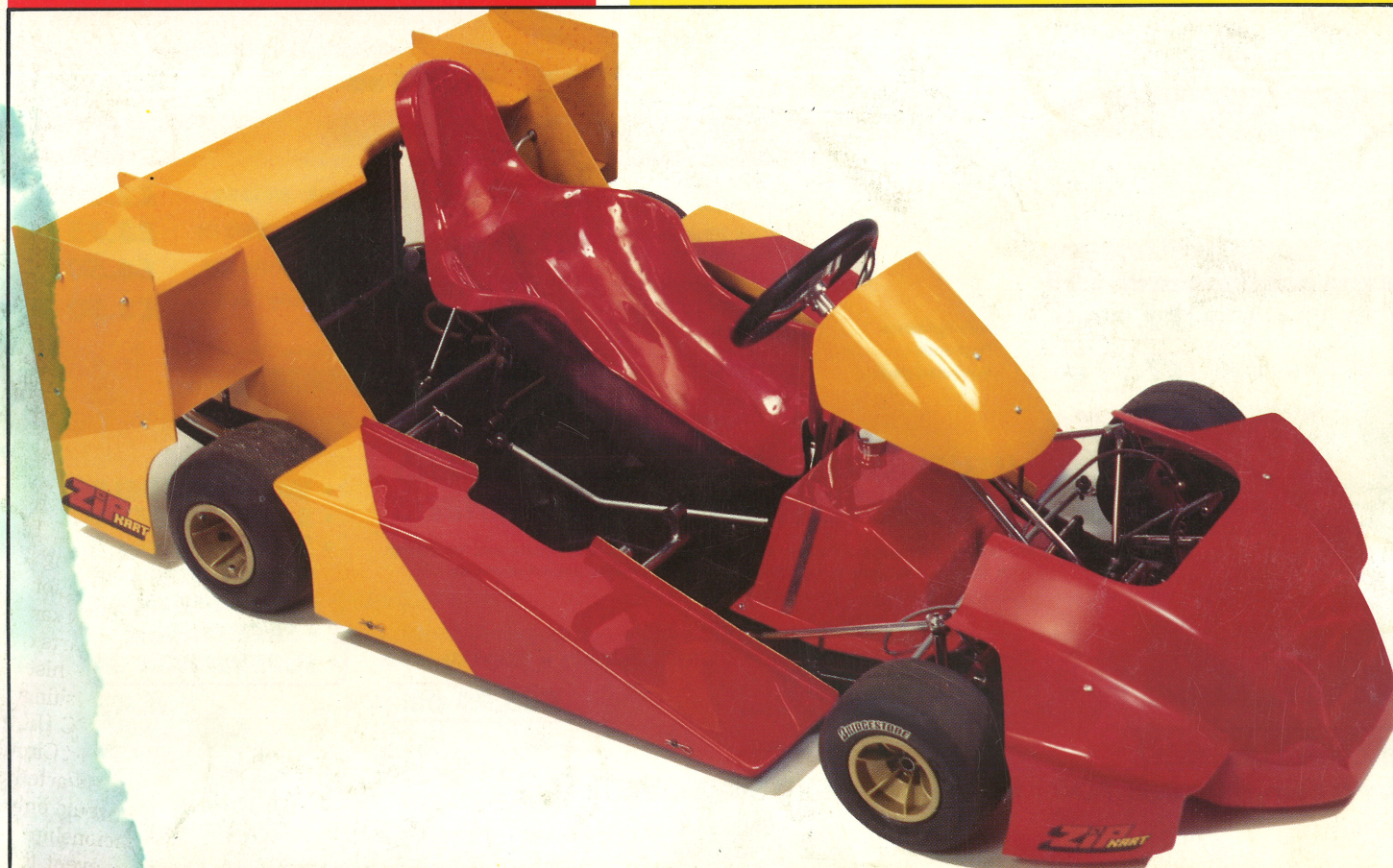


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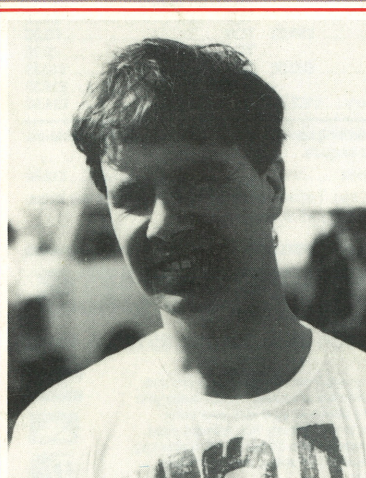
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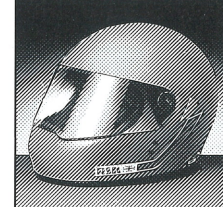
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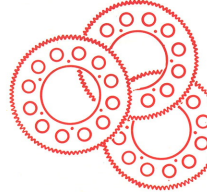
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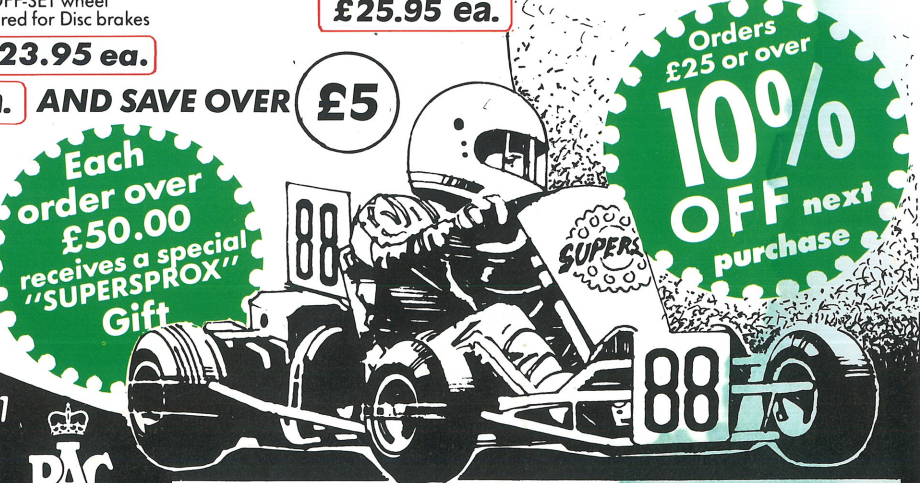
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### NEWS 1989

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ROTAX 125cc ENGINE, holds world and national records ¼ mile 12.6 secs, some spares £400. Phone (0773) 607996.

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100 NATIONAL DART/PARILLA. 48.24 bore. Needs running in. Loads of spares. Ideal novice outfit. Reason for sale, going gearbox. £395 Tel: Doncaster (0302) 832606.

ZIP GP 250E, Anderson Rotax 84, Kelgate brakes aeroquips, sidewinder wheels, wets, scitsui tacho floor tray. New clutch. PMP exhaust. Some spares, 3 races only this year, excellent condition £1975 — (0375) 670956 (South Essex).

#### Zip Bandit Goff Rotax

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#### 1987 Bandit

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KOBRA 210 National rolling chassis with engine plates, axle pump, braided brake pips, nose cone and kart stand. £225 ono. Tel: 021-360 3412 (Birmingham).

RETIREMENT SALE. Rotax 256 Zip outfit plus bandit chassis, all rebuilt £1250. Honda 250 CTRP outfit unraced £1150 TZ engine £200. Kart carrier £50. Plus lots of spares may separate any outfit. Tel: Burton (0283) 44900.

ZIP ROTAX 125, good condition, spare wets and slicks, ready to race, £750.00. Also Zip YZ rolling chassis £150.00. Tel: Basingstoke (0256) 475133.

ZIP 925 ROLLING CHASSIS, complete with Kelgate brakes plus wets on wheels — £525.00 ono. Tel: (0784) 54648 (Middx).

#### 1988 CHAMPIONSHIP WINNING ZIP EAGLE, with 250 Goff tuned rotax, special Goff exhaust, engine

4 meetings old, extras include wet tyres, genuine reason for sale, **£4,500 ono.**

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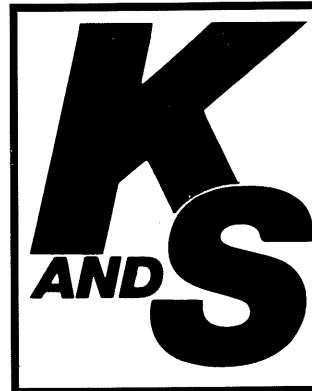
Engines: Parilla TT31 (49.1) Deavin Tuned £395.00  
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#### FRONT COVER:

**Colin Fletcher  
(O) and Adrian  
Wilcox (88) in  
250 National at  
the Silverstone  
Kart GP in  
August.**

*(Pic Doug Rees).*

MONTHLY

No. 115

# Ed, Says!.....

*The new kart circuit at Langbraugh in Middlesborough, Teeside, recently hosted its first meeting, a combined gearbox and Class 1 event, with such notables — Chris Stoney, Jeremy Cotterill and Martin Jubb in attendance. A full report on the meeting will appear next month.*

*The kart circuit forms only part of what is destined to become a unique leisure, community and sports complex. Once fully completed it will be the first purpose-built motorsports complex to be constructed in Britain since the war. The kart circuit was the first thing to be developed and work has already begun on a 25-acre off-road area that will cater for a wide range of users. It is anticipated that this area will be in operation for spring 1989.*

*The kart circuit forms a third of what is planned to be a one and a half mile circuit which will host all kinds of competitive motorsport.*

*The first 'phase' was officially opened on 11th October with demonstrations by Rob Wilson in a Visions F3, Russell Brookes in a Cosworth Sierra, FF1600's, F1 motorcycles and karts from the Langborough Kart School.*

*The estimated cost of the project is some £5 million and when completed will rival the likes of Brands Hatch. The RAC MSA has chosen Langborough to host next year's British Championships for 100 National, 100 Britain and 100 Super, scheduled for 2nd-4th June. There is one hitch though, the same weekend there is the European Championship for 100cc at Gothenberg, Sweden, which will please the 100 Supers NO END! What was it that was said about avoiding date clashes?*

*Whilst on the subject of dates, it is understood that the Nurburging date (2nd-3rd September) for Round 2 of the Formula E World Championship will have to be changed because the FISA have rescheduled on the WSPC Group C dates, more on that when available.*

*Still on dates, five rounds of next years RAC Long Circuit Championships can now be penned in:- Snetterton (12th March), Cadwell Park (23rd April), Knockhill (27th May), Pembrey (25th June) and Cadwell park (2nd September).*

*Donnington Park has been mooted as a possible venue for round 6, but that is just speculation at the moment.*

Ed McCormick

NEXT MONTH'S FEATURES INCLUDE:- VALENCE INTERCONTINENTAL 'A', LAVAL WORLD 135cc, SNETTERTON LONG CIRCUIT CHAMPIONSHIPS, GENK 4 HOURS, WOHLN CELEBRITY, LANGBRAUGH INAUGURAL, PLUS MORE ... (THESE ITEMS CORRECT AT TIME OF GOING TO PRESS).  
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STRICTLY CLASSIFIED!

## WHERE AND WHEN

#### 12-13th NOVEMBER

Chasewater Wheels — (Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD)

#### 13th NOVEMBER

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

#### 20th NOVEMBER

Three Sisters — (Bryan Road, Ashton-in-Makerfield, Lancs) — Cheshire KC  
Crail — (9 miles southeast of St Andrews, Fife)  
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon)

#### 27th NOVEMBER

Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)  
Dunkeswell — (5 miles from Honiton, Devon)  
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroads, Lincs)  
Felton — (7 miles from Morpeth on A1, Northumberland)

#### 4th DECEMBER

Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)  
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon)  
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde)

#### 11th DECEMBER

Chasewater Wheels — (Wheels Adventure Park, Adderley Road, South Saltley, Birmingham B8 1AD)  
Clay Pigeon — (Midway Dorchester-Yeovil, on A37, Dorset)  
Rowrah — (4 miles from Frizington, Cumbria)  
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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PIT TALK . . .



SHOW '91 — THE RACMSA STARS

The RACMSA announced recently its intention to co-promote a major international motorsports show in Birmingham . . .

The idea emanated from Keith Douglas, MSA Director, and looks to be the largest motor sporting event of its kind ever had.

This 'multi-million pound' promotion is to be organised jointly by the MSA and the National Exhibition Centre, Exhibitions Division and it is to be staged there is 1991.

Apart from various trade, component and manufacturer displays, there is planned an international motor sports convention. During a four day period around 30 seminars are envisaged, covering every facet of the sport and industry and it is probable that some motor sporting events will be integrated within the 'show'.

The MSA feels that 'motor sport 91' will give this country the opportunity to show the rest of the world that, through its technologies, it still leads . . .

Jonathan Ashman, the RAC MSA's Marketing Director, is the man to contact for further information . . . (0753) 681736.

PLAYSCAPE BACKS CHARITY KARTS FOR FOURTH YEAR

CELEBRITIES from the world of international motor racing and show business join together in aid of charity on Saturday, December 17 when Playscape hosts its annual fund-raising kart event at its Clapham Bus Garage venue.

This is the fourth year that Playscape has run such an event and following last year's successful venture — which raised a total of £12,000 for Save The Children Fund — the organisers are confident of raising even more money for the 1988 appeal.

This year's chosen beneficiary is the TV Times' Leukaemia Research, with a proportion of the funds also going to Dr. Barnardo's children home.

Twenty five teams of four drivers (plus one reserve will line up for an afternoon of action and incident-packed races, and pledges of support have already been received from such motor racing notables as Spice Engineering, Churchill Associates, Vantage Petroleum and Queensway Autos.

Formula 1 interest in the event is running high too, with early indications suggesting that as many as 10 teams will be represented. The music industry has also confirmed its support with Solo Management set to enter its usual star-cast line-up, last year supported by top singer Paul Young and Curt Smith.

The meeting format takes the shape of an elimination contest, beginning at 12 noon, when the teams assemble for a series of heats. Racing continues after lunch and reaches its climax with

the staging of the 25-lap Charity Grand Prix at 18.00.

Public admission to the event is priced at £5 and is by ticket only. These can only be purchased in advance from Dr. Barnardos, by contacting John Girling, Special Events Manager, Barkingside, Ilford, Essex. Tel No: 01-550 8822 (Ext. 406).

Further details from Ann Neal on 01-500 8872.

1988 KART RACING REVIEW

Mike Smith and Rodger Clavert have had a very disappointing response with regard to advertising in the above. The gearbox sector supported them admirably but with one or two exceptions the non gearbox element were not interested. As a result Rodger has withdrawn from any direct involvement with the project.

The good news is that MIKE SMITH is 'going it alone' and will publish the 'Review to coincide with the Kart Show in February 1989.

It will now be of A5 size but will carry NO advertising. It will include summaries of all classes from Cadets to 250 World and European and will be fully illustrated.

February 1989 is the date to remember and the cost of the 'Review will be £6.

Your Letters . . .

To All,  
David Rhodes and I would like to thank you for all the support that you gave us from the drivers and the helpers.

Also a very special thank you must go to all the sponsors and friends of the Hunts Kart Racing Club.

The actual sum which was raised at the meeting was an incredible amount of £2,380, which goes towards the Wishing Well Appeal at Great Ormond Street Hospital.

Once again we thank you all.

CHAS & DAVE  
Palmer & Rhodes  
THE HUNTS KART RACING CLUB LTD

May I thank the people who made it possible for me to win the 100 Super National British Championship especially to my mum and dad and a special thank you to my brother for faultless mechanical support throughout the year.

Yours sincerely  
Darrell Beasley

Dear Ed,  
Cardiff Kart Club would like to extend it's apologies to all those drivers who were anticipating entering the Welsh Long Circuit Event at The Welsh Motor Sports Centre Pembrey on October 30th this year. The event had to be cancelled due to the fact that the R A C would not issue the club with a track licence.

The reason given was, that the long circuit at Pembrey does not conform to motor racing standards.

With a successful kart race meeting held there last year, and a report from the R A C inspector of tracks stating, that, providing certain safety measures were attended to, (which they were, hence the granting of last year's track licence) he could see no reason why Pembrey could not become a successful long circuit for kart racing; we fail to understand the reasoning behind the

decision not to issue us with a track licence this year.

When one of the worlds top Forumla One drivers compliments the long circuit at Pembrey for its smooth surface and outstanding safety features it leaves us wondering just what is wrong.

We can only hope that this situation will be rectified by next year.

Yours sincerely  
V Williams (Mrs)  
Club Secretary  
Cardiff Kart Club

Dear Ed,  
May I, through the pages of your magazine, thank the following people without whom it would have been impossible for me to win the British Championships and UK cup titles.

Firstly I would like to thank everyone at the Engineering Services & Kelgate factory at Bedford for world class equipment, arch-rival! and 'ace' engine tuner Roger Goff for equal engines, Martin Hines for the PZP-oops I mean ZIP Eagle chassis, Tony and Shaun for spannering, Arai helmets & Jaybrand raceware for their products and to everyone else for their support at Snetterton.

Lastly to the whole Barnett family, especially Derek and Chris (stop biting your nails — Chris), a big thankyou for absolutely fantastic support, to my parents for starting me off all those years ago and making everything possible and to Sue, Martyn and Jason for putting up with me.

Hope to see you all in '89.

Tim Parrott  
Peterborough

BOOKS

Recently published by Franklin Watts Ltd in their Picture Library series is 'Karting'. This 32 page pictorial hardback is aimed at children in the ageband of about 7 to 12 years and is marketed primarily for schools and libraries, both in this country, the United States and Australasia.

The book is studded with plenty of large colour action pictures taken by well known British karting photographers, many of whom contribute to this magazine. The easy to read text tells you all you want to know, basically speaking, about karting and the world of karting, from Cadet racing right through to Formula E 250cc. Written by Norman Barrett the books makes an ideal seasonal gift and is available direct from the publishers at £5.25, including postage and packing.

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meetings may have been revoked. Still angry like myself? Then put pen to paper. All the best.

Liz Peters

Blackbushe

CAMBERLEY KART CLUB SUNDAY, AUGUST 28th

The August meeting of the Camberley club had quite a good entry in most classes, despite holidays and the proximity of other meetings. The day dawned misty and there were a few spots of rain, enough to wet the surface, during the morning. Although practice was dry, the Britain and Cadet first heat was damp enough to justify wets but the Juniors who appeared on the grid with wets, were obliged to change back to dry tyres and it stayed dry and pleasant for the whole day.

JUNIOR BRITAIN

The first heat on slicks, but with the track still damp in places, was won by Evans from Gibson and Craddock. In the second heat, the winner was Abbey-Taylor from Damon Cousins and Evans. On pole, for for final was Paul Evans (DAP DAP) proudly carrying the number four plate after finishing in this position in the RAC Championships. Paul took the lead from Alex Abbey-Taylor (Gillard Arrow) making a good start from the second row. Alex was followed closely by Damon Cousins (Wright DAP), Jan Herbert (Gillard Parilla) and Stuart Wood (BIREL Parilla). Stuart, still on black Restricted plates, was having a terrific meeting, particularly as he was sharing his kart with brother Alan in Senior Britain. They must have been the busiest team in the paddock and their father will have been proud of Stuart's drive. Paul Evans drove hard from the start and opened up a small cushion which he maintained to the end looking comfortable all the way. However, behind Paul, Alex Abbey-Taylor and Damon Cousins both on new equipment, Gillard and Wright respectively, were very close but as Alex settled down in his first race on the Gillard, he speeded up and moved clear in second place. Behind the leading three, Jan Herbert was followed by Stuart Wood, Marc Craddock, David Robinson and Sven Gibson. There was some pushing and shoving in this group and eventually Marc Craddock (Sprint Parilla) made it up to fourth.

SENIOR BRITAIN

This class had the largest entry, yet again, and needed a 'B' final to sort them out. The first heat went to Collard, Murphy and Geraty. The second went to Paul Wells, Stansbury and Collard and in the third, Geraty won from Wallace and Murphy. An interesting Restricted runner was Nigel Smith not having the power to do much sideways driving with his 100UK based Zip TKM. The 'B' final went to Cleal, Andy Sheahan, Tasker and Jerry Sheahan. On pole for the final was Anthony Geraty (Superdart Parilla) with Martin Collard (Superdart Sirio) alongside him. Anthony made the best start and Martin went off with Paul Wells on the second lap and they eventually came round at the tail of the field. Anthony was chased by Tim Murphy (Wright Parilla), Bob Stansbury (Superdart Parilla) and Richard Wallington (Sprint Arrow). In the opening laps Anthony Geraty was able to pull away from the pursuing bunch who were all pushing hard. On the fifth lap, Murphy and Stansbury fell right back, presumably tangling with each other, and Richard Wallington came around in second with Graham Wallace

third and John Saunders (Wright Parilla) in fourth. Next through were Roger Hunt (Wright Parilla), Malcolm Green (Gillard Parilla) and Rupert Ivey (Zip Parilla). The order at the front seemed to stabilise but then Richard Wallington indulged in a spin and restarted well down and Green managed to pass Saunders to take a find third place. It was good to see Anthony Geraty win after a run of misfortunes at Blackbushe.

250

There were three water cooled 125's which ran with the 250's to add to the numbers. The first heat went to Ede from Tiller and Mooney and in the second, the winner was Tiller again, followed by Ede after Hurstwick was disqualified from second place. Among the 125's Barnes was first in heat one and Ellis-Hall won the second. In the final, Bernie Tiller (Zip Rotax) was on pole and dominated the race to the chequered flag and he was followed all the way by David Ede (Lynx Yamaha). In the early stages, John Mooney (Zip Honda) was third from Andy Scott (Aero Honda). However, Keith Ellis-Hall (125) was getting his act together and he moved up and eventually took third place from John Mooney.

125

There was a relatively small entry for this class compared to the good grids normally seen at Blackbushe. The first heat was won by Caldwell from Hopgood and Ellis and the second went to Ellis from Caldwell and Hopgood. In the final, Dave Ellis (Zip Rotax) made the best start from the middle of the front row but Roy Snook (Zip Rotax) made a real flyer from the back of the grid to come round in third place behind Russell Caldwell (Barlotti Rotax) sporting the white leathers of his new sponsors, Super Homes Ltd. Dave Hopgood (Minarelli, Minarelli) had made a bad start but quickly carved his way back up to second place but Dave Ellis was long gone on his way to victory. Russell Caldwell was not running to form and slipped down to fourth behind Steve Budd (Zip Yamaha).

100 NATIONAL RESTRICTED

The winners of the first heat were, Stanton, Metcalfe and Dunn and the second went to Dunn, Metcalfe and Dean. On pole for the final was Richard Dunn (DAP DAP) but he was beaten away by Nigel Metcalfe (Sprint TKM). Dunn chased Metcalfe for the whole race and just when it seemed that he had despaired of finding a way past, he scraped through to grab the lead on the last lap! Behind those two, Neil Stanton (Dart Parilla) and Tim Miller (Sprint Parilla) held third and fourth places all the way.

100 NATIONAL

There were several faces new to Blackbushe among the entry but the regulars were to the fore in the heats. The first went to Stansbury from Hewland and Collard and the second to Hawes from Martin and Crawford. So Bob Stansbury (Superdart Parilla) was on pole for the final but there was a big sort out at the first corner and it was Steve Noades (Superdart Sirio) followed by Martin Collard (Superdart Sirio) who led over the line at the end of the first lap, chased very closely by Chris Hawes (Superdart Sirio) and Vince Martin (Gillard Parilla). Bob Stansbury was next through and looking to recapture the ground lost on that disastrous first lap. On the third lap, Hawes moved into second ahead of Noades and Stansbury had passed Vince Martin. Hawes was on the rear bumper of Collard but the latter was driving fast and neatly and there did not seem a way past. Stansbury tailed Noades for several laps but eventually found a way past into third place. William Hewland (Sprint Arrow) was moving up

and got as high as fifth before falling out. Chris Hawes was really pressuring Martin Collard for the lead and in the chicane he ran up over the back of Martin's Superdart. They both kept going but Martins race was over with a deflating tyre. In the meantime, Bob Stansbury could not believe his luck and sliced through into the lead. Chris Hawes hung on to finish second from Steve Noades. Graham Jones (Superdart Sirio) had been moving up during the excitement at the front and finished a good fourth.

JUNIOR BRITAIN — 15 laps

1st	Paul Evans	DAP/DAP
2nd	Alex Abbey-Taylor	Gillard/Arrow
3rd	Damon Cousins	Wright/DAP
4th	Marc Craddock	Sprint/Parilla
5th	Jan Herbert	Gillard/Parilla
6th	Brad Lintern	Superdart/Parilla

SENIOR BRITAIN — 15 laps

1st	Anthony Geraty	Superdart/Parilla
2nd	Graham Wallace	—/—
3rd	Malcolm Green	Gillard/Parilla
4th	John Saunders	Wright/Parilla
5th	Roger Hunt	Wright/Parilla
6th	Rupert Ivey	Zip/Parilla

250 — 15 laps

1st	Bernie Tiller	Zip/Rotax
2nd	David Ede	Lynx/Yamaha
3rd	Keith Ellis-Hall (125)	—/—
4th	John Mooney	Zip/Honda
5th	Martin Barnes (125)	—/—

125 — 15 laps

1st	Dave Ellis	Zip/Rotax
2nd	David Hopgood	Minarelli/Minarelli
3rd	Steve Budd	Zip/Yamaha
4th	Russell Caldwell	Barlotti/Rotax
5th	Graham Bull	Zip/Rotax

100 NATIONAL RESTRICTED — 15 laps

1st	Richard Dunn	DAP/DAP
2nd	Nigel Metcalfe	Sprint/TKM
3rd	Paul Hasler	Sprint/Parilla
4th	Gary Dean	Sprint/Parilla
5th	Dexter Scholefield	Allkart/Arrow
6th	Steven Henry	Tecno/Parilla

100 NATIONAL — 15 laps

1st	Bob Stansbury	Superdart/Parilla
2nd	Chris Hawes	Superdart/Sirio
3rd	Stephen Noades	Superdart/Parilla
4th	Graham Jones	Superdart/Sirio
5th	Spud Murphy	Dart/Sirio
6th	Marc Weaver	Sprint/Parilla

Report: Roger Abbey-Taylor

Photos: Carolyn Hay

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ROWRAH'S BANK HOLIDAY BONANZA

A record entry was the reward for the months of hard work put in by Cumbria KRC members in the run up to their season's greatest meeting. Around 290 drivers made the effort over the two days which could have been even more but for the completely avoidable scheduling of a clashing Cadet meeting elsewhere. Aside from that, we had the traditional fabulous barbecue, always the highlight of such occasions and even more popular than usual. The recent purchase of a new photocopier had brought about a new improved programme which did our go-ahead image no harm at all. The only thorn in the flesh was the traditional English summer which caused a couple of pauses in the programme on both days due to the amount of water lying on the track.

