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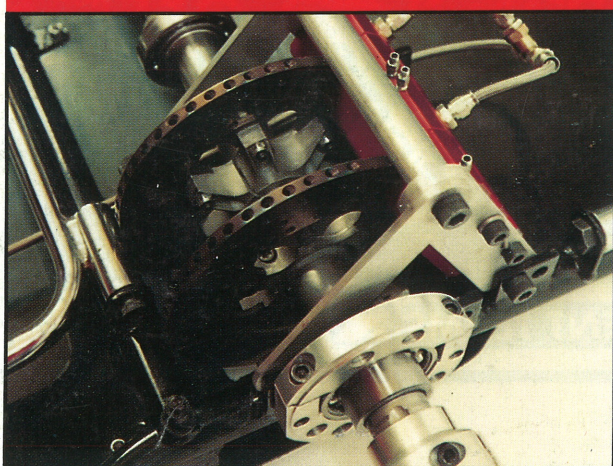
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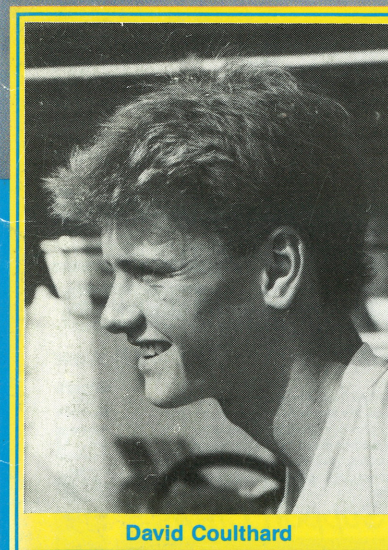
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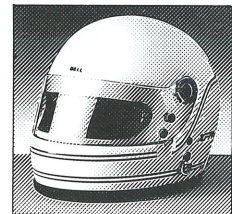
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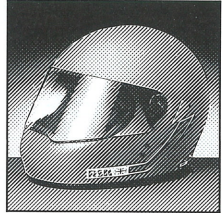
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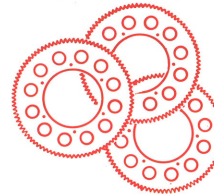
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WHERE AND WHEN

11th DECEMBER

Chasewater — (Approximately 1 mile
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Clay Pigeon — (Midway Dorchester and
Yeovil on A37, Dorset)
Rowrah — (4 miles from Frizington,
Cumbria)
Kimbolton — (10 miles west-southwest of
Huntingdon, Cambs)
Tilbury — (Dunlop Road, East London,
near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium,
Wombwell, 6 miles from Barnsley,
South Yorks)

18th DECEMBER

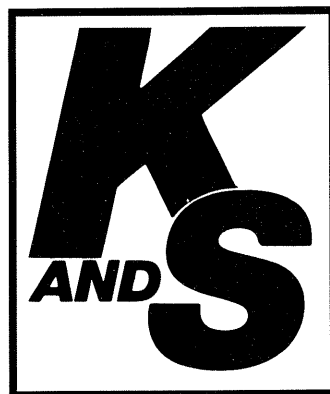
Birmingham — (Wheels Adventure Park,
Adderley Road South, Sattley,
Birmingham B8 1AD)
Blackbushe — (Via Cricket Hill (off A30)
and Vigo Lane, Yateley, Surrey)
Three Sisters — Cheshire KC — (Bryn
Road, Ashton-in-Makerfield, Lancs)
Fulbeck — (8 miles from Newark, off A17
at Brant-Broughton Crossroads, Notts)

NOTE

Would clubs please note that as
soon as their 1989 fixtures lists
have been formulated copies
should be despatched to Kart &
Superkart, Pindar Road,
Hoddesdon, Herts EN11 0DE, for
inclusion in "Where and When".

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FRONT COVER:

Kelgate backed Formula E
driver Tim Parrott added
the British No. 1 crown to
his UK Cup title, thus
wrapping up a successful
year after previous
seasons' disappointments.

(Pic: Doug Rees)

Inset: David Coulthard,
happy to qualify for the
Intercontinental 'A' Final
at Valence.

(Pic: Beverley Heath)

MONTHLY

No. 116

Ed, Says!.....

Well, it's the end of the year once more. All the championships have been decided and hopefully one can look forward to a period of acquiescence during the festive weeks. The year has been one of upheavals, disagreements, aches and sadness, but those should be put behind because the clock can not be turned back. Rather they should be looked upon as lessons learnt and the coming season regarded with optimism. As the calendar marches in 1989 there are rule changes in the offing which, hopefully, will herald a greater degree of stability. Team changes too, allegiances severed and new ones begun, drivers aspiring to higher things. To them success and rapid advancement is wished.

Several changes dictated by the governing body may not go without criticism. The decision to introduce a qualification system for 100cc classess for the RAC MSA Championships next season may be regarded in some quarters with skepticism although it might be for the better. The trial run in this year's Super One Series seems to have worked. On the other hand the combining of the National, Britain and Supers into one event has been disparaged by clubs who feel they have been robbed of the opportunity of a prestigious meeting to brighten up their season. The venue for the Championships is Langbaurch in the new Teeside Complex. As far as is known the meeting held at the circuit during October is the only one since the track's inception. It will need several more before the scheduled date for the Championships, 2nd-4th June, to prove it is up to the challenge.

The decision not to run a Cadet RAC series in 1989 has caused many dissatisfied ripples in that quarter. It means the Cadets are left with only the British Championships plus the regular club outings. Why the youngsters are to be denied a series is not known, although the fact that a major sponsor withdraw at the last moment this year might well have added weight to the decision, also the degree of trouble in this year's series can not have enhanced the situation in any way. It is felt that a mini series of a few round run on a Zonal basis like Intercontinental 'A' still under the auspices of the RAC would not go amiss and would give the ever-swelling Cadet ranks something to look forward to. The Cadets need and deserve something 'special' to encourage their continued participation in the class. After all, was it not created to attract Juniors into the sport from 2 wheels?

Food for thought over the ensuing weeks.

Finally, let Tricia and myself take this opportunity to wish you all a very Happy Christmas and prosperous and safe 1989 racing season.

Ed McCormick

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of this Year's Long Circuit Series

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Valence and the Final Round of the Intercontinental 'A'
European Championships held a few surprises
from our man on the spot

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Larkhall and the annual gathering of the clans where the 'S'
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Our regular look at the what's happening around the Club
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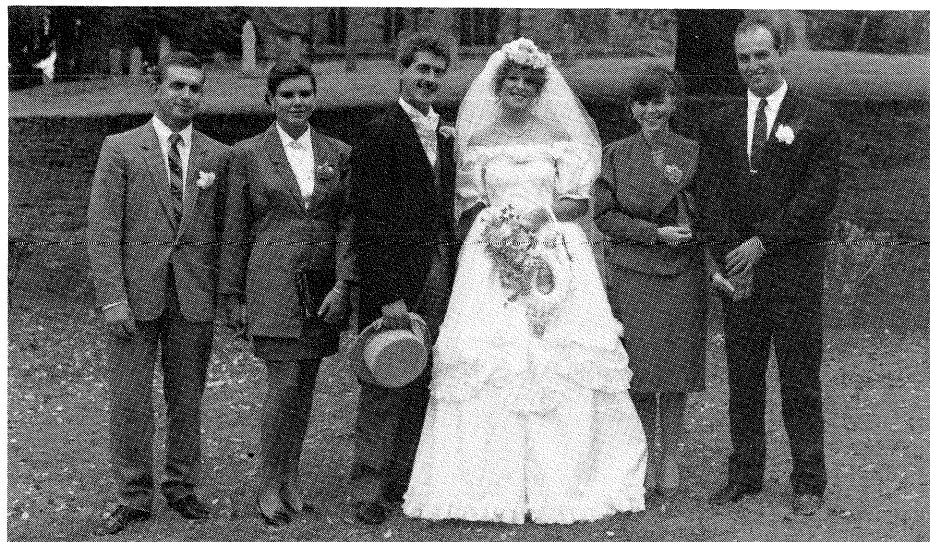
STRICTLY CLASSIFIED!

