)	Bollingtoft (DK)	Beggio (I)	(41)	4	
1 (39)	Wilson (I)	Weatherley (GB)	(34)	2	

FINAL (135)

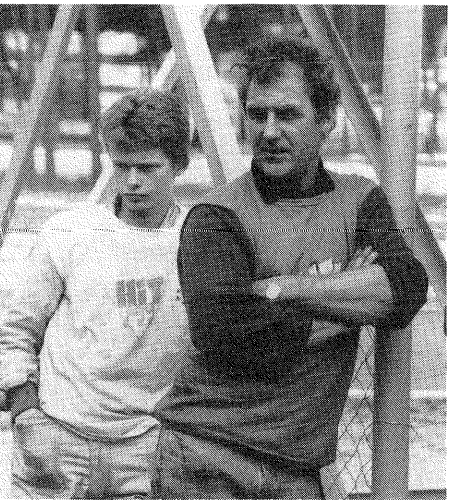
Wilson and Weatherley, the Kali twins, shared the front row and when the flag fell Richard had the jump on Mike but held the lead for just one lap. Once ahead Wilson pulled away convincingly while Bollingtoft and Beggio hounded Weatherley who was losing his exhaust, the legacy of some argy-bargy on the rolling lap. Weatherley dropped back rapidly and sadly was forced to retire.

Wilson had opened up a respectable lead but second place was disputed by Bollingtoft, Beggio and Lars Forsman while Simoni had clawed his way into the frame now, after some superb overtaking, to sixth position. Bollingtoft seized his PCR and Simoni was now up to fifth but followed suit a few laps later. Forsman rather brutally forced his way past Beggio to take second position but Wilson's victory was crushing, a full ten seconds ahead.



Mike Wilson splashes the shampoo around.

1st	Mike Wilson (I)	Kali/Komet/ Bridgestone
2nd	Lars Forsman (S)	Birel/Komet/Vega
3rd	Gian Luca Beggio (I)	Birel/Komet/ Bridgestone
4th	Sherardo Cazzago (I)	Kali/Komet/ Bridgestone
5th	Nicklas Johansson (S)	Birel/Komet/Vega
6th	Rob Van Es (NL)	Swiss Hutless/Komet/ Bridgestone
7th	Maurizio Mediani (I)	Tecno/Komet/ Bridgestone
8th	Robert Kumpen (B)	Tecno/Komet/Vega
9th	Linus Lundberg (S)	PCR/PCR/ Bridgestone
10th	Thomas Rabe (D)	Kali/Komet/Vega
11th	Jacques St Guiron (F)	Birel/Komet/Vega
12th	J-B Heckly (F)	Alpha-JBH/Komet/ Bridgestone



Those 'T' shirts, modelled by Toine Hezemans and Emmanuel Collard.

News from Genk . . .

Jeremy Cotterill and his merry gang (Hi Gerald!) hadn't bothered to come home since Fontenay, travelling straight to Oppenrod and then on to Genk . . . true gypsies of the European karting circus.

Hans Van Der Ham's KombiKart (he's better known for very quick Rotax's) featured four wheel brakes to good effect, an idea which has frequently appeared in the past, notably on Birels (the legendary Lord Bernard Dewhurst used one to no particular end!) and John Alcorn's Kelgate Zip 935.

Mike Wilson's victory was achieved on Bridge-

stone tyres, not his customary Dunlops and it certainly looked as if Dunlop are struggling a bit at the present. Jorn Haase was in reality the potential front runner staying with them and his uncharacteristic lack of pace appeared to be tyre related.

Mention must be made of an unfortunate disagreement between the CIK and the organisers of the Belgian Grand Prix over the wearing of sponsors 'T' shirts. On the Saturday everybody wore them but they were banned by the CIK overnight who felt them inappropriate . . . predictably the sponsor withdrew and the prize fund as a consequence was halved!



Veteran Lars Forsman was a strong second in 135cc.

European Championship — After 4 Rounds

				Points
1st	Gert Munkholm	(DK)	PCR/PCR	48
2nd	Emmanuel Collard	(F)	Kali/Rotax	42
3rd	Martin Koene	(NL)	TonyKart/Rotax	28
4th	J C Bouillion	(F)	Alpha/Parilla	24
5th	Jeremy Cotterill	(GB)	Sprint/Rotax	19
6th	Oliver Couvreur	(F)	Kali/RKD	18

(The Championship can now only be won by Munkholm or Collard)

Formula K 135cc European Championship — After 4 Rounds

				Points
1st	Federico Gemmo	(I)	Tecno/Komet	36
2nd	Sherardo Cazzago	(I)	Kali/Komet	36
3rd	Richard Weatherley	(GB)	Kali/Komet	30
4th	Mike Wilson	(I)	Kali/Komet	24
5th	Maurizio Mediani	(I)	Tecno/Komet	22
6th	Gian Luca Beggio	(I)	Birel/Komet	19

CONGRATULATIONS! MARK WEBSTER

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'86' Rotax Offset
Flat Rotax
Yamaha TZ
Yamaha YZ
Honda 125
Honda 250
KTM
Minarelli

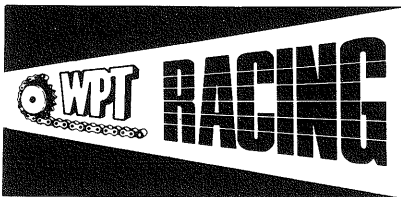
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upon your man on the spot . . . chips mit mayonnaise were of course available for the less important people who were also obliged to pay for their drinks it is understood.

The Super Cento entry was diminished by the absence of the works DAP team of Orsini Boldrini who are presumably chastened after years of success to find life very difficult now at this level, principally due to the strength of the Rotax challenge. Papis and Coubard were also absent, although the entry was numerically stronger than at Fontenay. Britain was represented as usual by Jeremy Cotterill, Dave Cuff, Dominic Connelly and Gary Moynihan. It was interesting to see that the last three for this meeting have joined Jeremy in using Rotax motors now, Cuff on Merlin motors, Connelly on Hezemans' versions and Moynihan with Kombikart and Hezemans' examples, a sure indication that the status quo is changing.

Timed practice was marred by a wet but rapidly drying track giving predictably unrepresentative results. After the heats however a clearer view emerged;

PRE-FINAL GRID

25 (166)	Oestling (S)				
23 (181)	Rantamaeki (SF)	Roussillon	(F)	(131)	24
21 (108)	Claeys (B)	Connelly	GB	(136)	22
19 (119)	Larsen (DK)	Nilsson	(S)	(165)	20
17 (125)	Bouillion (F)	Cotterill	(GB)	(137)	18
15 (138)	Cuff (GB)	Glauser	(I)	(144)	16
13 (104)	Veijalainen (SF)	Seyd	(I)	(145)	14
11 (127)	Couvreur (F)	Vanmeerhaeghe	(B)	(109)	12
9 (106)	Goldstein (B)	Moynihan	(GB)	(139)	10
7 (161)	Koene (NL)	Munkholm	(DK)	(121)	8
5 (156)	Hezemans (NL)	Valkenburg	(NL)	(162)	6
3 (107)	Goossens (B)	Redeker	(NL)	(158)	4
1 (126)	Collard (F)	Zani	(NL)	(159)	2

PRE-FINAL (100CC)

With the revitalized Moynihan on row 5 and a determined Jeremy Cotterill on row 9 (he dropped a heat when two studs broke on the Rotax) it looked as if the Brits could pull something back after what was so far not a good meeting for them. Alas Gary oiled up on the rolling lap and was still changing the plug when the flag fell. A big tangle halfway round the first lap delayed Jeremy Cotterill and Dominic Connelly while at the front Collard headed Zani,



Ultra rapid Emmanuel Collard, Kali/Merlin Rotax, had a disaster in the Pre-Final.

Koene, Hezemans and Valkenburg. Koene outraked Zani for second and Gert Munkholm was beginning to show, now up to fifth position to the obvious relief of the PCR team. Midfield, Oliver Couvreur seized and Dave Cuff, following too close to avoid him, went off too.

Three laps later Zani repassed Koene, and Munkholm in the same breath passed Hezemans for fourth place but at the front Collard, leading comfortably, suddenly put his hand up and slowed to a halt. Zani was under pressure from Koene who himself was under greater pressure still from Munkholm but time ran out and they held those positions to the end. Happily, Moynihan from dead last had worked his way through to twelfth position with Jeremy thirteenth.

FINAL GRID

25 (125)	Bouillion (F)				
23 (181)	Rantamaeki (SF)	Connelly	(GB)	(136)	24
21 (138)	Cuff (GB)	Seyd	(I)	(145)	22
19 (109)	Vanmeerhaeghe (B)	Couvreur	(F)	(127)	20
17 (119)	Larsen (DK)	Collard	(F)	(126)	18
15 (144)	Glauser (I)	Oestling	(S)	(166)	16
13 (137)	Cotterill (GB)	Roussillon	(F)	(131)	14
11 (184)	Veijalainen (SF)	Moynihan	(GB)	(139)	12
9 (165)	Nilsson (S)	Goldstein	(B)	(106)	10
7 (158)	Redeker (NL)	Claeys	(B)	(108)	8
5 (162)	Valkenburg (NL)	Goossens	(B)	(107)	6
3 (121)	Munkholm (DK)	Hezemans	(NL)	(156)	4
1 (159)	Zani (NL)	Koene	(NL)	(161)	2

FINAL (100CC)

After the parade lap it was obvious that Dave Cuff had a serious problem . . . his engine mount had smashed on one of the kerbs and he did not start.

At the off Koene moved into the lead from



Sandro Zani (Swiss Hutless-Rotax) winner of the Super Cento.

mate to lead while Munkholm was pushing hard in fourth place and Jeremy passed Redeker for seventh, resisting the temptation to repay him for Oppenrod. Collard was fifth and clearly the fastest man on the track but Zani now squeezed by Koene and Hezemans to take the lead. Cotterill's excellent drive ended in sixth place when he threw a chain while Collard, himself under pressure from Munkholm, was right with second place man Koene . . . and just grabbed the position as they crossed the line. An exciting race from the best in 100cc karting.