There were minor bothers and did not detract from a wonderful festival of karting which, as always, began with the youngest. (SEE 'CADET COLUMN').

JUNIOR BRITAIN

Sunday

Very nearly a full grid saw a superb display from Nathan Ferriday net pole with two wins and a 3rd from his heats. He had fellow Ogden-ite Darren Manning alongside with a brace of 2nds and the other heat win, the rivalry between the two friendly but tangible. The winner looked likely to emerge from these two drivers. Row two had John Barlow and Robert Jenkinson, the latter a powerful argument against splitting the JB class again. Barry Armstrong and Andrew Unsworth held the third row with Kevin Barton and Martin Coupe next in line.

The final was a one horse affair as Ferriday strolled on to a comfortable win over Manning who, although not far behind, was unable to make an impression. Third throughout was Robert Jenkinson whilst early fourth placed man John Barlow spun out on the 4th lap and thus ruined is trophy aspirations. His place was taken up by Unsworth who had Andrew "Gladys" Bell with him for most of the race until Kevin Barton deposited the unfortunate on the last lap. Andrew's drive was an excellent one from the 5th row as was the drive of 7th placed Phillipe Guijarro who had to fight up from 8th row in a shortened final.

Monday

Pole again to Ferriday but with two wins and a 2nd from his heats this time. Once more he had Darren Manning with him on the front row but with 2nd, 4th and a win to his credit. Row two went to Phillipe Guijarro and Chris Rankin with the third belonging to John Mee and John Barlow, the latter hoping for better fortune than on Sunday. Martin Coupe and Kevin Barton shared the 4th row with Robert Jenkinson and Gladys on the 5th.

Shocks in the final were swift in coming. Ferriday spinning out on the opening lap and leaving him with an awful lot to do to get back in contention. This left Manning well clear in the lead with his main source of opposition at the wrong end of the field. Chris Rankin, Phillipe Guijarro and John Barlow were fairly safe in their places but all was changing behind them as John Mee and Robert Jenkinson disputed 5th until the demise of Mee on the 4th lap. Thereafter, 5th was Roberts with Ferriday's

charge being the feature of the race and netting him 6th at the flag. Quite a weekend for Steve Ogden who was looking pretty pleased with himself on Monday evening.

SENIOR BRITAIN

Sunday

Another good grid with much talent on display. Pole to the return of Richard Connett having a good day with two 3rds and a win from Janet Armstrong who had a 7th and a brace of 2nds and was confident of doing better in the final. Row two fell to John Jenkinson and Colin Shanks, the latter now residing in Kidderminster (as made famous by the Beebs sitcom "Ever Decreasing Circles). Duncan Bullock, a winner in 100 Nat last year, sat on the third row with James Kitching for company whilst the 4th row saw Michael Houghton and Michael Riley as its occupants.

The finals looked to be quite boring from the lap charts but they merely disguised the excellent tactical racing that was going on. OK so it was a lights to flag win for Connett but he was chased gamely all the way by Janet Armstrong who, in turn, had Duncan Bullock after her from the second lap having disposed of the challenge of John Jenkinson. John held on well and was never far away from Bullock but put some ground between himself and the chasing Shanks. Undoubted drive of the final was the sterling efforts of Chris Roscoe who pulled up from the 5th row to finish just inside the top six. All the rest were pretty well out of it so far as places were concerned but the race served to prove that at Rowrah we provide the most unique and ultimate challenge.

Monday

Pole again to Richard Connett this time from 6th, 2nd and a win. Duncan Bullock improved on his previous day's performance by lining up on the outside of the row with Michael Riley and Colin Shanks on row two. John Jenkinson slipped down a row from the previous day and had Chris Roscoe to keep him company, Chris had looked a cert for pole with two wins to his name but a last heat DNF bumped up his points tally and the third row it was.

Bullock roared off the line to lead at the end of lap one and indeed every lap but he had the undivided attention of Richard Connett to content with once Richard had seen off the challenge of Riley on the 7th tour. Earlier in the race, the favourite to do well, Roscoe had got tangled and fell off restarting at the tail of the field and touring until the leaders came through. He then proceeded to race behind the first two and lapped well within his limits proving he would have been a force to reckon with. What happened afterwards was unnecessary and not to be condoned. Amid all the excitement, Michael Houghton shadowed Colin Shanks for most of the race before pipping him with two to go. That left Denise Ford a disappointed 6th after sitting in Houghton's wheeltracks for the majority of the race.

100 NATIONAL

Sunday

A bumper entry here meant that split heats and a "B" final would be needed to sort things out for the final.

As it happened, pole went to a non-heat

winner, Stu Davidson, the premier place going his way thanks to two 2nds and a 3rd. Joining him on the front row was David Tooley, having his first outing since the British and settling in nicely with 9th, 2nd and a win. Row two had John "Howlin' Mad" Docker also without a win but putting in some useful heats and joined by Chris Armstrong, eager to get in some pre-Border Champs practice and netting a good set of results under difficult circumstances. The other heat winners were Nick Stamper lining up on row three with RAC committee man Ray Davison, Carl Antrobus on the next row and Steve Fox some two rows behind him.

The "B" final to decide the last four places on the grid was a rather staid affair with Shaun Power using his Rotax to cruise through to the next one quite easily. There he would be joined by Eric Dews, Andrew McKenna and Tony Capaldi, the only excitement of note being the passing of Capaldi by McKenna on the 3rd tour when all four places were looking safe anyway.

And so to the biggie, with the startling news that Stuart Davison, long time TKM user had opted for (wait for it) Parilla power for the meeting. The Dunlops he was using also looked useful as he tore off the line and unsettled Tooley into the first corner to claim the line. After that brief encounter, Tooley had no reply as Stu gradually eased out a margin over the followers he found easy to maintain. David, by contrast, was having his work cut out fending off the attentions of the man Docker who always seems to come back quicker every time he retires from the sport. Their battle and that of Chris Armstrong and Ray Davison were to be the highlights of the race along with a titanic four way struggle between Antrobus, Stamper, Lloyd Ross and Steve Fox. This was to change two from home with the disappearance of Fox and Antrobus with the final shuffling of the order being Ross denying Stamper on the last lap. So a very fine win went to Stu Davison from David Tooley, John Docker, Ray Davison, Chris Armstrong and Lloyd Ross with Stamper just out of it in 7th.

Monday

Another day brought new challenges including a passing monsoon which brought the flag out early in one heat as the whole grid were slithering about on slicks. One driver, who shall remain nameless, but has a passing connection with the RAC Kart Committee, moaned that he was going best of all like that. Still, you can't win them all.

Pole today went to "JD" Docker with two 4ths and the win in the rain to be joined on the front row by Chris Armstrong who still didn't take a win but put together some good results. Row two held a pair of heat winners. Paul Henderson, still sporting his Super yellow plates, and Carl Antrobus with the other heat going to dark horse Stewart Rawsterne who lined up on row three with Stu Davison. Some number changes were made by drivers attempting (and succeeding to confuse yrs trly). Among the guilty were Nick Stamper and William Turner the latter keeping tight-lipped about rumoured Camel sponsorship . . .

With yet another "B" final to get through one eye was fixed firmly to the clock, hence the reason why poor Andy Daley was left at the start with a duff plug. The reason was not bias, it was expediency, pure and simple. That said, the final was boredom manifested on the race track with the only highlight, the failure to finish by poor



Paul Taylor, going well in a qualifying spot. The win went to Brian Talbot from Scott Armstrong, Andrew McKenna and Bernie Wisniewski, these being the only finishers.

John Docker it was who made the best start and led by a small margin at the end of the first lap ahead of Chris Armstrong, Paul Henderson, Carl Antrobus and Steward Rawsterne. Behind him were Stuart Davison, Shaun Power and David Tooley. Antrobus elevated himself a place within a lap as did Tooley but Docker was pulling away at the front and he ran untroubled to take a jubilant win. Armstrong was fairly secure in 2nd but an interesting battle was developing between Antrobus, Henderson, Davison and Tooley, a battle which lasted for over half the race before it was finally resolved in Carl's favour with Davison pipping Henderson who just held off Tooley for 5th. Plenty of action if few place changes.

### 125 P&R

#### Sunday

A much better entry than usual with most of the grid coming from the Cheshire KC area. Unsurprisingly it was one of the visitors who took pole, Mike Morris turning in three 3rds from his heats. Beside him was David Peers, one of the heat winners with novice C. Kennerley, also a heat winner. Wayne Orton and Robert Ainsworth held the second row with Tony Slade, David Robertson (the third heat winner) and 2-Spec leading light, Andy Murdoch.

Peers timed the lights just right to lead the grid away but Robertson burst through from the third row and stole the lead away next time round. After that the TM of Robertson was just too powerful and Peers suffered from understeer, laying him open to attack from behind which came in a double dose from Ainsworth and Morris. Ainsworth's persistence paid off with one lap remaining as he slotted into 2nd place. His joy was short-lived though, as a last ditch effort by Peers was rewarded with the runner-up spot. Ainsworth took third with Morris 4th from Kennerley and Murdoch.

#### Monday

The grid had a very familiar ring to it, the first three rows looking exactly the same as the previous day.

The script read different this day with rain being dialled into the equation negating any horsepower advantage the TM may have had. David Peers again got the start right and balanced the kart wonderfully to win at a real canter. Sunday's winner, Robertson, was less fortunate on the Monday as a couple of spins put a double out of the question. Kennerley drove magnificently to hold 2nd throughout whilst Morris had a similar race in 3rd. Tony Slade was looking good for 4th for 99% of the race but a last lap effort by Wayne Orton paid dividends as he filled that place instead. The race order was completed by Ainsworth, Murdoch and the lapped Robertson and Paul Craven.

What of Des White I hear you ask. Well, brake problems on Sunday left Des to build up an alternative chassis for Monday but wiring problems left him without a heat finish. Well fired up for the final, Des had a slight coming together at some speed, curtailing the day's activities rather quickly.

Better luck next time, mate.

### 125 NATIONAL

#### Sunday

As my mate Jimmy Greaves sez, "Its a funny old game", and it was certainly true of the 125 racing. Slightly less amusing was Craig Dixon joining me on the start line amid a shower of splintered wood when the grid was caught out on slicks during a downpour. Not Craig's fault but it rendered

laxatives unnecessary for a day or two.

Pole on Sunday was Chris Bell, still on a high after his superb showing at the Silverstone GP. Alan Tolson and Bill Henderson also made the front rank with Craig and 125 Super GP winner, Roy Patterson lining up next. Row three had Brian Bird, David Blackshaw and Mike Stephenson with three more rows of snarling 125's behind them.

Into the wet final and Henderson took the lead to start with but fell foul to the conditions and spun next time round. This left Chris Bell free and clear to splash round and win almost as he pleased. Dave Blackshaw gave gallant chase but to no avail as Chris' Stratos was better suited to the conditions. Roy Patterson lay third for most of the race but with a peaky motor stood little chance of improvement. He left the fray with two laps to run handing over 3rd to Brian Bird, reward enough for a steady run. Dixon was next along from Mike Stephenson and Michael Jackson. (Didn't I always tell you that the stars love racing at Rowrah?)

#### Monday

A slightly different look to the grid as Bill Henderson took pole after some dominant driving in the heats. Roy Patterson lined up next with Alan Tolson completing the row. Bird and Stephenson made up the next row with the third containing Bell, Dixon and Andy Thornton.

Patterson took the lead but Henderson wrested it from him next time round leaving the GP winner to fend off the growing challenge from Dixon as the race reached its climax. Craig and Alan Tolson were joined in battle for the whole race and were within the reach of Brian Bird by the time the race finished. Stephenson got rather left at the start and never really got on terms with the others whilst Chris Bell couldn't repeat the success of the previous day.

### 210 NATIONAL

#### Sunday

With three of the top nine drivers, the racing for kartings oldest class was always going to be interesting. 1987 Club Champ runner-up, Geoff Preston impressed on his way to pole with 2nd and two wins. Paul Kellett joined him on the front row with Mark Leybourne whilst row two had Ian Taylor and Mike Fry with Tom Earl, David Glynn and Keith Bell the only other drivers to record a finish in the heats.

In a reversal of heat form, Tom Earl got his act together to paralyse the rest with a really convincing win. Mike Fry, from a poor start came through with style to wind up 2nd with pre-race fave Geoff Preston toddling along in third. Initial 2nd place man, Paul Kellett, disappeared to the tail of the field within a couple of laps and eventually ended up a lap down. Taylor finished 4th from Kellett and David Glynn.

#### Monday

With the addition of British No.2, Paul Clapham and Bill Mee the grid adopted even more of a quality feel than the previous day. The gremlins, however don't care for reputations and will strike at will. Mike Fry held pole on this occasion from Clapham and Preston with row two going to Leybourne and Kellett. The result was a lights to flag win for Clapham with Preston shadowing him all the way and Fry deposing Kellett on the 3rd tour after an indifferent start. Sunday's winner, Tom Earl, had problems all day which he couldn't get rid of for the final, finishing a lap down although in 6th place behind Mark Leybourne. It wasn't a pretty race to watch but a win is a win regardless.

What of Des White I hear you ask. Well, brake problems on Sunday left Des to build up an alternative chassis for Monday but wiring problems left him without a heat finish. Well fired up for the final, Des had a slight coming together at some speed, curtailing the day's activities rather quickly.

### 125 NATIONAL

#### Sunday

As my mate Jimmy Greaves sez, "Its a funny old game", and it was certainly true of the 125 racing. Slightly less amusing was Craig Dixon joining me on the start line amid a shower of splintered wood when the grid was caught out on slicks during a downpour. Not Craig's fault but it rendered

Grimes sporting single numbers as befits their status. Andy announced his retirement from 210 racing to concentrate fully on the 250 outfit. All Villiers stuff is for sale and offers are invited.

Pole went to local lad Michael Wright winning the last heat in the process with another local, Graeme Stephenson next along and the front row completed by Paul Morris these three sharing the heat wins between them. Row two fell to Malcolm Campbell and Andy Martin with the next most fancied runner, Ray Grimes, back on row five.

Wright took the race by the scruff of the neck and led throughout but was under tremendous pressure from Morris to give way, which he successfully resisted. Stephenson's moment of glory was brief as he fell off on the second tour and thereby fought like a tiger to make up lost ground. Andy Martin pulled up to third by the flag once he had seen off the challenge of Campbell. Drive of the race came from Ray Grimes who powered through well and pressured Martin in the later stages, with Stephenson finishing strongly in 5th.

#### Monday

Seemed to be going the same way as the Sunday with Wright well in control until the second heat. There, under less than fair pressure from Morris, he crashed out and the race was red flagged. The Stewards met and decided that Morris was at fault. To reinforce that decision, his licence was endorsed and a fine imposed with the CofC also excluding him from the meeting. This didn't help Wright with a wrecked kart unfit for use again in the meeting.

With two of the leading runners out of it, the way was clear for someone else to shine through. That person was Kevin Routh, steadily working through jetting problems over the two days to improve with each race. Phil Talbot was next up with Andy Martin lining up on the outside of the front row. Ray Grimes and Stewart Liddle held row two with Stephenson, Campbell and Chris Clarke on the third.

Andy Martin fairly tore off the line and within a lap was the only driver in sight, the rest struggling to keep up. Only six runners completed the first lap and that was reduced still further over the next two as Campbell disappeared and Stephenson beached his kart on a kerb following a spin. So that left four with Martin well clear of Routh with Liddle keeping Talbot at bay. Then Talbot fell off and took a couple of laps to restart, obviously well down. Amid all this came the shocking news that Martin had gone missing. The reason was the same as his 210 British demise, a blown head gasket. That left Routh way out in the lead over Liddle, the restarted Talbot and a rather embarrassed Graeme Stephenson. We hadn't finished though! Liddle, being a novice hadn't expected to finish so hadn't checked his weight and was excluded for being under the limit. It was a weird sort of race, full of surprises but great to see Zipper in the winning way again.

### FORMULA E

#### Sunday & Monday

The only class with a relatively poor entry although much better than we've been getting of late.

The Ashe family again made their pilgrimage to Rowrah only for John to suffer terrible big end problems which cut short his racing, despite a distant 2nd on Sunday. Variety was provided by Terence O'Neil and his Yam finishing 3rd on the Sunday outing. The winner by a considerable margin was our own Barry Tolson with only Sylvia Ashe getting on the wrong lap.

Monday saw the arrival of Malcolm Stoddart from the IOM but he could make no impression on Tolson who completed a crushing double with ease. Stoddard was a lonely 2nd with Sylvia a ways back in 3rd.

#### 100 NATIONAL

A commendable grid of Nationals, half the entrants being made up of novice drivers. Good racing was expected from flamboyant drivers Alexis Peake and John Coultas with the contrasting steadier styles of Alistair Boyd and Chris Parkes.

The first heat saw John Coultas just off novice plates zip into the lead with Alistair and Alexis hot on his tail. Also having a good race a little way back was Chris Parkes and Carl Thomas. An exceptionally good drive from novice Al Kirk had him finish in a very respectable 5th place behind John Coultas in 1st followed by Alexis, Alistair, and Chris.

The second heat followed more or less the same pattern with Alexis this time being the dominating driver from start to finish. John Cultas gradually moved up from 4th into 2nd place ahead of Alistair and Chris Parkes. Again Al Kirk was the best placed novice just ahead of Terry Haddon and Alan Edwards.

Heat 3 and again it was Alexis in total control of the race making it his second win of the day. John who shot into 2nd place off the line was lost in lap 2 which gave him a 9th place being a lap down. Chris Parkes shone in this heat to improve on his number 5 grid position to take 2nd place ahead of Alistair again in 3rd place. Again the trio of novices Al, Terry and Alan receiving good places of 4th 4th and 6th.

#### FINAL

Two wins in the heats gave Alexis pole with Alistair next to him. It was these two who took the initial lead ahead of John and Chris. In lap 3 John had just eased ahead of Alistair to be in 2nd place. Al Kirk who had driven so well in the heats lost places in lap 4. The same happened to Alan Edwards who eventually retired in lap 9 leaving novice Andy Bates a Lincoln man to move up from the rear of the field. Meanwhile it was Alexis way out in the lead as he had been for the most of the day to take the chequered flag. 1st Alexis Peake, 2nd John Coultas, 3rd Alistair Boyd, 4th Chris Parkes. Best novice 5th Andy Bates.

#### 125 NATIONAL AND P & R

A reasonable grid of Nationals combined with only 2 P & R's. Nevertheless with Patrick Wilding and Kevin Norman we could hope for a good race.

The initial lead was taken up by number 28 Malcolm Green in the 1st heat. Hot on his tail was a very quick Graham McCarthy in his P & R having a lightning start. Phil Eaves and Kevin Norman racing closely together. By lap 5 Kevin was pushing his way through the rest of the field and by lap 8 he was in the lead just ahead of Malcolm. Patrick after a dodgy start made up places from his 5th grid position. Over the line it was a win for Kevin ahead of Malcolm, Patrick and Graham. In the 2nd heat it was Patrick who was the early leader closely followed by Phil Eaves, Kevin and Malcolm. Again a good start was made by Graham McCarthy. By lap 3 Kevin had taken the lead from Patrick and Phil in 3rd began to drop places. Graham McCarthy was going extremely well and the other P & R driver novice Alan Edwards retired mid race. The top 3 finishers were Kevin from Patrick and Malcolm with Graham 4th overall. The third heat had Malcolm Green as the early leader until lap 4 when Patrick took it over. Kevin moved into 2nd place regulating Malcolm into 3rd. Phil Eaves a little off form came in 5th just behind Graham again in 4th place.

#### FINAL

This race could be won by any one of 4 drivers but at the green light it was Patrick Wilding who

## CLUB SCENE

was leading just in front of Kevin and a flying start from Graham at the rear of the grid (both P & R's were separate from the Nationals on the grid) in 3rd place. However in lap 4 just past Race Control, Kevins motor went 'pop', and forced his untimely retirement. This gave Malcolm who had a poor start to make up ground to 3rd place just behind Graham. Phil Eaves maintaining his Grid position was in 4th and good progress was made by novice Tony Pegg. Julian Greenwood another novice had a steady race but total domination by Patrick Wilding gave him a well earned win.

However as so often this year there were exclusions for noise, those being Malcolm Green, Phil Eaves and Tony Pegg whose days racing had obviously been in vain. . . .commiserations lads.

#### NATIONAL

**1st** Patrick Wilding  
**2nd** Julian Greenwood

#### P & R'

**1st** Graham McCarthy  
**2nd** Alan Edwards

#### 210 NATIONAL

Again a respectable grid of 210's with good performances expected from drivers Lionel Siffleet (6th Short Circuit Championships), Martin James, Don Thompson and Rob Peters. Unfortunately Stuart Warsop had problems with his van on returning from a successful Round of the 210 Challenge so did not compete in order that his son could race in the Cadets. However the fate of the 125's was also to befall the 210's — Is it better to stay in bed on Sunday?

The 1st heat saw Chasewaters own Steve Morris in the lead. Hot on his tail was Lion Club's Don Thompson. By the 8th lap Don had managed to pass Steve. Meanwhile behind a neck and neck challenge was developing between Lionel Siffleet and Rob Peters. The rest of the field were some way behind headed by Martin James, Mike Sifflett was unable to start. The finishing order was a win for Don from Steve, Lionel and Rob. Best novice was Andy Hatton in 6th.

The 2nd heat and Rob Peters flew off the start into 1st place. Lionel was in hot pursuit with Martin James in Tow. Again Mick was unable to start. No one was to catch Rob who had opened up a progressive lead down the straight. Unfortunately problems befell Lionel and he regressed down the field leaving Don Thompson to take up 3rd ahead of novice Andy Hatton in 4th. So it was a definite win for Rob Peters from Martin James and Don Thompson.

Heat 3 and once more it was total domination by Rob. Steve Morris had a good start but by lap 2 he lost places to give way to Don and Andy. Martin and Lionel both appeared to be having problems as well as Mick who cannot get his sick Kart to go. So 1st again it was Rob by a long chalk from Don and Andy.

#### FINAL

Two heat wins gave Rob Peters Pole position who again took the lead from Andy Hatton going very well as a novice and Lionel Siffleet. Don Thompson appeared to be having problems giving him an uncharacteristic last place. In lap 2 Andy Hatton momentarily took the lead but a nudge with Lionel Siffleet caused him to retire and Lionel to lose places. This gave way to Rob to resume the lead pursued by Martin James where for the next few laps a good race between the two developed prior to Martin retiring due to a bolt working loose. From then on the rest of the field were unable to catch Rob who was way out in front and won only to be excluded for noise (again).

1st Mick Siffleet, 2nd Steve Morris, 3rd Don Thompson.

#### 250 NATIONAL AND INTERNATIONAL

These two classes were raced together with 3 Nationals and 7 Internationals. Richard Budd a lonely novice raced extremely well in his first race up against some formidable drivers such as Bob Kennings, Colin Quigley and Gordon Darrow.

Heat 1 and immediately the perfectly prepared Bob Kennings was in the lead where he chose to stay from start to finish. Colin and Gordon both having problems not getting any further than lap 2. This allowed Neville Robinson to maintain 2nd place and the 'zippy' Kevin Mason in his National to be 3rd overall. A commendable drive by Richard Budd gave him a 4th place.

In the 2nd heat Bob didn't have it all his own way. Gordon was first off the line where he managed to hold off Bob until lap 6 when Bob managed to overtake Gordon to regain the lead and eventually win. Colin was a slow start but managed to finish the race a lap down. Again another good drive from Richard gave him a 3rd place and Dave Spriggs was in 4th. Once more Kevin Mason was unrivalled by the other Nationals and finished an overall 3rd.

The 3rd heat and again it was Bob's race right through. Colin having a better start kept in touch with Bob up until lap 3 where he left the race. This gave way to Gordon to move up into 2nd place but in lap 6 Neville Robinson had overtaken him and again in 4th place a consistent Richard Budd. Only Gary Long was able to finish out of the Nationals Kevin retiring mid-race and Phil Gowers was unable to start.

#### FINAL

Well the noise factor was to hit Bob this time who was excluded like the others in the previous gearbox classes. Nevertheless he was in total command of the final and 'Won' from start to finish. Gordon and Neville chopping and changing places throughout the race eventually gave Gordon a 4th just behind Neville who had regained form in the last 2 races to finish 2nd, ahead of Colin Quigley in 3rd, improving as the day went on. As for Richard Budd in his first ever race at the start of racing was quite glad to be at the back of the Grid did amazingly well and a 4th in the Final must have been very pleasing.

In the Nationals again way out in front in his enthusiastic flamboyant style failed to finish and retired again as in the previous on the penultimate lap. This meant Gary Long finished just ahead of Phil Gowers.