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WHERE AND WHEN

Where and When to see Karting during the coming weeks

NEXT MONTH'S FEATURES INCLUDE:-
MARIAMBOURG AND WOHLN, LANGBAURGH
OPENER, SUPER ONE FINAL THREE SISTERS,
BORDER CHAMPIONSHIP DECIDER — ROWRAH,
PLUS MORE . . . (THESE ITEMS CORRECT AT TIME
OF GOING TO PRESS).
PUBLICATION DATE:- THURSDAY 5th JANUARY 1989.



HAPPY DAYS

250 National exponent Steve Matthews finally tied the knot with the lovely Danna at St John the Baptist Church, Kingsthorpe, Northampton on Saturday 17th September. Steve and Danna wish to convey their thanks to all those who sent best wishes for the future. The staff of Kart and Superkart would like to offer sincere congratulations too. Pictured beside the happy couple are:— (left) Mark Webster (of "Long Good Friday" fame?) and Kirsty Jones; (right) Lynn Davies and 'Swift' (Steve's ace spannerman). Steve hopes his marital commitments won't preclude him racing next year.....



MSA'S ROYAL VISIT

During October His Royal Highness Prince Michael of Kent, Patron of the RAC, visited the Motor Sports Association at Motorsports House. The Prince showed great interest in the karts on display, an Anderson Cadet and Martin Hines' Zip Eagle. He is pictured here with Michael Southcombe (left), Chairman of the MSA. (Photo: courtesy RAC MSA).

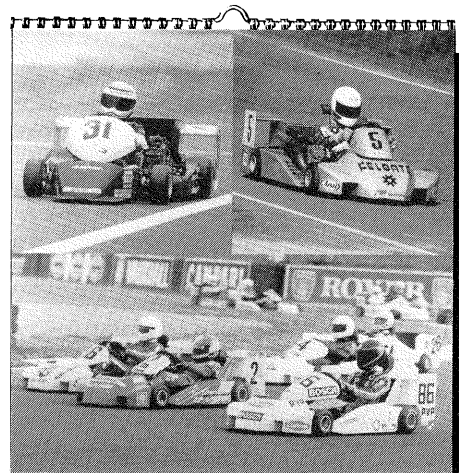
*Merry Christmas
to
all our readers*

At last a full colour Kart Racing Calendar

Regular contributors to K&S, Photographer Doug Rees and Cadet Journalist Denis Davidson have got together and produced an 8 page Calendar in time for Christmas. Measuring an impressive 16½" x 11¾" (A3) it contains seventeen previously unpublished colour photos, depicting no less than 41 Karters in action! Champions and novices, from International to Club scenes.

"Are you in it?"...says their advert elsewhere in this issue. Ideal as gifts. Get your order off now! Time is short and stocks are limited. It also contains a handy directory of traders and a very clever testing and race date planner. Price: £5.95 inc p&p in UK (Europe add £1, other countries add £2.50).

Available from: PICA COLOUR 58 High Street, Potters Bar, Hertfordshire EN6 5AB. Callers welcome Mon-Fri 9am to 6pm. Situated on A111 junction 24 off M25 (15 mins from Rye House). Also available from Doug Rees at meetings.



**1989 Kart
Racing
Calendar**
and Directory of Traders

HUNTS KART CLUB

Miss Charlotte Butler-Henderson has assumed the duties of Competition Secretary for Hunts Kart Racing Club. All communications should be directed to Charlotte at:-

Beckfield Farm,
Sandon,
Near Buntingford,
Herts.,
SG9 0RL



Clubs are requested to forward their 1989 fixtures lists to Kart and Superkart as soon as possible for inclusion in 'Where and When'.

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CLUB SCENE

best placed novice was Paul Baken.

Heat 3: On the front row was J. Phillips and J. Barlow. The early lead taken by Craig Barnhurst who had a good race this meeting. Over the race he opened up a substantial lead of 10 yards ahead of J. Barlow and Rob MacDonald. Lee Jones, definitely not on form, dropped a lap. The final finishing order was a deserved win for Craig ahead of Rob MacDonald and J. Barlow.

Final: On pole was Simon Manton and Craig Barnhurst. At the start Craig went into the lead ahead of Simon and J. Barlow in third place. Lee Jones was in fourth. A good tussle was developing between Paul Browning (having a very good race meeting) and Rob MacDonald — driving with his usual enthusiasm. Swapping places were Lee Jones and J. Barlow.

Towards the end of the race Craig was beginning to open up a little on Simon but these two were well out in front of the rest of the field to be the first two home — and a well deserved win for Craig.

Results: 1. C. Barnhurst; 2. S. Manton; 3. J. Barlow; 5. P. Browning (Best Place Novice).

GEARBOX

Because of reduced numbers in all classes the gearbox were run together, which is great when you are trying to do a race report (four races in one can be very confusing). Nevertheless, race they did.

Heat 1: The lead was taken by Gordon Darrow in his 250 International which was maintained for the duration of the race, the other Internationals down the field.

The best of the 250 Nationals was Kevin Mason, going well as usual.

The 125 Nationals were head by Malcolm Green, who was the eventual winner.

Heat 2: The initial lead was taken by No. 78.

Of the 250 Internationals, it was again a win for Gordon Darrow ahead of No. 78.

For the 250 Nationals again Kevin Mason having a good uneventful race was the winner.

The best of the 210's was Rob Peters again, and Malcolm Green was the winning 125 National.

Heat 3: 250 Internationals: Again a win for Gordon Darrow — a shame there was no real challenge as his kart was running well.

250 Internationals : Another good win for Kevin, with Gary Long close behind.

210 Nationals: Martin James improved this heat to win.

125 nationals: This time a win for Tony Pegg ahead of Malcolm Green.

Final: 250 International: A good start by Gordon put him into the lead ahead of Neville Robinson, but by Lap 10 Neville overtook Gordon to be the eventual overall winner.

250 National: Again an unchallenged Kevin Mason was first home but there was a good drive by Gary Long, improving with each race.

210 National: A good start by Rob Peters put him as the first placed Villiers. A poor start by Martin James had him a little way down the field but he soon made up ground and was the eventual winner, Rob stopping 100 yards from the finish line.

125 National: Not many 125's managed to finish, in fact the only finisher was novice Julian Greenwood.

SORRY WE HAD TO LEAVE THE RESULTS OFF SOME REPORTS: THIS WAS DUE TO LACK OF SPACE. . . . ED

Kimbolton

SUNDAY, OCTOBER 9th

Yet another wet Sunday was forecast and this proved to be very accurate. The tenth and final round the RAC Cadet Series was finally being staged after the problems at Silverstone and delays due to appeals: the result was a protest, an appeal causing delays so that the final was not run due to failing light and so no trophies were presented. A most unsatisfactory conclusion.

CLUB CADETS

The winner of both heats was Andrew Davidson, closely followed by his shadow for the day Jonathan Stilp while Kevin Hall and John Goss battled for third place. The next group of contenders consisted of David Rose, Darren Goff, Oliver Wood and Steven Penstone-Smith. Goff drove well in the wet conditions and passed Hall at Stow on lap 5. Davidson drove a steady race and extended his lead to take the flag and Goss battled away and took third place from Hall as they approached Kim corner on the final lap.

JUNIOR BRITAIN

Daniel Stilp won both heats from Gareth Hession but found himself discussing his driving techniques with C of C Chas Palmer after Hession was reduced to grass cutting while attempting to pass on the straight in the second heat. A very wet track made the final somewhat pedestrian as drivers concentrated on staying 'alive' rather than heroics.

Stilp led throughout from Hession and Gavin until Hession left a gap on the last bend for Gavin to grab second place. The remaining places went to Jarman, Wilde and Thomas with Jarman driving particularly well in appalling conditions. The first restricted driver over the line was Stewart Saggars.

125 NATIONAL

British short circuit champion Chris Stoney won both heats in spite of competition from locals Colin Poole and British No. 2 Graham Stevens. Stoney started badly in the final and found himself fourth behind Poole, Stevens and Whitehead. Whitehead was relegated to fourth on the first lap as Stoney set out to recover lost ground. At the halfway mark Stoney slipstreamed Stevens and took second approaching Stow. Poole had got the lead and didn't intend giving it up to anyone, including Chris Stoney, so at the flag Poole just held on to win from Stoney, Stevens and Underwood. Stoney won the first air cooled trophy and donated the trophy to second restricted driver home, Paul Perry.

