

# KIMBOLTON

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It was good to see the 250s back at Kimbolton on 13th October, where four Nationals turned up to race in front of the 210s. With 118 entries, including 21 Juniors, this was an excellent meeting with some good close racing and the sun shone all day.

**Junior Booster.** Seven youngsters lined up to provide some fast racing. Daniel Stilp and Oliver Gavin stamped their experience on the heats with Stilp taking the first two and Gavin the third, while Gareth Hession showed promise with three 3rd places.

Stilp and Gavin led the final out followed by Hession, Simon Spencer, Nicholas Duffield, Stuart Lee and novice Mark Regis. Gavin and Hession took advantage of Stilp's mistake at the first corner and Daniel dropped to 3rd. Soon Gavin had a clear lead and Hession hung on to 2nd spot until lap 5 when Stilp slipped past. With Gavin 100 yards clear there were no more changes and he took the flag comfortably from Stilp, Hession and Spencer.

**Junior Britain.** The three heat winners were Ricky Flynn, Richard Walton and Bobby Game. The first heat was so closely contested that at the flag only 3 metres covered the first five, a lap scorer's nightmare but an excellent race.

Walton and Game headed the final and Walton took the lead pursued by Flynn, Kinsey and Game. Walton was soon 20 lengths clear of the chasing group while Tony Hardy and Marcus Gavin were having their own private battle for 5th place.

With only two laps left Kinsey found a way past Flynn to take 2nd but Walton took the

flag convincingly while Flynn fought off the attentions of Game to hold on to 3rd by a wheel. Hardy won the battle for 5th from Gavin.

**Senior Britain.** Philip Hart, Glenn Taylor and Chris Dagless won the heats.

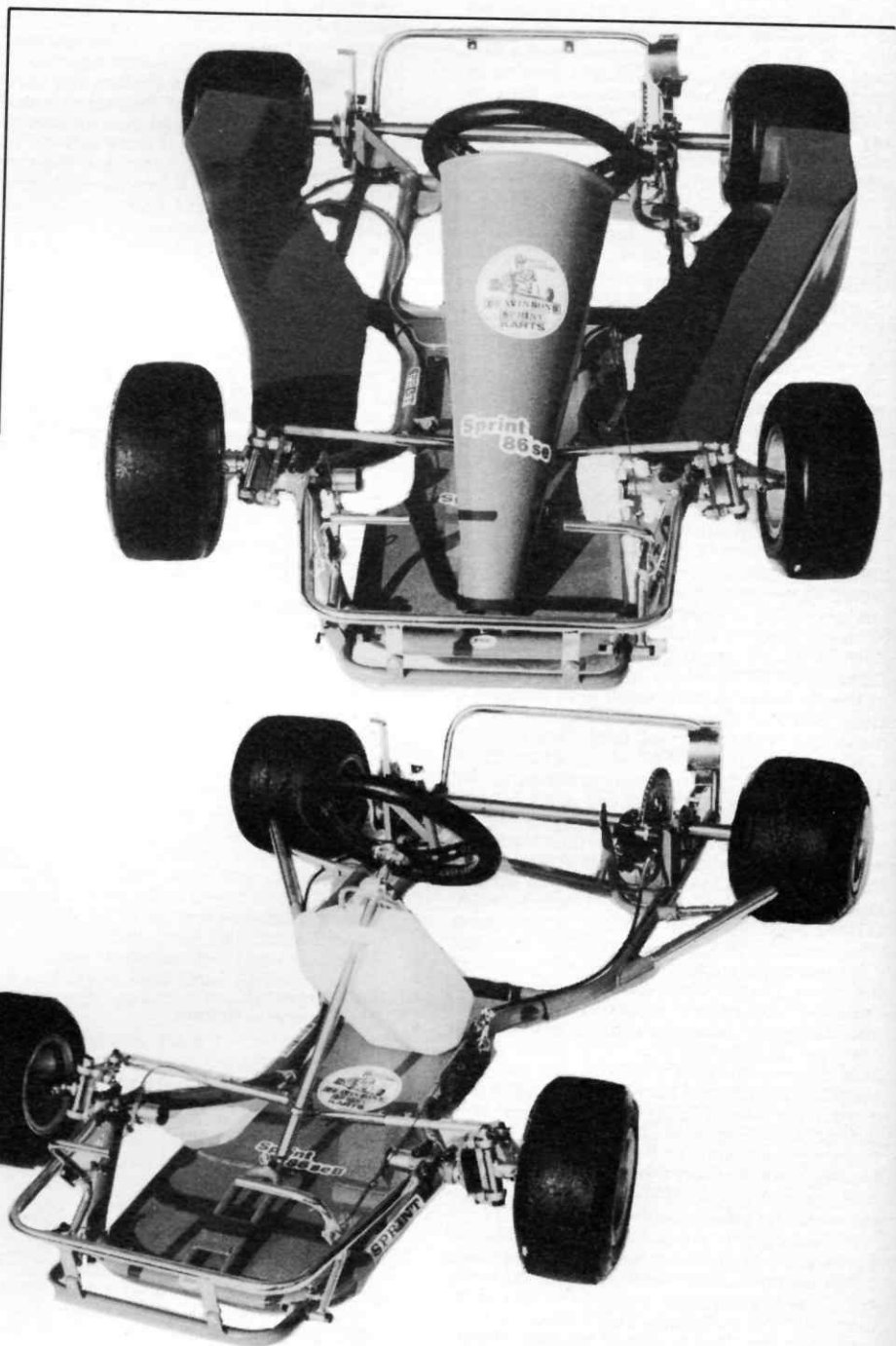
Taylor and Hart led out the pack with points leader Paul Murphy on grid 3 and ex-National driver Dagless back on grid 5. As they approached the lights, Murphy oiled up (I remember writing the same line last month — come on Paul give us a race). Dagless seized the opportunity and was quickly amongst the leaders as Hart drew away from Taylor, Dagless and Lawrence Ribbons; these four already making a break. Then Dagless got inside Hart at Stowe and immediately opened a gap as Taylor latched on to Hart's rear bumper and attempted to demote him still further.