#### INTERNATIONAL

**1st** Neville Robinson  
**2nd** Colin Quigley  
**3rd** Gordon Darrow

#### NATIONAL

**1st** Gary Long  
**2nd** Phil Gowers

So a good days racing was marred by the insistence of the RAC to enforce metering. This is all very well but I feel the RAC should appoint one of their registered Noise Stewards as listed in the RAC handbook to officiate and not expect Club officials to do this unpleasant job. I also wish to point out if our Karters today were excluded for noise what happened to those participating in the Super-Prix, not more than 3 miles away whose 'noise' could be heard over the top of a running Kart. With respect to drivers and officials no malice was intended towards any participant. If the club had not been seen to be enforcing Noise metering permits for future



# CLUB SCENE

that between the Martin Fox and Richard Phelps, both on 'white' plates and the rest on 'black'. Fox scored minimum points in the heats indicating a clean sheet and three wins. Things were relatively easy in the first two but the third heat saw three different race leaders. In this, Phelps spun from first to third and drove back to first again after passing Shennington's Brian Stringer, and discovering that Fox had spun at the same point as he, at Pit Bend. Next time round, Phelps exited the chicane and kept going into the clover beyond. Fox eventually recovered, relegating Stringer to second place. Rick Richardson had quite a reasonable afternoon inheriting two third places.

*Heats 1 & 2:* 1st Martin Fox, 2nd Richard Phelps, 3rd Rick Richardson.

*Heat 3:* 1st Martin Fox, 2nd Brian Stringer, 3rd Richard Cannon.

In the final it was Phelps leading after the first lap, only to be relieved of the responsibility by Fox at Pit Bend on the second time around. Phelps retired on lap seven leaving a race order of Fox, Richardson, John Hughes and Stringer, Cannon not having started. But a mistake by Hughes on lap nine relegated him to last place, as he ran wide into the long grass on the start and finish straight.

### 250 NATIONAL/INTERNATIONAL

Pembrey welcomed back two more 'prodical sons' in the shape of Dave Griffiths and Colin Davies, thereby swelling the grid to seven starters in this combined class. Being the only International, Simon Joseph made a clean sweep, but had to conceded the honours to the 'singles'. In fairness, Griffiths made it look too easy, being visibly faster than the opposition, and so relaxed!! Joseph managed a second and third, and Davies a second and fourth.

*Heat 1:* 1st Dave Griffiths, 2nd Colin Davies, 3rd Simon Joseph.

*Heat 2:* 1st Dave Griffiths, 2nd Simon Joseph, 3rd Mark Thomas.

*Heat 3:* 1st Dave Griffiths, 2nd Mark Thomas, 3rd Medrian Jones.

Mark Brown, being well placed twice during the heats, but not finishing any of them, and Derek Wheten not completing a lap all day, were non-starters in the final. Griffiths however, ran trouble free, and gave a demonstration of precision driving. So untroubled was his progress, that he was only thirty yards short of lapping the entire field by the end of the race.

### 100 NATIONAL

Most consistent throughout the afternoon was Mike Mitchell with a first and two seconds, and in a field that was determined to do well. Lee Middleton won the first heat but failed to finish the second and never even started the third. Regular, Huw Williams didn't fair much better with a first and fourth, whilst Mervyn Dowrick had a good afternoon as did Chris Evans and John Bewsher, all three being in a position to cash-in on mistakes from the leaders as necessary. The competition would have been much hotter but for the absense of Tony Melding, who turned his kart over when he contacted another competitor during practice. Fortunately, his kart suffered more damage than he but nevertheless, we never saw him for racing.

*Heat 1:* 1st Lee Middleton, 2nd Mike Mitchell, 3rd Chris Evans.

*Heat 2:* 1st Huw Williams, Mike Mitchell, 3rd Mervyn Dowrick.

*Heat 3:* 1st Mike Mitchell, 2nd Mike Bryer, 3rd Mervyn Dowrick.

With an inspired start, Dowrick led the first lap of the final. Mitchell was close however, and snatched the number one spot next time round.

Williams and Bryer quickly relegated Dowrick to fourth, and from his lowly position, Middleton quickly rose up the leader board, and into third place. Just before halfway, Williams went ahead and continued to the line, with Mitchell second and Middleton third. Nicky Smith came from nowhere, following three non-finishes in the heats, and took up fourth place on the leader board. It will be of interest to the club to see how this competitor progresses in future meetings. Dowrick had to content himself with fifth overall, whilst Martin Baker was pleased with his sixth place overall.

### JUNIOR BRITAIN

**1st** I Lerego Hutless/Parilla  
**2nd** M Dickson Dart/Yamaha/Arrow  
**3rd** S Fulford Dart/Komet

### 100 NATIONAL

**1st** H Williams Gillard/Arrow/Parilla  
**2nd** M Mitchell Wright/Parilla/Komet  
**3rd** I Middleton Dap/Sirio  
**4th** N Smith Wright/Yamaha

### 125 NATIONAL

**1st** M Morris Zip/Rotax

### 125 P & R

**1st** R John Zip/Yamaha

### 250 NATIONAL

**1st** D Griffiths Zip/Bandit/KTM  
**2nd** C Davies Zip/Yamaha

### 250 INTERNATIONAL

**1st** S Joseph Zip/Yamaha

### SENIOR BRITAIN

**1st** M Fox Wright/TKM/Parilla  
**2nd** R Richardson Sprint/TKM

### BEST RESTRICTED

250 National Mark Thomas  
100 National John Bewsher

Keith Rann

## Birmingham

### CHASEWATER WHEELS AT BIRMINGHAM SUNDAY, AUGUST 29th

Again with good weather conditions at the wheels CWKRC held their annual Crystal Challenge where in addition to the normal trophies crystal was also given as prizes. This event coincided with Birmingham's Super Prix which in fact could be heard quite clearly in the distance. With an entry of over 80 all classes were evenly represented. So the day promised some good racing.

### SENIOR BRITAIN

A 20 strong grid of quality and enthusiastic drivers lined up to show some of the most competitive racing of the day.

The initial leader in the first heat was Julian Thomas ahead of Steven Hunter of Fulbeck. In fact the two jostled for the lead from start to finish with Julian finally pipping Steven over the line. A similar ding dong was going on for 3rd and 4th places between Craig Barnhurst and Paul Kennings. The best novice was Paul Giles who finished a respectable 6th.

The second heat was dominated by Lee Jones who soon took the lead over from the early leader Craig Barnhurst. Again Steven Hunter,

Julian Thomas and Paul Kennings were in close contention for the top places.

The third heat and we saw total domination by Steven Hunter in excellent form today until in the final lap he lost places to finish 5th giving a final win to Simon Manton who had been driving steadily throughout the day ahead of Craig Barnhurst, Julian Thomas, and Paul Kennings all of whom had been consistently in the top 6 today. An ever improving Rob MacDonald still a novice was just behind the best novice in this heat Russell Jones.

### FINAL

With any one of 6 drivers in with a good chance the final was fiercely contested. Off the start it was visitor Steven Hunter who went into the initial lead closely followed by Julian Thomas who subsequently overtook Steven in lap 2 to take the lead. A little way back it was Craig, Lee, Paul Kennings and Simon all doing battle for the best place but it was Craig who had the edge. The novices were also having a tousel for the best position. Rob MacDonald was the dominating novice and maintained a consistent 7th place throughout the race, closely followed by Lee Charlton, Paul Giles and Paul Browning taking 8th, 9th and 10th places.

1st Julian Thomas, 2nd Steven Hunter, 3rd Craig Barnhurst. Best novice 7th Rob MacDonald.

### SENIOR BRITAIN

Slightly reduced numbers but nevertheless there were still 15 entered of which only 4 were on novice plates, all but one were Chasewater members.

The initial lead in the first heat was taken up by Alan Jones closely followed by Richard Few newly of novice plates and Dave Malpas. By the 5th lap a good move by Richard put him into the lead with Dave moving up into 2nd place behind him. Gary Hodgetts quickly moved from the middle of the field up into 4th place. This is how they finished the first heat with the best novice being Dennis Howes in 10th place.

In heat 2 it was Gary Hodgetts who went straight into the lead which he maintained for the duration of the race. Again a consistent Dave Malpas was in 2nd spot in pursuit of Gary for the race's entirety. Some close racing was also seen for the next places between Alan, Richard and Kevin Newman. An unlucky Chris Winter lost his early 5th position to finish at the back. The best placed novice was Steve Thomas in 7th.

The third heat saw another good start from Alan Jones to take the early lead ahead of Chris Winter and Phil Nabaro from Shenington. Again Richard Few, Dave Malpas and Kevin Newman were up there in contention. A driver also showing good form in this heat was David Shaw. Alan Jones maintained his lead for the duration of the race to win ahead of Richard Few, Phil Nabaro and Dave Malpas.

### FINAL

With consistently good results it was Richard Few on Pole. At the green light it was Richard who was in the lead just ahead of Dave Malpas, Alan Jones and Gary Hodgetts. By lap 3 Dave had just moved ahead of Richard to take the lead leaving Gary and Alan to fight over 3rd and 4th positions. Richard Chandler and Paul Key were also driving well in the mid field to maintain their grid positions. Half way through the race Gary moved up from 4th into 2nd place just in front of Richard and it was a slight nose to tail touch that resulted in Richard to regress further down the field to 4th place behind Alan.

1st Dave Malpas, 2nd Gary Hodgetts, 3rd Alan Jones, 4th Richard Few.

Best placed novice 9th Dennis Howes.

So another highly successful meeting drew to a close. OK so the weather could have been better but the racing was fab so who cares?

Remember the club who puts you first; it's the Cumbria Kart Club. See you soon.

IAIN BLAIR

### SUNDAY

### Junior Britain

**1st** Nathan Ferriday Gillard/Parilla  
**2nd** Darren Manning Gillard/SO DAP  
**3rd** Robert Jenkinson Gillard/Parilla  
**4th** Andrew Unsworth Wright/Parilla

### 100 Britain

**1st** Richard Connett Gillard/SO DAP  
**2nd** Janet Armstrong Gillard/White Parilla  
**3rd** Duncan Bullock Dart/Parilla  
**4th** John Jenkinson Gillard/Parilla

### 100 National

**1st** Stu Davison TKM/Parilla  
**2nd** David Tooley Sprint/Parilla  
**3rd** John Docker DAP/Parilla  
**4th** Ray Davison Gillard/Parilla  
**5th** Chris Armstrong DAP/DAP  
**6th** Lloyd Ross TKM/DAP

### 125 P&R

**1st** David Robertson Zip/TM  
**2nd** David Peers Phoenix/Honda  
**3rd** Robert Ainsworth Premier/Honda

### 125 National

**1st** Chris Bell Stratos/Minarelli  
**2nd** David Blackshaw Zip/Rotax  
**3rd** Brian Bird Stratos/Minarelli  
**4th** Craig Dixon Zip/Rotax

### 210 National

**1st** Tom Earl Barlotti/Villiers  
**2nd** Mike Fry Zip/Villiers  
**3rd** Geoff Preston Barlotti/Villiers

### 250 National

**1st** Michael Wright Barlotti/Maico  
**2nd** Paul Morris Phoenix/Yamaha  
**3rd** Andy Martin Stratos/CKC Honda

### Formula E

**1st** Barry Tolson Zip/Rotax  
**2nd** John Ashe Zip/Rotax  
**3rd** Terence O'Neil Zip/Yamaha

### Junior Britain

**1st** Darren Manning Gillard/SO DAP  
**2nd** Chris Rankin Gillard/Parilla  
**3rd** Phillipe Guijarro Wright/Parilla  
**4th** John Barlow Dino/Dino

### 100 Britain

**1st** Duncan Bullock Dart/Parilla  
**2nd** Richard Connett Gillard/SO DAP  
**3rd** John Jenkinson Gillard/Parilla  
**4th** Michael Houghton Fullerton/Parilla

### 100 National

**1st** John Docker DAP/Parilla  
**2nd** Chris Armstrong DAP/DAP  
**3rd** Carl Antrobus Wright/GPR Parilla  
**4th** Stu Davison TKM/Parilla  
**5th** Paul Henderson Gillard/Shell Oils Sirio  
**6th** David Tooley Sprint/Parilla

### 125 P&R

**1st** David Peers Phoenix/Honda  
**2nd** C. Kennersley DAP/Honda  
**3rd** Mike Morris Phoenix/Honda

### 125 National

**1st** Bill Henderson Stratos/Minarelli  
**2nd** Roy Patterson Zip/Rotax  
**3rd** Craig Dixon Bandit/CSK Rotax  
**4th** Alan Tolson Zip/Rotax

### 210 National

**1st** Paul Clapham Zip/EDD Villiers  
**2nd** Geoff Preston Barlotti/Villiers  
**3rd** Mike Fry Zip/Villiers

### 250 National

**1st** Kevin Routh Zip/Suzuki  
**2nd** Phil Talbot Zip/Yamaha  
**3rd** Graeme Stephenson Zip/Yamaha

### Formula E

**1st** Barry Tolson Zip/Rotax  
**2nd** Malcolm Stoddart Zip/MRD Rotax  
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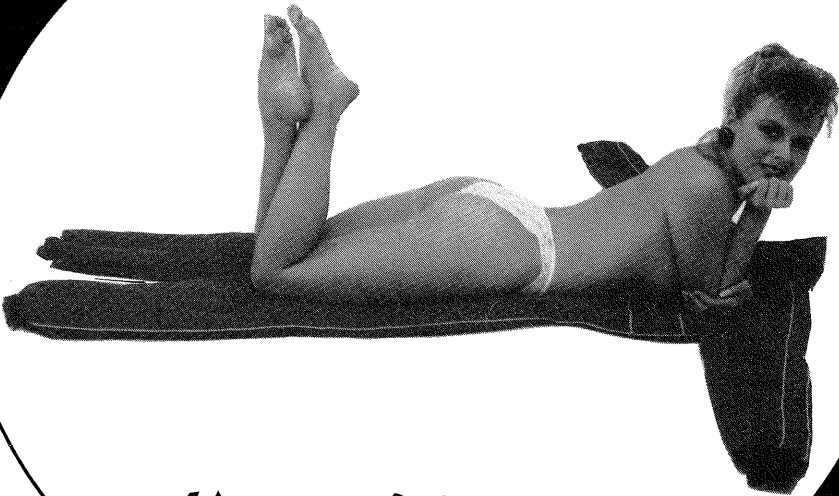


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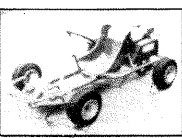
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# CLUB SCENE

Freeman, yet in the eyes of the crowd — every-one a winner.

### Result

1st R Williams	ZIP Martock
2nd G Yeates	Allkart Cheltenham
3rd P Freeman	DAP Weymouth
4th J Ross-Mackenzie	DAP Weymouth
5th D Hazlewood	ZIP Totnes

### Seniors (100 Britain & 100 National Combined)

Thirty karts lined up on the starting grid for the four hour main event; with eight drivers coming from the Channel Islands along with others from High Wycombe, Bristol, Cheltenham, Risborough and all parts of the West Country, karting was once again doing its bit to put Plymouth's name on the map. Thirty karts represent sixty drivers in this Enduro event where driver changes and pit-stops all add to the spectacle and excitement of non-stop racing.

It can only be assumed that the reliability of the Cadets was taken as a good omen by the Senior drivers for as the flag fell, feet went down as if they were setting off on a five minute sprint! For example; on lap two Alan Lester seized, spun, couldn't restart and disappeared into the Pits forever. On lap three Richard Baudains (Jersey visitor) spun and took out Mike Perkin (local hero) and Dave Lloyd — and all this in the first two minutes!

After twenty minutes frantic racing the order was Dix/Wills, Shone/Baker, Pallister/Percy, Miere/ Budd and Lord/Jones. A series of pit-stops and harmless offs suddenly shook these positions up, and at forty-five minutes the Britain outfit of Cooke/Lewandowski took the lead to the delight of the Plymouth spectators.

By driving a long stint Cooke was able to consolidate this lead so that at one hour the positions were;

Cooke/Lewandowski	91 laps
Pallister/Percy	90 laps
Hennesey/Turner	88 laps
Shone/Baker	87 laps
Patten/Lawton	87 laps

Eighty minutes into the race, last year's winner R Miere had a forceful spin on the fast exit to Pit Bend which resulted in a delay in the pits and a consequent drop down the field.

At two hours, thanks to a twenty minute stop to change an engine, the lead of Cooke/ Lewandowski evaporated bringing Pallister/Percy back into contention. Behind them came the other Tabor outfit of Shone/Baker, then the remarkably steady Britain pair of Hennesey/ Turner, with the rapid National outfit of Dix/Wills climbing back into fourth spot.

In the car-park site that is Riverside Raceway the temperature was really climbing, so that at two and a half hours a brief hint of cloud covered brought some blessed relief for twenty minutes. About this time Miere/Budd suffered the first of two major breakdowns, both caused by small-end failure. The positions at 2½ hours were:

Pallister/Percy	265 laps
Shone/Baker	256 laps
Dix/Wills	254 laps
Hennesey/Turner	248 laps

At three hours the rot set in for Shone/Baker as they completely ran out of brakes and had to make a lengthy stop to rectify matters. The Cooke/Lewandowski outfit was involved in a minor shunt, but it was enough to bend the pedals and call for a stop to straighten them.

Disaster struck the leading Pallister/Percy entry at three and a half hours. A simple, good ol' fashioned broken exhaust cost them all of seven

laps in the Pits and appeared to have caused their motor to lose its edge. Gavin Wills was on track at the time and soon reduced his deficit of eleven laps to two. When Percy rejoined he was lapped twice by the flying Wills — watches showed him to be the fastest man on the track — who pulled himself onto the same lap as the leader by lapping consistently within . . . half a second of the outright lap record.

While he was doing that, the steady drive of Hennesey/Turner was still going on, and the Jersey pair of Norman/Channing suddenly started to speed up and put themselves on the leader board.

Positions at three and three quarter hours;

Dix/Wills	344 laps
Pallister/Percy	343 laps
Hennesey/Turner	328 laps
Norman/Channing	326 laps

Dix took over from Wills for the last 15 minutes and proved equally as quick and didn't ease off for traffic, slashing through as if it were a sprint race.

Pallister/Percy had to give best to Norman/ Channing who were making an excellent late charge to second spot, while the ultra consistent Britain outfit of Hennesey/Turner was just one lap down on the one time leaders, Pallister/Percy.

It was really noticeable in the last ten minutes that most of the drivers had decided to drive simply to finish. There was much lolling of heads atop creaking neck muscles, and much shifting in seats and flexing of hands and fingers that had been gripping wheels for a bumpy, pounding four hours. If there was such a thing as 'soothing botty lotion' (apologies to Tom Paterson) the St John's would have been able to dispense gallons of it!

So at the flag after four tough hours the Final positions were;

- Gavin Wills/Richard Dix Miere/Parilla 413 laps
- Roger Norman/Leon Channing Miere/DAP 402 laps
- Andy Pallister/Mat Percy DAP/DAP 398 laps
- Mark Hennesey/Malcolm Turner DAP/DAP 397 laps
- Adrian Patten/Andy Lawton DAP/DAP 390 laps
- Robert Harvey/Galen Haywood DAP/Tabor DAP 390 laps

## Pembrey

SUNDAY, AUGUST 21st

### CARDIFF KART CLUB

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

A Summer of varied weather made the prediction of what to prepare for, rather difficult. Torrential rains in the Llanelli area earlier in the week caused flooding in the town. However, the weekend proved dry at least, and with the odd glimpse of sunshine, almost bearable. A bigger than usual entry greeted the organisers and a plea for assistance enticed the injured Steve Narberth onto Start-line, deckchair and all. Many thanks Steve and hope to see you racing again shortly. And so to the Cardiff Kart

### Club's August meeting at the Pembrey Motor Sports Complex.

### JUNIORS

The Junior Class continues to prosper at Pembrey, the ten strong field being dominated by three drivers; Leon Lerego from Clay Pigeon, Julian Thomas and Marlyn Dickson. Regular visitor, Lerego came out best with two wins. Thomas scored a first and a second, whilst an erratic Dickson logged only one second. The latter would have done better but over-exuberance in tackling Thomas cost her three places at Kidwelly Bend, when she spun in the second heat. Other notable performances in the heats came from Shaun Fulford and Jonathen Downer.

Heat 1: 1st Julian Thomas, 2nd Marlyn Dickson, 3rd Jonathen Downer.

Heats 2 & 3: 1st Leon Lerego, 2nd Julian Thomas, 3rd Shaun Fulford.

At the 'Green' light, Lerego set off into an immediate lead and that was the last the rest saw of him. Dickson led the rest from Thomas, Andrew Price, Fulford and Downer. Once past Price, Fulford was suddenly promoted to third, when a three kart pile-up eliminated Thomas, Price and Downer. This mishap gave fourth place to Stuart Westward and fifth to Julian Cooper. But out in front, it was Little Leon, by a country mile.

### 125 NATIONAL and P & R

Mike Morris made a welcome albeit rare visit to home base and provided some tough opposition to the likes of Clive Hawkins and Dave Harvey. It was the latter who led the first heat until displaced by Morris, although it took Morris three attempts, very nearly losing it altogether the second time. Hawkins was a distant third, but not so in the second race where, from a poor start, he gradually caught the two leaders, the trio providing the reasonably sized crowd, with a feast of close racing. Hawkins won this time driving round the outside of Morris and the inside of Harvey, both at the Pit Bend. A second win for Morris secured his pole position in the final, whilst an outside line around Pit Bend and the advantage into the chicane, gave second place to Hawkins. Delighted that his Yamaha was powerful enough to actually register on the noise meter, Roy John was less fortunate in the heats, only managing to finish one. Anthony Reynolds fared better completing all three.

### 125 NATIONAL

Heat 1: 1st Mike Morris, 2nd Dave Harvey, 3rd Clive Hawkins.

Heat 2: 1st Clive Hawkins, 2nd Mike Morris, 3rd Dave Harvey.

Heat 3: 1st Mike Morris, 2nd Clive Hawkins, 3rd Dave Harvey.

### 125 P & R

Heat 1: Roy John.

Heats 2 & 3: Anthony Reynolds.

The rolling start caught out Hawkins a little giving him some work to do to catch Harvey, who got away in second place. But there was no doubting the lead which was Morris' from the off. Hawkins passed Harvey first time down the inside at Pit Bend, three laps later seeing the retirement of Harvey, not only from the final, but from racing altogether. Lap by lap, the gap was eroded but the race just wasn't long enough. Harvey's retirement promoted newcomer Paul Newman into third place.

### SENIOR BRITAIN

Two distinct races developed within this class; ►



# CLUB SCENE

## 100 NATIONAL PREMIER

Heat 1: 1st Gordon Duncan, 2nd Andrew George, 3rd Martin Moore  
Heat 2: 1st Andrew George, 2nd Graham Gannon, 3rd Gary Dean.  
Heat 3: 1st Martin Moore, 2nd Ricky Kingsbury, 3rd Phil Elms.

## FINAL

1st	Martin Moore	Wright/Parilla
2nd	Vic Threadgold	Allkart/Rotax
3rd	Graham Gannon	Wright/Rotax

## 100 NATIONAL CLUBMAN

Heat 1: 1st Tim Jones, 2nd Vince Martin, 3rd Peter Rayner.  
Heat 2: 1st Vince Martin, 2nd Colin Re, 3rd Tim Jones.  
Heat 3: 1st Colin Re, 2nd Tim Jones, 3rd Panicos Panayi.

## FINAL

1st	Vince Martin	Gillard/Parilla
2nd	Tim Jones	Allkart/Parilla
3rd	Colin Re	Zip/Rotax

## YOUR ROVING REPORTER VBH

# Kimbolton

## SUNDAY, AUGUST 28th

Scrutineering and practice were completed in rather damp conditions and the first set of heats required wet tyres. With the forecast of more rain the meeting was run with only two heats and a final, but as the weather improved later the finals were extended to compensate for the loss of one heat. It was encouraging to hear that many drivers, both gearbox and non gearbox, have taken steps to reduce their noise levels, very few drivers were warned of excessive noise readings. We were very pleased to welcome the RAF karters into our 100 National racing as part of their championship.

A new parc ferme and weigh in area is taking shape next to the dummy grid to replace the weighing area in the centre of the circuit. Combined with this project the pit area has been increased and a new spectator bank built. All these improvements and more new fencing should be completed in the near future.

## CADETS

Heat 1: 1st Charles Butler-Henderson, 2nd John Goss, 3rd Dean Panrucker.  
Heat 2: 2nd Panrucker, 2nd John Goss, 3rd David Scott.  
FINAL: Panrucker took the lead from pole chased by Goss, C B-H and Scott. As they passed the ambulance station for the second time C B-H found a gap on the inside and took the lead from Goss and Panrucker with Pinney moving briefly into fourth place only to find Scott reclaiming this position at Stow. C B-H pulled out a three length lead over Goss and Panrucker, these three well clear of the chasing group of Scott, Pinney and Zowie Flynn. Zowie overtook Pinney who soon pulled out with steering problems. With C B-H now well established in the lead Scott and Zowie Flynn clashed at Kim, they exchanged places a couple of times before Scott pulled off the circuit. At the flag after 12 laps C B-H won comfortably from Panrucker Goss and Zowie Flynn who had 100 National driver Ricky Flynn acting as mechanic.

## JUNIOR BRITAIN

Heat 1: 1st Oliver Gavin, 2nd Stephen Warburton, 3rd Nick Soothill.  
Heat 2: 1st Gareth Hession, 2nd Oliver Gavin, 3rd Philip Whaley.  
FINAL: Gavin was on pole with Whaley alongside and Gavin was the early leader at the first corner chased by Whaley and Jarman. By the second lap Gavin had opened up a big lead from Whaley, Horner, Warbuton and Hession. With Gavin dominating the race from the front Hession was battling through the field and took third place at half distance and set about overhauling second placed Whaley, while Horner had moved up to fourth place and was chased by Soothill. Whaley dropped out of the running with engine problems leaving Gavin, Hession and Horner to collect the trophies.