250/210

Colin Breeze won the heats but was disqualified from the first for excess noise, the win being given to Paul Turvey. Brian Holloway and Nicky Amps won in the 210 class. Breeze went straight into the lead followed by Turvey, Grocott and Holloway. With Breeze cruising easily in the lead Turvey held off the attentions of Grocott only to see second place snatched from him in the final dash to the flag. Holloway drove a lonely race in fourth to win the 210 class from Eason and Jones taking the remaining trophies.

100 NATIONAL

Heat winners were Paul Perry and Simon Richardson and these two led the final from Gregory and Powell. Banbury was moving up

well after dismal heats results and was already sixth after one lap. By halfway Banbury was second and Gregory was sidelined. Banbury was still charging with his wet tyres working to good effect and he took the lead on lap 5, running out a comfortable winner from Perry, Richardson and Powell.

100 BRITAIN

A 'B' final was necessary with another excellent entry for Senior Brits and this was won by Dennis Barclay from Ian Collins; the B final was called to an early finish when a torrential down-pour flooded the track. The final appeared, the evening gloom at 6.15, with rain falling once again, led out by Simon Reeks and Richard Walton. Walton was the early leader under pressure from Reeks, Kinsey and Gibbs. As the pace hotted up at the front the race was brought to a premature end due to worsening conditions and Walton just got the win from Reeks, Kinsey, Dagless and Patterson.

CLUB CADET

1st	Anthony Davidson	Zip/Comer
2nd	Jonathan Stilp	Allkart/Comer
3rd	John Goss	Allkart/Comer
4th	Kevin Hall	Allkart/Comer

JUNIOR BRITAIN

1st	Daniel Stilp	Wright/TKM
2nd	Oliver Gavin	Wright/Parilla
3rd	Gareth Hession	BRK/Parilla
4th	Philip Jarman	Wright/TKM
5th	Graham Wilde (R)	TKM/Arrow
6th	Mark Thomas	—/—

125 NATIONAL WATER COOLED

1st	Colin Poole	Zip/TM
-----	-------------	--------

AIR COOLED

1st	Chris Stoney	Zip/CSK Rotax
2nd	Graham Stevens	Anderson/Goff Rotax
3rd	D. Underwood (R)	DUS/Rotax

210 NATIONAL

1st	Brian Holloway	Lazer/Invader
2nd	Mick Eason	Aero/EMS PV
3rd	Alan Jones (R)	AJS/Villiers

250 NATIONAL

1st	Colin Breeze	Kobra/Goff Suzuki
2nd	Phil Grocott	Zip/Yamaha

100 NATIONAL

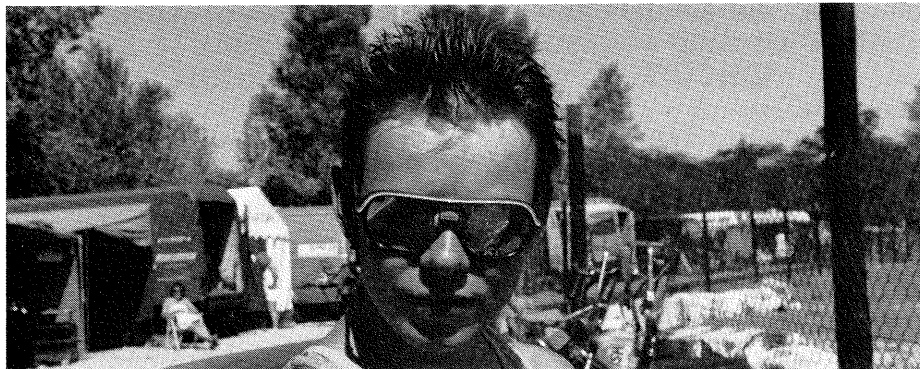
1st	Dave Banbury	Minarelli/Minarelli
2nd	Paul Perry	Wright/Parilla
3rd	Simon Richardson	Wright/Parilla
3th	Gary Powell	Sprint/TKM

100 BRITAIN

1st	Richard Walton	DAP/DAP
2nd	Simon Reeks	Gillard/Arrow
3rd	Darren Kinsey	Anderson/Goff EME

4th	Chris Dagless	Wright/Parilla
5th	Duncan Patterson	Wright/Arrow

Clubs are requested to forward their 1989 fixtures lists to Kart and Superkart as soon as possible for inclusion in 'Where and When'.



Animal, vegetable or mineral? (MH's caption: "The mouth of the south")

Your Letters...

Dear Ed

The "Lincolnshire Kart Racing Club: would like to thank all the drivers for their support over the last year; We would also like to thank the dedicated people who devote their time to help in the organisation of these events.

We will be having our usual: Christmas Spirit Meeting: on December 18th and our winter series in January February and March.

May we take this opportunity to wish every one a very happy Christmas and a prosperous new karting year.

On a personal note may I say thanks Ed for your support over the years.

**Noreen Walsh
Secretary
Lincs KC**

Dear Ed

May I through the pages of your magazine thank a few people for their efforts over the years.

First and foremost to my father, without his help and support my enjoyment in karting would have finished years ago, Neil Woodhead for his help at various meetings this year and also helping create our ludicrous exhaust pipe. Also Paul & Jenny Goodison and family and helpers Peter Morgan & Gang for some excellent Ballooning sessions (remember Marios).

**Your sincerely
Ian Waller**

Dear Sir

Please could you publish the following statement in you next issue so enabling a degree of direction in the 210 National class in 1989.

Through your magazine I would like to thank Barbara and Ian Hunter for their loyal contribution, hard work and cheerful personalities while co-ordinating the the short-circuit 210 challenge over the past few years. Barbara and Ian have decided to step down and I am sure everyone will join

me in wishing them every success in the future. The challenge is currently being arranged for 1989 and if anyone requires any information I would be grateful to answer them on (0525) 378980.

**Regards
Graham Payne**

Dear Drivers

I have been watching this sport for some time now, and am from Wakefield. My nearest circuit is Wombwell, Barnsley, where I try to go for every meeting I can, but as I have no transport that is the only circuit I can get to on public transport. I would really like to visit circuits like Fulbeck, etc, and take more part in this sport, I am not scared of getting my hands dirty. So if there are any drivers needing help, etc, in this area I would be happy to help. Please contact John at this address.

**Thanks
J. Bennett
45 Gargrave Place
Lupset,
Wakefield WF2 8AN**

Dear Ed

Lion Kart Club would like to congratulate our team on winning the North West Championships at Chasewater on 23rd October 1988. The stirring efforts of Nigel Critchley, Dave Thompson, Don Thompson, Graham Fowler and Alexis Peake secured the trophy by one point from Merseyside Kart Club.

Lion Kart Club would also like to extend their thanks to all those people, too many to mention, who helped make the day such a success.

**Yours sincerely
Helen Fowler
Secretary
Lion Kart Club**



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ZIP KART
WORLD CHAMPIONS

Dear Sirs
May 1 through your magazine thank all the Organisers, Officials and Clubs for organising and running all the RAC Kart Championships in 1988. I feel that they have been very successful in producing most worthy Champions from professionally run events.

The greatest success of the 1988 Championships was the high standard of competitors spirit, without which it would have all been in vain.

Many thanks in anticipation for your co-operation.

Yours faithfully
Ron Brassey
Kart Executive
Sporting & Technical Services

Dear Ed,
May Barbara and I thank everyone who contributed towards the superb present that was given to us at the end of this year's 210 Challenge. As some of you know we will not be organising the 210 Challenge next year, so the last round was a particularly sad occasion for us as it ends 18 years involvement with the class. However, the good news is that the 210 Challenge will run again next year (the 7th year in succession) and will be in the very capable hands of 210 racer Graham Payne. Can we ask all 210 drivers and enthusiasts with 210 racing at heart to support Graham and the 1989 210 Challenge, (Graham can be contacted on 0525 378980) and we wish every success to all.

Finally, may we congratulate Brian Johnson on becoming the 1988 Challenge winner, a fine achievement in his first year with a full licence.

Yours
Ian and Barbara Hunter

Dear Ed,
Please may I take this opportunity to convey my sincere thanks to the people who made my return to Karting this year such a successful one.