1st	Sandro Zani (NL)	Swiss	Hutless/Rotax/Vega
2nd	Emmanuel Collard (F)	Kali/Rotax/Vega	
3rd	Martine Koene (NL)	TonyKart/Rotax/Vega	
4th	Gert Munkholm (DK)	PCR/PCR/Bridgestone	
5th	Robert Valkenburg (NL)	KombiKart/Rotax/Vega	
6th	Mike Hezemans (NL)	Swiss Hutless/Rotax/Bridgestone	
7th	Rolf Glauser (I)	Birel/Sirio/Vega	
8th	Rene Claeys (B)	PCR/PCR/Bridgestone	
9th	Pierre Redeker (NL)	Dino/Rotax/Vega	
10th	Dominic Connelly (GB)	DAP/Rotax/Vega	

FORMULA K 135CC

The Formula K 135 category was very much about the battle for leadership in the European Championship, Gemmo holding sway after Fontenay followed by Weatherley and Cazzago both of whom remain contenders, a very different situation from last year's total domination by Zanardi. At Genk however there was only one man in the frame, four time World Champion Mike Wilson . . .

Wilson in fact dominated the heats from a front row starting position although Weatherley, his Kali team mate, looked useful and did enough for the second row in the Pre-Final. Of the rest only 1987 World Champion Giampiero Simoni (PCR/PCR) was quick enough to worry Mike and sat alongside him on front of the grid.

PRE-FINAL GRID

27 (15)	Buerger (D)				
25 (28)	Saint-Guiron (F)	Dona	(CH)	(11)	26
23 (52)	Van Es (NL)	Gemmo	(I)	(37)	24
21 (27)	Proust (F)	Bott	(D)	(14)	22
19 (6)	Kumpen (B)	Carlsson	(S)	(56)	20
17 (16)	Rabe (D)	Heckly	(F)	(25)	18
15 (38)	Mediani (I)	Forsman	(S)	(57)	16
13 (59)	Lundberg (S)	Machiels	(B)	(7)	14
11 (42)	Haase (I)	Combes	(F)	(29)	12
9 (21)	Bollingtoft (DK)	Cazzago	(I)	(43)	10
7 (33)	Brogan (GB)	Beggio	(I)	(41)	8
5 (26)	Malevaut (F)	Van Hool	(B)	(8)	6
3 (34)	Weatherley (GB)	Johansson	(S)	(58)	4
1 (39)	Wilson (I)	Simoni	(I)	(1)	2

PRE-FINAL (135)

Second pole man Simoni stopped on the rolling lap to change his plug but the flag fell before he could reach the pack, let alone regain position and Wilson went straight into the lead from Forsman and Weatherley. Richard outraked the veteran Swede for second but Wilson was stroking away without apparently trying. Meanwhile Simoni was absolutely carving through the field and by lap eight had made the top twelve while Cazzago was challenging Bollingtoft for fifth position. Steve Brogan was holding ninth but looked to be struggling for speed and was dropping back. Bollingtoft had regained third position now ahead of Beggio, Cazzago and Forsman. Steve Brogan's piston broke up on the last lap and he was classified nineteenth.

Hezemans and Zani but Moynihan was punted out after only a lap. Collard amazingly from grid 18 was already seventh by lap 5 and Jeremy followed him through past Rene Claeys for eight position.

Hezemans had now just edged past him team

Cadwell Park, Saturday July 23rd 1988

With a number of drivers competing in the Dutch Grand Prix and the second round of the 250E European Champs at Assen the entry for this Cadwell meeting was well down on what you would normally expect. However, the racing didn't suffer and all classes had three heats and a ten lap final round the Club Circuit to decide the awards. The weather was quite reasonable . . . just a brief shower during the afternoon doing little to affect the proceedings and the meeting followed the usual Cadwell efficiency plan.

There was little of note around the paddock really although it was a little difficult finding any Superkarts . . . half a dozen was the total and once again we have the old chestnut of date clashes. Perhaps now we have a chance of those being avoided following the changes at the RAC . . . who knows? One interesting entry was that of Chris Stoney aboard a 250 Formula E outfit obviously with an eye on the Grand Prix. An event which will be all over by the time you read this! New Zero plates from the UK Cup were proudly displayed on the outfits of Graham Barker and Colin Fletcher and Paul Molloy was having one of his rare outings. Raymond Lyons had switched to the 250 National class aboard an Anderson with a Cheethan prepared KTM and acquitted himself well . . . more of that later.

It was really more a case of spotting those NOT in the programme but as always the 210 Villiers lads kicked off the day's racing.

GOOD FOR GORDON

Mr Consistency, Simon Quance scored a couple of wins in the first two heats and then added a second place third time out whilst the Stratos of Gordon Brown scored a couple of second places.

Gary Parker, Steve Hurst, Mark Johnson, Steve Jones and Robert Stewart all collected top six finishes as did Jeremy Pinney. So at about five minutes past three with the weather sunny and



Garry Parker (89) had to settle for second after going wide at Mansfield in the Villiers.



The 125 National grid — Neil Willetts leading the field.

Richard Dean scores a Superkart victory from Chris Stoney; Mark Webster takes the 250 National honours; Gordon Brown wraps up the 210 Nationals; Gary Cordner claims the 125 National spoils and Derek Price leads home Colin Poole in the 125 Open category.

Report: Mike Smith

Pictures: Doug Rees

dry the starter sent them on their way for a ten lap final and it was Simon Quance who made the best of it initially.

His lead was shortlived though for by the time they reappeared at Mansfield for the start of lap two Gary Parker had taken over the front spot. Steve Nones was third behind Quance with Gordon Brown fourth. At the close of lap two Jones had slipped back to fourth . . . Brown was about to remove Quance from second place whilst Parker was striding it out at the front.

It took Brown seven laps before noticeably closing the gap on Parker and by that time the

field had become well spread out. Quance still had third spot from Jones and Hurst with a further long gap before Paul Woodward appeared.

Lap nine . . . one to go and Parker had about 10 lengths over Brown but the Seghill driver was pushing hard in his efforts to close up even more. As they appeared at Mansfield for the last time it all changed . . . Parker was a little wide . . . Brown had the inside line and as Parker tried to get back on course he had nowhere to go . . . had to back off and Brown exited the Chicane first and made it to the line ahead of Parker. Simon Quance held third from Steve Hurst and Steve Jones whilst Robert Stewart came home in sixth spot.

1st	Gordon Brown	Stratos/CKC Villiers
	12m 12s 72.80 mph	
2nd	Gary Parker	Aero/CKC Villiers
3rd	Simon Quance	Zip/Longtune
4th	Steve Hurst	Zip/KMP Villiers
5th	Steve Jones	Stratos/Invader
6th	Robert Stewart	Zip/Villiers
Fastest Lap of Final:		
	Gary Parker 1m 12s 74.02 mph	

THE RIGHT CORDNER

Just under fifty 125 Nationals produced three different winners from their three heats . . . Steve Pridmore . . . Neil Willetts and Simon Bolton. The first attempt at a final was brought to a premature end after just four laps when the red flag was produced after an incident at the Gooseneck. Steve Pridmore was leading at the time from Neil Willetts and Simon Bolton almost brought about another serious incident when he charged through Mansfield under crossed flags ►

and then proceeded to overtake under the red flag. The start line official had to quickly jump out of his way as Bolton took to the grass at speed dislodging his nosecone in the process. It was fortunate that the official with the red flag was more alert than Mr Bolton appeared to be otherwise he could have been seriously injured.

However the incident at the Gooseneck was duly attended to and the grid was reformed. This time it was Neil Willetts who made the best of it but his lead was shortlived for as they completed one lap Gary Cordner had relegated the British No. 1 to second place. Steve Pridmore, Colin Mason and Graham Sykes were disputing the next few places but Cordner was striding it out at the front giving Willetts plenty of work. The retirement rate was high . . . Pridmore lasted only three laps as did Mike Hole and by half distance both Sykes and Mason were sidelined. Lap six and with Cordner looking comfortable out front Steve Murray had settled in third place but some distance behind Willetts. Mike Wilkinson was leading the rest as the race reached its closing stages.

Simon Bolton went missing around the eighth lap but Cordner was pressing on in style and completed the remaining two laps with no apparent problems. Neil Willetts came home second pondering how he was going to find a bit more pace. Steve Murray held third from Mike Wilkinson, Rob Johnson and Steve Makin.

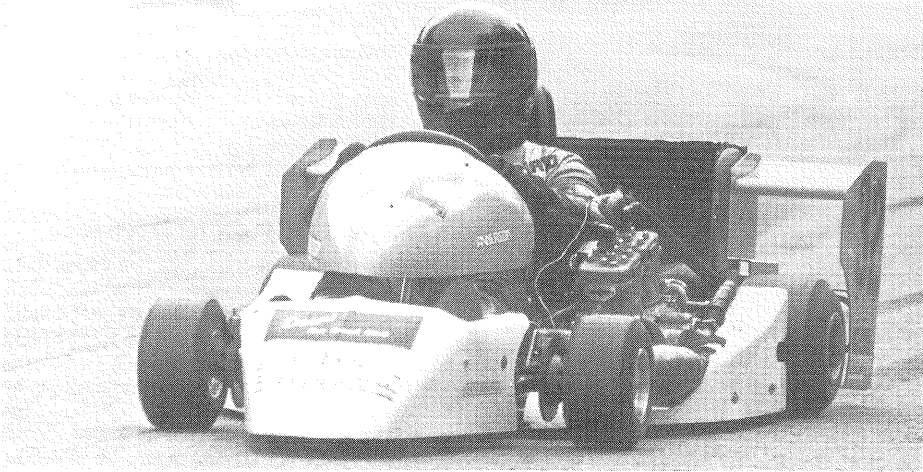
1st	Gary Cordner	Stratos/Minarelli
	11m 41.4s 75.98 mph	
2nd	Neil Willetts	Stratos/Minarelli
3rd	Steve Murray	Stratos/PitStop Rotax
4th	Mike Wilkinson	
5th	Rob Johnson	Anderson/Madcap Minarelli
6th	Steve Makin	Zip/Wacker Rotax
	Fastest Lap of the Final	
	Gary Cordner 1m 9.3s 76.90 mph	

WEBSTER No. 1

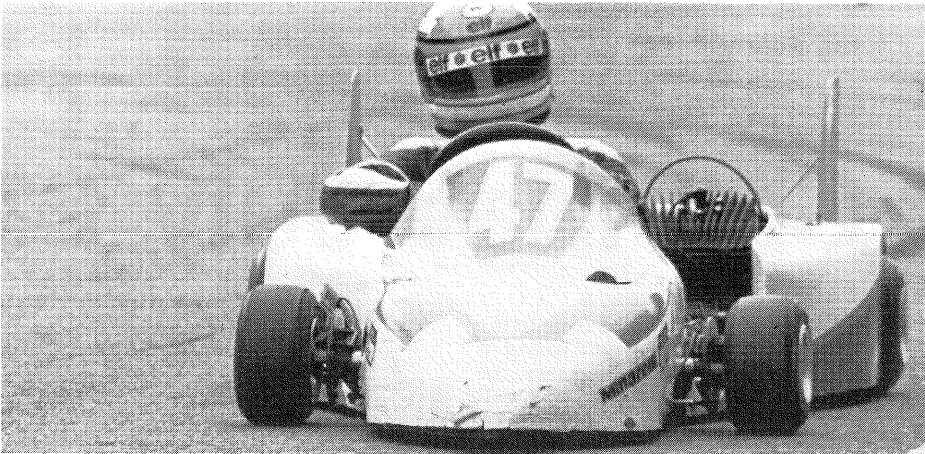
Reigning British Champion Mark Webster took his Anderson outfit to two heat wins with the third one going to Adrian Wilcox on a similar mount. The usual names appeared in the top six frame, Colin Fletcher, Adrian Wilcox, Webbie, Andy Martin and Paul Goodison. Raymond Lyons, a former Superkart pilot, socred a second, third and a sixth with Paul Fox claiming a fifth and a sixth.