## 250 & 210 NATIONAL

Heat 1: 1st Phil Grocott, 2nd Colin Smith, 3rd Nath McCord.  
Heat 2: 1st Phil Grocott, 2nd Phil Turvey, 3rd John Howard.  
FINAL: We had two false starts when pole man Grocott stalled on the line causing considerable chaos and on the third attempt Grocott again struggled and was last away. Turvey led from Smith, Whittamore, Riley and Eason with Grocott making progress through the backmarkers. By half distance Grocott was second ahead of Smith and chasing the leader Turvey. Grocott took the lead on lap eleven and led the field to the flag followed home by Turvey, Smith, Mobbs and Lipman.

## 100 BRITAIN

Heat 1: 1st Simon Reeks, 2nd No.38, 3rd Nick Kelly.  
Heat 2: 1st Stephen Kelley, 2nd Richard Walton, 3rd Mathew Kelley.  
Heat 3: 1st Gary Monro, 2nd Dennis Lathrope, 3rd Glenn Embling.  
Heat 4: 1st Richard Walton, 2nd R Seth-Smith, 3rd Jim Rainbird.  
B FINAL: 1st Jon Kelly, 2nd David Storey (R), 3rd Chris Emberson, 4th David Styles.  
FINAL: Walton from pole was the early leader from Munro, Reeks, Kelly and Lathrope. Walton seized on the straight handing the lead to Munro from Reeks, Kelly, Lathrope, Taylor and Keith. With the leaders comfortably placed the battle was for the places and Taylor spun out at Kim leaving Watts and Lathrope contesting fourth position. Munro was an easy winner from Reeks and Kelly with Watts, Seth-Smith. Gavin and M Kelley collecting the other trophies.

## 100 NATIONAL

Heat 1: 1st Nik Manley RAF (R), 2nd Bill Tully, 3rd No.24.  
Heat 2: 1st Mick Thorn RAF, 2nd Brian Catchpole, 3rd Rory Gordon.  
FINAL: Chenery was on pole but after one lap Thorn led from Chenery, Perry and Manley. Chenery took over the lead when Thorn retired and by half distance Manley was second from Perry. With Chenery leading comfortably Perry still held second place from Thorpe who had moved up from the rear of the field. Thorpe was soon in second place and chasing the leader but Chenery's lead was too great and he won from Thorpe, Perry, McMahon and Saunders with Thorpe accredited with the fastest lap.

Duncan Taylor

## CADETS

1st	Charles Butler-Henderson	Wright/Comer
2nd	Dean Panrucker	Wright/Comer
3rd	John Goss	Allkart/Comer
4th	Zowie Flynn	Allkart/Comer

## JUNIOR BRITAIN

1st	Oliver Gavin	Wright/DAP
2nd	Gareth Hession	BRK/Parilla
3rd	Christian Horner	Wright/Parilla
4th	Stephen Warburton	Boxer/Parilla
5th	Nick Soothill	Dart/TKM

## 210 NATIONAL

1st	John Mobbs	ZIP/MPV
2nd	Peter Lipman	ZIP/Villiers

## 250 NATIONAL

1st	Phil Grocott	EDR/Suzuki
2nd	Phil Turvey	Dino/KTM
3rd	Colin Smith	ZIP/YAM YZ

## 125 NATIONAL

1st	Graham Stevens	Anderson/Goff Rotax
2nd	Andrew Fleming	Lazer/Rotax
3rd	Gary Thexton	Anderson/Rotax

## 100 BRITAIN

1st	Gary Munro	Gillard/DAP
2nd	Simon Reeks	Gillard/Arrow
3rd	Nick Kelly	Sprint/Parilla
4th	Derek Watts	Gillard/EME
5th	Robert Seth-Smith	Wright/Parilla
6th	Marcus Gavin	Sprint/Parilla
7th	Mathew Kelley	Dart/Parilla

## 100 NATIONAL

1st	Gordon Chenery	
2nd	Moss Thorpe	Wright/Parilla
3rd	Paul Perry	Wright/Parilla
4th	Steve McMahon	BRK/Parilla
5th	Dave Saunders	Allkart/Parilla

# Plymouth

## SUNDAY, SEPTEMBER 18th

After having run the Plymouth leg of the 'Channel Challenge Enduro' in wet conditions for the last two years, the Plymouth Kart Club decided for 1988 to bring the date forward to September in an attempt to find dry weather. And boy, did they find it! Glorious Deb'n sunshine at its best: maybe a little to hot for four hours solid racing, but marvellous for friends, supporters and spectators. And this in a city where one of the biggest grockle buys is a T shirt saying; 'I survived the Plymouth rain festival!'

## CADET CLASS (8-12 year olds)

Not a lot can be said about the thirty minute Cadet race. They all ran so reliably there was no need for anyone to make a pit-stop, and it appeared the race could well have been extended to sixty minutes!

From the flag Richard Williams (Zip) leapt into a lead he was never to lose, lapping consistently quickly and making no silly moves, always waiting for a clear stretch before he made any over-taking moves.

For a long while a train made up of Giles Yeates (Allkart), Jamie Ross-Mackenzie (DAP), and Paul Freeman (DAP) circulated closely, but gradually this broke apart with the only real change being Freeman getting by Ross-Mackenzie for third spot.

Such was the leader's pace that he lapped everyone up to and including third place man. He sat on the tail of 2nd place man Yeates for the last five minutes, apparently content to stay behind and not risk his lead; a very wise head on very young shoulders.

So at the flag it was Williams from Yeates and

# SUPERSPROX 100 SUPER & CADET RAC BRITISH KART CHAMPIONSHIPS

## WOMBWELL 11th SEPTEMBER 1988

### (SEE 'CADET COLUMN' FOR CADET RACES)

The Supers returned to Wombwell for their Champs after a year's absence and, as in 1986, the event was dogged by controversy. More on that later.

Alice Wright and her team had attracted valuable sponsorship from the well known firm of Supersprox. Valued in excess of £700, the main part of the deal took the form of wheels, sprockets and chain and went to the first ten in 100 Super. All Cadet 'A' finalists received Supersprox pit hats and badges and every driver who signed on including the 100 National support, were given badges and stickers. Supersprox supremo, David Maughfling, was at pains to point out that the firm wished to be seen to be putting something back into the sport and this was the best way of achieving that aim. Certainly, with an ever increasing number of drivers using his products, David had every right to feel quietly satisfied.

And now to the controversy, caused this time by tyres. It appears that there were a large number of Vega tyres in circulation which did not bear the CIK mould mark although they were SL's (sort of). Bridgestone were also in some dispute as there were tyres about which appeared much quicker than the usual YDG's. Naturally enough, the Club weren't all that keen on the drivers using them and the drivers weren't all that keen on being denied the opportunity. At least four protests were submitted keeping RAC Steward Tony Temple busy before the meeting even got underway. Eventually Ken Wright (CofC) decided that enough was enough and told the drivers that anyone sporting non-CIK tyres would be excluded and the affair would be sorted out at Motorsports House. Five minutes were given for the drivers to decide. All appeared on the grid with new unscrubbed CIK rubber on rims . . .

The problem stemmed entirely from a loophole in the tyre regs as to what actually constitutes a "legal" tyre. Far from being sewn up tighter than a duck's a . . . bum, the loophole could only be plugged with London Transport's entire bus fleet, a coach and horses being totally inadequate for the job. I looked up the regs when

I got home and the Vega's were OK for use under the letter of the rules, despite bending the spirit a little. The 1989 Blue Book SHOULD rectify this situation, as a repetition of this farce is entirely avoidable.

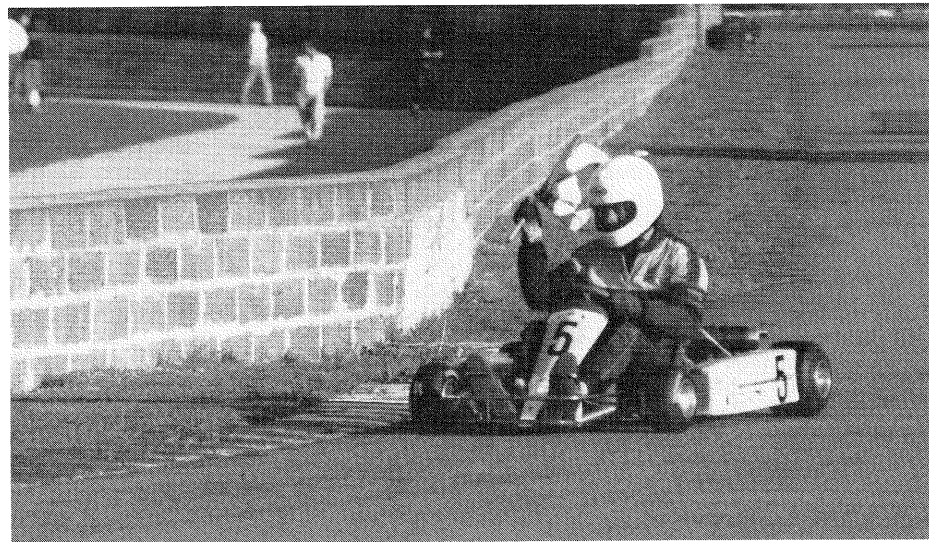
The fun with the Supers lasted some 4½ hours and created havoc with the carefully prepared schedule which had to be rearranged. This included losing the break between the heats and the final in order to bring the meeting in before the 6pm curfew. At 1.30 pm, the first Super heat went out but the others classes had already got in a few races starting with the Cadets.

They were, by comparison, responsibility personified. After last years RAC crackdown, fiddling seems to have been completely eradicated and the mixed parent/driver briefing ensures that everyone knows the score. Certainly, I saw no evidence of verbal abuse by daddy or driver or both and their on-track behaviour was exemplary despite the big occasion atmosphere. So, who did what. Lets find out, eh?

## FORMULA ROTAX

### Heat One

First blood to Andrew O'Hara with a fine win



Darrell Beasley celebrates.

slowing down lap to the astonishment of the watching Ron Brassey.

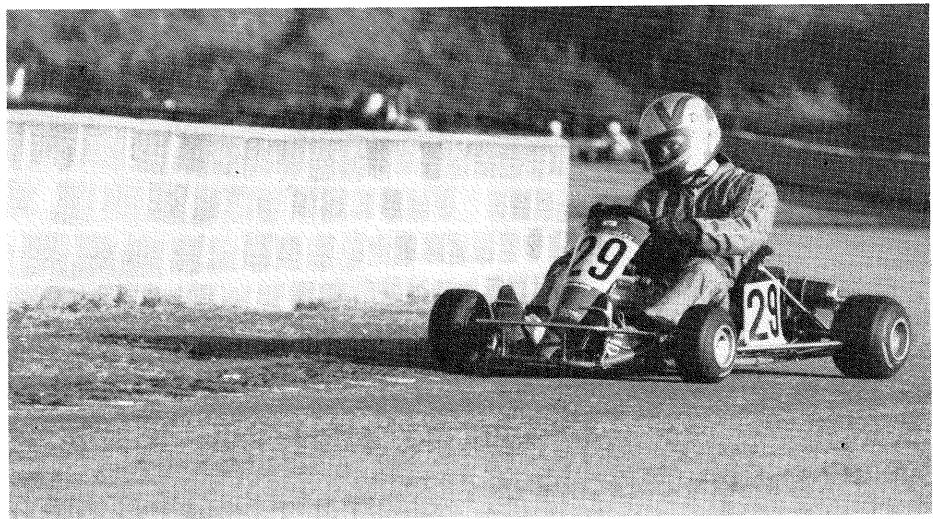
### Heat Four

Last heat of the Championships went to Moynihan after seizing the lead from John Wilcock on the 5th lap. Wilcock carried on to finish 2nd from Henderson who had pulled through well to 3rd. Fourth was Andrew O'Hara from Connelly and Prior. Cotterill seemed down on power in this one and could only finish 8th behind Nicholson and just ahead of Richard Weatherly and the one armed bandit, Andrew Stanton.

### "B" Final

Had to be started twice after a nasty accident befell Jim Forsyth on the main straight and he parted company with the kart causing the race to be stopped. His injuries were mainly confined to bruising but he was unable to take the restart.

This was won comfortably by Kerry Thorpe



Ian Williams in flight.



who had suffered plug trouble in part one but nothing went amiss in this one. He led home Biff Harris and Marco Vignali with the last qualifying place going to Mark Faulder, the Norton Disney (y, know. Walt's brother) man ousting Martin Prior with three to go and only those five finishing.

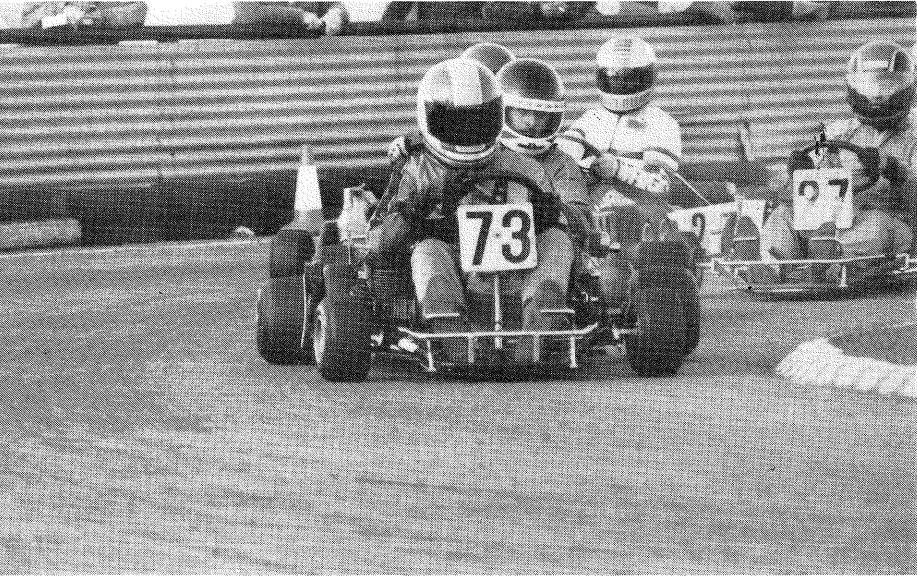
<b>1st</b>	Kerry Thorpe	TKM/TeeJay TKM
<b>2nd</b>	Biff Harris	DAP/DAP JM
<b>3rd</b>	Marco Vignali	Sprint/Parilla
<b>4th</b>	Mark Faulder	DAP/DAP

SUPERSPROX RAC 100  
SUPER BRITISH  
CHAMPIONSHIP

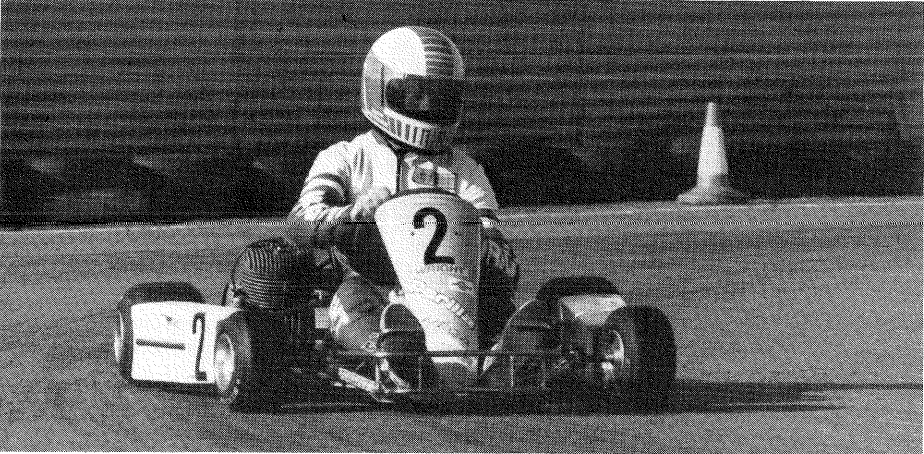
With all the ballyhoo regarding tyres a distant memory, the Championship grid lined up like this:

(Pole)	
Moynihan	Nicholson
Henderson	Beasley
Cotterill	Connelly
Coulthard	O'Hara
Wilcock	Prior (G)
Williams	Olsson
etc	etc

The grid leapt forward on the lights after little poor driving on the rolling laps with the early lead going to pole man Gary Moynihan followed by Beasley, Connelly and Shaun Nicholson having made a poor start off opposite pole. Already we had lost Richard Weatherley and Steve Tillett at the same corner within a lap of each other and the race for the lead was getting hotter lap by lap. Nicholson was soon back up to third but unknown to him, Coulthard and Henderson were looming behind him as was O'Hara who was fairly flying by this time. Coulthard moved up to 4th on the 7th lap when Connelly flipped the chain and Henderson was under increasing pressure from the quick O'Hara. This paid off a lap later as Andrew dropped Paul a place and he transferred his attentions to Coulthard. David replied by pushing Nicholson down a place and then going second behind Moynihan. Within a lap, the dream had turned to nightmare as David spun out and provided O'Hara with a good view of the leader. That was all he needed as a couple of laps later, he took a deep breath and dived down the inside at the exit to the wall and into the lead. Moynihan wasn't done and kept on terms right to the very last lap where, at the same spot, he attempted to retake the lead. It didn't



John Wilcock — first Parilla punner — in ninth!!



Gary Moynihanm, out of luck in the final.

work as he and O'Hara tangled and off they went gifting the British Championship to Darrell Beasley who must have had Santa and a couple of reindeer in his pit crew. The battle had been no less intense behind the leaders as Ian Williams scorched through from row six in a terrific battle throughout with Peter Olsson and in the latter stages Paul Henderson. Paul himself had struggled for many laps with the wily Gary Prior before conceding to him with two to go. Also taking advantage of the last lap demise of Moynihan and O'Hara was Mark Windle, who had also had a mighty scrap with Jerry Cotterill before the latter's retirement on the 16th tour. Rounding out the top ten were Biff Harris, John Wilcock and the unfortunate Andrew Stanton just missing out on a number.

A truly great Championship final, full of good racing and incident. Although Gary and Andrew both felt aggrieved, it was all part of the master plan and superb entertainment. We had truly seen the best of British.

<b>1st</b>	Darrell Beasley	DAP/Rotax
<b>2nd</b>	Shaun Nicholson	Wright/Rotax
<b>3rd</b>	Gary Prior	Zip/Rotax
<b>4th</b>	Paul Henderson	Gillard/Rotax
<b>5th</b>	Ian Williams	DAP/Rotax
<b>6th</b>	Peter Olsson	Wright/Rotax
<b>7th</b>	Mark Windle	Sprint/Rotax
<b>8th</b>	Biff Harris	DAP/DAP JM
<b>9th</b>	John Wilcock	Mondial/Parilla

100 NATIONAL SUPPORT

This was a fill in class designed to offer a breather to the Championship racers. Due to the prolonged arguments, they were called upon

rather sooner than expected and acquitted themselves very well in trying circumstances. Pole for the final was taken by current No.4, Martin Jubb with Craig Booth lining up with him on the front row. Chris Hawes and Ricky Flynn were the occupants of row two from Graham Gannon and Andrew George on the third. Stu Davison and Paul Rees sat on Row 4 with David Tooley and Nigel Gibson just behind them. At the time the final actually went out, the programme stated it should have been the Cadet "B". Consequently a number of drivers missed their last race through not hearing the revised schedule over the tannoy. Among these was Robert Schirle dropping a couple of heats through having the "wrong" tyres and starting well back.

The final turned out to be a Jubb benefit once he had got the better of Booth after four laps of hard fought racing. Paul Rees came up well from his poor grid caused in the main by a heat disqualification for a yellow flag offence. Paul raced hard and fair in the final but third was to be his lot. 4th was Ricky Flynn from Andrew George and Chris Hawes with Graham Gannon next in line. A very high powered line up for a support race anyway.

<b>1st</b>	Martin Jubb	Wright/Parilla
<b>2nd</b>	Craig Booth	Wright/TKM
<b>3rd</b>	Paul Rees	ZIP/Rotax
<b>4th</b>	Ricky Flynn	BRK/TKM
<b>5th</b>	Andrew George	Wright/Parilla
<b>6th</b>	Chris Hawes	Superdart/DK Sirio

Report and Pics  
IAN BLAIR



Jeremy Cotterill retired on the 16th tour.

field spending most of the time side by side. Try as she may to get past, these two were locked together lap after lap denying Marion of front spot. On lap ten her efforts were rewarded when Ibbs went a bit wide coming out of the bottom bend and Rowley passed, having a better line. From there to the final flag, it was Ibbs turn to do the harrasing for the final five laps but had to be content with second place and Ian Gubb was third.

100 NATIONAL

Heat 1: 1st Gordon Chenery, 2nd Lee Gage, 3rd Howard Duff.  
Heat 2: 1st Gordon Chenery, 2nd Lee Gage, 3rd Howard Duff.  
Heat 3: 1st Gordon Chenery, 2nd Les Gomeche, 3rd Dave Adams.

FINAL: From pole position, Gordon Chenery and Howard Duff were away first closely followed by Les Gomeche and Lee Gage. After a couple of laps, Chenery had pulled a good 30 yards ahead of the rest, whilst Gage was trying to pass Gomeche to take third place. By lap eight Chenery was 100 yards out front where behind the scrap was for second and third places. Gage was still trying to take Gomeche and had more or less succeeded on the exit of the hairpin when he spun out. By the twelfth lap Gomeche was pushing Duff for second place and Dave Adams had worked his way up into third. The next lap saw Duff spin out through the esses letting Gomeche into second place and Duff still holding onto third. With Chenery half a lap out in front, these were the final positions.

250 NATIONAL  
1st Ian Barnard                      Barlotti/KTM

250 INTERNATIONAL  
1st Ron Banthorpe                      Waddon/Rotax  
2nd Dave Durance                      Spyda/Rotax

(Gomeche was docked one place for taking the wrong route through the esses).

125 NATIONAL

Heat 1: 1st Roy Gallant, 2nd Andrew Green, 3rd Bob Blight.  
Heat 2: 1st Bob Blight, 2nd Andrew Green, 3rd Roy Gallant.  
Heat 3: 1st Steven Thexton, 2nd Bob Blight.

FINAL: First away from the lights it was Steven Thexton followed by Bob Blight and Mike Keeler. Thexton was pulling away from the rest of the field by lap three with Blight still in 2nd and Andrew Green having now gained third. Lap eight saw several karts stationary around the track with those left running spaced well out. Blight was gaining ground on Thexton by the twelfth lap but had left his challenge far too late. At the final flag it was Thexton followed by Blight in second and Green taking third.

210 — 250 NATIONAL & INTERNATIONAL (COMBINED)

Heat 1: 1st Dave Durance, 2nd Andrew Mears, 3rd Richard Porter.  
Heat 2: 1st Dave Durance, 2nd Tony Ayers, 3rd Andrew Mears.  
Heat 3: 1st Dave Durance, 2nd Tony Ayers, 3rd Andrew Mears.

FINAL: Dave Durance hit the front from pole with Ron Banthorpe and Nick Artherton chasing. By the 2nd lap Durance and Banthorpe were well ahead of the field with Andrew Mears having moved up into third. On lap six Banthorpe was threatening to take the lead pushing Durance to the extreme. Two laps later Banthorpe took the lead and from there onwards pulled away from Durance lap by lap. Further back Mears was still leading the rest of the field in third place. With one lap to go, Durance did make an effort to close the gap but it was Banthorpe who took the honours followed by Durance second and Mears third.

RESULTS

JUNIOR BRITAIN

<b>1st</b>	Joe Watson	Zip/Parilla
<b>2nd</b>	Jason Lane	Zip/FETKM

SENIOR BRITAIN

<b>1st</b>	Marion Rowley	Boxer/Parilla
<b>2nd</b>	Nigel Ibbs	Wright/Arrow
<b>3rd</b>	Ian Gubb	Wright/Parilla

100 NATIONAL

<b>1st</b>	Gordon Chenery	Wright/Parilla
<b>2nd</b>	Dave Adams	Sprint/Parilla
<b>3rd</b>	Les Gomeche	Gillard/Parilla

125 NATIONAL

<b>1st</b>	Steven Thexton	Zip/Rotax
<b>2nd</b>	Bob Blight	Allkart/TM
<b>3rd</b>	Andrew Green	Wright/Goff Rotax

210

<b>1st</b>	Andrew Mears	Bullit/APM
<b>2nd</b>	Tony Ayers	Zip/Villiers

250 NATIONAL

<b>1st</b>	Ian Barnard	Barlotti/KTM
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250 INTERNATIONAL

<b>1st</b>	Ron Banthorpe	Waddon/Rotax
<b>2nd</b>	Dave Durance	Spyda/Rotax

Rye House

SUNDAY, OCTOBER 2nd

This was the 6th round of the club championships. The weather was warm and dry and there were many drivers, considering that there was a super 1 round on at the same time . . .

100 BRITAIN RESTRICTED

Heat : 1st Steve Sims, 2nd Roger Smalley, 3rd Dave Mitchell.  
Heat 2: 1st Mark Saunders, 2nd Darren Plummer, 3rd Dave Mitchell.  
Heat 3: 1st Steve Simms, 2nd John Walsh, 3rd Dave Mitchell.

FINAL:

<b>1st</b>	Steve Sims	Dart/Arrow
<b>2nd</b>	Ian Wallis	Wright/Arrow
<b>3rd</b>	Jannine Martin	Gillard/Parilla
<b>4th</b>	Richard Harrington	Fullerton/PCR

100 NATIONAL RESTRICTED

Heat 1: 1st James Bentley, 2nd Graham Bray, 3rd Keith Perry.  
Heat 2: 1st Matt Baldacci, 2nd Graeme Langford, 3rd Phil Bate.  
Heat 3: 1st John Calvert, 2nd Martin Alcock, 3rd Phil Bate.

FINAL

<b>1st</b>	James Bentley	Gillard/Parilla
<b>2nd</b>	Keith Perry	Zip/PCR
<b>3rd</b>	Graham Bray	Sprint/Parilla
<b>4th</b>	Graeme Langford	Allkart/Parilla
<b>5th</b>	Phil Bate	Anderson/Parilla
<b>6th</b>	Jason Flaum	Zip/DAP

JUNIORS

Heat 1: 1st Darren Quinn, 2nd Nick Fleming, 3rd Josh Cobb.  
Heat 2: 1st Darren Quinn, 2nd Nick Fleming, 3rd Mark Fothergill.  
Heat 3: 1st, 2nd, 3rd.