Firstly to Paul Pedelty, my chassis mechanic; John Bland, my other invaluable chassis mechanic and P.R.O.; and last, but not least, to Mike Hemmingway from C.D.P.T., who made my motors quick enough and reliable enough to give the team runner-up position in this years World Series.

Once again, Gentlemen, you have my sincere gratitude for a seasons work well done.

Berny Roberts

P.S. We gotta get quicker next year!

RAC 100 SUPER NATIONAL CHAMPIONSHIP

D. BEASLEY	1ST
S. NICHOLSON	2ND
G. PRIOR	3RD
P. HENDERSON	4TH
I. WILLIAMS	5TH
P. OLSSON	6TH
M. WINDLE	7TH
B. HARRIS	8TH
J. WILCOCK	9TH

RAC JUNIOR BRITAIN CHAMPIONSHIP — SHORT CIRCUIT

GRAHAM MELVILLE	1ST
STUART CAPSTICK	2ND
BOBBY GAME	3RD
PAUL EVANS	4TH
DARIO FRANCHITTI	5TH
JAMIE SPENCE	6TH
ANDY COX	7TH
STEVE KITE	8TH
NATALIE WHALEY	9TH

RAC 100 NATIONAL CHAMPIONSHIP — SHORT CIRCUIT

ASHLEY SINCLAIR	1ST
ROBERT SCHIRLE	2ND
GORDON DUNCAN	3RD
MARTIN JUBB	4TH
GARY TILL	5TH
GRAHAM PETTITT	6TH
GRAHAM GANNON	7TH
KEVIN WARNER	8TH
RICKY FLYNN	9TH

RAC 250E CHAMPIONSHIP — SHORT CIRCUIT

I. SHAW	1ST
B. KENNINGS	2ND
T. CRYER	3RD
C. ATKINSON	4TH
B. HARVEY	5TH
R. PERKINS	6TH
K. BISP	7TH
A. PRITCHARD	8TH
C. ATHERTON	9TH

RAC 250 NATIONAL CHAMPIONSHIP — SHORT CIRCUIT

M. WEBSTER	1ST
A. MARTIN	2ND
M. ALLEN	3RD
R. GRIMES	4TH
P. MORGAN	5TH
D. SPRUCE	6TH
A. WILCOX	7TH
C. PLUCK	8TH
B. SHERRIFF	9TH

RAC 125 NATIONAL — SHORT CIRCUIT — GEARBOX

CHRIS STONEY	1ST
GRAHAM STEVENS	2ND
WILLIE GRIEVE	3RD
DENNIS GALE	4TH
JOHN HEWARD	5TH
BILL HENDERSON	6TH
FRANK HYNDS	7TH
MALCOLM GROVE	8TH
NICK WHITHEAD	9TH

RAC 125 OPEN CHAMPIONSHIP — SHORT CIRCUIT — GEARBOX

CHRIS STONEY	1ST
GRAHAM ROSCOE	2ND
CLIVE ELMORE	3RD
PAUL ROBSON	4TH
STEVE WEBB	5TH
GAVIN KERSHAW	6TH

RAC 210 NATIONAL — SHORT CIRCUIT — GEARBOX

MARK ALLEN	1ST
PAUL CLAPHAM	2ND
TOM EARL	3RD
MIKE FRY	4TH
COLYN FIRTH	5TH
LIONEL SILFLEET	6TH
PAUL KELLETT	7TH
ERNIE WINN	8TH
JACK BALL	9TH

RAC CHAMPIONSHIP — 250 NATIONAL — LONG CIRCUIT

D. RODGERS	1ST	27
M. DOBLE	2ND	27
M. WEBSTER	3RD	27
C. FLETCHER	4TH	18
M. ALLEN	5TH	15
R. BOSTON	6TH	12
S. MATTHEWS	7TH	4
D. MARTIN	8TH	3
A. WILCOX	9TH	3
B. GARNER	10TH	3

The Winner of this was determined by the count back of wins, seconds, thirds and fourths and by the total number of drivers participating in the events where the points were gained.

Derek Rodgers against total number of Competitors 191.

Mick Doble against total number of Competitors 179.

RAC CHAMPIONSHIPS — LONG CIRCUIT — 250 E

T. PARROTT	1ST	34
R. GOFF	2ND	30
P. GLENCROSS	3RD	24
I. SHAW	4TH	21
M. HINES	5TH	13
B. ROBERTS	6TH	8
P. GRAY	7TH	6
B. HARVEY	8TH	4
R. DEAN	9TH	4
C. STONEY	10TH	2

RAC CHAMPIONSHIP — 125 OPEN — LONG CIRCUIT

C. STONEY	1ST	36
G. BARKER	2ND	24
S. CULLEN	3RD	16
G. ROSCOE	4TH	13
D. PRICE	5TH	8
T. ROBERTS	6TH	8
R. PATTERSON	7TH	8
N. WIGG	8TH	6
I. BEAUMONT	9TH	6
S. WEBB	10TH	5

RAC CHAMPIONSHIPS — 210 NATIONAL — LONG CIRCUIT

G. BETT	1ST	40
J. BRENNAN	2ND	21
J. NEWTON	3RD	18
S. QUANCE	4TH	17
K. TRAINER	5TH	12
S. HURST	6TH	10
S. JONES	7TH	10
A. MARTIN	8TH	8
G. PARKER	9TH	6
M. LOCKLEY	10TH	4

RAC CHAMPIONSHIPS — 125 NATIONAL — LONG CIRCUIT

I. MASON	1ST	27
N. WILLETTS	2ND	15
M. THOMPSON	3RD	15
S. YOUNG	4TH	14
M. WILKINSON	5TH	14
G. SYKES	6TH	12
B. BARRINGTON	7TH	12
G. ASHHURST	8TH	8
M. CLARK	9TH	7
G. CORDNER	10TH	6

CLUB SCENE

1st Alexis Peake
2nd Alistair Boyd
3rd Alan Edwards

210 NATIONAL

Not too bad a grid of Villiers but considering there are over 30 Villiers members of Chasewater race entries are low. However, participating in todays race was current class leader Stuart Warsop who is well ahead for Driver of the Year. David Bailey, back after the Harvest, having missed a couple of meetings — Glyn Jones returning after a stint in 125 National and also Rob Peters and Martin James. There was a good drive from a surprisingly quick novice Andy Hatton in the heats.

Heat 1: 1st Stuart Warsop; 2nd Martin James; 3rd Rob Peters.

Heat 2: 1st Martin James; 2nd David Bailey; 3rd Andy Hatton.

Heat 3: Stuart Warsop; 2nd Glyn Jones; 3rd Andy Hatton.

Final: Two wins gave Stuart pole and in very unpleasant wet conditions he had a good start and went straight into the lead. As the race progressed Stuart began to open up a substantial lead which, unless anything drastic was to happen, guaranteed him yet another win, but as Stuart is an excellent wet weather driver he totally dominated the race. Martin had a steady drive but right on his tail pushing him for 2nd place was Rob Peters. Towards the end of the race however he was unable to pass Martin and had to make do with 3rd. The other drivers were a fair way behind the front runners and David Bailey had to retire mid race.

1st Stuart Warsop
2nd Martin James
3rd Rob Peters

250 INTERNATIONAL, 250 NATIONAL, 125 NATIONAL & P&R

Only Bob Kennings was entered for 250 International which meant if he could finish he would win, which of course he did in his usual style ahead of the other classes.

250 NATIONAL

With Kevin Mason and Gary Long as residents and visitor A. Roberts from Cheshire, it was two wins for Kevin and one for A. Roberts. Although in the Final Kevin had his usual superb start, after good Heat results Kevin for the umpteenth time this season couldn't manage to run the distance.

1st Gary Long

125 NATIONAL & P&R

As the only P&R Alan Ford could only manage to complete one heat but he got it right in the Final and managed a commendable 5th position overall.

In the Nationals Kevin Norman had two good heat wins and Malcolm Green had the other win. In the final Malcolm was just ahead of Kevin but mid race Malcolm had just began to open up a small lead and became the eventual winner. Noticeably there were improved and consistent drives from novices Tony Pegg and Julian Greenwood.

1st Malcolm Green
2nd Kevin Norman
3rd Julian Greenwood

So despite the rain with no major incidents the days racing came to a close at 'Wheels'.