At about ten minutes past four the field rolled slowly up to the flag with raindrops falling and as they were sent on their way it was Adrian Wilcox who made the best start.

At the close of lap one he led from Lyons, Rodgers and Webster. Fletcher, Goodison and Andy Martin were next up but Wilcox had the upper hand. By lap three half a dozen drivers had made a break . . . Wilcox followed by Lyons,



Richard Dean won two heats and wrapped up the Superkart Final in style.



To Gary Cordner 125 National Spoils.

Webbie, Fletcher, Rodgers and Martin. John Taylor was in charge of the rest but as they went into the second half of the race Wilcox was in trouble and pulling off into the paddock. Webster took over at the front but within one more lap Fletcher had taken over with Lyons following him through to relegate Webster to third. By the end of lap nine though it all changed again . . . Fletcher was coasting in with terminal problems . . . Webster was back in the lead . . . Lyons was second with Rodgers third but coming under threat from Martin. Out of the Chicane for the last time and Webbie still had it to take the win in his now usual jubilant style. Lyons took second from Martin, the latter having got the better of Rodgers on the last tour. Paul Fox and Paul Goodison completed the top six.

1st	Mark Webster	Anderson/Cheetham KTM
	11m 19.8s 78.39 mph	
2nd	Raymond Lyons	Anderson/Cheetham KTM
3rd	Andy Martin	Stratos/CKC Honda
4th	Derek Rodgers	Anderson/Yamaha
5th	Paul Fox	Anderson/Cheetham KTM
6th	Paul Goodison	Zip/KTM
	Fastest Lap of the Final	
	Mark Webster 1m 5.8s 80.99 mph	

DEREK’S DAY

Due to the small number of Superkarts the 125 Open runners shared the tarmac for heats and finals with the twins being sent on their way first. Derek Price and his Stratos took two of those heats with Colin Poole winning the third. Roy Patterson, Graham Barker, Ian Beaumont, Ian Mason, Paul Hobson, Graham Roscoe and Paul Molloy were also in the top half dozen.

At the start of the final it was Colin Poole who

made it to the hairpin first and after one full lap he led them through Mansfield Chicane. Ian Beaumont, Roy Patterson, Paul Molloy, Graham Roscoe and Ian Mason were next up with Derek Price beginning to make progress.

Graham Barker was a lap down and running towards the back of the field whilst Molloy went missing after just two laps. By lap four Patterson had taken over the front but Poole responded quickly to regain the lead next time round. At half distance Beaumont went missing allowing Price to move up to third. After eight laps he had made that first spot with Poole and Patterson following. Ian Mason and Steven Webb were next up from Graham Holmes. One more lap completed and out came the flag with Derek Price taking the victory from Colin Poole and Roy Patterson. Mason, Webb and Holmes held station to complete the top six.

1st	Derek Price	Stratos/Minarelli
	10m 23.2s 76.96 mph	
2nd	Colin Poole	Zip/Goff Rotax
3rd	Roy Patterson	Patterson/Rotax
4th	Ian Mason	Stratos/Minarelli
5th	Steven Webb	Spyda/Minarelli
6th	Graham Holmes	Zip/Rotax
	Fastest Lap of the Final	
	Roy Patterson 1m 7.3s 79.18 mph	

Just seven tenths of a second separated the first three after nine laps . . . it was close.

SUPERKARTS TO DEAN

Just six names appeared on the timed session result sheet and the one at the top was Steve Papworth with 1m 4.2s. Chris Stoney turned in a 1m 4.3s lap with Richard Dean on 1m 4.7s.

The first heat produced just three finishers . . . Stoney, Papworth and Leo Chapman in that order. Richard Dean then won the other two heats with Stoney and Papworth taking a second and third each.

At the drop of the flag it was Dean who got away first for the ten lap final. Papworth was next from Stoney and that was how it stayed for the opening three laps. After four tours Chris Stoney had made second spot and really that was that. For the remaining distance nothing changed with those three crossing the line in that order.

At the close Richard Dean had over fourteen seconds advantage over Chris Stoney with Steve Papworth just 4/10ths of a second behind the second placed driver.

1st	Richard Dean	Anderson/Anderson Rotax
	10m 41.36.3s 83.75 mph	
2nd	Chris Stoney	Zip/Rotax
3rd	Steve Papworth	
4th	Robert Marshall	
	Fastest Lap of the Final	
	Chris Stoney 1m 2.2s 85.68 mph	

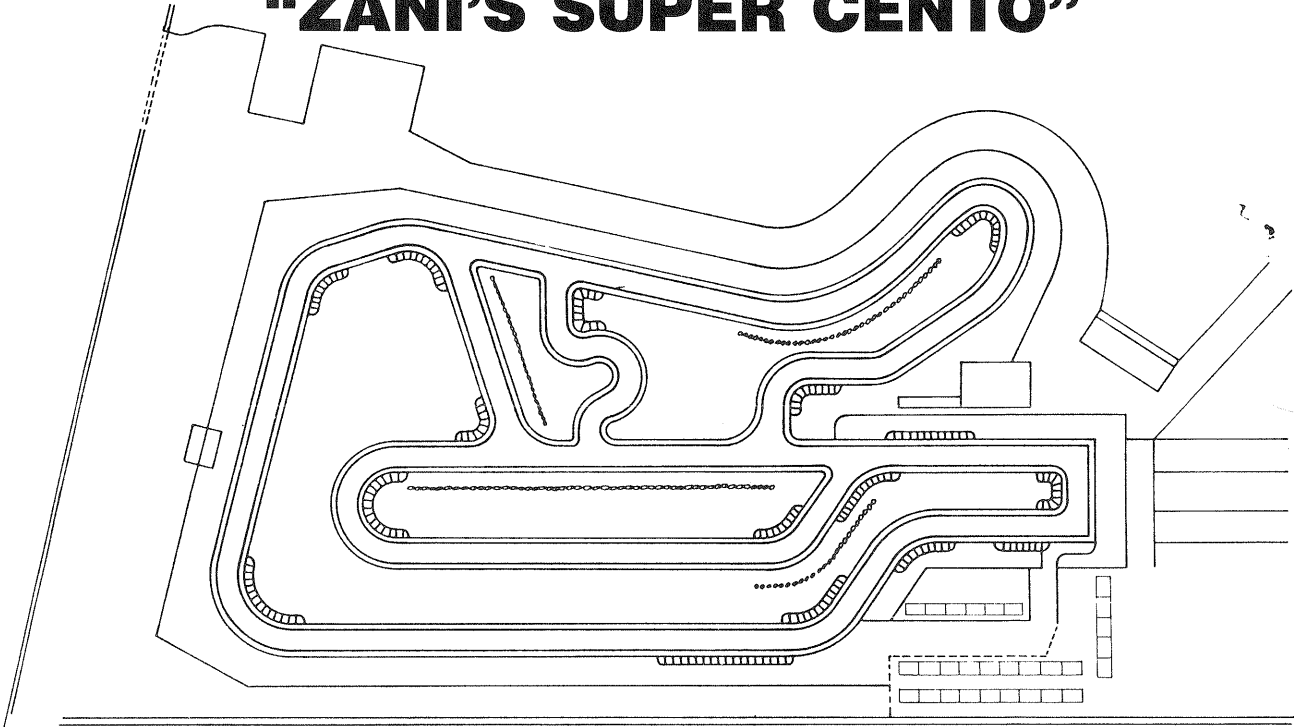


GRAND PRIX OF BELGIUM



Bridgestone-CKI European-Championship Formula-K	Bridgestone-CKI European-Championship Formula-Super-Mundred
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“WILSON DOMINATES 135”
“ZANI’S SUPER CENTO”



CIK EUROPEAN CHAMPIONSHIP ROUND 4
Formula K 135cc and Super Cento

Report: Hoddesdon P Chainlube

Pictures: Beverley Heath

If visitors to Genk last year were impressed by the scale of the operation and the professional way in which the meeting was run, then 1988 was really something else! Apart from the facilities, unrivalled in this or almost any other country, the importance of the event in commercial terms for the Limburg area was forcefully demonstrated by hoardings, publicity handouts and the most extravagant “VIP” hospitality set up this side of Brands Hatch . . . Involvement of the local business community was clearly centred on the respective interests of drivers Michael Van Hool (Van Hool the truck and coach giant), Louis Michiels and most particularly Robert Kumpen (industrial buildings) who was responsible for sponsorship co-ordination.

Another enormous marquee housed the entertainment scheduled for Friday and Saturday nights; the “Variete tent” where one could strut one’s funky stuff and behave very badly courtesy of “Peter Koelwijn and the Rockets” and the intriguingly named “Bogie Boy and the Woogies”; a rare opportuntiy indeed. In the Pitstop Bar there was some speculation about just who was sufficiently VIP to gain access to

the VIP tent with uniformed doorman and luscious pouting hostesses. . . your dutiful reporter was volunteered to find out, and happily found himself attacking a ‘steak au poivre’, and a bottle of vin Shell ‘M’ gratis and

for free during the first kart race, by then a rather distant preoccupation.