FINAL

<b>1st</b>	Brad Lintern	Dart/Parilla
<b>2nd</b>	Darren Quinn	Colt/Parilla
<b>3rd</b>	Mark Fothergill	Wright/Parilla
<b>4th</b>	Nick Fleming	Sprint/Parilla

JUNIOR RESTRICTED FINAL

<b>1st</b>	Lee Harris	Zip/Parilla
<b>2nd</b>	Lee Arthy	Dart/TKM
<b>3rd</b>	Neil Melen	Dart/Arrow

100 NATIONAL NUOVO

Heat 1: 1st Simon Horrobin, 2nd Mark Bryant, 3rd Graeme Thorburn.  
Heat 2: 1st Dave Baker, 2nd Jonathan Jones, 3rd Keith Rolfe.  
Heat 3: 1st Andrew Bish, 2nd Mike Davis, 3rd Keith Rolfe.

FINAL

<b>1st</b>	Dave Baker	Sprint/Parilla
<b>2nd</b>	Mark Bryant	Gillard/Parilla
<b>3rd</b>	Keith Rolfe	Sprint/Parilla
<b>4th</b>	Simon Horrobin	Dart/Sirio

HEAVY

Heat 1: 1st John Richardson, 2nd Alan Pigram, 3rd Steve Bicknell.  
Heat 2: 1st Steve Bicknell, 2nd Richard Scott, 3rd John Richardson.  
Heat 3: 1st John Richardson, 2nd Steve Bicknell, 3rd No.98.

FINAL

<b>1st</b>	John Richardson	Sprint/Parilla
<b>2nd</b>	Steve Bicknell	Dart/Parilla

CADETS

Heat 1: Daniel Wheldon, 2nd Andrew Davidson, 3rd Steven Harvey.  
Heat 2: Daniel Wheldon, 2nd Charles Butler-Henderson, 3rd Andrew Davidson.  
Heat 3: Daniel Wheldon, 2nd Andrew Davidson, 3rd Charles Butler-Henderson.

FINAL

<b>1st</b>	Daniel Wheldon	All Kart/Comer
<b>2nd</b>	Antony Davidson	Zip/Comer
<b>3rd</b>	Charles Butler-Henderson	Wright/Comer
<b>4th</b>	Andrew Davidson	Allkart/Comer
<b>5th</b>	Clair Bogan	Allkart/Comer
<b>6th</b>	Jeremy Gumbley	Allkart/Comer
<b>7th</b>	Steven Harvey	Allkart/Comer
<b>8th</b>	James Pears	Zip/Comer
<b>9th</b>	Andrew Hawkes	Sprint/Comer
<b>10th</b>	Paul Rivett	Allkart/Comer (Restricted)
<b>11th</b>	Zoe Flynn	Allkart/Comer (Restricted)
<b>12th</b>	Barrie Wilkin	Dap/Comer (Restricted)
<b>13th</b>	Richard Bishop	Sprint/Comer
<b>14th</b>	Matt Harney	Wright/Comer

100 BRITAIN SUPREME & STANDARD

Heat 1: 1st Chas Royston, 2nd Robin Purkis, 3rd Paul Wells.  
Heat 2: 1st Jim Rainbird, 2nd Simon Reeks, 3rd Chas Royston.  
Heat 3: 1st Chas Royston, 2nd Derek Straun, 3rd Robin Purkis.

FINAL

<b>1st</b>	Chas Royston	Dart/Parilla
<b>2nd</b>	Robin Purkis	Wright/Parilla
<b>3rd</b>	Jim Rainbird	Zip/DAP
<b>4th</b>	Simon Reeks	Gillard/Arrow
<b>5th</b>	Tim Murphy	Wright/Parilla
<b>6th</b>	Harvey Small	Wright/Parilla



CLUB SCENE

entry of competitors keen to compete for the clubs East Anglian Championship Trophies. Although a slight breeze was blowing, the sun shone all day which was complimented by a programme of some very competitive racing in all classes.

**JUNIOR BRITAIN**  
*Heat 1:* 1st Jason Lane, 2nd Lee Skelton, 3rd James Beales.  
*Heat 2:* 1st Jason Lane, 2nd Lee Skelton, 3rd James Beales.  
*Heat 3:* 1st Jason Lane, 2nd Lee Skelton, 3rd James Beales.  
*FINAL:* With Jason Lane completely domineering the heats, was his name going on that shield? Lee Skelton didn't comment. Anyway from the line Jason was first away with Lee very close behind and James Beales third. After a couple of laps, Jason was still being pushed by Lee and these two were well ahead of the rest of the field. Time and time again, Lee pulled along-side Jason but just couldn't get past. James was still leading the rest of the field holding onto third place. By the tenth lap Jason was increasing his lead over second place Lee who himself was well ahead of James in third. At the line these were the final positions.

**SENIOR BRITAINS**  
*Heat 1:* 1st Nigel Ibbs, 2nd Dean Caswell, 3rd Marian Rowley (Nee Rump).  
*Heat 2:* 1st Dean Caswell, 2nd Nigel Ibbs, 3rd Marian Rowley.  
*Heat 3:* 1st Dean Caswell, 2nd Nigel Ibbs, 3rd Chris Pollard.  
*FINAL:* A good grid of Britains rolled to the line and it was Dean Caswell first away with Nigel Ibbs and Chris Pollard chasing. Lap three saw Caswell 30 yards ahead of Ibbs and Pollard who were scrapping for second. With Caswell increasing his lead lap by lap, Pollard was consistently attacking Ibbs for second place. By lap nine Caswell had the race in the bag probably unaware of the scrap still going on behind him. Could Ibbs hang onto second place another couple of laps as he and Pollard could not be separated. With Caswell having a bit of a joyride to the flag, I'll bet Ibbs was glad to see it, as he just managed to hold onto second with third place man Pollard about half a karts length behind.

**100 NATIONAL**  
*Heat 1:* 1st Gordon Chenery, 2nd Richard Knowles, 3rd Dave Adams.  
*Heat 2:* 1st Gordon Chenery, 2nd Les Gomeche, 3rd Richard Knowles.  
*Heat 3:* 1st Dave Adams, 2nd Les Gomeche, 3rd Gordon Chenery.  
*FINAL:* Although the gird was a bit depleted it was Gordon Chenery in front at the first corner being closely chased by Dave Adams and Les Gomeche. Lap four saw these three bunched together 75 yards ahead of the rest of the field. However, as the laps went by, Chenery was pulling away from Adams and Gomeche and passing a few backmarkers. As in the previous finals, another scrap was on the cards for second place as Gomeche was attacking Adams for second place. Lap ten saw Gomeche grass cutting after trying to pass Adams on the outside on the exit of the hairpin managing somehow to stay on the circuit. With Chenery uncatchable, he took the flag well ahead of Adams in second and Gomeche third to take The Barclays Bank Shield.

**125 NATIONAL/OPEN (COMBINED)**  
*Heat 1:* 1st Steve Webb (Open), 2nd Roger Barrington, 3rd Boyd Barrington.  
*Heat 2:* 1st Steven Webb (Open), 2nd Boyd

Barrington, 3rd Roger Barrington.  
*Heat 3:* 1st Steven Webb (Open), 2nd Nigel Wigg, 3rd Mike Hole.  
*FINAL:* What a race this one tuned into. On the front row of the grid we saw Steven Webb on pole and Boyd Barrington and Mike Hole along-side. As the green light appeared it was Webb first away just ahead of Boyd Barrington Mike Hole and Roger Barrington. Lap three saw Webb still ahead of Boyd Barrington and Hole, with Nigel Wigg carving his way through the field and now pushing for 3rd place. By lap six, Webb was now being challenged by Wigg, these two water-cooled having a race of their own a good 30 yards ahead. Behind though a real ding-dong of a scrap was on with Boyd Barrington really motoring and Hole and Roger Barrington very close. It was a job to know which scrap to watch as up front Webb was still holding off Wigg and Boyd Barrington was still being threatened by Hole and Father Roger. With the two water-cooled a good 50 yards ahead, Hole was now literally inches from Boyd Barrington but just couldn't get alongside to make any serious challenge. These two scraps continued right up to the final flag. Webb managed to keep ahead of Wigg with Boyd Barrington crossing the line ahead of Hole and Roger Barrington to take The Hammond Transport Shield.

**210**  
*Heat 1:* 1st Andrew Mears, 2nd Tony Ayers, 3rd Paul Marshall.  
*Heat 2:* 1st Andrew Mears, 2nd Paul Marshall, 3rd Mick Ariss.  
*Heat 3:* 1st Andrew Mears, 2nd Paul Marshall, 3rd Mick Ariss.  
*FINAL:* From the lights, Paul Marshall was first away chased by Andrew Mears and Mick Ariss. Marshall's lead however was shortlived as Mears flew passed him on the second lap leaving Ariss still in third. After a couple of more laps, Richard Porter was threatening Ariss who's motor seemed to be loosing power, and by the end of the straight had relegated Ariss to fourth. By lap eight Mears had moved a good 100 yards ahead of Marshall, who himself was quite a way in front of Porter. From here it was a bit of a procession to the flag and the positions remained unchanged.

**250 NATIONAL & INTERNATIONAL (COMBINED)**  
*Heat 1:* 1st Dave Durance, 2nd Kevin Bridge, 3rd Mark Chilvers.  
*Heat 2:* 1st Dave Durance, 2nd Kevin Bridge, 3rd Mark Chilvers.  
*Heat 3:* 1st Dave Durance, 2nd Kevin Bridge, 3rd Nick Artherton.  
*FINAL:* It was Kevin Bridge who was first away followed by Nick Artherton and Dave Durance very closely on his tail. As they came onto the straight for the first time Durance was threatening Bridge for the lead and did in fact pass him on the straight. By lap five Bridge was keeping with Durance and mark Chilvers had worked his way up into third place. As the laps ticked by, Durance was having to put up with Bridge on his rear but by this time Chilvers had caught up with the pair of them. As Durance passed for the last lap he had moved well ahead of Bridge and Chilvers to take the flag for a well deserved victory.

RESULTS

**JUNIOR BRITAIN**  
**1st** Jason Lane Zip/FETKM  
**2nd** Lee Skelton Gillard/Parilla  
**3rd** James Beales Zip/FETKM

**SENIOR BRITAIN**  
**1st** Dean Caswell Wright/Parilla  
**2nd** Nigel Ibbs Wright/Arrow  
**3rd** Chris Pollard Wright/Arrow

**100 NATIONAL**  
**1st** Gordon Chenery Wright/Parilla  
**2nd** Dave Adams Sprint/Parilla  
**3rd** Les Gomeche Gillard/Parilla

**125 NATIONAL**  
**1st** Boyd Barrington Spyda/Rotax  
**2nd** Mike Hole Zip/Rotax  
**3rd** Roger Barrington Spyda/Rotax

**125 OPEN**  
**1st** Steven Webb Spyda/Minarella  
**2nd** Nigel Wigg Wright/CSK Rotax

**210**  
**1st** Andrew Mears Bullit/APM  
**2nd** Paul Marshall Barlotti/Villiers  
**3rd** Richard Porter Stratos/CKC

**250 NATIONAL**  
**1st** Kevin Bridge Zip/KTM  
**2nd** Mark Chilvers Lancer/Suzuki

**250 INTERNATIONAL**  
**1st** Dave Durance Spyda/Rotax

SUNDAY, SEPTEMBER 18th

Although entries were a bit lower than normal for this the last meeting of the season, the large crowd of spectators were entertained by some very good racing throughout all the heats and finals. A freak accident during the first practice of the juniors however marred the meeting. This involved Justin Coe who unfortunately locked up whilst negotiating the pit bend and slid into pit marshall John Minns who was standing near-by. Both were taken to hospital by ambulance, the outcoming being that Justin was found to be suffering from shock but John had broken his left leg. I'm sure that everyone wishes him a speedy recovery.

**JUNIOR BRITAIN**  
*Heat 1:* 1st Jason Lane, 2nd Joe Watson.  
*Heat 2:* 1st Jason Lane, 2nd Joe Watson.  
*Heat 3:* 1st Jason Lane, 2nd Joe Watson.  
*FINAL:* With only two drivers making the grid, it was Joe Watson first away with Jason Lane very close behind. By the time they come past for the 2nd lap, Jason had took the lead but Joe was doing all he could to hang on to his tail, Jason was increasing his lead by the lap and by the 8th was a good 100 yards in front. Looking a certain winner with one lap to go, Jason spun out whilst negotiating the esses and Joe managed to get past whilst he was restarting and took the chequered flag well ahead.

**SENIOR BRITAIN**  
*Heat 1:* 1st Nigel Ibbs, 2nd Marian Rowley, 3rd Ian Gubb.  
*Heat 2:* 1st Marian Rowley, 2nd Nigel Ibbs, 3rd Ian Gubb.  
*Heat 3:* 1st Nigel Ibbs, 2nd Marian Rowley, 3rd Ian Gubb.  
*FINAL:* With the heats being domineered by Nigel Ibbs and Marion Rowley in this her last meeting, I wouldn't have liked to predict the winner of this one. Anyway first away it was Nigel Ibbs half a length ahead of Marion Rowley and Ian Gubb. By the second lap, Ibbs and Rowley had gained 30 yards over the rest of the

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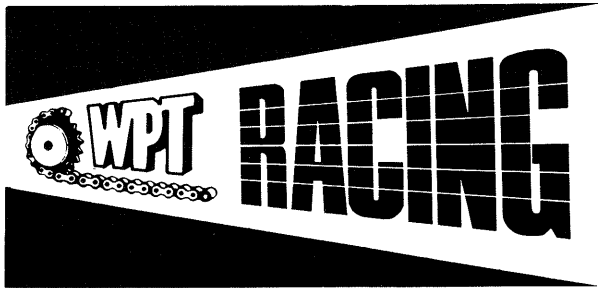
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## FORMULA E EUROPEAN CHAMPIONSHIP

2ND TIM PARROTT-ZIP EAGLE  
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5TH= THIERRY SERFATTY-ZIP EAGLE



## UK CUP WINNERS

JOHN NEWTON-VILLIERS-ZIP GPN  
COLIN FLETCHER-250 NAT-ZIP BANDIT  
TIM PARROTT-FORMULA E-ZIP EAGLE

## SILVERSTONE KART GRAND PRIX

IAN SHAW-FORMULA E-ZIP EAGLE  
GRAHAM SYKES-125 NAT-ZIP BANDIT  
ROY PATTERSON-125 OPEN-ZIP GPN



## RAC BRITISH LONG CIRCUIT CHAMPIONSHIPS

FORMULA E  
1ST TIM PARROTT-ZIP EAGLE

125 OPEN  
1ST CHRIS STONEY-ZIP BANDIT

250 NATIONAL  
1ST MIKE DOBLE-ZIP GPN

210 NATIONAL  
1ST GEORGE BETT-ZIP BANDIT



## RAC BRITISH SHORT CIRCUIT CHAMPIONSHIPS

FORMULA E  
1ST IAN SHAW-ZIP EAGLE

125 OPEN  
1ST CHRIS STONEY-ZIP BANDIT

125 NATIONAL  
1ST CHRIS STONEY-ZIP BANDIT

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## CLUB SCENE



Victor Threadgold in 100 National (Pic: Mike Hayden).

on lap 2 as O'Hara put Threadgold under pressure for second. With Forber still leading, these three began to pull out a gap over Mill now fourth. By lap 5 Forber was being pushed very hard, but as Threadgold made his move, O'Hara got the jump on both of them to snatch first. Threadgold hung on for a couple of laps, but O'Hara was slowly eaking out a small advantage. Forber was unable to match Threadgold's pace and was losing ground in third. Some way behind in fourth was Mill, chased by Barrett and Tompson. Redfearn was moving quickly, grabbing fifth in the closing laps. O'Hara was the easy winner, leading Threadgold across the line by a three second margin, with Forber a similar distance behind in third. Mill survived for fourth as Redfearn closed in fifth, with Dickson sixth.

### 125 GEARBOX/250 GEARBOX (COMBINED HEATS — SEPARATE FINALS)

Heat 1: 1st Tony Keel (250), 2nd Willy Grieve (125), 3rd Michael Hewerdine (250).

Heat 2: 1st Michael Hewerdine, 2nd Tony Keel, 3rd Willy Grieve.

Heat 3: 1st Michael Hewerdine, 2nd Tony Keel, 3rd Neville Robinson (250).

### 125 FINAL

Grieve was favourite with his closest competition expected from Bernadette Stoney, Jamie Robinson and Andy Brattley. From the start Grieve was away at the head of the pack, with 15 other drivers pursuing his slipstream. Robinson was second briefly before Brattley took second. Robinson lost several more places on lap 3 when Guy, Stoney and Norman went past. Brattley survived in second for a few laps before losing out on the sixth lap, falling back to sixth. Guy was now second, albeit only briefly as Norman slipped through on lap 8. Stoney was fourth, with Robinson and Brattley next up. Brattley recovered a place at Robinson's expense as the race moved into the final stages, with the unfortunate Nick Guy disappearing from third place on the last lap. At the flag Grieve took the honours, followed by Norman, Stoney and Brattley.

### 250 FINAL

Not many competitors came out for this one, the initial leader being double heat winner Hewerdine. Keel was second, then novices Playbody and Covingham, with the last remaining runner Robinson back in fifth. Keel was intent on reversing the heat results, taking first place on lap 4. Robinson was also making amends for his tardy start, moving ahead of both novices on the same lap. The final eight laps showed no change

in the running order, with Keel the winner, Hewerdine second and Robinson third, only these three going full distance.

### 210 CHALLENGE

Heat 1: 1st Graham Payne, 2nd Brian Holoway, 3rd Ray Shirley.

Heat 2: 1st Graham Payne, 2nd Steve Smith, 3rd Brian Johnson.

Heat 3: 1st Brian Johnson, 2nd Lionel Silfleaf, 3rd Graham Payne.

From pole Payne led the way, with Smith and Johnson in hot pursuit. Silfleaf was also motoring strongly, making seventh on lap one, fourth by lap four. Smith lost second to Johnson on the third lap, with his sights firmly set on Payne up front. Lap 8 proved the turning point in the race as Payne fell back to third, allowing Johnson and Smith into the first two places, which they both held to the finish. No further changes with the front runners, meant the finishing order ran out with victory for Brian Johnson, Smith, Payne, Silfleaf and French, the labler having been tenth on the opening lap.

### ALL ENGLAND CADET CHAMPIONSHIP

Heat 1: 1st Matthew O'Hara, 2nd Daniel Wheldon, 3rd Doug Bell.

Heat 2: 1st Hans Cristofferson, 2nd Daniel Wheldon, 3rd Justin Wilson.

Heat 3: 1st Daniel Wheldon, 2nd Andrew Davidson, 3rd Doug Bell.

The potential champions of the future were the last final of the day, all keen and eager to make the right impression. The driver doing it right was Daniel Wheldon, making sure his hard earned pole was used properly at the start. Bell gave chase, with Wilson third in the opening laps, but out of contention as the race progressed. O'Hara took over the running in third, with Andrew Davidson, Cristofferson and Anthony Davidson the next up. A few good isolated scraps developed between the youngsters, but no changes occurred in the major places, all the position changes taking place in the back half of the field. Despite the best efforts of Bell and O'Hara, Wheldon was not to be deprived today, taking the chequered flag for an impressive result. Bell ensured second place remained his, with O'Hara having to settle for third. The top six were rounded off by Andrew Davidson, Hans Cristofferson and Anthony Davidson.

### RESULTS

#### JUNIOR BRITAIN

1st Daniel Stilp

Superdart/Sirio

2nd Paul Ibbotson Boxer/KS Parilla  
3rd Richard Westbrook Wright/Parilla  
4th Steve Hunter Boxer/Parilla  
5th Jonathan Greensmith

1st Restricted  
D Henningborough Knight/Yamaha

#### SENIOR BRITAIN

1st Steven Quinn Chariot/Parilla  
2nd Gary Merchant Wright/Parilla  
3rd Chris Watson Gillard/Dap  
4th Russ Giles Gillard/TKM  
5th Karl Swainston Boxer/PR EME

1st Restricted  
Gray Moulton Dap/Dap

#### 100 NATIONAL/100 SUPER

1st Andrew O'Hara Sprint/Rotax  
2nd Victor Threadgold Allkart/PCR  
3rd Ross Forber Mondial/KS Parilla  
4th B Mill Sprint/Parilla  
5th Dave Redfearn Dap/Parilla

#### 125 GEARBOX

1st Willy Grieve  
2nd Kevin Norman Phoenix/Rotax  
3rd Nick Guy Phoenix/Rotax  
4th Bernadette Stoney Zip Bandit/CSK Rotax

#### 250 GEARBOX

1st Tony Keel Zip GP/TC Suzuki

#### 210 NATIONAL

1st Brian Johnson Aero/DJR Villiers  
2nd Steve Smith Barlotti/Villiers  
3rd Graham Payne Dino/KMP

#### CADET

1st Daniel Wheldon Lazer/Comer  
2nd Doug Bell Zip/Comer  
3rd Matthew O'Hara Allkart/Comer  
4th Andrew Davidson Allkart/Comer  
5th Hans Cristofferson Gillard/Comer  
6th Anthony Davidson Zip/Comer

#### BITS N PIECES

- 1) Fulbeck thanks their sponsors C & G Wheldon, Stelrad, Plumbcentre, MCP Builders Merchants, Potterton Boilers, Denis Davidson Design Associates and Supersprox.
- 2) Lucky driver of the meeting award must go to Paul Wildsmith (Senior Britain), who survived relatively unscathed from a frightening end over end shunt, which stopped the first heat after four laps. With a bandage on his nose, he was back out for heat two.
- 3) The warm-up weavers were back with a vengeance, particularly in 100 National. We should all look forward to the day these drivers have to explain to the RAC Steward, just why they wiped out half the grid before the race has even started. It's a practice race officials should nip quickly in the bud before it gets too out of hand.
- 4) We still had a few drivers excluded from the finals for noise. There were grumbles aplenty, but honestly chaps, all the Club are doing is ensuring the RACMSA guidelines are implemented as written.

## Ellough

MONDAY, AUGUST 29th

This Bank Holiday meeting attracted a good ►



CLUB SCENE

Carnaby

SUNDAY, SEPTEMBER 18th
CARNABY LONG CIRCUIT

Uncertainty about whether there would be room to accommodate karts in this combined motorcycle/kart meeting, plus the postal strike causing havoc with both publicity and entries, meant that only 28 karters turned up to this experimental meeting. However since numbered amongst those were GP winner Roy Patterson, UK Cup winner Graham Barker and British Champion Chris Stoney the field made up in class what it lacked in size. The organisers would like to thank all the drivers who turned up and their suggestions and comments will be noted and included when hopefully further long circuit meetings are run in 1989. The amount of spectators present to watch the motorcycles and who were introduced to kart racing maybe for the first time can only be good publicity for the sport.

The racing on the day took the form of four heats with points scored in each one by the first ten karts in each of the 125 and 250 classes. Chris Stoney was racing an air cooled Rotax with

Simon Cullen running the Chris Stoney prepared water cooled version. Graham Barker's TM looked very quick being narrowly beaten by Simon Cullen in the first heat and unfortunately going out with a big end failure when leading the second heat. Roy Patterson's flying 'kitchen' was made even easier to self assemble when it come in after one heat with a detachable nose cone.

125 Simon Cullen just squeezed through on the last lap to take the first heat from Graham Barker with Chris Stoney coming in third. The second heat also went to Cullen with Chris taking 2nd this time and Roy Patterson 3rd. Roy 'Pixie' Patterson got it all together with a win in the third heat from Malcolm Clark with Simon Cullen 3rd this time. Chris Stoney had got his air cooled sorted by this time to win the 4th heat from Simon Cullen with Roy in third place.

250 The first heat went to John Denton with Tony Keele in 2nd place and Dudley Martin 3rd. The second time out it was Dudley Martin across the line first followed by John Benton with Paul Eaton taking 3rd. The 3rd and 4th heats both saw wins for John Benton followed home each time by Dudley Martin and Paul Eaton in 2nd and 3rd.

Sandy Howarth

Table with 6 columns: Driver, Heat 1, Heat 2, Heat 3, Heat 4, Total. Rows for 125 RESULTS including Simon Cullen, Chris Stoney, Roy Patterson, Malcolm Clark, Gary Ashurst, Joanne Hurst, Graham Barker, Phil Hemmens, Robert Johnson, Mark Haswell, Sue Nicholls, Bill Clark, Bruce Moore, Paul Hewitt, Bob Clowes.

Table with 6 columns: Driver, Heat 1, Heat 2, Heat 3, Heat 4, Total. Rows for 250 RESULTS including John Denton, Dudley Martin, Paul Eaton, Martin Cleveland, Philip Whymark, Tony Keele, Antony Whymark, Steve Poulosom.

Fulbeck

SUNDAY, AUGUST 28th

The build up to Sunday morning was severely terminated by the weather. This was the 100 National British Championships all over again, with near tropical monsoon conditions throughout the morning. It was evident from the hunched figures in their cars/caravans/motorhomes, that very few had any intention of getting wet, with some drivers making the decision not to race unless it stopped raining and others even toying with the idea of going

home. Fortunately, by midday, bits of blue peeked through the clouds, the circuit began to dry and slicks became the order of the day after the first series of heats. Besides full grids in all classes, today was also the first ever All England Cadet Championship, with 23 of the little meteors signing on, as well as a round of the 210 Challenge. With the club drivers also competing for the Castrol Challenge Trophy, the prospect of some exciting racing was on hand.

JUNIOR BRITAIN Heat 1: 1st Daniel Stilp, 2nd Richard Westbrook, 3rd Paul Ibbotson. Heat 2: 1st Daniel Stilp, 2nd Richard Westbrook, 3rd Gary Broughton.