In reply to certain individuals' letters to the Karting Press I resent the attempt to cast

aspertions on Chasewater Kart Club, its committee, its members and friends who are trying against numerous problems to make the 'Wheels' a success. I believe that anyone with maturity and foresight can see that any new project will encounter 'teething problems' which inevitably take a little time to sort out. Even with the immense experience and skills of certain committee members and others associated with the Club, problems have been incurred and subsequently solved, at the expense of willing volunteers own free time which is sometimes comparable to that of a second job. I therefore urge readers of the Karting Press to take these adverse comments with a pinch of salt and come along to 'Wheels' and have a good day's racing and watch this new track grow. All the best.

Liz Peters

N.B. I would also like to thank all those from Merseyside and Lion Kart Clubs who have helped us recently in officiating. This has been of great value to Chasewater especially over the holiday periods running two race tracks. Good luck in the advent of your own new circuits and thanks again.

Birmingham

SUNDAY, SEPTEMBER 25th

BIRMINGHAM WHEELS

100 NATIONAL

A decent grid of Nationals with the presence of quality drivers such as John Coultas, V. Young, Andy Forsdick and Alistair Boyd, whose driving has become more confident as the seasons has progressed.

Heat 1: With John and Andy on the front row it was Andy who took the initial lead but he was shortly overtaken by V. Young and John Coultas. John took the mid-race lead but misfortune caused him to be relegated to fourth place and a few laps later he retired. Alistair, not having a good start, made steady progress up into second place where he and V. Young had a close race. At the chequered flat it was a win for Alistair ahead of V. Young and Andy Forsdick just crawling over the line. Best placed novice was Terry Haddon.

Heat 2: The initial lead was taken by Andy Forsdick ahead of Alistair Boyd and V. Young, John Coultas failing to start.

By the third lap Alistair had taken the lead ahead of Andy and V. Young, which was the finishing order over the line.

Heat 3: With V. Young on pole he went straight into the lead ahead of Andy and John Coultas and Alistair. By the third lap John had shot into the lead but obviously suffering somewhat again this meeting, and again he retired.

Mid-race Alistair again made a confident bid through the field to take the lead towards the end of the racing having a good tousele with V. Young who, unfortunately, came off the circuit. At the finish it was another win for Alistair ahead of Andy and No. 17 Carl Neill in third place.

Final: Not a good days racing for a normally quick and reliable John Coultas as he could not even make the final work. On pole was Alistair Boyd with Andy Forsdick.

Into the lead went V. Young ahead of Terry Haddon on novice plates, and No. 12 Carl Neill. A problematic start by Alistair Boyd had him down in fourth place but he made up ground quickly and moved up into second place. V. Young managed to open up quite a lead

over the rest of the field and was the winner.

An objection over the winner was upheld and V. Young was disqualified.

Results: 1. No. 69; A. Boyd; 2. T. Haddon (Novice).

SENIOR BRITAIN

This was the best represented class this meeting and is, in fact, the most closely contested for the Driver of Year. The leader at the moment being Paul Jones, with a good gap but the others for second and third placings close. Also, nice to see the return of David Turnbull after a short absence — always an exciting driver.

Heat 1: On pole was Richard Few with Gary Hodgetts alongside. Richard took the early lead from Steve Clare and Dave Malpas. Gary overtook Richard on Lap 3 and it was these two who took the chequered flag ahead of Mark Lawson and S. Clare. An extremely good drive was had by Novice driver S. Thomas in fifth place who took on David Turnbull and Dave Malpass successfully.

Heat 2: After three rolling laps and a stoppage by the Clerk of the Course, Heat 2 finally started with the initial lead being taken by P. Wildsmith from T. Stewart. Mark Lawson, having a good race, took the lead mid-race and Gary Hodgetts made up a lot of ground to take second place ahead of Richard Few, now in third place, which is how they finished over the line.

Heat 3: On the front row it was the two Davids (Malpass & Turnbull). Into the lead it was David Turnbull, who had an early spin, leaving the lead to P. Wildsmith and Dave Malpass. By Lap 3 Richard Few had again taken the lead. Gary Hodgetts lost several places putting him well down the field but he did well to make up ground and finish fourth overall.

A good drive was had by Dave Malpass in third place until S. Clare, challenging a little too hard, mounted Dave's kart damaging the chassis somewhat and resulted in the two being out of the race. The eventual winner was Richard ahead of P. Wildsmith and Dennis Howes.

Final: On pole was Gary Hodgetts with Richard Few alongside. Off the line it was Gary Hodgetts in the lead ahead of Richard. P. Wildsmith, Mark Lawson moved up into third place behind Gary and Richard. David Turnbull could not get it together this meeting and retired early on. A good race was developing for first and second places between Gary and Richard, but the rest of the field was well back. It was an eventual win for Gary.

Results: 1. G. Hodgetts; 2. R. Few; 3. M. Lawson.

JUNIOR BRITAIN

Not quite the usual good numbers as we've come to expect of the Juniors but many were with their respective Dads at Three Sisters. However, our current leading Driver of the Year Lee Jones was Present.

Heat 1: Craig Barnhurst on Pole took the early lead ahead of Julian Thomas and Lee Jones ahead of the next pack which was headed by Paul Browning, a much improving novice who overtook Lee Jones for third place — who was not running to his usual form. Simon Manton took the later lead from Craig to be eventual winner. Paul Browning in third.

Heat 2: The early lead was taken by Simon Manton who dominated the lead for the duration of the race. Ahead of Lee Jones, whose performance was improved on the previous heat, and a consistent drive by Craig Barnhurst gave him third place. A good start by Rob MacDonald had him well placed but a careless spin on the top bend had him finishing well down the field. A competent drive was had by J. Barlow and the

CLUB SCENE

race as Anthony Geraty looked comfortable in the lead and obviously had the measure of his pursuers. Both Green and Hunt fell out at mid distance after good drives. Robin Whittaker, the winner of the 'B' final climbed to eighth place in the 'A' final.

125/250

With only two 250's entered this month, the larger gearbox class ran at the back of the 125's. The first heat went to Caldwell, Griffiths and Ponting and the second to Griffiths, Caldwell and McLaren. Ede was best 250 in both heats, in front of McKillop. In the final, James Ponting (Zip Rotax) made a terrific start and led on the first lap but then dropped back, leaving Russell Caldwell (Barlotti Rotax) to head the second tour from Andy Griffiths (Zip Rotax) and Stuart McLaren (Zip Rotax) the latter on black restricted plates. Blackbushe regular Dave Hopgood (Minerelli Minerelli) had suffered two poor heats so he was back in eighth place on the first lap. However, he was on a charge and gained a place per lap as the race unfolded. On lap seven, Griffiths found a way past Caldwell to take the lead and McLaren was still going strong in third despite his lack of experience. Ponting was fourth and Hopgood already up to fifth. Russell Caldwell seemed to be falling away in second and with Hopgood now ahead of McLaren it seemed as if Caldwell's second place might just be threatened and on the last lap Dave Hopgood just made it into second place after a good drive up through the field. It was interesting to compare the speed of the 250's with the 125's and although the larger machines started separately after the 125's, they were unable to match them. David Ede (Lynx Yamaha) won his class easily from Wayne McKillip (Aero Yamaha).

100 NATIONAL RESTRICTED

The first heat went to Hummerstone, Henry and Dickenson and the second to Scholefield, Hart and Yiannari. For the final Dexter Scholefield (Allkart Arrow) was on pole and he led the early laps from Steven Henry (Wright Parilla), Paul Dickenson (Gillard Parilla) and Neil Thompson (Dart TKM). However, after a couple of laps, Dickenson had his Gillard up to second and on the fifth lap he led the race to ease away to a comfortable victory. Unfortunately, Scholefield by now in third behind Henry, dropped out towards the end letting Thompson up to third.

