

OULTON PARK

Manchester and Buxton KC took karting back to Oulton Park on Saturday March 23rd after a break of 18 months. The kart races were included in a programme of car racing organised by the BARC NW Centre and catered for 125 National; 125 P&R; 250 National and 250 Formula E. The 125s and 250s had two five-lap heats each with the finals scheduled to be of eight laps at the close of the day. The entry was evenly split with around 70 karts and a similar number of cars listed in the programme.

The weather however was to hold the upper hand almost throughout the meeting and at around 5.30pm, with the rain pouring down to leave large puddles everywhere, the decision was taken to cancel the finals.

125s. This class accounted for half the entry with a number of top names present. The first heat was won by Colin Poole after favourites Kurt Luby and Chris Stoney both suffered problems. Luby had fuel feed maladies which necessitated a brief pit stop before continuing at the back of the field whilst Stoney had an axle sprocket give up causing retirement. Ian Shaw battled hard to take 2nd place from Stephen Coward with Adrian Wilcox and Peter McCallum next up.

The second heat saw Chris Stoney hit the front and never look in any serious trouble. Kurt Luby had solved that fuel prob-

lem and chased hard but had to settle for 2nd. Stephen Coward picked up 3rd; Ian Shaw 4th, Peter McCallum 5th and Ralph Morgan 6th.

With no final taking place the overall result was based on heat performances and the first five were: Ian Shaw, Stephen Coward, Colin Poole, Peter McCallum, Adrian Wilcox.

125 P&R produced an overall win for Dennis Maires after a 1st and 2nd in the two heats. Mike Fowler claimed the runner-up spot and Ian Waller 3rd.

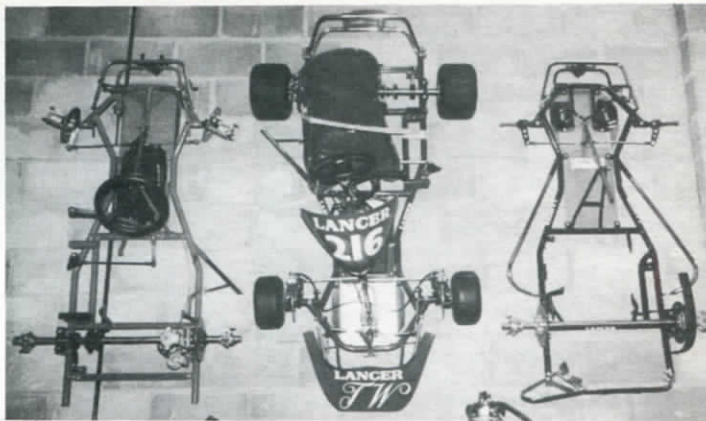
250 International. There was only a small grid with Roger Goff, Richard Dean and Phil Glencross looking the most likely to succeed. These three quickly hit the front in the first heat and after five quick laps finished in that order. The second heat proved to be one of retirements leaving Dean a clear winner. Goff retired when his Rotax seized whilst Glencross suffered fuel pump problems. Novices Mark Todd and Ievan Davies were 2nd and 3rd.

Once the points had been totted up the overall results were: 1, Richard Dean, 2, Ievan Davies; 3, Mark Todd, 4, Roger Goff.

250 National. This class numbered just ten but included regular front runners Mike Doble, Mark Webster, John Atherton and Ian Bickerton. The first heat was won by Short Circuit Champion John Atherton ahead of Webster, Doble, Bickerton and Paul Sadotti. Heat 2 went to Webster; Doble again 2nd followed by Bill Gibson and Peter Barns.

Overall Mark Webster claimed the 1st place trophy with Doble, Barns and Brown next up.

Mike Smith



LANCER

Lancer Racing produce the Lancer range of karts for all classes, and is run by Ron Banthorpe and Colin Whittemore from their well-equipped industrial unit in Eaton Socon, Cambridgeshire. Their local circuit is Snetterton Kartway, where they are always out in force under the Team Eaton banner — Ron taking the 125 honours last year and on course for this year's title.

Colin makes the frames with Ron concentrating on final assembly and engines, and they have earned an enviable reputation for looking after their customers. In return clients remain loyal to the marque and upgrade to new models as they appear.

For the gearbox classes they can supply karts with either the conventional foot operated clutch, or with a motorbike-style hand lever on the gear shift and thus only two pedals.

A mid-waist torsion bar is a standard fitting on all Lancer models except the Booster. This U shaped bar is welded at its centre and is bolted via brackets to the main chassis rails. If the circuit is bumpy or wet, then the bolts are taken out to permit more flex.

There are adjustments for castor and camber — more castor is dialled-in to get rid of understeer rather than by changing the rear track. The standard setting is 14 degrees.

Their class 1 karts have a proper glass-fibre centre tank as they feel that a plastic bottle doesn't exactly enhance the image. Another example of their "thinking" approach is the use of 10 gauge steel for floor trays. This spreads the weight of ballast over a large area to assist handling and safety.

They are both firm believers in using filters all the time, not just at dusty or wet circuits. This cuts down on rebuilds and Ron's 125 Rotax has only required two rebuilds in five hard years. Because the K&N filters they use on gearbox karts are non-collapsible, a remote hand choke lever is fitted to the base of the steering column. The firm are proud of the fact that they have been made sole agents for the exciting new Pipercross class 1 filter.

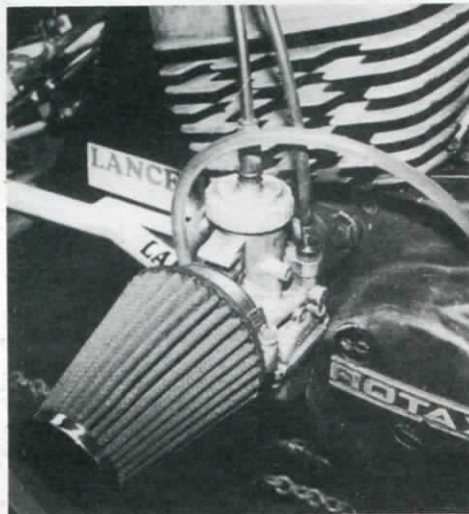
For gearbox customers they recommend electrical fuel pumps only when there is an exceptionally long straight such as at Zandvoort, normally they suggest the use of the Malpassi Filter King mechanical variety.

They have established successful models for all classes, have good production facilities, and have made an excellent name for customer service. Now they feel it is time to promote the sales side by recruiting more agents, and potential applicants should contact them on 0480 217600.



Mike Doble leads Mark Webster in 250 National.

Ian Shaw in 125 National.



K & N filters on gearbox engines have remote choking control.