Other lapses, errors and omissions may by and large be attributed to this VIP status and the unstoppable flow of Stella Artois it conferred



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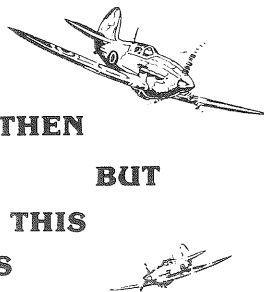
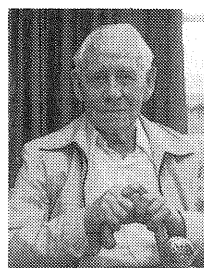
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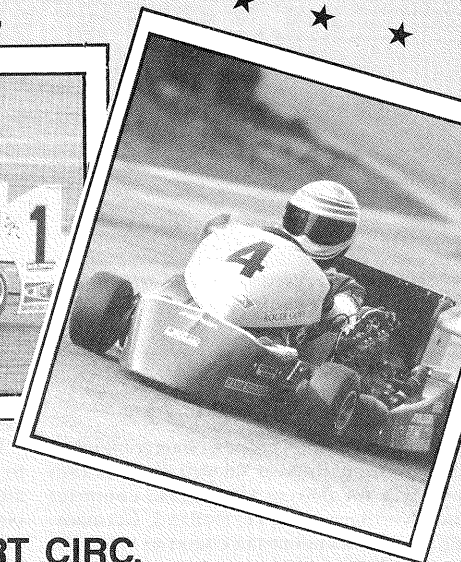
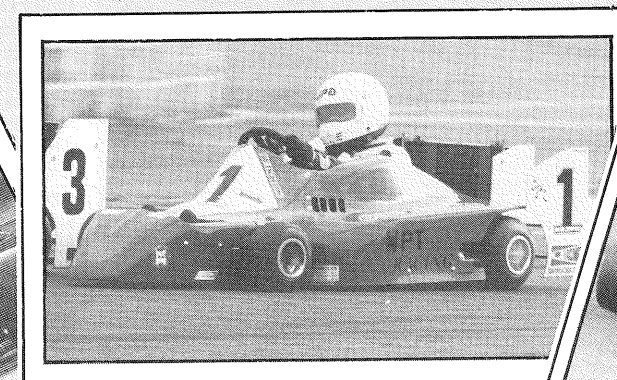
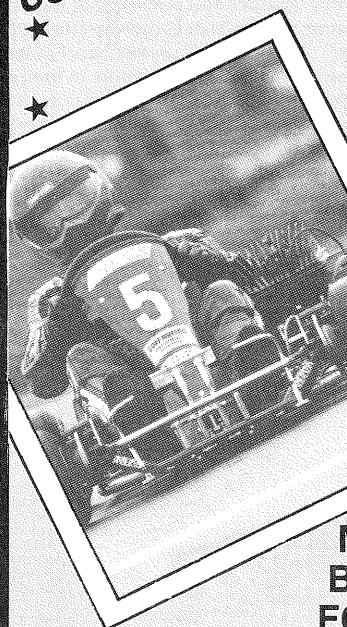
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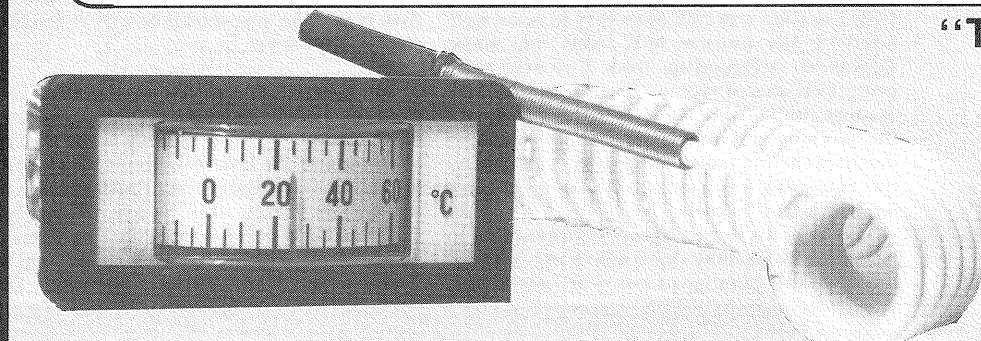
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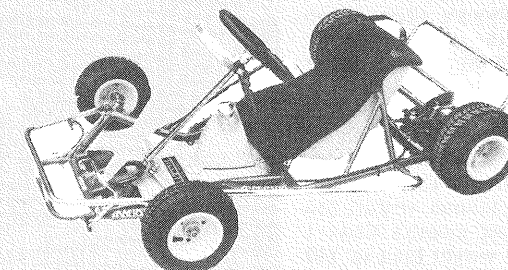


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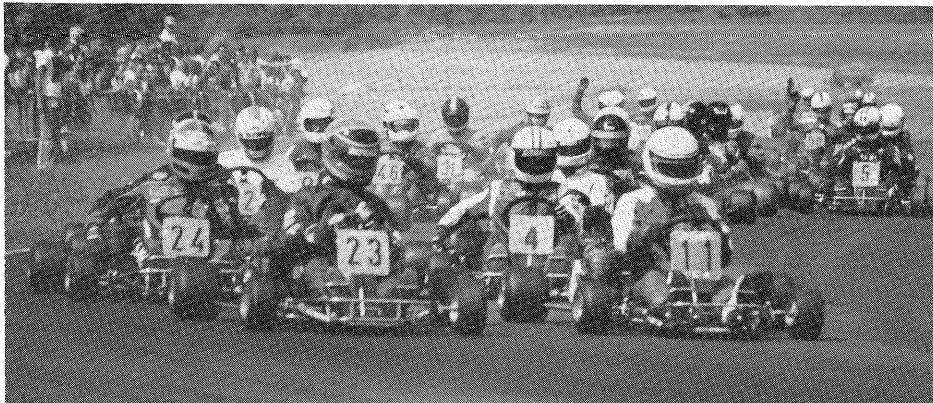
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OPPENROD

Report: Brotkopf Knobloch

Pictures: Wurst P Wurst and Craig Singleton



The rolling lap, early leader Koene, new lap record holder Cotterill followed by eventual winner Zani (24) and Munkholm (4) (Pic: Craig Singleton).

NORTHERN ZONE INTERNATIONAL 'A'

This 'qualifier' for the European Intercontinental 'A' Championship (held at Valence on 27th-28th August) was for drivers from those countries deemed Northern zone, i.e. Holland, Germany, Britain and the Scandinavian countries while the Southern Zone round (held at Wohlen, Switzerland) took care of France, Italy, Belgium and Switzerland.

All competitors may go on to participate in the final round regardless of the results, but their classification in the qualifying round will carry forward as one heat in Valence, that is to say failing to finish at Oppenrod would mean arriving in France having already dropped a heat . . .

There were eight entries from Britain:

Jeremy Cotterill	Sprint/Rotax
Mark Windle	Sprint/Sirio
Paul Rees	Zip/Rotax
Cliff Parker	Zip/Rotax
David Coulthard	Zip/Parilla
Gary Moynihan	Wright/Parilla
Sean Nicholson	Wright/Parilla
Steve Day	DAP/Rotax

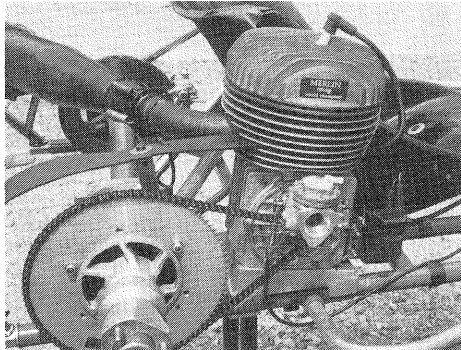
plus
9 from Denmark
8 from Holland
11 from Sweden
12 from Finland
18 from Germany

Since the advent of Super Cento this year Intercontinental 'A' does not have quite the same prestige as hitherto, although there is no bureaucratic reason why the drivers from the new class cannot participate in the lower category, and not surprisingly the top runners were all Super Cento regulars. The technical regulations are also very similar; (visually of course the sidepods make it look quite different). Intercontinental 'A' requires a CIK standard butterfly carburettor of 19.8mm venturi (no slides) as described in last month's Class 1 Column, and a minimum weight limit of 130 kilograms. After last year's experiment with 'control tyres' (Vega's RH was mandatory) rubber was completely 'open', that is to say in theory only those tyres on the CIK list and stamped 'CIK' were eligible. However as seems perennially the case in kart racing it wasn't quite like that in practice . . . Vega runners found they were the beneficiaries of Mr Ducati's ability to produce many different compounds of the homologated 'RT' tyre distinguished only by a

event at Genk.

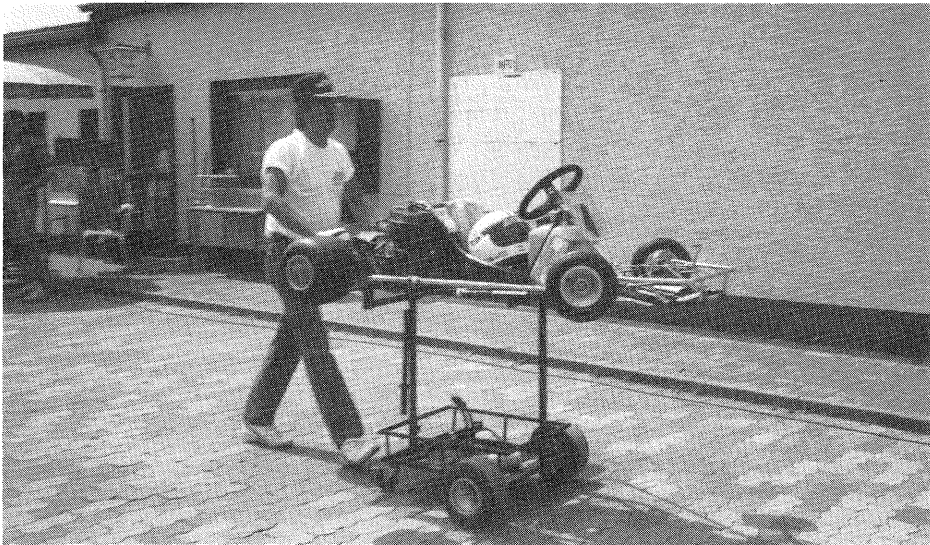
Although the surface was good the circuit was quite narrow in places and was run anti-clockwise, only Wombwell in this country being similar in that respect. Owing to the track's tortuous nature gearing was unusually low, 10/84 to 88, the motors absolutely screaming on the downhill straight section which incorporated a slight but tricky chicane. This last showed up very cruelly any unwillingness of a chassis to change direction instantly, some karts visibly twisting up with the load losing 2 or 3 tenths in the process.