100 NATIONAL

Among the National entries was the Sprint Rotax of recently crowned RAC Champion Darryl Beasley proudly wearing his Number One plate. I this this is also the first time that we have seen one of the all conquering 100cc Rotax engines at Blackbushe. Darryl rather dominated the class winning both heats and the final but not before Bob Stansbury gave him a fright by leading on the first lap of the final. The first heat was won by Beasley from Stansbury and Collard and the second heat went to Beasley, Horrobin and Stansbury. This put Beasley and Stansbury on the front of the final grid. Bob Stansbury (Superdart Arrow) made the best start to grab the lead on the first lap but already there was chaos as several karts had tangled at the start and the race was stopped and restarted. This time, Darryl Beasley (Sprint Rotax) was not going to be beaten off the line and he took a winning lead from the start. Simon Horrobin (Superdart Sirio) had followed him through from the second row to take second place ahead of Bob Stansbury. In fourth place was Graham Jones (Superdart Sirio) followed by Martin Collard (Superdart Parilla)

and Neil Stanton (Dart Parilla). The order among the first five did not change throughout the race, however, William Hewland (Sprint Arrow) who had started at the back of the grid after two problem heats was working his way up through the field and reached sixth place as the flag fell. In the race for the club championship in the 100 National class, it now seems that Bob Stansbury has taken the lead from Martin Collard after this meeting so this looks like a close one. Leaders in the classes for the club champs are — *Cadet*: Richard Jackson, *Juniors*: Paul Evans, *Britain*: Martin Collard, *250*: Bernie Tiller, *210*: Gordon Ellinor, *125*: Russel Caldwell, *National*: Bob Stansbury.

Report: Roger Abbey-Taylor

Chasewater Wheels

SUNDAY, OCTOBER 9th

After a fine weather start the day soon turned wet mid-afternoon. With the Club's season nearing its end, competition for the Driver of the year awards is hotting up, and the top positions are very close in some classes. The Annual presentation is on the 18th November, 1988 at Moor Hall Hotel, Sutton Coldfield. (Tickets available from Glenys Mill, Secretary of C.K.R.C.)

CADETS

Only 3 Cadets entered this meeting — we really would like to see more youngsters at "Wheels".
Heat 1: 1st Dean Haddon; 2nd M.D. Brown; 3rd Robert Holmes.
Heat 2: 1st Dean Haddon; 2nd Robert Holmes; 3rd M.D. Brown.
Heat 3: 1st Dean Haddon; 2nd M.D. Brown; 3rd Robert Holmes.

Final: The pattern of the heats was to continue into the final with Dean having a good start off pole position he took and maintained the lead until the finish. All three lads were in novice plates.

1st Dean Haddon
2nd M.D. Brown
3rd Robert Holmes.

JUNIOR BRITAIN

With a lot of the usual names here today we expected the Juniors to give a good competitive race. Noticeably absent was Lee James, the current class and overall leader. The heats showed good racing by Nik Berriman, Paul Giles, Gareth Hunt and Paul Kennings.

Heat 1: 1st Gareth Hunt; 2nd Nik Berriman; 3rd Paul Kennings.
Heat 2: 1st Rob McDonald; 2nd Nik Berriman; 3rd Gareth Hunt.
Heat 3: 1st Paul Giles; 2nd Nik Berriman; 3rd Gareth Hunt.

Final: A consistent second place in all three heats gave Nik pole position in the final and with a good start Nik retained the premier position from start to finish. Paul Kennings was good in second slot with Gareth close on his tail. Good first lap driving put Rob McDonald up into third place by lap 2 separating Paul Kennings and Gareth Hunt. As the race progressed Gareth began to lose form allowing a steady drive from Paul Giles to go up into 4th place. Paul Browning also had a good start, but mid-race lost ground not having quite the race he had last month, but still finished a respectable 8th. So with very little

change at the front of the race, except for an excellent second place for Rob McDonald, it was a well deserved win for Nik (his first win this season I believe at Wheels).

1st Nik Berriman
2nd Rob McDonald
3rd Paul Kennings

SENIOR BRITAIN

The best represented class of the day and the most competitive. The heats were by drivers Kevin Newman having a very good day's racing, a rare appearance by the former Chasewater Race Reporter Mike Topp, the dynamic duo drinking partners Richard Few and Gary Hodgetts, and also M. Lawson (a newcomer to "Wheels") and a consistent Chris Winter. In the drive of the year table this is the most closely fought class, it will be interesting to see the final outcome.

Heat 1: 1st Mike Topp; 2nd Kevin Newman; 3rd Richard Few.

Heat 2: 1st Richard Few; 2nd M. Lawson; 3rd Kevin Newman.

Heat 3: 1st M. Lawson; 2nd Richard Few; 3rd Kevin Newman.

Final: A good start from Kevin put him into the lead which with very good driving he maintained for the duration of the race. Towing the line behind was M. Lawson, Richard Few, and Chris Winter. As the race progressed Richard managed to overtake M. Lawson and a strong drive by Mike Topp took him up through the field to exchange his early 6th place for 4th and then 3rd by lap 8. Meanwhile Chris was losing a little ground and a few places down the field. Richard and M. Lawson were now having to contend also with Mike Topp who was challenging for the upper placings. Gary was having a steady consistent race, rivalling Chris Winter on that occasion. The best novice driver in the final was a fine race from Dennis Hewes having a final position of 6th. An unfortunate Mike Topp who finished second over the line was disqualified, but nice to see the eventual winner Kevin Newman — well done Kevin.

1st Kevin Newman
2nd M. Lawson
3rd Richard Few

100 NATIONAL

Again a respectable grid of Nationals with the force of some quick drivers, the likes of Alexis Peake, John Coultas and Alistair Boyd, (current class leader). However, a win in the first heat for John resulted in his exclusion unfortunately and good heat results were seen by Alexis, Alistair and visitor from Cheshire club — D. Homer.

Heat 1: 1st D. Homer; 2nd Alexis Peake; 3rd Robert Holmes.

Heat 2: 1st Alexis Peake; 2nd Alistair Boyd; 3rd John Coultas.

Heat 3: Alexis Peake; 2nd D. Homer; 3rd Alistair Boyd.

Final: With Alexis on pole he was in the lead from the start and as the race progressed he opened up a good lead to stay out in front. A good start by D. Homer resulted in him being unfortunately lost in lap 2. A very good drive was had by Alan Edwards, a novice with respectable heat results and a good grid position who managed to keep John Coultas behind him. Coultas seems to have lost form these last few meetings. (Are you in love John?) The rear of the field was spread out, but the race was Alexis' who was the eventual winner ahead of the consistent Alistair.

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RAC CHAMPIONSHIPS

Final Round — Snetterton — Saturday October 15th, 1988

Chris Stoney and George Bett were already assured of their titles in the 125 Open and 210 National respectively but it was all to play for in the remaining three classes.

At the end of the day Tim Parrott decisively took the honours in the 250 Formula E category to add the number 1 plate to his UK Cup success at the same venue in July.

Despite failing to score in this final round Colin Mason took the 125 National Title as brother Ian secured his first points of the year with a fine win.

The 250 National title chase proved to be a real cliff hanger... Mike Doble won the final from Derek Rodgers and Mark Webster and that put all three level on points with 27 each. Defending Champion Mark Webster was however out of the running as he had scored just one win whilst both Doble and Rodgers each had two. It didn't stop there though for they had both recorded a second and a fourth!

Mike and Derek were prepared to share the No 1... each having half a season... the toss of a coin was rejected... and finally it was decided to check back on grid numbers in an attempt to split the pair based on the most beaten when taking their wins! Sort that one out!

It was finally resolved by the RAC as follows:-

The Winner of this was determined by the count back of wins, seconds, thirds and fourth and by the total number of drivers participating in the events where the points were gained.

Derek Rodgers against total number of Competitors — 191.

Mick Doble against total number of Competitors — 179.

The Central Kart Club had received and entry of around 160 for this finale to the Long Circuit season with all the front runners present. Despite earlier statements Martin Hines WAS racing... as he said 'Well I had to do the last one, didn't I' I wonder if by next February at Cadwell it will be 'I couldn't miss the first one could I'?

That wouldn't be a bad thing anyway!

As usual the 210 Villiers got the day's racing under way with the first of their two six lap heats.

NEWTON WINS... BETTS TITLE

Scot George Bett was already assured of the No. 1 plates for a second year and he had a fairly quiet time of it in the heats scoring a 4th and 5th to give him the final spot on the front row for the final. Irishman John Brennan was second in the points table at the start of the day and in an effort to consolidate that position he secured pole with a win and a fifth spot. John Newton, having one of his all too rare outings, occupied the next spot on the front row by virtue of his second and third places from the heats whilst Simon Quance had similar results to claim the next spot.