Dagless pulled away as Hart and Taylor battled furiously, with Taylor eventually getting past on lap 4. With Dagless stretching the distance from the Hart/Taylor battle, 1st

place looked secure. On lap 8 Hart retook 2nd spot and no further changes took place as Taylor settled for 3rd with Ribbons 4th and Hawkes clear of the bunch 5th.

**National Novice.** With many early season novices now sporting full licences this group could only muster nine entries. Nick Brown looked odds on favourite with two wins and a 2nd while the other heat winner Stephen Wotton was less consistent and came out on grid four for the final. Russ Dowsing and Tom Whitewright were on two and three.

Mick Nairn eventually gave them the green light and Brown immediately took the lead followed by Wotton, Whitewright and Phil Mansfield. The field spread out and by lap 4 the three leaders were lapping backmarkers, then on lap 6 2nd placed Wotton spun exiting the Willows leaving Brown to romp home a clear winner from Whitewright and Mansfield.



## FOUR NEW DEAVINSON SPRINTS FOR 1986

Following their highly successful season, Deavinsons have four brand new models for '86, incorporating many worthwhile features. The range covers all the non-gearbox classes and the model for each can be easily identified by the designation code.

The 86seC is for the Cadet class (the re-named Boosters), the 86seB for Junior Britain and Britain, the 86SE for National, and the 86seK for 135 Formula K.

The side rails have been upgraded on all models from 30mm to 32mm tubing with a slightly different shape. There are some subtle tweaks to the frame angles which, with the ability to use a narrow rear track, enable you to warm up tyres quickly when the occasion arises. An advantage particularly relevant in the classes forced to use hard compound tyres.

The SE and K versions retain the 85 model's width but the B and C versions are 4cms narrower. Rear axles of 25 or 30mm are fitted as to customer choice — with a 38mm shortly available as an extra. Other options include a 30mm superlight axle, quick release axle hangers, lightweight steering, a mag kit and a different, top-of-the-range, brake.

With Steve Brogan available on site to test and develop the chassis at the Rye House track, Deavinsons are convinced that they have a bug-free winning foursome, ready panting in the stable.