The other factor to influence the proceedings was the hot weather and consequent high track temperature which lasted the duration of the meeting. Apart from tyres and chassis considerations the effect on motors in long races was apparent, the high compression Italian engines showing a distinct tendency to 'cook up', despite conscientious choking by experienced drivers; lower compression motors such as the Rotax with its better heat dissipation proving less susceptible to this problem. It would be true to say that the Rotax, tuned variously by Kombikart, Hezemans and Merlin, is now the most popular choice at top European level, having now achieved the reliability to complement its undoubted speed, although the best PCR, RKD, KZH and Sirio runners are certainly still competitive.

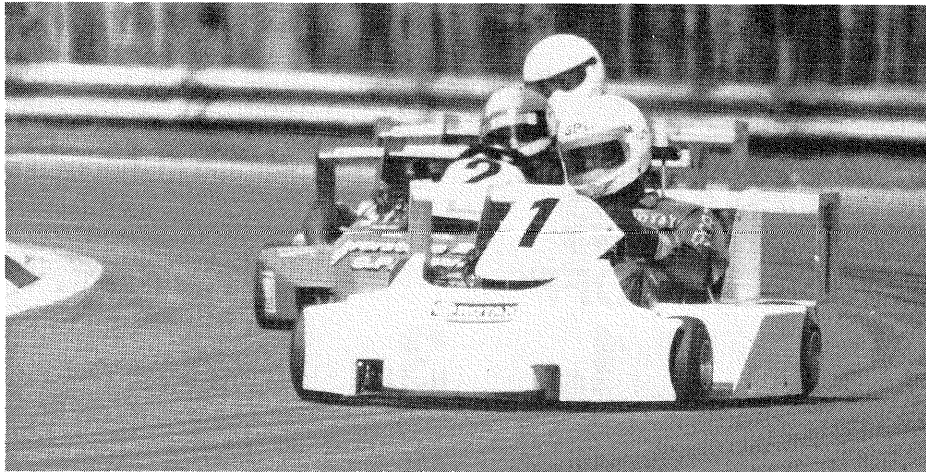


The dominant 100cc motor in Europe is undoubtedly now the Rotax, tuned by Hezemans, KombiKart or Merlin. The Hetschel carb is popular too, shown here on a TonyKart. Note 40mm axle!

Timed practice produced no surprises. Jeremy Cotterill, visually quickest, proved fastest on the watch producing a scintillating lap to take pole position and the outright circuit record. Local ace the very aggressive Peter Hartscher was next up on his direct drive Mach 1/KZH outfit followed by Martin Koene, Mike Hezemans and Sandro Zani. Mark Windle was eighth, Paul Rees twenty-eighth, Gary Moynihan thirty-first, David



Pepe pushes Gert Munkholm's PCR to second place in the Final.



Gassin was a strong contender until he dropped out with gearbox problems.

with Gassin up from fourth place chasing him. Petersen held third from Grondstra and Serfaty whilst Goff put in an appearance, albeit a lap down after curing his problem, he ahead of Roberts, Kleppe and Hines. Reg Gange was unfortunately another retirement, off at Copse with a seized Rotax. Just a couple of laps to go and Petersen was back at the front, Shaw hanging on in his slipstream, then Grondstra, Gassin, Serfaty, Goff a lap down, Kleppe, Wimmer, Roberts, Hines and Glencross.

Into the final lap Shaw it was who outflanked Petersen to head the run-up to the flag. Grondstra held on for third, Gassin following about half a second down. Young Thierry Serfaty was out of the running after a collision with Jean-Claude Dumontel sent him bouncing end over end along the cobbles at Stowe, fortunately he sustained very little damage. Berny Roberts was fifth with Rainer Wimmer, Torgjer Kleppe and Martin Hines following. Phil Glencross, Bob Westman, Leo Wollerich and Jean-Claude Kallen were the other drivers who would help make up the first three rows of the grid for the Final. Poul Petersen notched up the fastest lap, a 1min 34.07s — 113.62mph.

THE RACE (10 Laps)

Just after 2pm with temperatures soaring the grid formed up . . . those who failed to finish the Pre-Final, the likes of Monica, Reg Gange, Tim Parrott, Piet Hartog, etc, found themselves lining up on the rear rows whilst the rest of the grid took on the following aspect . . .

Gassin	Grondstra	Petersen	Shaw (Pole)
Kleppe	Wimmer	Roberts	
Wollerich	Westman	Glencross	Hines
Lozza	Tschanz	Kallen	
Knezevic	Standing	Dean	Gray
Pritchard	Huber	Willie	
Hendrikse	Wall	Papworth	Atherton
Crochepeyre	Taylor	Champion	
Goff	Eastwood	Wiederkehr	Kvia
Widdas	Wooley	Amman	

The pace car left them, on the green they were off, Shaw making full use in no uncertain terms of his pole position. As they hit Copse for the first time he was firmly in the lead, with Gassin, Grondstra and Glencross holding the next three places. One lap complete Shaw was still in control, Grondstra was now in second, then Gassin and Glencross, the Monroe driver snapping at his heels; Kleppe and Petersen led the rest of the field. Roger Goff completed a miserable World Championship opener when he toured into the pits, nose cone missing after a tangle somewhere along the line. By the end of the second tour it was the World Champion Eric Gassin who had the lead, Shaw tucked in close with Grondstra, now Petersen, then Glencross

and Roberts trying to get on terms. Kleppe had dropped back a little and Martin Hines unfortunately was off at Club with a suspected seize. Wall, Wiederkehr and Amman were also into retirement at various locations around the track.

The pace was hot, by the end of the third lap Shaw was back in command with Grondstra pushing him and Gassin fighting off fourth placed Petersen. Glencross had fifth with Wimmer now in on the action in sixth ahead of Roberts. Alan Pritchard was into the pits with a terminal problem.

The next tour saw a change of leadership in favour of Dutchman Grondstra whilst Shaw was down to third behind Gassin. Petersen still sat in fourth followed by Glencross, Wimmer and Roberts. Philippe Lozza was also into the action in eighth, Kleppe giving chase.



Piet Hartog (105) ran well until the halfway stage when his motor went croak at Club, here in company with Wollerich (104), Dean (32) and Mark Allen (21).

CIK FORMULA E WORLD CHAMPIONSHIP — POINTS AFTER ROUND 1

				Points
1st	Perry Grondstra	(NL)	Zip Eagle/Rotax	15
2nd	Ian Shaw	(GB)	Zip Eagle/Zip Rotax	12
3rd	Poul Petersen	(DK)	PVP/Rotax	10
4th	Philippe Lozza	(F)	PVP/Nissag Rotax	9
5th	Berny Roberts	(GB)	Zip Eagle/CDPT Rotax	8
6th	Rainer Wimmer	(A)	Castrol/SK Rotax	7
7th	Torgjer Kleppe	(N)	HT Dino/Rotax	6
8th	Peter Tschanz	(CH)	Zip Eagle/Rotax	5
9th	Richard Dean	(GB)	Anderson/Rotax	4
10th	Glen Standing	(GB)	Anderson/Goff Rotax	3
11th	Jeff Champion	(NZ)	Anderson/Rotax	2
12th	Rudolf Huber	(D)	Zip Eagle/Rotax	1

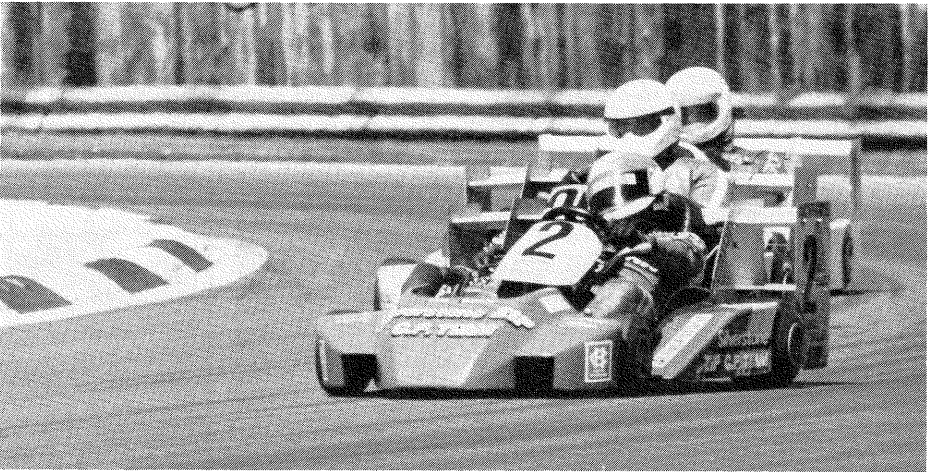
The halfway stage and it was all change again — Shaw was back in the lead, Grondstra second was threatening, likewise Gassin and Petersen, then a gap back to Wimmer, Roberts and Glencross, the latter having lost a few valuable places. Reg Gange and Bobo Westman were both into the pits whilst out on the track at Club Piet Hartog called it a day when mechanical failure put paid to his Rotax.

Grondstra managed to gain the edge next time around, outraking Shaw for the lead. Petersen was closing on Gassin's third spot in preparation to overtake whilst Glencross had recovered ground at the expense of Wimmer and Roberts to retake fifth. Lozza held sway over the rest of the field — Kleppe, Tschanz, Allen, Dean and a long stream of karts.

Shaw hit back hard, in fact was to hold the lead for the next three laps, with Grondstra and Petersen hounding him. Gassin lasted only one more lap before gearbox problems heralded the end of his participation in a fine scrap. Chris Taylor was another retirement during the closing laps and he was followed by Phil Glencross.

The run down to the flag and Shaw was fending off Grondstra's relentless attempts to relieve him of the lead, but on the last corner the Dutchman successfully outraked the red and yellow outfit and found that tiny bit extra to snatch the chequered flag with a margin of 0.22s. Petersen was third whilst Lozza got the advantage over Roberts to take fourth. Sixth man home was Wimmer, with Kleppe, Tschanz, Dean, Standing, Champion and Huber all finishing in the points. Monica drove a good race to finish in the next place after a rear grid start. The news is that she will probably be racing Swedish F3 next year, already she has been testing. We'll miss her but we all wish her every success for the future in single seaters.

GOING DUTCH!



Shaw (2) heads eventual winner Grondstra and Gassin.

In hot and sunny conditions on Saturday 6th August at Silverstone the pace of the racing was just as hot as the tarmac. Ian Shaw dominated the World Championship Final into the last lap where he was only just pipped to the post by Holland’s Perry Grondstra who collected 15 valuable points to carry to the Nurburgring in September. Dane Poul Petersen finished third ahead of Philippe Lozza, Berny Roberts and Rainer Wimmer, after a number of the favourites failed to run the distance. . .