Igor Ashwell had a couple of top six finishes in the heats so he lined up on row two in the company of Phil Featherstone and Steve Hurst. At the change of lights the front row got away almost as one but it was John Newton who made the best of the opening lap and as they went into the second tour the order was... Newton... Quance... Bett... Brennan and Ashwell.

Newton was really turning it on and by the



Although John Newton took the 210 victory George Bett collected his second British No. 1

close of lap two he had a comfortable cushion over the rest. Brennan had powered through to take second from Bett and Ashwell with Quance having slipped down to fifth.

The early pace was too hot for some and by half distance Newton, Brennan and Bett had taken the first of the backmarkers. The field had become fairly well spread and as they went into the second half of the race Brennan was closing on Newton. Steve Hurst was making progress and had secured fourth spot behind Bett with Quance and Ashwell next. Lap eight and Brennan found a little extra to snatch the lead from Newton. It was short-lived though, for as they crossed the line to go into lap nine... up went a hand from Brennan and his race was over. Newton was back into a comfortable lead... Bett was second but well down on the Zero plated Newton, whilst Hurst was about to mount a serious challenge for second place. Quance was running solo in fourth place well clear of Ashwell.

The last lap posed no problems for Newton and he duly took the flag with a 9.4 second advantage over second place. That position had gone to Hurst... the Swindon driver having got the better of Bett on the last tour. Quance, Ashwell and Jones completed the top six points scorers with John Brennan having some consolation with the fastest lap of 1m 16.4s, a speed of 90.32mph.



Neil Willetts (1) was to relinquish his British title to Colin Mason, albeit he finished 13th.

1st	John Newton	Zip/Longtune
2nd	Steve Hurst	Zip/KMP
3rd	George Bett	Zip/Bett Villiers
4th	Simon Quance	Zip/Longtune
5th	Igor Ashwell	Aero/Longtune
6th	Steve Jones	Stratos/Invader

Race Time: 13m 2.3s — 88.21mph.

Fastest Lap of the Final: (Brennan) 1m 16.4s — 90.32mph.

BROTHERS IN ARMS!

The 125 National Title chase was wide open at the start of this final round... Colin Mason led on 18 points... defending Champ Neil Willetts had 15... Wilkinson and Young were on 14 with Sykes and Thompson on 12.

Ian Mason hadn't scored a single point but that didn't stop him securing pole for the final after a second and third place from the heats. Brother Colin won the first heat but was out of the frame in the second six lapper so he lined up for the final alongside Ian.

Grand Prix winner Graham Sykes took the next front row spot after winning the second heat whilst yet another title contender... Mike Wilkinson completed the row. Malcolm Clark, Gary Cordner and Steve Pridmore made up row two and it looked as if we were in for a pulsating ten laps. Ian Mason certainly didn't hang about

Blackbushe

SUNDAY, SEPTEMBER 25th

Camberley's September meeting was designated as the Roy Mortara Meeting, in memory of Roy who died in a road accident. He was one of the most successful members of our Club and is still remembered for his personality and driving skills.

The strong Junior Britain entry was separated and the Restricted lads had their own race. This gave the faster drivers the opportunity of racing without the additional hazards of lapping slower and sometimes unpredictable novices.

CADET

The first heat went to Gumbley from Jackson and Harvey. In the second heat, Wood won from Harvey and Gumbley. This put Jeremy Gumbley (Allkart) on pole and he led from start to finish chased by Richard Jackson (Superdart). Oliver Wood (Allkart) was initially in third but fell out at half distance and this let Steven Harvey (Allkart) up to third.

JUNIOR BRITAIN RESTRICTED

The first heat went to Williams from Young and Moulton. In the second, the winner was Wood from Moulton and Williams. For the early part of the final, Neil Moulton (Zip Arrow) held the lead from Stuart Wood (Birel Parilla) and Simon Young (Superdart Parilla). Eventually Stuart Wood hit the front to win but Moulton and Young were subsequently disqualified, leaving second spot to Piece from Williams.

JUNIOR BRITAIN

The first heat went to Nathan Cousins from Gibson and Craddock. The second was won by Robinson from Craddock and Damon Cousins. Marc Craddock (Sprint Parilla) led the final from pole chased by Sven Gibson (Superdart Arrow). These two dominated the race but Sven turned the tables and grabbed the lead four laps from the end and Marc just could not get back in front. Behind these two, Damon Cousins (Wright Parilla) and David Robinson (Superdart Sirio) held third and fourth for the whole race. Alex Abbey-Taylor (Gillard Arrow) started well down the grid after a poor heat but quickly moved from tenth into fifth place only to be demoted towards the end of the race by Nathan Cousins (Wright Parilla).

SENIOR BRITAIN

The first heat went to Wells from Stuart Green and Saunders. The second heat went to Collard, Chris Stansbury and Gowers. In the final, Stuart Green (Superdart Parilla) beat Martin Collard (Superdart Parilla) off the line to lead on the first lap. Next through were Fraser Wells (DAP Parilla), Malcolm Green (Gillard Parilla) and Roger Hunt (Wright Parilla). On the second lap Collard took the lead and held it to the chequered flag. Meanwhile, Anthony Geraty (Superdart Parilla) who started fourteenth and was up to sixth on the first lap, had carved his way through most of the field to finish an excellent second.

125/210

The first heat was won by Gale, Hopgood and Finney and the second went to Gale and Hopgood again with Griffiths third. The order among the 210s was the same for both heats, namely Ellinor, Purriphat and Vidler. In the final, Dennis Gale (Anderson Minerelli) was in

dominant form and won easily. Gary Finney (Anderson Rotax) was second initially but Dave Hopgood (Minerelli Minerelli) got through. However, Andy Griffiths (Zip Rotax) was moving up and eventually took second. Gordon Ellinor (Barlotti Villiers) led Nigel Puddiphat (Zip Invader) all the way in the 210 class.

250/125 OPEN

The first heat went to Tiller from Coaker and a mystery driver number 59. The second heat was won by Coaker from Court and that number 59 again. Among the water cooled 125's, Ellis-Hall won both heats. In the final, John Coker (Lynx Yamaha) led all the way. James Rushbrooke (Anderson Rotax) still driving on restricted plates, held second place for most of the race but unfortunately dropped out with three laps to go. He had been chased by Michael Court (Zip Rotax) but David Ede (Lynx Rotax) was climbing up through the field and eventually passed Court to take second place.

100 NATIONAL RESTRICTED

The first heat was won by Perrett, Hasler and Hummerstone and the second went to Stanton from Perrett and Dickenson. For the final, Mike Perrett (Gillard Arrow) was on pole and he was clearly superior in the race, leading all the way to the flag. In the early stages, Paul Hasler (Superdart Parilla) held second place from Paul Dickenson (Gillard Arrow) and Neil Stanton (Dart Parilla). In fifth place was a big sort out at half distance and Hasler, Dickenson and Stanton fell out and Attard came through in second followed by Darren Plummer (Zip Arrow) driving what was essentially a Britain kart, and Steve Henry (Wright Parilla). Unfortunately the latter fell out on the last lap.

100 NATIONAL

The first heat went to Bob Stansbury from Horrobin and Elmes. The second heat went to Hewland from Collard and Chris Stansbury. In the final, Bob Stansbury (Superdart Parilla) led from pole and at the end of the first lap, he was followed over the line by William Hewland (Sprint Arrow), Simon Horrobin (Superdart Sirio) and Steve Noades (Superdart Parilla). After two laps, Horrobin had moved ahead of Hewland and within two more laps he had closed the gap on Stansbury and had taken the lead. There was not much further change in the order except for Martin Collard (Superdart Parilla) moving up from a low grid position to take fourth place.

Report: Roger Abbey-Taylor

SUNDAY, OCTOBER 23rd

The weather for the October meeting at Blackbushe was unseasonably mild and although there was a threat of rain early in the day, it was dry for the intital noise test runs and stayed that way all day. The preparations to surface the paddock area are well under way with the basic surface laid and rolled. Even this was a great improvement and once the top surface is on, it will be quite luxurious! The circuit work has continued and a French drain has been laid along the straight to prevent water running across the track after it has drained down from the surrounding banks. Some of the sand areas have been turfed which improves the appearance as well as keeping the sand and stones off the circuit. If only we could keep the karts off the grass! And lastly, there is now a useable toilet at Blackbushe. Let us hope it escapes the attention of the vandals.