Heat 3: 1st Anthony McHugh, 2nd Gary Broughton, 3rd Jonathan Greensmith. Daniel Stilp was the driver to watch out for in this one, having led all three heats at one stage, but hitting problems whilst leading his final heat. His nearest competition was expected to come from either Westbrook or Broughton based on the evidence of the heats. From the lights Westbrook moved into an early lead, hotly pursued by Stilp, Ibbotson, Broughton and McHugh. Michael Simson joined the fray briefly, on lap 2, but fell back as the race progressed. Lap 3 saw Ibbotson get the jump on Stilp to grab second, with Stilp fighting back strongly to re-take second place on lap 6. Westbrook was motoring along nicely at the front, but was under pressure from Stilp as they moved into lap 8. Ibbotson was still in with a fighting chance in third, with Steve Hunter moving up to fourth, Greensmith fifth and McHugh back in sixth. Lap 9 saw Stilp make his move, snatching first place from Westbrook's grasp, with Ibbotson now moving in for the kill. Into the final lap and Westbrook succumbed to Ibbotson's pressure as he dropped back to third, but it was Stilp's race as he sped to the flag, Ibbotson second, followed by the unfortunate Westbrook, Hunter, Greensmith and McHugh rounding off the top six.

SENIOR BRITAIN Heat 1: 1st Steven Quinn, 2nd Martin O'Connell, 3rd Gary Merchant. Heat 2: 1st Steven Quinn, 2nd Martin O'Connell, 3rd Gary Merchant. Heat 3: 1st Martin O'Connell, 2nd Steven Quinn, 3rd Chris Watson. This class seemed to be the Quinn/O'Connell/Merchant roadshow, all three proving to be very quick indeed. Other drivers on the pace were Paul Wildsmith with three fourth place finishes from the heats, with Richard Guest on the fringes. At the start it was O'Connell who made the better move off the front row, with Merchant following through from row 2. Quinn held third having lost the benefit of pole, followed by Watson, Giles and Swainston. Wildsmith and Guest tangled at turn one immediately after the start. Wildsmith restarted at the back, whilst by the time Guest got back into the race, he was five laps in arrears. Scratch two of the quicker drivers! By the second lap Quinn had settled himself, passing Merchant for second place a lap later. He quickly latched onto the leader, slipping into first place on lap six and consolidated that position, particularly as O'Connell retired a lap later. This allowed Merchant back into second and Watson into a secure third place. Giles was hanging on in fourth, hotly pursued by novice Moul, who was scrapping it out with Mansell. At the flag Quinn took a comfortable victory, Merchant second, then Watson, with Swainston moving from seventh to fourth on the last stretch, as Giles retired. Novice Moul took restricted honours in sixth.

100 NATIONAL/100 SUPER Heat 1: 1st B Mill, 2nd Matt Payne, 3rd Dave Redfearn. Heat 2: 1st Ross Forber, 2nd Roy Dickson, 3rd Dominic Connelly. Heat 3: 1st Roy Dickson, 2nd Victor Threadgold, 3rd Ross Forber. This was an open race, the Super's being hard pushed by the Nationals and with John Wilcock, Andrew Hayden and John Tompson all showing rapid pace, this was going to be an interesting race. Forber made the better start, chased by Threadgold, Connelly, O'Hara, Mill and Barrett, with Hayden fouling up before the lights. Connelly went missing at the top hairpin

It's better . . . second time around . . .

CIK World and European 250 Formula E Championships . . . Final Rounds Bugatti Circuit . . . Le Mans 23rd/24th/25th September 1988

Dane Poul Petersen clinched the 1988 World 250 E Title with a third place at the final round at Le Mans on Sunday 25th September whilst Frenchman Eric Gassin took the European honours with maximum points from the three round series. STORY: MIKE SMITH

The Automobile Club de L'Ouest hosted the final round at the Bugatti Circuit over the last weekend of September and attracted an entry of just over 50. The host Nation, France, had 19 entrants . . . Britain mustered 10, Sweden 8; Holland 4; Denmark 3; and Finland 2. Germany, Norway, Austria, Switzerland, Spain and New Zealand each had a single entry to make it quite an International affair . . .

The weather during the three days was somewhat mixed . . . quite mild but with spells of heavy rain giving way to drizzle. The format for the weekend caused a few raised eyebrows and a few grumbles. The meeting counted as the final round of both World and European events yet there was to be only ONE two hour timed session, ONE Pre Final and ONE Final. The nasty bit was the fact that TWO entry fees were to be levied. However a number of drivers quickly worked out points positions and then opted to enter only the ONE series in which they had a reasonable chance of any success, thereby firmly hanging on to £60. Who said kart drivers couldn't add up!?

So with the entry formalities over followed by a somewhat brief scrutineering session the real business of qualifying got under way with the first half hour timed session at 10.15 on Friday morning.

QUALIFYING The weather played tricks again for this part of the programme with only two of the four half hour periods producing really dry conditions. Most of the drivers took part in all four sessions with one or two notable exceptions. Eric Gassin recorded a 1m 58.07 in the first damp outing . . . missed the second period and then produced what proved to be the quickest time of the day with a third session 1m 40.63. Poul Petersen and Bobo Westman missed the final outing of the day their third session times of 1m 42.11 and 1m 42.98 placing them in 5th and 6th positions respectively.

The British contingent got full value for their entry fee . . . most taking part in all four timed sessions. Ian Shaw aboard the Eagle finished the day third quickest overall with a 1m 41.60 a shade under 9/10ths of a second slower than Perry Grondstra in second place.

The Kelgate Eagle of Tim Parrott was next up with a 1m 41.8 whilst Roger Goff and his Anderson turned in a best of 1m 43.22 to take eighth spot.

Martin Hines arrived in the early hours of Friday morning to find a couple of outfits ready and waiting for him and once he got out on the tarmac his times came down with each session. He saved his best until the last period . . . a 1m 43.44 placing him in ninth spot on the time sheets. As always the Zip Boss put in as many laps as he could . . . 42 in all . . . more than



Denmark's Poul Petersen comfortably collected his second World title.

three times the number recorded by Local Hero Monsieur Gassin. The two Finnish drivers present . . . Pertti Kuismanen and Jarkko Kovasiipi acquitted themselves well . . . expressing some delight with their Zip Eagle machinery. Pertti slotted in to tenth place on the time sheets just 3/100ths of a second slower than Martin Hines whilst Jarkko got down to a best of 1m 46.51 on his ninth lap out of twenty nine completed. Bernie Roberts was the next best Brit with a time of 1m 44.16, giving him eleventh place from the qualifying period.

PRE-FINAL The Pre Final was scheduled for five minutes past eight on Sunday morning and when the grid was published the first five rows looked like this:-

Table with 4 columns: Driver, Driver, Driver, Driver. Rows for Shaw, Petersen, Goff, Kuismanen, Lozza, Grondstra, Parrott, Wimmer, Serfaty, Gassin, Parrott, Westman, Hines, Roberts.

Thirteen names . . . seven Zip Eagles . . . one Nissag . . . two PVP . . . one Castrol . . . one Anderson and one PVP Nissag . . . a bit like the old saying . . . which came first . . . the chicken or the egg!

Saturday was almost a rest day . . . for some anyway . . . and after the early morning revellry of a certain section of the travelling circus rest was perhaps not a bad idea. The culprits were severely reprimanded by Madame Joan Shaw and Saturday night one had the feeling of being alone in the Sahara Desert . . . the

silence was deafening! Of course the adjacent Formula 3000 paddock had its say as well . . . the sound of a Cosworth bursting into life at just part seven o'clock in the morning was not everyone's cup of tea.

There was just one half hour free practice session from eight o'clock on Saturday and after watching the F 3000 for a while it was down to the local Hypermarket. That little trip produced some quite revealing purchases . . . but enough of that . . . it all started in earnest again on Sunday morning at around 7.30 as the grid assembled for the Pre-Final over six laps.

It was a damp start to the day with the skies promising more wet stuff to come and one Eric Gassin produced the first real surprise of the day by turning out on slicks! Tim Parrott . . . believing that Monsieur Gassin had an enormous fund of local knowledge . . . followed suit and opted for dry tyres. It didn't work . . . and Tim readily admitted so afterwards.

So after some rather frantic activity on the grid the course car led them off on the rolling lap and at about 8.15 the green appeared and the Pre Final was on . . .

Gassin and Shaw were the first away but Gassin's choice of rubber soon put him down the order and effectively out of the running. Poul Petersen had burst through during the opening tour and as they appeared in front of the pits for the start of lap two the Dane led. Ian Shaw was next . . . Pertti Kuismanen was running an excellent third from Martin Hines and Frenchman Guy Goullancourt. Alan Pritchard had put in a storming first lap to occupy next spot ahead of Gassin. By half distance Petersen and Shaw were well clear of the rest . . . Kuismanen still had third from Hines . . . Goullancourt was holding fifth spot whilst Roger Goff had settled into sixth.



Gassin was dropping further back whilst Tim Parrott was also having problems keeping the slick shod Eagle on the black stuff.

Lap four and the field was well spread . . . . Ian Shaw had managed to nip past Petersen to lead into lap five. The Finn was still performing admirably in third spot ahead of Hines with Goff, Pritchard and Bernie Roberts in pursuit. Gassin was down in twelfth spot and Tim Parrott was struggling to stay inside the top twenty. Into the last lap and Poul Petersen appeared first . . this time well clear of Ian Shaw who in turn had a backmarker between himself and Kuismannen. Goullancourt had succumbed to the gremlins after running well for the opening half of the race. Hines was still there ahead of Goff and Pritchard with Frenchman Alain Girardet holding off Bernie Roberts.

The drizzle certainly got worse during the last lap and at the flag it was Poul Petersen who crossed the line first from Ian Shaw. Just 1.92 seconds was the time difference after six rather damp laps with Shaw having a ten second plus advantage over Kuismannen. Martin Hines, Roger Goff and Alan Pritchard filled the next three places . . . Alain Girardet was seventh with Roberts, Oosting, Lozza, Kvia and Champion making up the top twelve.

Eric Gassin came home in thirteenth spot, 38.17 seconds down on Petersen's winning time. Tim Parrott was in twenty third spot at the finish . . . regretting that tyre choice . . but determined to make amends in the 10 lap final.

THE FINALS

About two and a half hours later . . . adjustments made, repairs carried out where necessary . . . the finalists made their way to the assembly area before forming up on the grid in preparation for the rolling lap. Tyre choice presented no problem this time . . the circuit was dry! Ten laps then



A fourth in the final for Ian Shaw was enough to net him third in the World series.

to decide the outcome of both World and European Titles and at the green light it was the Eagle of Ian Shaw which got away well. Eric Gassin though was on a charge quickly . . . as was Tim Parrott . . . and at the close of lap one the Frenchman was in the lead. Petersen was second from Shaw . . Hines was running well in fourth spot from Goff. Kuismannen was next but coming under pressure from a flying Kelgate Eagle and Tim Parrott at the wheel.

During the second tour Parrott made further progress and started lap three in an excellent fourth place with Ian Shaw his next target. Goff was next up ahead of Serfaty, Hines and Kuismannen with Westman holding off Wimmer.

No changes on lap three but as they completed four laps Petersen made a determined bid for first spot as they screamed down the straight past the



Eric Gassin, the outgoing Champion, settled for the European crown.

pits.

Gassin was having none of it though and managed to hang on to his first place as half distance approached. Ian Shaw had made ground and was closing the gap between himself and Petersen but Tim Parrott stil had the bit between his teeth and on the next tour . . No 6 . . . the Kelgate driver had relegated Shaw to fourth spot. Serfaty was fifth . . . Goff was next ahead of Kuismannen . . the latter putting in a brilliant performance whilst Martin Hines was beginning to feel the Rotax tighten a little. One more full lap and the motor seized, leaving the Zip Box a spectator.

Lap eight and Gassin still led . . Petersen was now coming under severe pressure from Tim Parrott . . the Eagle driver having put a couple of backmarkers between himself and Ian Shaw.

Serfaty had gone . . Kuismannen was sixth

place. Rainer Wimmer, Bobo Westman and Bernie Roberts were next up with Alain Girardet, Jean-Claude Kallen and Alan Pritchard completing the top twelve.

So Eric Gassin does it again from 13th place on the grid whilst Tim Parrot drove superbly to finish second . . from a twenty third place start and that with a broken seat stay to boot!

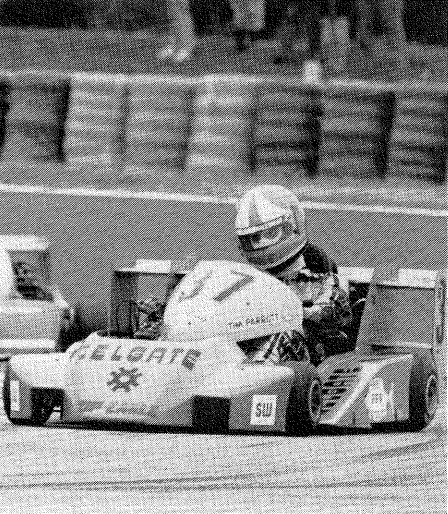
A popular win for Poul Petersen and he has hinted at perhaps one more season of World and European Title chasing . . he says he does now feel a few more aches and pains after each race!

A sobering thought in the Press Room afterwards . . .

Poul . . from Denmark . . . was interviewed in English by a Frenchman. On the trackside rostrum at Silverstone this year I recall the interviewer briskly passing Poul muttering something like 'Oh you are not English we won't talk to you'. Perhaps we have something to learn yet.

So once again the major 250 Formula E honours have eluded the Brits . . . . no doubt about it Eric Gassin and Poul Petersen are worthy Champions but it would be nice to see one . . or both of those plates this side of the water.

To end on a watery note . . . that stretch of liquid between Britain and France was certainly cutting up rough on the journey home. Having been squeezed on the ferry with little room to spare the four hour crossing from Dieppe took its toll on a number of individuals. Next year's visit to Finland seemed quite a silly idea at the time. Thirty six hours, on how many ferries?



Tim Parrott's spirited drive earned the Kelgate team second in the European series.

Dave Durance was disqualified in the third heat for being over the noise level. The final was virtually a re-run of the heats with Breeze in his first meeting since being seriously injured at Silverstone, back at his best and winning comfortably and Durance holding off Grocott with superior straight line power. Nick Paybody still on a Restricted licence drove well into fourth place and Paul Allan pipped Steve Turvey for fifth on the last lap with some calculated late braking.

1st	Colin Breeze	Cobra/Goff Suzuki
		Trophy Plus £10
2nd	Dave Durance	—/—
		Trophy Plus £10
3rd	Phil Grocott	EDR/Suzuki

210 National

Heat 1: 1st Mick Eason (R), 2nd Nick Amps, 3rd Richard Porter.

Heat 2: 1st Jeremy Pinney, 2nd Richard Porter, 3rd Mick Eason..

Heat 3: 1st Alan Poole, 2nd Mick Eason, 3rd Jeremy Pinney.

Amps charged off the line and led from Porter, Poole and Pinney. Eason made a poor start from pole and was only lying fifth. Whittamore and Mobbs took Eason at Stow and Poole dropped out on the third circuit promoting Whittamore up to fourth place. Porter and Pinney swapped places a couple of times before Pinney made a fine manoeuvre out of Stow to pick up second place, vainly chasing Amps who was a comfortable winner at the flag. Mobbs had earlier taken Whittamore at Kim and came home a lone fourth.

1st	Nicky Amps	Barlotti/Villiers
2nd	Jeremy Pinney	—/—
3rd	Richard Porter	Stratos/Villiers

125 National

Heat 1: 1st Colin Poole (w/c), 2nd Malcolm Stewart (w/c), 3rd Steve Perry (a/c).

Heat 2: 1st Colin Poole (w/c), 2nd Neil Dickens (a/c), 3rd Mark Faulkner (a/c).

Heat 3: 1st Neil Dickens (a/c), 2nd John Duley (a/c), 3rd Mark James (w/c).

Poole was disqualified from the third heat for excess noise but with a heavily bandaged silencer was immediately into the lead in the final from Dickens, Thexton, Duley and Perry. With Poole romping into a big lead Duley moved ahead of Thexton and then took second from Dickens as they entered Stow corner. Farther down the order James took fourth from Thexton who then came under pressure and was passed



Colin Breeze, 250 National.

through the Willows by Perry. Dickens in second, slowed, letting in Duley, and dropped out of the running with a sick engine. At the flag Poole won and earned himself a couple of excellent action shots on BBC TV. Duley and James took the other trophies with Perry (air cooled) and Stewart (water cooled) gaining cash prizes.

1st	Colin Poole	Anderson/Goff TM
2nd	John Duley	Lazer/SRS Rotax
3rd	Mark James	Lazer/SRS Rotax

100 National

Heat 1: 1st Tony Edney, 2nd Dave Banbury, 3rd Vincent Martin.

Heat 2: 1st A. Cook, 2nd Paul Perry, 3rd Dave Baker.

Heat 3: 1st Peter Norman, 2nd Vincent Martin, 3rd Paul Perry.

Cook was on pole for the final and immediately snatched the lead which he was to hold throughout the race. Norman held second just from Baker, Perry and Edney while Martin had a poor start and had dropped to sixth. By lap 2 Banbury was moving rapidly through the field and was up to sixth and closing on the bunch. Edney started to motor as his engine came on song and he moved up two places to second at the expense of first Baker and then Norman. Then Banbury moved in on the group, diving into fourth at Kim with three laps left and then into third with a late braking manoeuvre at Stow on the last lap. Edney had been spotted by an observer overtaking on a yellow flag and was demoted two places for this misdemeanour.



The Senior Britain Grid at the off (Pics: D. W. Watson).

1st	A. M. Cook	—/—
2nd	Dave Banbury	Minarelli/Minarelli
3rd	Pete Norman	—/—
4th	Tony Edney	—/—
5th	Paul Perry	Wright/Parilla
6th	Nick Norman	—/—
7th	Andy Clark	—/—
8th	Bob Morrisson	Zip/Parilla

RESTRICTED

1st	Roy Whitney	Anderson/Parilla
-----	-------------	------------------

100 Britain

Heat 1A: 1st Nick Kelly, 2nd Simon David, 3rd Paul Wells.

Heat 1B: 1st Darren Kinsey, 2nd Ian Connell, 3rd Martin Gilbert.

Heat 2A: 1st Russel Poter, 2nd Rupert March, 3rd Glenn Taylor.

Heat 2B: 1st Robin Purkis, 2nd Martin Gilbert, 3rd Ian Connell.

Heat 3A: 1st Rupert March, 2nd Jim Rainbird, 3rd Nick Kelly.

Heat 3B: 1st Richard Walton, 2nd Derek Watts, 3rd Darren Kinsey.

**B Final:** 1st Richard Walton, 2nd Richard Wallington, 3rd Stuart Petts, 4th Dennis Lathrope, 5th Duncan Patterson (R), 6th Paul Wilde, 7th Ken Reay.

Purkis from grid 2 took the lead chased by Connell, David, Kelly and March. With Connell struggling for top speed Purkis pulled out a big lead before Kinsey moved up the order and took second at Kim from Connell and March. Purkis looked to have the race sown up when a collision at Kim with the race half over put out Kinsey, Connell and Kelly, demoting March and let in Watts for second. Watts chased after the leader and rapidly reeled him in but at the flag he was just half a length away from snatching a remarkable victory. March held on to third from Walton who won the B Final and came through for an excellent fourth place.

1st	Robin Purkis	—/—
2nd	Derek Watts	Gillard/EME
3rd	Rupert March	Wright/Parilla
4th	Richard Walton	DAP/DAP
5th	Simon David	Whippet/DAP
6th	Jim Rainbird	Zip/DAP
7th	Dave Storey (R)	Dart/Parilla
8th	Glen Embling	Colt/Parilla
9th	Paul Wells	—/—
10th	Denis Lathrope	Sprint/Parilla





# KIMBOLTON'S WISHING WELL

**£2,000 FOR GREAT ORMOND STREET APPEAL!**

**STORY: DUNCAN TAYLOR**

**PICS: D. W. WATSON**

At the end of this very well supported meeting on Sunday 25th September, Chairman Bill Bicknell presented the Huntington and District Wishing Well Appeal with a bumper cheque for £2,000 towards the rebuilding of Great Ormond Street. In fact they need £42 million if the hospital is to remain in operation. The trophies were generously donated by the following: Lada Cars (UK), Zip Kart, Elf Oil, TAL-KO, Chas and Dave, MKG Garages Biggleswade, Shell Oils (UK), Goff Racing, Protrain, Kartpro Stratos, Burton's Car Disposal and Skip Hire. The raffle prize of a Triton Electric Shower was donated by Peter Lipman; David Hughes from Abbey Life Insurance ran a trivia quiz and donated to the Appeal. A special thanks goes also to Roy Convine on whose land we operate.

With 160 drivers signed on and seventy of these taking advantage of Saturday practice the weekend was very busy but extremely enjoyable; the only hiccup of note was when the genny threw a wobbly during the heats, but Colin Poole was quickly on hand to loan us his unit, thanks Col.

## Cadets

*Heat 1:* 1st Mathew Davies, 2nd Daniel Bailey, 3rd Andrew Davidson.

*Heat 2:* 1st Daniel Wheldon, 2nd Mathew Davies, 3rd Clair Bogan.

*Heat 3:* 1st Mathew Davies, 2nd Daniel Wheldon, 3rd Andrew Davidson.

With twenty-two (how many!) youngsters taking part the trophies were split into three groups, Championship, Club and Restricted. With the front row of the final made up of Messrs Davies and Wheldon, second and first in the recent British Champs, need we look any further for a winner. The answer was soon clear, Davies from pole took the lead chased closely by Wheldon, Bailey and Davidson. The two leaders pulled clear of the field and after five laps Wheldon briefly snatched the lead but Davies recovered, regained first place and held on to the flag. Farther down the order Dean Panrucker was going extremely well in eighth place and leading the club drivers, and three places further back Restricted driver Barrie Wilkin was showing promise. So this time Davies came out on top, we now wait with baited breath for the final round of the Cadet series in two weeks. Davies leads the series but Wheldon could still win. What I would like to know is which of these little Cadet comedians flooded the gents loo!

## CHAMPS

1st Mathew Davies	Gillard/Comer
2nd Daniel Wheldon	Allkart/Comer
3rd Daniel Bailey	Zip/Comer

## CLUB

1st Dean Panrucker	Wright/Comer
2nd James Goode	—/Comer
3rd James Pears	Zip/Comer
4th James Walters	Wright/Comer



*Cadet action...*

## RESTRICTED

1st Barry Wilkin	Dap/Comer
2nd David Rose	Colt/Comer
3rd Greg Smith	Zip/Comer
4th Daniel Good	Zip/Comer

## Junior Britain

*Heat 1:* 1st Jan Herbert, 2nd Verney Wood, 3rd Phillip Jarman.

*Heat 2:* 1st Brad Lintorn, 2nd Lee Skelton, 3rd Jan Herbert.

*Heat 3:* 1st Lee Skelton, 2nd Mark Fothergill, 3rd Jan Herbert.

Skelton was the early leader but got two wheels off the edge on the first approach into Kim and Lintorn took his chance to lead, Herbert was in third chased by Jarman, Wood, Forth and Lane. By lap 3 Lintorn was ten lengths clear of Skelton and Herbert whilst Forth had moved up a place in front of Wood. By two thirds distance the leader was lapping back markers with a comfortable lead and a battle was on for third between Herbert and Jarman. At the flag Lintorn won easily from Skelton,



*... and more cadet action! (Pics: W. D. Watson).*

Herbert, Jarman and Wood with Graham Wilde the first restricted driver home in eleventh position.

## JUNIOR BRITAIN

1st Brad Lintorn	Dart/Parilla
2nd Lee Skelton	Gillard/Parilla
3rd Jan Herbert	Gillard/Parilla
4th Phillip Jarman	Wright/TKM
5th Verney Wood	Jeta/Parilla
6th Paul Richardson	Sprint/Parilla
7th Ellie Bogan	Colt/Parilla
8th Jason Lane	Zip/TKM
9th Mark Tomlinson	Zip/PCR
10th Max Gilkes	Sprint/TKM

## RESTRICTED

1st Graham Wilde	TKM/Arrow
2nd Edward Horner	TKM/TKM

## 250's

*Heats 1 and 2:* 1st Colin Breeze, 2nd Dave Durance, 3rd Andy Grocott.

*Heat 3:* 1st Colin Breeze, 2nd Phil Grocott, 3rd Nick Paybody.

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# NatSKA LANCS & YORKS SKF NORTH OF ENGLAND CHAMPIONSHIPS — Rowrah —



The double Class 1 Championship-winning kart seconds before it was written off (Pic: Iain Blair)

At last!! After 10 years of trying Lincs & Yorks SKF finally got a dry weekend for their North of England Championships, not only that we actually had sunshine and warm weather as well.

Nearly twenty schools brought almost 100 karts to this picturesque part of West Cumbria to compete in all 10 of the schools classes and the 150 plus drivers enjoyed nearly ten hours practice on the Saturday followed by the usual best three of four heats race meeting on the Sunday.

The biggest entry was as usual in the 50 gearbox classes which had to be split into their two separate classes. In the Fizz class (class 3) Heat one was convincingly won by W Gillett on the Windsor Boys outfit sporting a very beefy slidecar from Brookvales Carl Duke and reigning champions Heath from Cheshire. Heat two saw Windsor 1st and St Wilfrids team 2nd with Bedford's Roger Sharples in third. Heat Three settled the issue as Gillett won from Brookvales Duke and Breezehills Danny Schofield. The final heat proved to be most exciting with the St Wilfrids Team, Schofield and Gillett powering their way through the field to cross the line together with the St Wilfrid entry spoiling the Berkshire Schools clean sweep. When the points were totted up Gillett had won from St Wilfrids, Duke and Schofield.