Report: Ed McCormick

Pics: Doug Rees

For something like four or five years rain tyres had been the prerequisite for racing in the annual Silverstone event. Not so this year, in fact you could say it was ‘blistering’ with temperatures in the mid 80’s F on Saturday and Sunday, although Friday for Formula E first qualifying session was a mite cooler and a little overcast at times.

Close to 60 drivers signed on for the World Championship event, the first of the three round CIK Series for 1988. 15 of the total failed to record times during the initial 20 minute session, amongst them the likes of David Ayre, Steve Edwards and Peter, all of them suffering from a variety of problems. Notable for his performance was current World Champion Eric Gassin who stamped in a spirited 1 min 43.51s, the white outfit heading the charts at the end of the session. Anderson pilot Roger Goff looked on form and was only two-tenths off the Frenchman’s time and Zip Eagle driver Ian Shaw notched up an initial third spot on the list with a 1 min 35.31s. Dutchman Perry Grondstra, who has a fine string of European wins to his credit this season, with a 1 min 35.87s before the times then began to march into the 1 min 36’s, commencing with Martin Hines - 1 min 36.33s. Peter Gray, Phil Glencross and Sweden’s Bobo Westman were the others in the “36’s”. Reg Gange, back from Hot Rod racing for a on-off drive aboard a spare Glencross Anderson set-up, managed a 1 min 37.10s whilst new ‘UK Cup’ winner Tim Parrott claimed tenth place for the Kelgate concern with 1 min 37.17s. Norway’s Torgjer Kleppe new 125cc and Superkart titleholder in his neck of the woods, qualified the HT Dino with an identical time to Parrott. Berny Roberts and Glen Standing also shared times in the 1 min 37’s, but Thierry Serfaty, Mark Allen and Poul Petersen were nearly four seconds off Gassin’s pace, ranging from 1 min 38.15s to 38.50s. Little Monica Strath didn’t have a trouble-free run as she struggled to improve on

1 min 39.31s as the qualifying session neared its end, although she had little to worry her pretty head about compared to poor Andy Scott whose ailing machinery failed to qualify him at all and thus reduced him to the ranks of spectator for the weekend. 1987 French Champion Jean-Claude Kallen posted a 1 min 39.83s whilst Richard Dean headed into the 1 min 40’s along with Alan Pritchard and Swiss driver Peter Tschanz. An entrant not seen in karting circles for some time was CTRP man Chris Taylor out for a run and managing 1 min 42.31s before the flag came out signifying the end of the day’s session. It was an early start for the CIK drivers on Saturday morning, qualifying commencing at 9am and that meant an early breakfast for yours truly and co before legging it back to the pit wall to begin another 20 minutes notes. Already it was warming up, considerably. . . A number of drivers were unable to improve on the previous day’s times, in fact Eric Gassin was a second slower, Roger Goff lost one-tenth whilst Perry Grondstra, Martin Hines, Bobo Westman, Tim Parrott and Thierry Serfaty also failed to improve. Those who did, with the

exception of Ian Shaw who still maintained third position on the grid, greatly improved their chances of a good Pre-Final start — Torgjer Kleppe, Phil Glencross, Poul Petersen although a two second discrepancy was discovered between the Dane’s Friday and Saturday times on the official sheets, Reg Gange and Peter Gray. Monica knocked almost three seconds off to earn grid 11, Rainer Wimmer two, Richard Dean three and Jean-Claude Kallen two plus. Twelve drivers failed to put in any qualifying times in both sessions and along with several others experiencing terminal problems the grid for the six lap Pre-Final was reduced to 47.

PRE-FINAL (6 Laps)

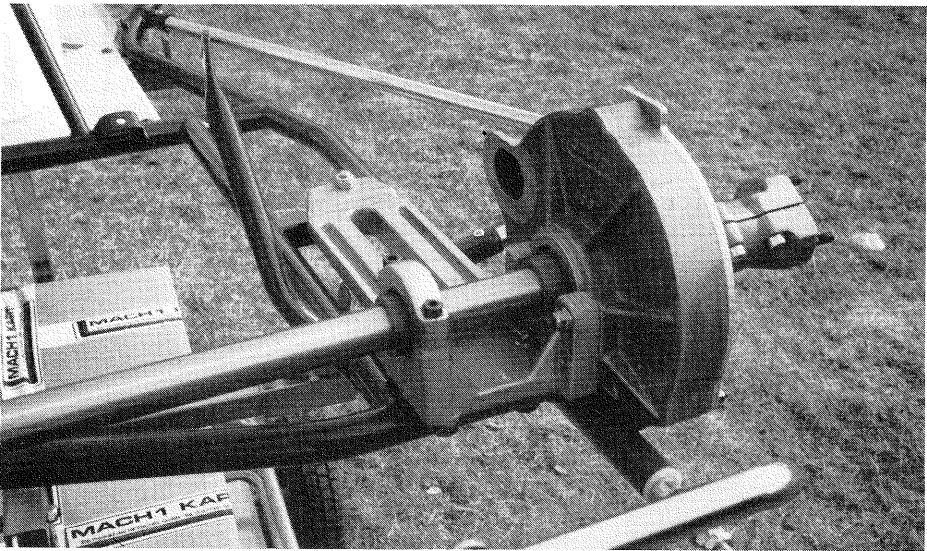
The grid for the Pre-Final was posted at 10.45am on Saturday and just before noon the competitors began lining up on the Dummy Grid in the following order:-

Kleppe	Shaw	Goff	Gassin (Pole)
Gange	Petersen	Glencross	
Strath	Gray	Hines	Grondstra
Lozza	Standing	Wimmer	
Dean	Ayre	Roberts	Westman
Serfaty	Kallen	Parrott	
Knezevic	Hartog	Crochepeyre	Allan
Wollerich	Huber	Papworth	
Atherton	Pritchard	Tschanz	Kvia
Jackson	Amman	Widdas	
Willie	Campo	Taylor	Champion
Wall	Hendrikse	Wooley	
Wiederkehr	Eastwood	Dumontel	Gosling
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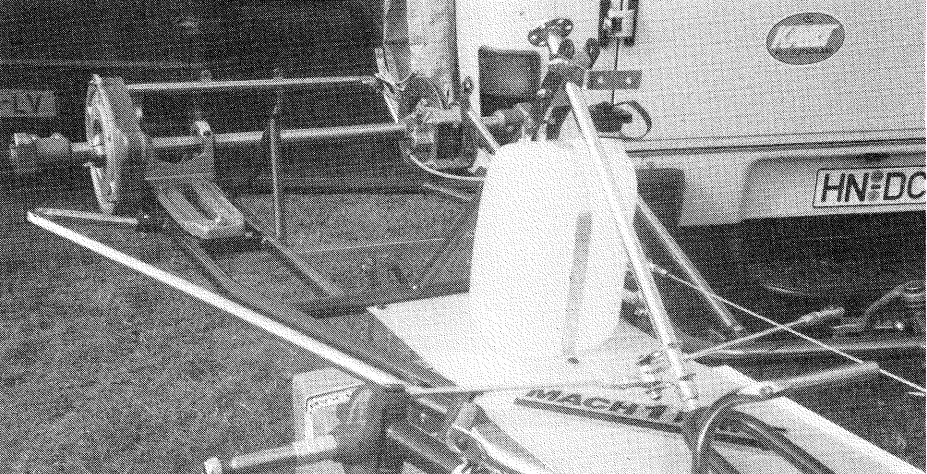
The pace lap complete the car turned into the pit lane and the karts rounded Woodcote to the lights but the lights never changed to green. Down to Copse and Glencross’s hand went in the air and Hines, behind him, backed off a bit along with others thinking it a false start and that there would be a re-run but there wasn’t — the race was on. One tour complete and it was the red and yellow Eagle of Shaw at the front chased hard by Petersen, Serfaty, Gassin and Grondstra, the rest of the pack streaming by in their wake. Already there were pits visitors — Roger Goff to rectify a problem which cost him a lap, Hakan Widdas likewise pitted for two laps, Mark Allen into retirement and Tim Parrott with a broken gearshift. The second tour complete Shaw still had the lead, Petersen hounding him, Gassin was into third ahead of Grondstra, then came Serfaty, Gange and Wimmer. Dumontel had spun at Copse though restarted but German driver Peter Ridinger was into the pits for good. By half distance Petersen had managed to gain the edge over Shaw, the Zip driver with Grondstra climbing all over his rear bumper. Gassin was in fourth ahead of Serfaty, then Kleppe and Berny Roberts scrapping with Martin Hines. Down at Club Piet Hartog pulled off with a dead Rotax and at Stowe, earlier, Francois Campo ground to a halt. Next time around Shaw was back in the lead

OFFICIAL QUALIFYING — FIRST 12

Pos	Name	Kart/Engine	First	Second	Best
1.	Eric Gassin	Nissag/Rotax	1.34.31	1.35.54	1.34.51
2.	Roger Goff	Anderson/Goff Rotax	1.34.71	1.34.86	1.34.71
3.	Ian Shaw	Zip Eagle/Zip Rotax	1.35.31	1.35.11	1.35.11
4.	Torgjer Kleppe	HT Dino/Rotax	1.37.17	1.35.37	1.35.37
5.	Phil Glencross	Anderson/Rotax	1.36.79	1.35.41	1.35.41
6.	Poul Petersen	PVP/Rotax	1.36.08	1.35.43	1.35.43
7.	Reg Gange	Anderson/Rotax	1.37.10	1.35.58	1.35.58
8.	Perry Grondstra	Zip Eagle/Rotax	1.35.87	1.36.59	1.35.87
9.	Martin Hines	Zip Eagle/Zip Rotax	1.36.33	1.36.94	1.36.33
10.	Peter Gray	Anderson/Rotax	1.36.53	1.36.44	1.36.44
11.	Monica Strath	Anderson/Rotax	1.39.31	1.36.61	1.36.61
12.	Rainer Wimmer	Castrol/SK Rotax	1.38.10	1.36.65	1.36.65



The Mach 1 kart featuring Hetschel’s direct drive. No idler wheel means the motor runs backwards, although changing the gearing is not too difficult the axle looks pretty permanent. The KZH motor is usually employed and the combination is...

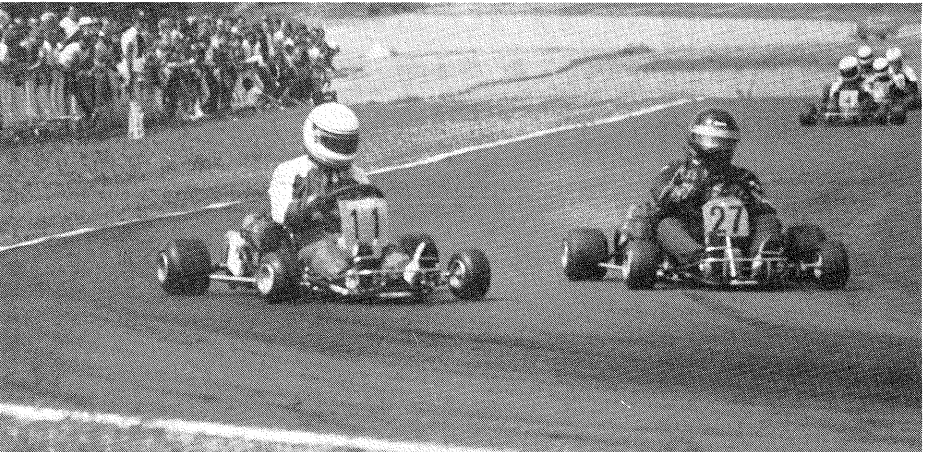


... markedly quieter than conventional set ups. The Mach 1 kart makes extensive use of magnesium castings, even for the stub carriers but the welded on steering boss leaves something to be desired...

Coulthard thirty-seventh, Steven Day forty-fifth, Sean Nicholson forty-sixth and Cliff Parker, already nursing a shoulder injury, withdrew after losing a tyre. It became apparent during the heats that Cotterill, suffering from an abscess, would be under severe pressure in the race from Martin Koene, Sandro Zani and the very consistent Gert Munkholm on the works PCR. The latter, usually a Bridgestone man, had switched to Vega for the meeting but when asked which ‘colour’ compound he was using claimed to have violet spots! After the heats the positions were: (Pole) Koene Cotterill Munkholm Redeker



Jeremy congratulates Redeker...



Redeker lunges inside Cotterill for second position (Pic: Craig Singleton).

Moynihan was 11th, Windle 12th, Rees 19th and from the Repechage Sean Nicholson on the back row.

Sunday seemed very leisurely after the frenetic pace of Saturday’s programme and the morning was largely taken up by pageantry, presentation of drivers and a rather dull supporting Junior Reed Valve race. At 2.15, exactly the scheduled time (the entire meeting was run with rigid German efficiency) the all-important Pre-Final rolled out and the racing began in earnest. Paul Rees was an early casualty of the melee and soon after we lost Windle, but Moynihan was making ground whilst Cotterill held off Zani and Munkholm for second position. Away out in front Martin Koene obviously had it well sorted and won by a very comfortable margin. The upper order of the grid for the Final was largely unchanged therefore and when the flag fell Koene scorched into an immediate lead. This time however Cotterill was in difficulty holding off the attention of Zani and lost second place after a few laps. He soon came under pressure from Redeker who was clearly going to be trouble, and so it was as the photographs show, that in a desperately ill-judged move the Dutchman reduced himself and the British 100 Super Champion to spectators . . . The German commentator seemed particularly upset by the accident since he had only just got to grips with the pronunciation of the new Rundenrekord holder’s name! The only other major change was that Koene, in a commanding lead, coasted to a halt and Sandro Zani, running strongly, inherited the lead. Gary Moynihan, the sole surviving Brit, had clawed his way up to seventh with some impressive late braking in the tight section while Gert Munkholm, comfortable in second place, could make no ground on Zani and they finished in that order.

CONTINUED OVERLEAF...



...on leaving them both spectators (Pics: Craig Singleton)

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LARKHALL

26th JUNE

With Larkhall being the 6th round and also the furthest track for most people, there was quite a turn-out

Heat 1

With Giles Yeates and Brenden Rawle on the front row, the race got off to a good start. Without much incident the result was predictable with the top 6 in the series finishing as follows:-

- 1st Matthew Davies
- 2nd Brenden Rawle
- 3rd Daniel Wheldon
- 4th Matthew O'Hara
- 5th Craig Murray
- 6th Charles Butler-Henderson

Heat 2

This heat was a good race between O'Hara, Murray and Wheldon — all three contending for 1st place. On the penultimate lap O'Hara and Murray came in contact with each other with O'Hara unfortunately coming off worse and finishing 8th. A good race with Rawle and Mark Taylor for 4th place with both boys raising arms across the line — the verdict going to Rawle. At the flag it was:-

- 1st Daniel Wheldon
- 2nd Craig Murray
- 3rd Matthew Davies
- 4th Brenden Rawle
- 5th Mark Taylor
- 6th Charles Butler-Henderson

Heat 3

Brenden Rawle who was on grid 12 was doing his usual slow roll-up lap. This unnerved Giles Yeates who was immediately behind Rawle and when the green light went on Yeates changed lanes before crossing the line which, fortunately, did not cause any incidents but nevertheless is something you do not do. Davies went straight into the lead and there he stayed until the flag. Result:-

- 1st Matthew Davies
- 2nd Mark Taylor
- 3rd Daniel Wheldon
- 4th Charles Butler-Henderson
- 5th Craig Murray
- 6th Brenden Rawle

Final

The final was delayed for quite a time as there were disputes over the grid positions. Eventually the race was started and here again it was dominated by Matthew Davies. Contending for 2nd place was O'Hara, Wheldon, Butler-Henderson, Murray and Rawle with Clair Bogan coming up the field. 3 laps from the end this "bunch" of drivers were over-taking Graham Clarke. As O'Hara slipped past, Clarke was unnerved spinning for no apparent reason, therefore, taking out Rawle, Murray and Bogan and also causing Butler-Henderson to drop a few places. Murray and Bogan kept going but Rawle came off the worse. Across the line it was:-

- 1st Davies
- 2nd O'Hara
- 3rd Wheldon
- 4th Butler-Henderson
- 5th Taylor
- 6th Yeates

After the officials checked all the equipment it was found that O'Hara's chassis number was not the same number as on the scrutineering card

CADET COLUMN

EDITED BY DAWN LINGER

and, therefore, was disqualified from the final result. In addition it was then realised that Taylor did not finish in 5th place, but was a lap down. Consequently, the final result was amended and was as follows:-

- 1st Davies
- 2nd Wheldon
- 3rd Butler-Henderson
- 4th Yeates
- 5th Franchitti
- 6th Button

Vivienne Rawle

RYE HOUSE

3rd JULY

Nine SNC's and five Restricted drivers signed on for Hoddesdon KC's monthly thrash around one of the most demanding "drivers" circuits in the land. HKC again generously providing a trophy for every finisher. Practice was dry but the forecast rain arrived in time for:-

HEAT 1 6 laps/dry

Richard Bishop's Sprint led from pole, but slipped down to fifth by Stadium bend. Down to the hairpin for the first time it was the Deer farmers son (Yes really) Jeremy Gumbley, pursued by The British Cadet Champion Claire Bogan, and Emberton's Daniel "Welly" Wheldon (All on All Karts) . . . closely followed by the Tiny Anthony Davidson 'in' his ZIP. Lap 2 DW now lead from Claire, 'Gumdrop' and 'lil Ant' the rapid Mark Taylor was getting into his stride. . . 'diving' down the inside of the Davidson/Gumbley scrap. Lap 3 Mark was 'pouring' pressure on Miss B for second. . . as Davidson literally 'pushed' Gumbley along Pit straight. Next lap Taylor passed Bogan in that 'wiggly bit' but 'dropped it' on the grass to be repassed at the pits, by Claire, and the siamesed karts of Gumbley and the 'deerstalking' Davidson. But Mark was back to second next tour, "Welly" boots taking his first win of the day, Davidson drowning his engine pulling alongside 'Gumdrops' on the 'submerged finish straight'.

- 1st D Wheldon
- 2nd M Taylor
- 3rd C Bogan

HEAT 2 "Wetter"

Scott Tupper and Anthony Davidson led 2 rolling laps. . . but it was the 'Emberton boy wonder' through in the lead again! . . . never to be headed, finishing 1st followed home again by 'Fulmar' Taylor after a four lap 'tussle' with "Tony the Tiger" these three having pulled away from the pack, headed by Claire, Gumbley and Tupper (having his first 'Yellow plate' race).

- 1st D Wheldon "Welly" (as in boot it)
- 2nd M Taylor "Fulmar" (Dads race biz')
- 3rd A Davidson "Tiger" (as in Tony)

HEAT 3 "Much wetter"

The puddles having 'joined forces' to form tributaries of the local river. . . it was decided to cancel the Finals, and calculate the final placings on the three heats by aggregate.

Andrew Davidson on pole with Claire Bogan alongside the former but a shadow of his pre-Pembrey self. . . 'letting' three bye by Stadium. . . Claire, Wheldon and Taylor. Lap two Tupper and

Anthony Davidson were 'tugging' at their steering wheels. . . desperately trying to UNinterlock their wheels. . . in 'joint' fifth. As 'welly' extended his lead, Mark (skidmark?) left the circuit again to rejoin sixth, but soon fought his way up to second position. Andrew 'waiving' his little brother thru to finish fifth and sixth respectively.

- 1st D Wheldon
- 2nd M Taylor
- 3rd C Bogan

Result by aggregate of heats:

- 1st Daniel Wheldon All Kart
- 2nd Mark Taylor All Kart
- 3rd Jeremy Gumbley All Kart
- 4th Anthony Davidson '87 ZIP
- 5th Claire Bogan All Kart
- 6th Andrew Davidson All Kart

Restricted:

- 1st Miss Zoe Flynn All Kart
- Report: Denis Davidson

WOMBWELL

24th JULY

RAC CADET CHAMPIONSHIP SERIES

ROUND 9

A massive entry of no less than 37 Cadets entered Wombwell KC's July meeting. 10 running in the non-Championship Cadet 'Extra' All Kart, Olivers dad Dudley had a bit to do with it too. . . he finished 11th at Le Mans this year, in a Porsche 962c Turbo! Due to WKC only being permitted to run 24 in a race the 26 registered Championship Cadets were scheduled to run in three of four heats, culminating in a proposed 'A' and 'B' final. Which actually didn't transpire as only 24 made it to the final. A notable absentee being Brendon Rawle, the number 9 plate holder having broken down on the way to the circuit, a great pity as the consistent Brendon was lying 5th overall in the Championship.