Class 4, for 5 speed 50cc gearbox engines has grown considerably in the recent years and comfortably attracted the largest grid. Long gone are the days when Breezehills YZ's disappeared into the distance leaving the others to fight for the minor places as schools have found equal power from other motors. In heat one Brookvales Parkins/Duke DT50 held off the challenge from the two Breezehill YZ's of Val Fernandez and Valerie Lord. In heat two it was the turn of All Hallows team YZ to hold off Brigshaws Rogers/Faulks DT and teammate Andy Scholes on the Fantic. Heat three and the reigning champion sorted his problems out to win from Scholes and the Brigshaw team. In the final heat it was the Duke/Parkinson DT despite a frantic charge through the field by Fernandez whose 2nd place was enough to give him the overall win from the Brookvale outfit ahead of Scholes, Valerie Lord and Enduro Champions Windsor Boys.

In the combined class 5 & 6 the battle at the front proved to be incredibly tight with four different winners. Heat one went to Market Weighton's Michael Hair from All Hallows Andy

Scholes and Tarporley's Henderson/Massey team. Heat two and it was Brookvales Paul Duke from Hair and the Tarporley pair again. Heat three went to Scholes from Duke and St Wilfrids Lunn/Lone pairing. All to play for in the final heat but a new winner in the form of Brigshaws Moseley/Cooper team meant that Hair's second place gave him the overall win by a single point from Scholes who finished third behind him. Third overall went to Duke only another point adrift whilst the Pontefract team clinched fourth from the Tarporley outfit.

Classes 7 & 8 were also joined to give a full RAC type grid for this circuit. Most of the front runners were regular Junior Britain campaigners. Heat one to Brigshaws Antony McHugh from Bishop Stopfords James Orfeur and Brookvales Paul Duke. Heat two and Orfeur's victory ahead of Gary Longbottom and McHugh. Heat three and it was Gary Broughton leading in teammate McHugh and Duke. So once again all depending on the vital last heat and Orfeur's 600 mile round trip was made worthwhile as he won from McHugh and Broughton with the overall placings giving the same result. Brigshaw took the 4th and 5th as well with Gary Longbottom and Paul Cooper rounding off a fine performance for the Leeds school.

Despite a fair sprinkling of big gearbox karts on the Saturday practice had taken its toll and only 3 made the grid for the racing. Brookvales Lee Parkinson had a field day lapping in very respectable RAC type times whilst Breezehills Val Fernandez toiled to sort out their new RD LC outfit taking a lone 4th heat win after the Brookvale machine took to the tyres. Monkseaton's entry had to settle for the remaining place in each race making the overall result very predictable.

Class two, where the gearbox karts race locked in one gear, provided the biggest single grid of the day with some thirty odd facing Don Pickersgill's flag. Heat one went to St Wilfrids team entry from the second string ahead of the first class 10 Comer with Breezehill's Danny Schofield collecting the class 2 third place. Heat 2 and Schofield won from the Comer of C Rowe with St Wilfrids 'A' beating Bedfords Roger Sharples into third. Heat three and it was Schofield again from the Pontefract 'A' team and Rowe holding off Jason Hogg on the second Breezehill outfit. Once more the last heat was to decide the issue and how close it was. As they

started the last lap Schofield led a very tight bunch of the top four contenders but a mistake in the chicane allowed the St Wilfrid outfit to squeeze through to give the blanket that crossed the line of St Wilfrids 'A', Schofield, Hogg, Sharples. When the points were added up the St Wilfrids 'A' team and Schofield were tied on 2 points and the Pontefract teams 3rd in heat two clinched them the overall win ahead of Schofield whose discarded heat was a 4th. How close can you get? The winning class 10 (Comer) of C Rowe finished a creditable 3rd overall with the Class 2 third going to Sharples. Brookvales Sarah Smith took the Class 1 honours with a comfortable 6th overall after the destruction of Breezehills double championship outfit in practice robbed Valerie Lord of her chance to compete in what would have been an exciting duel.

It was team time by the time staff had had their go and trailers and minibuses were loaded for their long journeys home but for once they weren't full of wet clothes but rather very happy children.

Story: Brian Lord  
Pics: Ian Blair

## ROWRAH — NORTH OF ENGLAND CHAMPIONSHIPS

**Class 1**  
1st Sarah Smith Broovale Panola

**Class 2**  
1st St Wilfrids 'A' St Wilfrids Fizz  
2nd D. Schofield Breezehill Fizz  
3rd R. Sharples Bedford Fizz

**Class 3**  
1st W. Gillett Windsor Boys Fizz  
2nd St Wilfrids 'A' St Wilfrids Fizz  
3rd P. Duke Broovale Fizz

**Class 4**  
1st V. Fernandez Breezehill  
2nd Duke/Parkinson Brookvale  
3rd A. Scholes All Hallows

**Class 5**  
1st Team Tarporley Solo

**Class 6**  
1st M. Hair Market Weighton H100  
2nd A. Scholes All Hallows H100  
3rd P. Duke Brookvale H100

**Class 7**  
1st Gray/Downs Windsor Boys KT100

**Class 8**  
1st V. Orfeur Bishop Stopford —  
2nd A. McHugh Brigshaw —  
3rd G. Broughton Brigshaw —

**Class 9**  
1st L. Parkinson Brookvale RDLC  
2nd V. Fernandez Breezechall RDLC

**Class 10**  
1st C. Rowe Windsor Boys Comer

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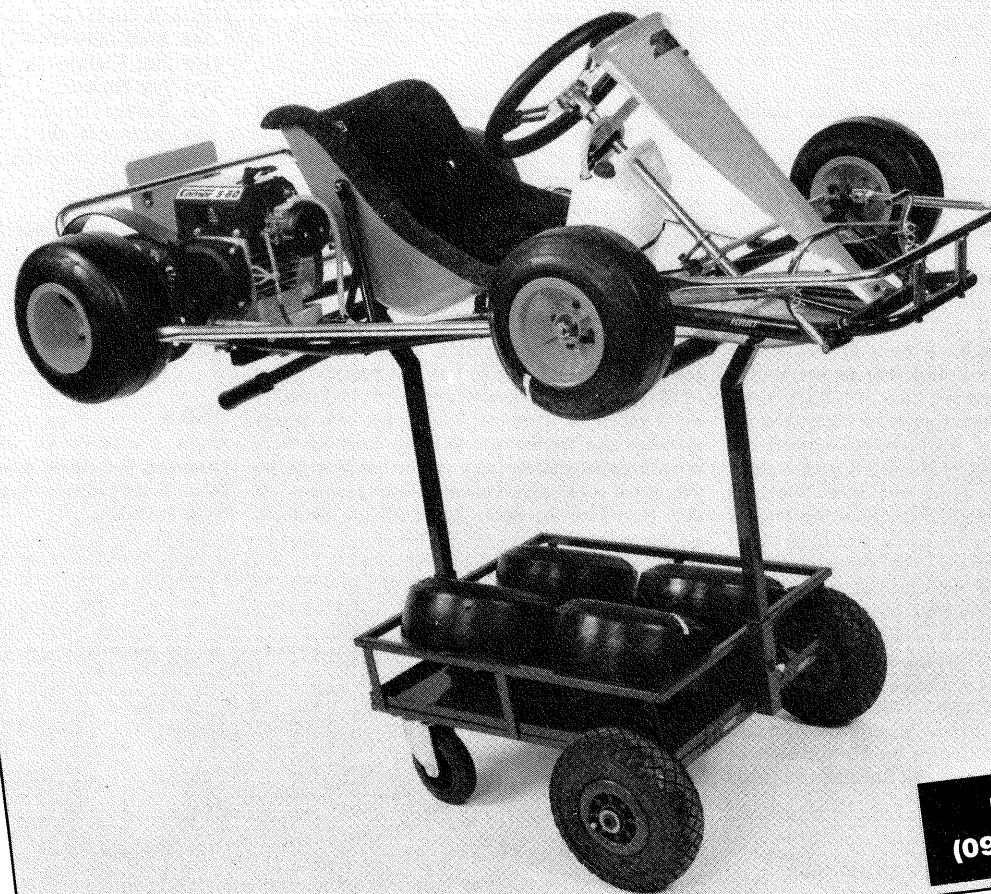
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# Supersprox Cadet RAC British Kart Championships

WOMBWELL, 11th SEPTEMBER 1988

The Supers returned to Wombwell for their Champs after a year's absence and, as in 1986, the event was dogged by controversy. More on that later.

Alice Wright and her team had attracted valuable sponsorship from the well known firm of Supersprox. Valued in excess of £700, the main part of the deal took the form of wheels, sprockets and chain and went to the first ten in 100 Super reported elsewhere. All Cadet 'A' finalists received Supersprox pit hats and badges and every driver who signed on including the 100 National support, were given badges and stickers. Supersprox supremo, David Maughfling, was at pains to point out that the firm wished to be seen to be putting something back into the sport and this was the best way of achieving that aim. Certainly, with an ever increasing number of drivers using his products, David had every right to feel quietly satisfied.



Daniel Wheldon, new Cadet Champ (Pic: Iain Blair).

After the tyre controversy, at 1.30 pm, the first Super heat went out but the other classes had already got in a few races starting with the Cadets.

They were, by comparison, responsibility personified. After last year's RAC crackdown, fiddling seems to have been completely eradicated and the mixed parent/driver briefing ensures that everyone knows the score. Certainly, I saw no evidence of verbal abuse by daddy or driver or both and their on-track behaviour was exemplary despite the big occasion atmosphere. So, who did what. Lets find out, eh?

## WELL DONE, WHELDON

### Heat One

Well taken win by Matthew Davies after deposing another Matthew (O'Hara) on the second tour. Doug Bell put in a great performance to snatch 2nd place on the last lap from Mark 'Fulmar' Taylor with O'Hara 4th from James Taylor and Daniel Yeomans.

### Heat Two

Lights to flag win for Marino Franchitti although a storming drive from Daniel Wheldon had him closing towards the end. Brent Pontin-Warltier gained third and was the last to suffer at the hands of the Wheldon steamroller. James Mills got a 4th here from Philip Moreton and Mark Taylor.

### Heat Three

Another belting drive from Wheldon saw him go one better and take the win whilst Doug Bell put in his second good performance to slot into 2nd with three laps to go. Daniel Bailey got a good 3rd from this heat from Brendan Rawle, Malcolm Smith and Philip Moreton. Scottish Champ, Craig Murray was in a top 6 place but spun and finished 20th doing his Championship aspirations no good at all.

### Heat Four

Another win to Matthew Davies, starting in mid-grid and slotting into the lead on the 5th tour.

Mark Taylor came from nowhere to snatch 2nd on the last lap from Jensen Button with current No.1, Clair Bogan next up. Rounding off the top six were Daniel Yeomans and James Taylor with early leader Matthew O'Hara pushed out in 7th.

### Heat Five

Second win and pole to Daniel Wheldon, leading throughout the race. In 2nd from halfway was James Mills, denying Chas Butler-Henderson who had to make do with 3rd. At last realising some of his potential was Hans Christofferson finishing a fine 4th among some heavy duty 'names'. Malcolm Smith was again in the top six with it being completed by Clair Bogan.

### "B" Final

Soon developed into a three way battle for the lead between Jonathan Stilp, Andrew Davidson and Brendan Rawle with a slight gap to Hans Christofferson who was all alone in a very secure 4th. That was all there was to it aside from the very sensible driving which ensured their participation in another final.

1st	Jonathan Stilp	-----
2nd	Andrew Davidson	Allkart
3rd	Brendan Rawle	Allkart
4th	Hans Christofferson	Gillard

## SUPERSPROX RAC CADET BRITISH CHAMPIONSHIP

After all the heats etc, the first few rows of the final grid would look like this:

Wheldon (Pole)	Taylor (M)
Mills	Bell
Butler-Henderson	Moreton
Davies	Smith
O'Hara	Bogan
Pontin-Warltier	Button

and so on . . . . .

From the lights the early lead went to Wheldon although he wasn't getting away from the eager pursuit of Mark Taylor who had Doug Bell snapping away at his heels. Then came Matthew

Davies, CB-H, O'Hara and Bogan with the rest all in line astern. Nose to tail they circulated for many laps before Davies got the advantage he was after and slotted into 3rd. There he was to sit until with two laps to go, he just got a better line than Taylor and moved into the runner up spot. As Taylor and Davies had been scrapping, Wheldon had used their battle to good effect and had opened up a gap over the pair such that Davies was too far way from the leader to mount a serious challenge. Towards the tail of the field things were certainly hot. Marino Franchitti and Craig Murray from row ten and Andrew Davidson from the qualifier all started brilliantly although Marino was destined to spin later and tumble down the order. Murray's climb through the order was truly scintillating and his workrate rewarded him with 7th by the flag. Andrew Davidson and James Taylor also battled away with Murray and the three of them carved up the grid in fine style all netting the converted single numbers. Also having a great fight were Justin Wilson and Jonathan Stilp, disputing their positions with Matthew O'Hara. This when combined with the scrap between the other three meant that we had six or more drivers arguing over a mere four places. The dust eventually settled on the final giving the win to Wheldon from Davies and Mark Taylor with Doug Bell, CB-H, James Taylor, Murray, Davidson and O'Hara all finishing in the top nine. Bad luck to Justin Wilson just missing out in 10th with 'B' finalists Stilp and Rawle next along. Congratulations due not only to Daniel Wheldon but to all the drivers for making it a great event.

1st	Daniel Wheldon	Allkart
2nd	Matthew Davies	Gillard
3rd	Mark Taylor	Allkart
4th	Doug Bell	Zip
5th	Charles Butler-Henderson	Wright
6th	James Taylor	Allkart
7th	Craig Murray	Ecosse
8th	Andrew Davidson	Allkart
9th	Matthew O'Hara	Allkart

REPORT & PICS  
IAIN BLAIR

Kart & Superkart



# ANDERSON

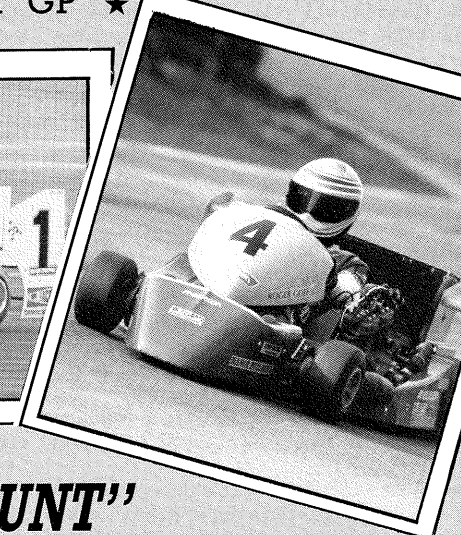
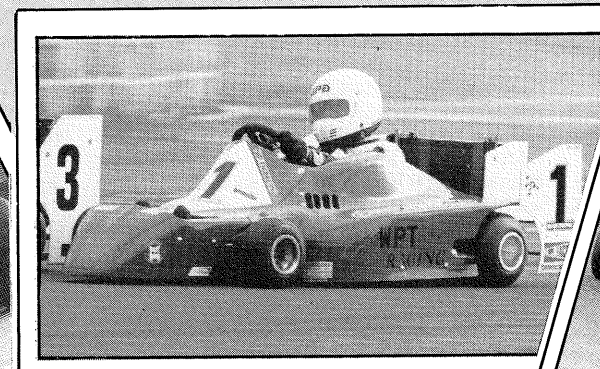


Kart Centre

## OUR CONGRATULATIONS!

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- ★ MARK WEBSTER — 250 National G.P. & British Champion ★
- ★ SHAUN McLAUGHLIN — 125 Open Dutch G.P. & Zandvoort Winner ★
- ★ Graham Barker — 125 Open "O" Plate ★
- ★ Phil Glencross — 250 Formula "E" Zandvoort Winner ★
- ★ Roger Goff — 250 Formula "E" British Championship Leader ★
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# The Body Shop International Hill Climb

BOULEY BAY, JERSEY, CHANNEL ISLANDS

Perfect weather, large crowds, a large contingent of French drivers all went to make the Body Shop International Hill Climb a resounding success. This year's was the 27th anniversary of the Kart Hill Climb and local knowledge proved unbeatable.

The first official practice run showed that several competitors were close to their class record. The cadets were lead by Greg Harris with 67.36 chasing his own record of 66.43.

The Juniors saw the welcome return of Samatha Ruellan and she put in a blistering 49.65. Three seconds ahead of her nearest rival.

The Britain/Jersey class was dominated by Trevor Torpy, but integrated into this class but setting new times for a new class was Kelvin Coldicott with a 100 U.K. class machine. This is a new low budget class and his practice run was a creditable 50.31.

The fastest in the 100cc class saw last year's winner Roger Norman show he meant to repeat his performance and his practice time was 46.17. Not to be outdone, Robert Miere clocked 46.26.

The strong party of French drivers in this class were a little down on power, nevertheless Patrice Marie managed 49.30.

The gearbox classes started with an upset and it was visiting drivers Jean-Jacques Cauvin and Marin Maubec who led the locals home in the 'Piston & Reed' class.

No upsets in the 125 National class as Malcolm Crowe and Nick Blackwell clocked 43.82 and 45.20 respectively.

The 250cc Superkarts thrilled the crowd with their amazing acceleration out of Radio Corner and practice runs concluded with Eddie Gates on 42.08 leading Andy Davis with 42.39.

## The official runs

All competitors received four official runs, giving them the ideal conditions to break records.

The Cadet class saw Greg Harris never seriously challenged by newcomer Darren Le Fevre and on his third run, Greg lowered his own record to 64.76. Samatha Ruellan, despite her practice run, had to take second place to Fabien Channing. They swapped places all afternoon, but Fabian just took the lead with his fourth run.

The Britain/Jersey class was dominated by Trevor Torpy and his second run gave him the class record with 48.83. Second place went to Jason Channing who was a long way behind with 50.11.

The new class, 100 U.K., had an opening course record set by Kelvin Coldicott, and his time of 50.88 showed that he was on a par with the Britain class.

The 100 National record has been chased for a long time and Roger Norman finally claimed it with his first official run of 45.40 seconds. Things were close and Robert Miere put in a strong challenge with 45.42. Sensation of the day was newcomer Marcus Bisson who claimed third place with 45.61. Marcus is more used to two wheels, having raced professionally for the Weymouth speedway team. He has also notched up a few laps at the sand racing. The French drivers though driving well were outclassed and

only Patrice Marie achieved a 47.65, giving him ninth position.

The gearbox classes began with the Piston and Reed class for machines of 125cc. The leader here was Steve Ollivier who grabbed the lead with his third official run of 47.77. Close behind was the French challenge of Jen-Jacques Cauvain with 48.15 and Marin Maubec with 48.69.

The more powerful 125cc National class had Malcolm Crowe driving his new Mineralli engined kart. It proved a good choice as he smashed his own record with a 43.15. His second run looked a scorcher but he overcooked Radio, came to a virtual stop but still clocked 44.63. Behind him Nick Blackwell entertained with some aggressive driving just ahead of Guernseyman Adrian Keech.

The big bangers was between Andy Davis and Eddie Gates. Both were close to the record for this class but it was Eddie who took the honours with 41.61. In third place was another Guernseyman Andy Galliene.

The meeting proved to be a great success and the Club extends its thanks to its sponsors 'The Body Shop' and all who enabled the Hill Climb to take place.

## CADETS

1st	Greg Harris	64.76	NEW RECORD
			Miere/Comer

2nd	Darren Le Fevre	77.25	Zip/Comer
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## JUNIORS

1st	Fabien Channing	48.24	Miere/Parilla
-----	-----------------	-------	---------------

2nd	Samatha Ruellan	48.33	Miere/DAP
-----	-----------------	-------	-----------

3rd	Lee Le Blancq	48.79	Zip/Arrow
4th	Chris Drillot	50.01	Sprint/Dap

## BRITAIN/JERSEY

1st	Trevor Torpy	48.83	NEW RECORD
			Miere/DAP

2nd	Jason Channing	50.11	Sprint/Parilla
3rd	Garry Jeanne	50.90	Sprint/TKM
4th	Richard Roche	50.98	Miere/DAP

## 100 U.K.

1st	Kelvin Coldicott	50.78	NEW RECORD
			Wright/TKM

## 100 NATIONAL

1st	Roger Norman	45.40	NEW RECORD
			Allkart/Parilla

2nd	Robert Miere	45.42	Miere/DAP
3rd	Marcus Bisson	45.61	Miere/DAP
4th	Reg Roberts	46.48	Allkart/Parilla

## 125 PISTON & REED

1st	Steve Ollivier	47.77	Zip/Honda
-----	----------------	-------	-----------

2nd	Jean Jacques Cauvain	48.15	Zip/Honda
-----	----------------------	-------	-----------

3rd	Marin Maubec	48.69	Zip/Suzuki
4th	Dene Bownes	49.99	Barlotti/Honda

## 125 NATIONAL

1st	Malcolm Crowe	43.15	NEW RECORD
			Stratos/Mineralli

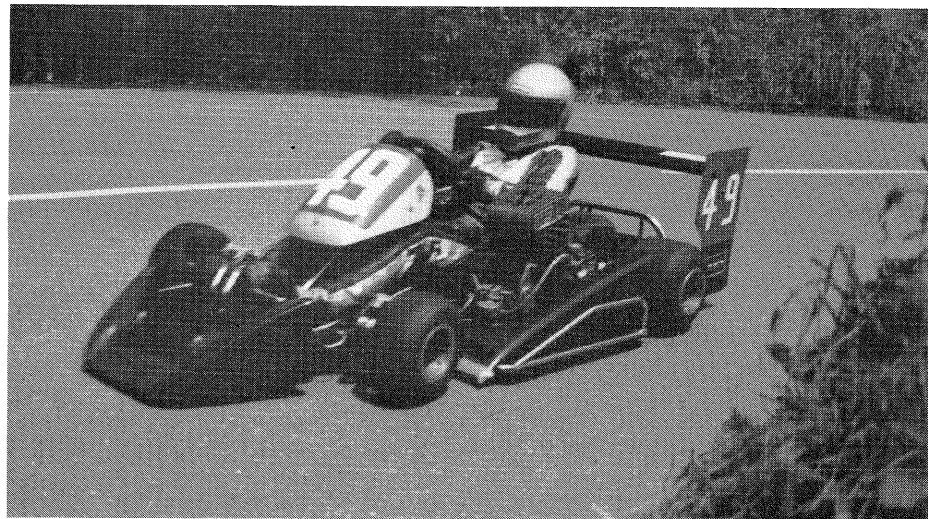
2nd	Nick Blackwell	44.08	Zip/Rotax
3rd	Adrian Keech	44.68	Zip/Rotax
4th	Mick Ollivier	44.74	Zip/Rotax

## 250 SUPERKARTS

1st	Eddie Gates	41.61	Anderson/Rotax
2nd	Andy Davis	41.82	Dino/Rotax
3rd	Andy Galliene	43.05	Anderson Rotax
4th	Nick Le Bon	46.47	Stratos/Rotax

## TROPHIES

The Coca Cola Trophy.....Fabien Channing  
The Riva Shield.....Trevor Torpy  
The Esso Rose Bowl.....Roger Norman  
The Courvoisier Trophy.....Malcolm Crowe  
The Cote d'Emeraude Trophy....Steve Ollivier  
The Norris Trophy.....Eddie Gates  
Rothmans Rose Bowl.....Eddie Gates  
Rothmans Merit Award.....Robert Miere  
J.E. Muff Shield.....Andy Galliene  
Eric Caurel Shield.....Eddie Gates  
R.A.C. Steward's Shield.....Chris Dawkins



## RAC Cadet Series Final Round 10

KIMBOLTON

"Confusion Rains"  
9th October 88

This was the rescheduled final to decide the series Champion. With Matthew Davies leading Daniel Wheldon by eleven points, only one of these two could clinch the '88 Championship. Just like round 8 here in July, heavy rain storms were the order of the day. The relatively poor entry of 16 Cadets at this excellent (improved) centrally positioned circuit suggests a certain lack of interest in the RAC's hastily put together and inconsistently controlled series. The clubmens races boasted a further 14 Cadets, bless 'em, this was reduced to 13 when the unlucky Butler-Henderson crashed his 'clubmans' kart in practice. Both heats and final being won in fine style by . . . Anthony Davidson, enjoying his first ever win! (first time out in the west with his new AllKart), beating Stilp, Goss and Hall.

## Heat 1 10 laps (very wet)

Pole: Bailey (17) Sale (16) Button (14) Hammond (33) Davies (2) Wheldon (1) Smith (56) Yeates (71) Butler-Henderson (5) Bogan (12) Davidson (8) Rawle (69) O'Hara (9) Wall (22) Goode (66) Yeomans (10).

The raised Union Jack saw the usual parental heart stopping jostling pack of lemmings squeezing into the first corner! Through the Willows they streamed — Bailey, Davies, Wheldon, Sale, Button, Bogan, etc. Lap 2 Davies took Bailey on the line . . . Wheldon, waiting his chance, Hammond slipping down the field, so too Sale. Wheldon now with Davies, the latter's works A frame Gillard "drifting" through the Willows. The order now: 2, 1, 17, 14, 12, 71, 56, 8, 5, 9, 66, 10, 69, 16, 22, 33. Bailey, Button & Bogan in joint third place as Davidson moved up past Smith to seventh. Lap 5 Davidson passed Yeates on the line, Butler-Henderson slicing down the inside of Smith entering Stowe, exciting stuff, Smith side by side through the Willows with Yeates. More exciting stuff as Davidson passed Bogan and Button as the latter was passing Bailey going into Stowe for the seventh time! . . . phew! Davies extended his lead over the new British Champion who was adjusting his high speed mixture. Into Stowe for the eighth time Clair's assault on Button failed as did Charlie's on her . . . dropping back. Across the line for the penultimate time Bailey and Button side by side . . . Bogan and CB-H . . .



Anthony Davidson — his first win, albeit a beat, at Kimbolton (Pic: Doug Rees).

## CADET COLUMN

EDITED BY TRICIA ELLIOTT

Smith and Yeomans too! as Wheldon caught a big tail slide in the soaking Willows.

Davies won, well clear of Wheldon . . . Davidson "cruising" across the line followed by 17, 14, 12, 5, . . . 10, 56 . . . 71, . . . 66, 9, 69 16, 33, 22.

1st	M. Davies	Gillard
2nd	D. Wheldon	All Kart
3rd	A. Davidson	All Kart

## Heat 2 (Damp track)

Pole: 56, 12, 5, 69, 8, 22, 9, 10, 66, 17, 16, 14, 33, 2, 1, 71.

Two false starts and it was Malcolm Smith first into Stowe corner pressed by Andrew Davidson. Lap 2 Davidson passed Smith brilliantly in the Willows. Lap 3 it was Davidson closely pursued by Smith, Clair 3rd, Butler-Henderson sling shooting past O'Hara in Stowe as Yeomans ran out wide . . . letting the ever alert "number one" through. For lap after lap it was the Andrew and Malcolm show. . . pulling away from the rest, Smith trying the inside at Stowe every lap . . . Davidson slamming the door every lap. Davies uncharacteristically was stuck in line behind Rawle . . . mid race. Wheldon too was under attack . . . from O'Hara . . . succeeding on lap eight as the wet shod leader crossed the line in 35.3 . . . Smith now 20 yards adrift after a passing move failed. Davidson took his first win of the year followed by the worthy Smith, 12, 9, 1, 10, 2, 5, 66, 17, 14, 69, 71, 33, 16 and 22.

1st	A. Davidson	All kart
2nd	M. Smith	Wright
3rd	C. Bogan	All Kart

## Heat 3 (Dry track)

Pole: 66, 71-10, 1-9, 2-22, 8-33, 69-14, 5-16, 12-17, 56.

Two false starts and they were off, Wheldon and Davies leading the deposed Yeates . . . Yeomans, Davidson, O'Hara & CB-H impatiently awaiting their turn . . . which came on lap 3. Davidson taking Yeomans Gillard inside at Stowe as the irrepressible Smith passed Giles and Brendon at the end of the straight on lap 4 into eighth slot. Up at the front Davies nipped past Wheldon at

Stowe, Daniel in Matthews' wheel tracks as they approached 'Kim' corner to end lap 4. The stage was now set for a most unfortunate incident . . . according to Davidson following the leaders (20 lengths adrift) "Wheldon had the inside line, Davies just ahead moved 'in' to take his line . . . the two karts touched" . . . exit Davies out into the field . . . to rejoin in ninth position. Wheldon continued to the flag lapping in 33.13 (on lap 6) (four tenths below the official lap record).

Davidson and O'Hara 'swopping' second place were followed over the line by Yeomans, Clair, CB-H, Smith, Rawle, and then Davies. A protest was lodged . . . the outcome being that Wheldon was removed from first to tenth position, after hearing 'unbiased' eye witness accounts. I regret I missed it . . . with failing light causing the cancellation of a final the RAC series has ended in a most unsatisfactory and controversial way with an appeal now pending by the Wheldons.

Heat 3 result subject to official confirmation.

1st	Andrew Davidson	All Kart
2nd	Matthew O'Hara	All Kart
3rd	Daniel Yeomans	Gillard
4th	Claire Bogan	All Kart
5th	Charles Butler-Henderson	Wright
6th	Malcolm Smith	Wright
7th	Brendon Rawle	All Kart
8th	VOID!	
9th	Matthew Davies	Gillard
10th	Daniel Wheldon	All Kart

Report Denis Davidson

P.S. "Was it Bill or was it Ben?"

P.P.S. On a purely personal note, did you know that neither of my two Cadets have ever won a heat let alone a final? Today... they've won five of the six events! As we all found out today — "It never rains but it pours"!!

## BLACKBUSHE 28th August

The first heat was won by Gumbley from Jackson and Thornton and the second heat went to Wheldon again from Thornton and Jackson. These three had dominated the heats and Jeremy Gumbley (Allkart/Comer) had to be favourite after winning both heats but his kart developed problems and in the final he struggled round at the back of the field. Richard Jackson (Superdart) shot into the lead on the first lap from Paul Rivett (Allkart) and William Thornton (Zip). Next through were Stephanie Appadoo (Zip), Martyn Smith (Zip) and Jeremy Gumbley (Allkart).

William Thornton was getting into the groove and after four laps he finally got past Rivett and set after Jackson who up until now had looked like the winner. However, Thornton shadowed him for several laps before finding a way into the lead which he held to the end.

Roger Abbey-Taylor

1st	William Thornton	Zip/Comer
2nd	Richard Jackson	Superdart/Comer
3rd	Paul Rivett	Allkart/Comer
4th	Stephanie Appadoo	Zip/Comer
5th	Jeremy Gumbley	Allkart/Comer
6th	Martyn Smith	Zip/Comer



ROUND TWO

Just one week after the superb first round at Three Sisters the Challenge drivers assembled at Little Rissington for round 2. Most of the point scorers from the first round had entered and they were joined by quite a few drivers who were sampling the highly competitive world of a Challenge round for the first time and with, once again, split heats and 'A' & 'B' finals to be run we were looking forward to some great racing. The weather was almost perfect for that racing being dry, warm and sunny all day and the large number of spectators who were basking in the sun were treated to some great entertainment.

The "entertainment" started almost as soon as the lights changed to green for the first heat with a three kart shunt on the grid!! Meanwhile Maggie Dell had dived into the lead at the first corner but it was Steve Puddiphatt leading at the end of the first lap from Graham Stevens (who pulled off into retirement almost immediately after passing the start line) Maggie Dell was third, Bob Pagley 4th and the rest all charging through. And where was British Champion Chris Stoney? The answer was in 19th place after spinning at the third corner. Leader Steve Puddiphatt continued to lead all the way to the end of the six lap heat, celebrating the winning of the first heat in fine style by spinning off the track after taking the chequered flag when he became tangled up with some back markers. Mark Powell was 2nd after getting past Maggie Dell on lap 4, with Malcolm Weaver relegating Maggie another place on lap 5 to finish third. Behind Maggie Dell in 4th came Bob Bagley, Chris Stoney (having worked through a huge 9 kart scrap), Alan Whitchello, Malcolm Stewart, Jon Sully and Martin Barnes completing the top ten.

At the start of heat 2 Dennis Gale jumped into the lead as Nick Whitehead pulled off at the first corner and at the end of the first lap Dennis had already pulled out a gap on Alan Dell and Mark Goulding and a lap later this had stretched to 3 secs. All the way through the field were typical 125 dices but at the front Dennis Gale looked totally untroubled as he reeled off the remaining laps to take the second heat. Alan Dell was a good 2nd, Mark Goulding was 3rd, Bob Blight 4th, then came a six kart dice flashing over the line in the order Maggie Dell, Mark Tuckwell, David Hopgood, Dave Scott, Kevin Norman and Tim Malone.

Heat 3 and this time Chris Stoney made no mistakes to lead all six laps to take the heat. Graham Stevens and Steve Puddiphatt had a good battle between themselves to finish in that order then came a great 3 kart fight finally resolved in the order Alan Whitchello, Mark Powell and Alan Dell. The top ten finishers were completed by Nick Whitehead, Martin Barnes, Tim Malone and Mark Goulding who had all been dicing together until split by a shunt which saw Jon Sully needing a visit to the ambulance.

Dennis Gale showed he could do one better than Chris Stoney by leading every lap of heat 4 to take his second heat win of the day. Steve Puddiphatt continued his excellent form by following Dennis all the way to be 2nd as Chris Stoney worked through from 12th on the first lap to finish 3rd. Graham Stevens was 4th, Steve Sykes 5th, Bob Blight 6th, Martin Banks 7th, Maggie Dell 8th, Jon Duly 9th and David Hopgood 10th.

After 2 attempts the 5th and last heat finally got underway and once again it was an 'on form' Dennis Gale whose Anderson kart and Minarelli engine led every lap to take the heat win and wrap up pole position for the 'A' final, on this form he was going to take a lot of beating. Mark Powell was once again going well to finish 2nd, Alan Dell was 3rd, Nick Whitehead 4th, Steve Sykes 5th, Dave Scott 6th, Bernadette Stoney 7th, Alan Whitchello 8th, Mark Goulding 9th and Kevin Norman completing the top ten.

Bromsgrove Kart Club, who were organising the meeting, decided to run the 'Open' drivers

final in the 'B' final which seemed a sensible thing to do. In pole was Steve Sykes with Alan Whitchello and Martin Barnes making up the front row. John Duly and Keith Ellis-Hall completed row 2, whilst further back came the 125 Nat drivers having a last chance at getting into the back of their 'A' final. At the start it was Alan Whitchello making the best start as the grid rode off, all that is except Stuart McLaren who was left on the grid and sadly pushed his kart to the side. At the end of the first lap it was first round winner Steve Sykes who was leading with Alan Whitchello second and Martin Barnes 3rd. David Broomfield was leading the Nats from Barry Higgins, Kiernon Hunt, Moira Dale and Paul Wagner.

By lap 3 Martin Barnes was into 2nd but he could do nothing about leader Steve Sykes who reeled off the 8 laps to score maximum points for the second round in succession, a fine achievement. Martin Barnes was 2nd, Alan Whitchello 3rd, John Duly 4th and Keith Ellis-Hall 5th. In the National class Kiernon Hunt, Dave Broomfield, Barry Higgins and Moira Dale all earned an 'A' final place.

So to the 'A' final and on a beautiful, warm, sunny Autumn afternoon. the 28 kart grid commenced the rolling lap. Once again the atmosphere was electric and with spectators and quite a few drivers from the other classes crowding the fences the stage was set for a memorable final.

After his three heat wins Dennis Gale naturally had pole with Steve Puddiphatt and Mark Powell making up the front row. British Champion Chris Stoney and Alan Dell shared the second row with Maggie Dell, Mark Goulding and Bob Blight on the third. Dave Scott and Malcolm Weaver made up row 4 and in the middle of row 5 were the No 2 plates belonging to Graham Stevens.

Steve Puddiphatt made the best start as the lights flicked to green but at the first corner Dennis Gale pulled off a brilliant piece of driving by driving round the outside of Steve and into the lead with Chris Stoney trying to follow him through, just failing. At the end of the first, incredibly hectic lap, it was still Dennis Gale leading with Chris Stoney now up to second, Mark Powell 3rd, Steve Puddiphatt 4th, Graham Stevens 5th (making good progress from his low grid position) Alan Dell 6th and the rest of the grid, so close it was almost impossible to read all the numbers. Lap 2 and Graham Stevens continued his progress, now in 4th place but it was the two drivers at the front that were attracting everybody's attention as Chris Stoney began to close on the leader and at the end of lap 3 was inches behind Dennis Gale. Mark Powell in 3rd was also coming under pressure from Graham Stevens and the next few drivers went through in the order Steve Puddiphatt, Alan Dell, Nick Whitehead (surviving a 'moment' on the grass) Mark Goulding, Bob Blight, Kevin Norman, Maggie Dell, Malcolm Weaver etc . . . etc . . .

As the leaders crossed the start/finish line on the next lap Chris Stoney was trying to get down the inside of Dennis Gale, just failing as the two were incredibly close, in fact too close as they both made contact and it was beginning to look rather tense at the front. Another titantic battle was going on between Mark Powell and Graham Stevens for third.

Suddenly came a great roar from the spectators as Chris Stoney burst on to the start/finish straight in the lead!! A few feet behind came Dennis Gale, gesticulating to the start line officials as he roared through in pursuit of the British Champion. Almost at the same time Graham Stevens managed to get past Mark Powell to take 3rd and the excitement continued as Steve Harris took time off to have a quick spin.

Proving why he is British Champion Chris Stoney reeled off the remaining three laps without any mistakes to take his second

Challenge win in 7 days, both rounds being highly competitive. One second behind the winner came Dennis Gale after putting in a tremendous drive, as did 3rd place Graham Stevens from his poor grid position and one wondered what he would have achieved with a front row grid start. Mark Powell was a fighting 4th with Steve Puddiphatt 5th, Alan Dell 6th, Nick Whitehead 7th, Mark Goulding 8th (these last three all finishing close to each other) Kevin Norman was 9th and Bob Blight completed the top ten.

As the leaders pulled off the circuit they were surrounded by a huge crowd, reminiscent of a FI race and as the two leading drivers "discussed" the race between themselves we could reflect on the fact we had witnessed a classic encounter. How often does the roar from the spectators almost drown out the noise of the engines. . . .

125 CHATTER

Bromsgrove Kart Club did extremely well running 29 heats and 9 finals and still finishing at a reasonable time.

Four women drivers entered the meeting and three finished in the 'A' final points.

Winner Chris Stoney donated his trophy to the best Novice.

Bob Blight in his second heat lost a wheel two laps from the end and not wanting to ruin his grid position for the final he continued to the end of the race, running on the brake disc!! Bob is doing very well lying 6th overall in the points using a T.M. P&R engine.

Steve Sykes in the Open class has scored maximum points in the two rounds.

TOP TWENTY NAT. POINT SCORERS AND OPEN POINT SCORERS AFTER ROUND 2

1st	Chris Stoney	74
2nd	Graham Stevens	68
3rd	Mark Powell	64
4th	Nick Whitehead	62
5th	Steve Puddiphatt	61
- 6th	Robert Blight	54
- 6th	Kevin Norman	54
8th	Malcolm Weaver	48
9th	Bernadette Stoney	43
10th	Steve Harris	39
11th	Dennis Gale	35
12th	Mark Haswell	33
13th	Andy Fairless	31
14th	Alan Dell	30
15th	Mike Stevenson	29
16th	Maggie Dell	26
-17th	Mark Tuckwell	25
-17th	Kim Marks	25
-17th	Barry Higgins	25
-20th	Moira Dale	24
-20th	Steve Cowell	24
-20th	Richard Cormick	24

125 OPEN positions are:-

1st	Steve Sykes	74
2nd	Alan Whicell	70
3rd	John Duley	33
4th	Keith Ellis-Hall	32
5th	Malcolm Stewart	23
- 6th	John Turner	5
- 6th	Martin Barnes	5

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**Rotax Pistons** old dykes ring type **New** — £15.00 each.

**Radiators** 2 × centre rads for Bandit/Eagle — £35.00 each.

**Bandit** Pod Kit + Rear Twin Wings and Side Plates — -100.00

2 × Centre Tanks — £30.00

2 × Eagle Plastic Trays — £18.00 each.

1 × Side Tank L/W Kevlar — £35.00

8 Rear Discs and Carriers 7¼" — £10. Plain

Some plain, some ventilated — £15. Vented

10 Sets Magnesium Wheels with Bridgestone

YBH Tyres, all in good condition — £110 per set.

Various Engine Sprockets from 20T to 32T for Rotax engines. Both Spline types available — £7.50 each.

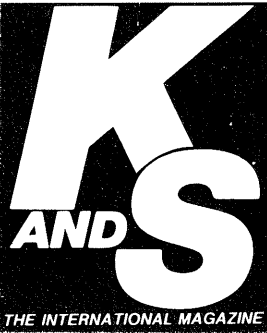


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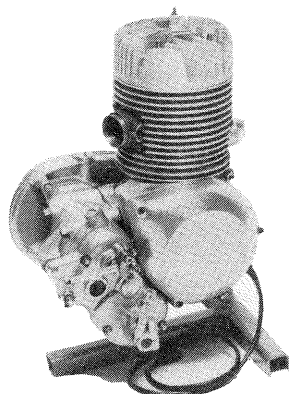


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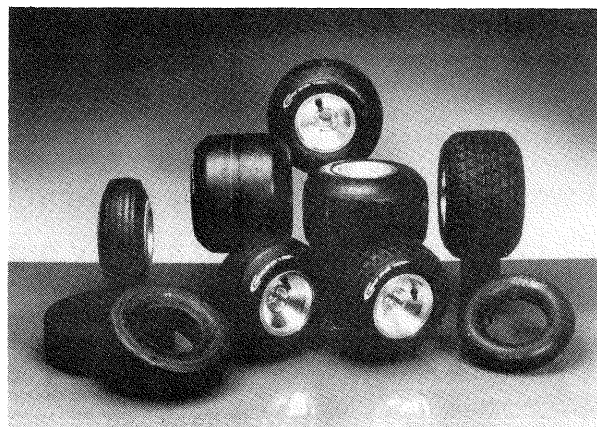
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# 125 CHALLENGE

## ROUND ONE

Sunday 25th September at the Three Sisters circuit saw the running of round 1 of the 5 round 1988 125 Challenge. 45 National karts entered ready to do battle, and 5 'Open' drivers were also in the programme and would run with the Nationals on this occasion, but for separate 'Challenge' awards.

Current British Champion Chris Stoney was entered (as was his wife Bernadette) and other low 'numbers' were number 2 Graham Stevens and 9 Nick Whitehead, but with the size and quality of the entry any number of drivers could be considered to be potential winners.

Four heats with each driver taking part in two, and an 'A' & 'B' final were in prospect and, in the highly competitive world of the 125 Challenge racing, quite a few drivers remarking they would consider they had a good day if they could manage to make the 'A' final.

Early morning fog soon cleared but was replaced with rain after practice, which took place in dry conditions. Luckily by the time the first heat got underway the rain had almost stopped and as the lights changed to green it was second row starter driver John Turner (Open) who made the best start to blast off into the lead. Pole position driver Steve Sykes probably didn't do his nerves much good by stalling on the line, luckily everyone missed him and after receiving a push he was off to try and make amends. After the first lap it was still John Turner leading from Rob Dickenson, Chris Stoney (charging through the field from a 7th row grid start) Graham Stevens, Alan Wichell (open) Steve Puddiphat, Peter Eyres and the rest. By lap 3 Chris Stoney had the lead and proceeded to pull away from the rest of the field to lead to the end of the ten lap race. If first place looked a foregone conclusion then 2nd place certainly wasn't!!! Six karts spent most of the race trying to be 2nd, putting up a superb display of 125 racing at its best and they finally finished in the order Steve Puddiphat, Mark Powell, Graham Stevens (dropping back, from 2nd with some problem) Rob Dickenson, Shaun Mellor and John Turner. The top ten were completed by Peter Rowlands, Mike Stevenson and Peter Eyres.

Almost before we had got our breath back the next 125 heat was on the circuit and this time it was Nick Whitehead who made the most of his front row grid position to get a good start but it was Bob Blight making a fantastic start from row 4 who took the lead. Nick Whitehead was soon back into the lead as Bob slid onto the grass near the pits exit and at the completion of the first lap the order was Nick Whitehead, Bob Blight (not losing much time after his excursion) Bernadette Stoney, Steve Cowell, David Gunston, Andy Fairless, Kim Marks, Aemon Talbot plus the rest.

Nick Whitehead continued to lead the field as Andy Fairless worked his way through a big bunch of dicing karts to be on the leader's tail by lap 7 but try as he could he couldn't find a way round into the lead and it was Nick Whitehead who took the flag after 10 high speed laps. Second was Andy Fairless, 3rd Bob Blight, 4th Steve Cowell, 5th Bernadette Stoney, 6th David Gunston who was about one inch in front of 7th place Mark Haswell, 8th was Kim Marks, 9th Aemon Talbot and the top ten completed by Andy Thornton. Interestingly of the 23 karts that started this heat 20 were classified as finishers.

By the time the third heat appeared the track had dried out and apart from a strong wind blowing down the straight things were much improved. At the green lights Bob Blight made another of his superb starts and blasted over the line after one lap still in the lead but he had that man Chris Stoney slipstreaming him and at the

end of the straight it was the British Champion in the lead, a lead he was to increase lap by lap all the way to the end of the race. Behind the flying champion was a typical 125 race with dices all through the field. Bob Blight spun out of 4th place on lap 4 having to get out of his kart and start it himself, losing a lap in the process and quite a few drivers seemed to have trips onto the grass. So it was Chris Stoney who took an easy victory with Shaun Mellor 2nd, Steve Sykes (open) 3rd, John Turner (open) 4th (these three having battled with each other for most of the race) heat 2 winner Nick Whitehead was 5th, Mike Stevenson 6th, Kevin Murphy 7th, novice Tim Plant going well was 8th, Aemon Talbot 9th and Malcolm Weaver completing the top ten. At the start of heat four Graham Stevens had a long trip down the grass, regaining the tarmac half way down the straight but at the end of the first lap it was Mark Powell leading. Lap 2 saw Steve Spavins in the lead and the 3rd lap found the third different driver at the front when Graham Stevens took over the lead, a lead he was to keep all the way to the chequered flag. Steve Spavins after a tremendous dice with Andy Fairless was 2nd and Andy 3rd, Dave Gunston was 4th, Rob Dickinson 5th, Kim Marks 6th, Steve Puddiphat 7th, Andy Thornton 8th, Mark Powell 9th and Steve Harris completing the first ten.

And so to the 'B' final which had 24 listed drivers although only 18 did the warm up lap. Dave Bromfield (pole) Patrick Wilding and Paul Wagner made up the front row with Moira Dale and Steve Spavins in row 2, the grid stretching down eight rows. After the starter had sent them round again, not happy with something, the race was on, with Dave Bromfield making a good start, which is more than fellow front row driver Patrick Wilding managed, staggering away from the grid and boxing in second row starter Moira Dale and delaying quite a few drivers. At the end of lap 1 it was Peter Rowlands leading from Kevin Murphy, Steve Spavins, Steve Sykes (open), Paul Wagner, Peter Eyres, Jon Sully, Dave Bromfield, John Carrington and the rest. Lap 2 and Kevin Murphy was leading but the first four were extremely close and by lap 4 Steve Sykes (open) had worked his way to second place with Peter Rowlands now 3rd. The next lap and Steve Sykes was on the tail of leader Kevin Murphy with Peter Rowlands and Steve Spavins being equally close in 3rd and 4th. Unfortunately this was the last we saw of Peter Rowlands as he pulled up with some problem. On this same lap there was a two kart shunt at the pits exit corner which necessitated the rest of the race run under yellow flags at this corner whilst Moira Dale received medical attention before she was taken to hospital for a check over.

Lap 7 found a new leader in Graham Sykes and in spite of Kevin Murphy looking menacing in 2nd he held on to take the race and earn himself a rear 'A' final start. No such luck for Kevin Murphy as he was excluded for not 'weighing in' thus promoting Steve Spavins to 2nd, Kevin Norman to 3rd, Peter Eyres 4th, Patrick Wilding 5th, these drivers all going through to the 'A' final. Kurt Salinger, Paul Modley, and Dave Bromfield just missing out.

At 6.40pm on an overcast grey day with the light rapidly going the capacity grid 'A' final took to the track. The atmosphere was electric and as the field passed the pits on the warming up lap the karts were brilliantly lit up as photographic 'flash bulbs' went off in the gloom.

After his two heat wins it was British Champion Chris Stoney on pole with Graham Stevens and Nick Whitehead making up the front row. The second row contained Andrew Fairless and Shaun Mellor. The third row had Steve

Puddiphat, Dave Gunston and Rob Dickinson with the fourth row having John Turner and Mark Powell. The grid in total contained 29 drivers and stretched down 12 rows and looked absolutely superb as it inched up to the start lights. And then the lights were green and they were off!! Graham Stevens made the best start as pole man Chris Stoney lagged boxing in Andy Fairless who obligingly gave the British Champion a push to help him on his way!! Everyone else seemed to get away reasonably well except one driver who spun onto the grass and getting away after everyone else had gone.

At the end of the first hectic lap it was still Graham Stevens leading, just, from Nick Whitehead, Mark Powell (who must have made a good start from row 4), Chris Stoney, Aemon Talbot, Dave Gunston, Andrew Fairless, Rob Dickinson, Shaun Mellor and the rest, all charging through the start line in a massive group. Lap 2 and Chris Stoney was up to third and the leading three were all tied together with Mark Powell not that far behind in 4th and Andy Fairless making progress up to 6th behind Aemon Talbot. Lap 3 and now Chris Stoney was up to 2nd but as the leading three crossed the start line Nick Whitehead was alongside the British Champion and back into 2nd and was still second at the end of lap 4. This was a full blooded motor race at its best with the drivers giving it all they had. The next lap and Chris Stoney was once again in second and the lap after he took the lead as Graham Stevens' engine seemed to trail an oil haze behind it. Nick Whitehead was still close in 3rd, Mark Powell 4th and Andy Fairless 5th. Shaun Mellor, Aemon Talbot and Steve Puddiphat were all close having a good battle for 7th.

Lap 7 and the leader had now pulled out a small gap on his pursuers and as the karts rocketed up the hill at the end of the straight some of them sent up showers of sparks as the light faded and it became more and more gloomy.

The leading karts had already gone through the start and finish line to start lap 8 when Kevin Norman got onto the grass, slid helplessly back across the track, where a closely following Tim Marks had no where to go, both karts colliding. Tim left the circuit at high speed and completely demolished the start lights, bales and everything else that was in his way. Both drivers were very fortunate to escape serious injury in what was a frightening looking accident and this immediately brought out the red flag and the race was over.

The results were declared after 7 laps which left the top ten finishing order as follows:-

Chris Stoney, Graham Stevens, Nick Whitehead, Mark Powell, Andy Fairless, Steve Puddiphat, Mike Stevenson, Mark Haswell, Bob Blight and Kevin Norman.

So the first 125 Challenge round ended with a rather short final but indications are that most people thoroughly enjoyed the meeting and with only one week to round two, some drivers were going to have a lot of work to do.

## 125 Chatter

Winner Chris Stoney did a lot of lapping on the 3 Sisters circuit on Sat setting his karts up.

21 karts had noise problems after the first two heats.

Moira Dale, who was taken to hospital after crashing in the 'B' final, was allowed out after a couple of hours arriving home at 1.00am.

Kevin Norman started on the 9th row of the 'B' final and finished 4th. He started at the back of the 'A' final and got up to 15th before being involved in the shunt which stopped the race. Poor reward for such a promising drive. Likewise Steve Sykes (open) won the 'B' final and was an excellent 12th in the 'A' after 7 laps.