- 1 Claire Bogan
- 5 Craig Murray
- 2 Matthew Davies
- 3 James Meanwell
- 4 Phillip Moreton
- 6 Jenson Button
- 7 Giles Yates
- 8 Daniel Wheldon
- 10 Daniel Yeomans
- 11 James Taylor
- 13 Mark Taylor
- 14 Andrew Davidson
- 17 Daniel Bailey
- 19N Richard Wilson
- 20 Matthew O'Hara
- 22 James Wall
- 23 Nelson Rowe
- 26 Douglas Bell
- 30 Mark Nadolski
- 33 Lee Hammond
- 40 Gavin Creber
- 41 Anthony Davidson
- 47 James Hanson
- 56 Malcolm Smith
- 90 Charles Butler-Henderson

Heat 1 8 laps/dry

Pole: 20, 2, 10, 13, 14, 33, 90, 47, 4, 6, 30, 41, 56, 22, 7, 8, 'S', 19N

O'Hara took the lead from pole followed by Yeomans and Davies. Lap 2 Davies passed the 'wide' laser gesturing that's naughty. . . (I think). Mark Taylor had Charles B-H and Andrew Davidson as shadows. Lap 3 Davies moved into the lead as Wheldon slotted into 6th (from grid 16!) only to 'pit' with carb trouble. Dice of the race was between the All Karts of Moreton and Button running 8th and 9th. Yeomans was demoted by Taylor, Butler-Henderson passed them both, only to drop back on lap 7. . . 'cooling his Comer'. Star of the heat was Giles Yates the Cheltenham driver having 'leap frogged' his way up to 6th at the flag (from grid 15). Anthony Davidson was ecstatic, having 'achieved a 360' degree spin at the hairpin without loss of pace or place!

1st	M Davies	Gillard
2nd	M O'Hara	All Kart
3rd	M Taylor	All Kart
4th	D Yeomans	Laser
5th	C Butler-Henderson	Wright

Heat 2 Dry (but only just)

Pole: 40, 11, 90, 23, 14, 26, 47, 33, 17, 13, 1, 10, 3, 2, 41, 20, 4, 19N, 6.

The very 'wise' Ken Wright kept heat 2 on the dummy grid as a menacing storm rolled over Wombwell. . . Just missing the track! Around the hairpin went the crocodile of karts led by James Taylors 'new' All Kart from Rowes 'old' Zip (still fitted with a three bar rear bumper) soon to be displaced by Doug Bell Jnr's 'works' ZIP. Crebers 'pole' DAP held an uncomfortable 4th ahead of Charles B-H and ("at last"). . . a returned to form 'birthday boy' Andrew Davidson. As Bell passed Taylor, Davies was up to 9th as Charles and Andrew swept inside Rowe at the pits exit 'as one'. James repassed Doug lapping the demanding anticlockwise track in the mid 44's.

Lap 4 and Davies 'powered past' Davidson at the 'top end' of the straight, setting his sights on Charlie. Midfield, Claire was in aggressive form pushing O'Hara and then Crebers DAP. . . Whoops. . . too much. . . Creber, Claire and Mark Taylor all sideways at the pit bend as

Anthony Davidson and Bailey arrived. . . incredibly picking their way safely through, line astern, at 'full chat'!

Lap 7 Davies dropped Bell to third, but 'Dinger' wasn't finished, retaking Davies and Taylor for good measure to win a most exciting heat in great style.

1st	D Bell	ZIP
2nd	M Davies	Gillard
3rd	J Taylor	All Kart
4th	C Butler-Henderson	Wright
5th	A Davidson	All Kart

Heat 3 dry

Pole: 17, 'S', 1, 3, 30, 7, 22, 56, 8, 23, 20, 2, 10, 13, 11, 33, 40, 26

Doug Bell's fortunes took an about turn when his motor 'conked out' on the rolling lap, poor old 'Dinger' having to sit this one out despite the best efforts of Yates senior and 'this scribe' to restart the 'congested' Comer.

At the 'green' it was Claire the British Champion asserting her authority over the 'boys brigade'. The incredible Wheldon already second (how does he do it)? . . . from grid 9! . . . The Scottish Champion Murray and 'pole man' Bailey 'joined' in the leading group. Yeomans led the rest, up from grid 13! . . . The Londoner surely the most improved driver during this series. As James Taylor 'relieved' Meanwell of 6th spot, Yates engaged in a spot of 'mowing'.

Lap 2, Davies was signaling again, this time to James, 'Welly' had forgotten his manners too. . . 'shutting the door' in a ladies face, (rude boy). . . to lead lap 3. Lap 4 the order was 8, 1, 'S', 17 leading the pit straight from 11, 10, 2, 7. . . 13 spinning at the hairpin. As 'Welly' extended his lead to the chequered flag a superb tussle for 5th place ended in tears at the last corner. James Taylor, Yates, Davies and Yeomans all got 'tangled' up! . . . Davies getting going first followed by Giles, an upset Yeomans. . . nearly caught on the line by O'Hara. . . James trailing home eleventh!

1st	D Wheldon	All Kart	(best lap 43.22)
2nd	C Bogan	All Kart	
3rd	C Murray	Ecosse	
4th	D Bailey	ZIP	
5th	M Davies	Gillard	

Heat 4 dry

Pole: 6, 4, 41, 8, 26, 56, 7, 22, 'S', 11, 40, 30, 3, 47, 1, 23, 90, 14, 17, 19N

Anthony Davidson made a stab for the inside but pole man Button slammed the door in his face, as Wheldon jumped over Moretons wheels! Lap 2 'Welly' split Davidson and Button. . . to lead back past 'the wall'. Bell demoted Moreton and Anrhone D as 'Thruvton Jim' (Taylor) took up station behind 'little Ant' ("don't call me that").

Wheldon leading, had Button seemingly 'hooked on' his rear bumper, as James passed Anthony to make it All Karts 1st, 2nd & 3rd.

Lap 6 Button 'fell off' Wheldon's bumper (literally) 're-mounting' unaided to continue with injured hand, pride and track rod.

1st	D Wheldon	All Kart
2nd	J Taylor	All Kart
3rd	A Davidson	ZIP
4th	P Moreton	All Kart
5th	J Wall	ZIP

The Final 10 laps/dry

Pole

Davies	Wheldon
J Taylor	O'Hara
Yeomans	Yates
Davidson	Murray
Charles B-H	Moreton
Bailey	Davidson
Bogan	M Taylor
Bell	Meanwell
Rowe	Hanson
Creber	Wall
Smith	Button
Nadolski	Hammond

The two series leaders fittingly occupied the front row, James 'T' and O'Hara making a 'good match' on row 2. The injured Button electing to start at the back.

Davies took the initiative to lead from pole, Taylor demoting Wheldon to 3rd. 'Welly' clouting 'the wall' as Davies pulled over to take a wide line, Daniel rebounding into Davies's rear, as O'Hara 'joined em' to make it a foursome leaving Murray to lead 'the rest'. Philip Moreton lying seventh, was proving a 'mobile chicane'. . . 'fast' on the straight bits 'slow' round the twiddly bits!

Lap 2 Wheldon and O'Hara dropped James to fourth. Lap 6 Wheldon 'relieved' Davies of the lead at this point, causing the latters Dad to eat his cigar! — this can be the only explanation to his 'fiery words' in the paddock later!

RAC Championship points after round 9

1st	Daniel Wheldon	All Kart	281
2nd	Matthew O'Hara	All Kart	216
3rd	Matthew Davies	Gillard	292
4th	James Taylor	All Kart	75
5th	Craig Murray	Ecosse	171
6th	Mark Taylor	All Kart	117
7th	Daniel Yeomans	Laser	94
8th	Claire Began	Alkart	127
9th	Charles Butler-Henderson	Wright	203
10th	Giles Yates	All Kart	108

PS. Well its "down to the wire" with only Davies and Wheldon able to win this years RAC series, its next stop Silverstone. . .

Dare I make a prediction here? Well last years winner is a bit useful in traffic. . . and Silverstone is going to attract a lot of that stuff. . . May the best lad win!


Report: Denis Davidson



Kart & Superkart



"Winning thought", Cadet Extra winner, Oliver Wood.

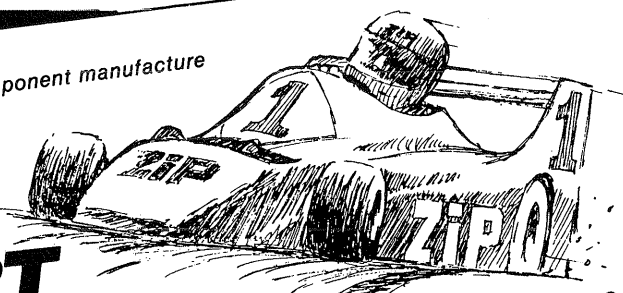


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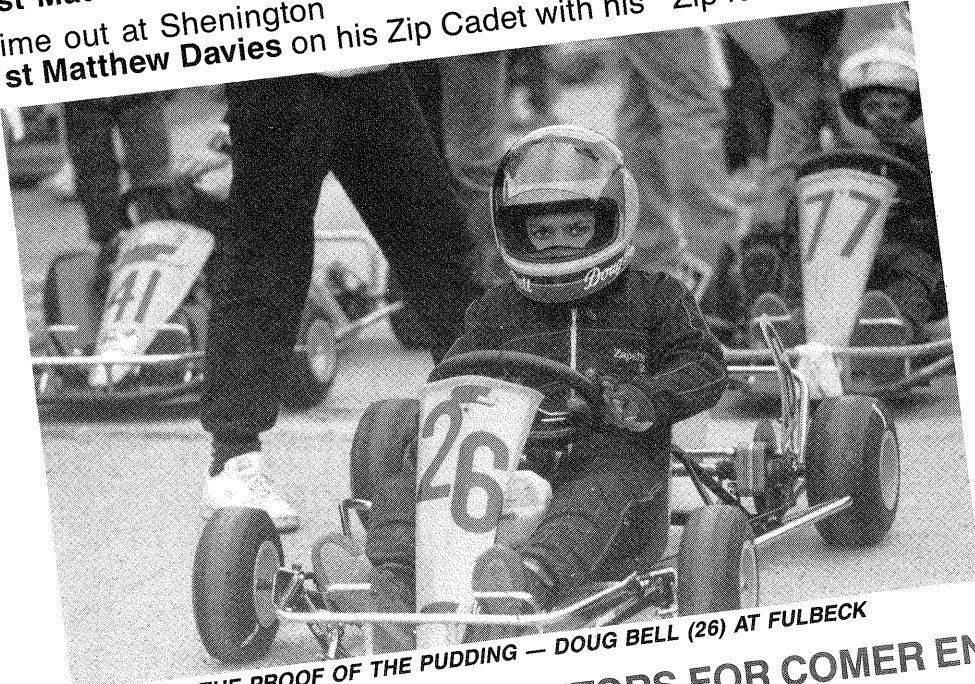
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