CADETS

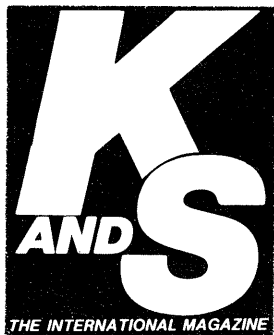
The entry has edged up to eight and we hope that they all enjoyed themselves enough to race at Blackbushe regularly. The first heat went to Yeomans from Panrucker and Jackson and the second went to Gumbley, Panrucker and Yeomans. At the start of the final, Jeremy Gumbley (Allkart) got away well and soon built up a comfortable lead over Dean Panrucker (Wright) and David Yeomans (Allkart). The latter two were close together and had pulled away from Richard Jackson (Superdart) in fourth place. At half distance, Panrucker under pressure from Yeomans, ran wide on the Paddock entrance corner and Yeomans was through into second. A few laps later the gap to the leader was shrinking and with two to go, first Yeomans, then Panrucker passed Gumbley who seemed to have a mechanical problem. Ben Sauer (Allkart) was the best restricted driver and fought his way up to fifth place.

JUNIOR BRITAIN

There was a full grid for the Juniors but this month the restricted drivers did not have a separate race the combinations of a full entry plus some inexperienced drivers caused several incidents which made the outcome something of a lottery. The first heat was won by Gibson, Abbey-Taylor and Lintern. The second heat went to Craddock from Dutton and Lintern. Several drivers disputed the results of the second heat and the final was put back until the end of the meeting to allow grievances to be aired. Marc Craddock (Sprint Parilla) was on pole for the final with Alex Abbey-Taylor (Gillard Arrow) alongside him. As they piled into the first corner for the final, Alex Abbey-Taylor was knocked off by Brad Lintern (Superdart Parilla) and restarted a lap down. At the end of the first lap, Marc Craddock was in the lead followed by Brad Lintern, David Robinson (Superdart TKM) and Damon Cousins (Wright Parilla). Next through in fifth was Simon Acton (Barlotti Arrow) followed by Stuart Wood (Birel Parilla) and Simon Young (Superdart Parilla). Damon Cousins and David Robinson traded third and fourth places a few times in the early stages until David eased ahead. Meanwhile, Craddock and Lintern were safe at the front but Sven Gibson (Superdart Arrow) was moving up through the field from his low grid position. There were no other significant changes but the organisers had stationed observers to record any overtaking under the yellow flag and this resulted in half the finishers being disqualified. A most unsatisfactory race from most points of view.

SENIOR BRITAIN

Due to a large entry the Brits were given two heats out of three together with 'A' and 'B' finals. The 'B' final was won by Robin Whittaker (Dart Parilla) from Harvey Small (Wright Parilla) and Andrew Denyer (Superdart Arrow). The winners of the first heat were Collard, Wallington and Stansbury. Heat two went to Hunt from Geraty and Murphy and the third heat was won by Lakin, Stuart Green and Hunt. This put Roger Hunt on pole for the final but he was not allowed to capitalise on this advantage and at the end of the first lap, the order was Anthony Geraty (Superdart Parilla), Tim Murphy (Wright Parilla), Stuart Green (Superdart Parilla) and Roger Hunt (Wright Parilla). After two laps, Stuart Green was second and Tim Murphy has fallen out but further back Martin Collard (Superdart Parilla) was making places and from tenth on lap one he was up to eighth on lap 3, seventh on lap 6, sixth on lap 8 and by lap 10 he had forced through to second place which was where he finished. It was really the highlight of the



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T. PARROTT
G. BARKER
N. WHITEHEAD
G. BARITER
D. KINSEY

GOFF ROTAX
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2ND FORMULA 'E' BRITISH
1ST 125 NATIONAL HKRC
1ST FORMULA 'E' CADWELL CLUB
LAP RECORD SNETTERTON

G. BARKER
G. BARKER
S. McLAUGHLIN
K. SHERWOOD
R. GOFF
R. GOFF
G. STEPHENS
R. GOFF
T. PARROTT

GOFF TM
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LATE NIGHT THURSDAY

G
POWER

ten laps. Ian Mason certainly didn't hang about as the green light flicked on and the Stratos was quickly into the lead.

After a frantic opening lap the order was Ian Mason... Wilkinson... Barrington... from row nine... Cordner and Clark with the rest following en masse!

Ian Mason began to ease away slightly leaving Wilkinson the task of defending second place. Barrington in third spot had been joined by Mike Hole as Gary Cordner went missing and the battle was hotting up.

By half distance Mike Wilkinson had somehow found a way to the front and as they went into lap six he had not only caught Ian Mason but relegated him to second place. Barrington had also found a bit extra and in a flash Ian Mason was down to third place and having to fight all the way. He responded well though for as they re-appeared to start lap seven he was back in front. Wilkinson and Barrington fought to keep in touch and for a brief while Mason eased away.

It wasn't going to be easy though... lap eight completed and Wilkinson once more had the lead. This time Hole had followed him through to take second from Mason and Barrington. Pridmore was in there too with Willetts leading the rest from his sixth spot.

Lap nine closed and Wilkinson still had the edge... Pridmore was now up to second place with Mason down to fourth behind Hole.

The last lap produced even more changes for as they came into view for the final time Ian Mason fought enough to take the flag in first spot. Barrington had second... Pridmore third... Clark fourth... Thompson fifth and Ashurst sixth. Willetts had dropped to eighth behind Talbot... Hole was in ninth place at the close with Wilkinson coming home twelfth! Colin Mason was next... in 13th place but despite being out of the points he ended the day as a 125 National British No. 1.

After a hectic ten laps just 9/10ths of a second separated the first four... it was that close.

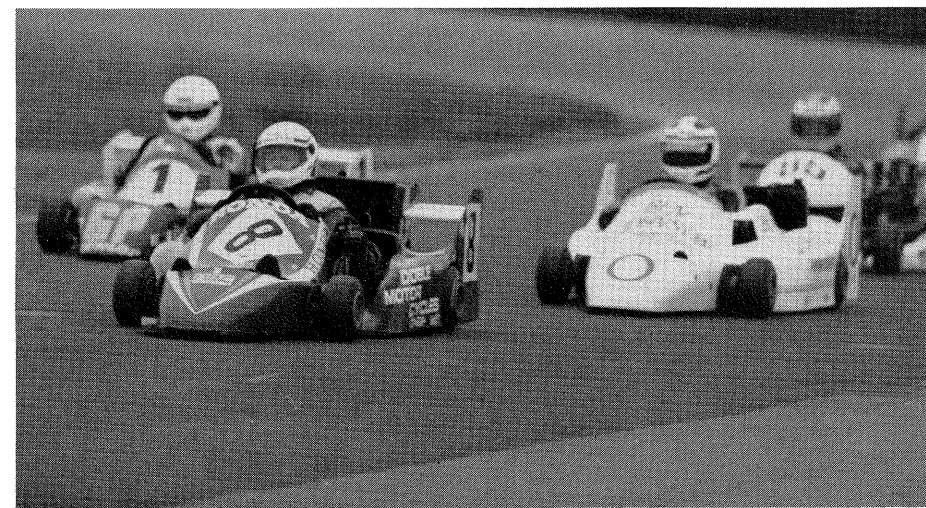
1st	Ian Mason	KP
2nd	Boyd Barrington	Stratos/Minarelli
3rd	Steve Pridmore	Beardsley
4th	Malcolm Clark	Spyda/CSK Rotax
5th	Mark Thompson	Stratos/CSK Rotax
6th	Gary Ashurst	Zip/Rotax

Race Time: 12m 43.8s — 90.35mph.

Fastest Lap of the Final: (Mike Hole) 1m 14.2s — 93mph.

TWO FOR ONE!

Defending Champion Mark Webster went into the final round with a two point lead over Derek Rodgers who in turn was three points ahead of



The classic 250 National scrap — Mike Doble (8), Colin Fletcher (0), Mark Webster (1) and Derek Rodgers (85). Doble won on the day but as the three tied on points it went to the RAC for deliberation. The result, Rodgers was awarded the title, on the basis he had won against the largest grids.

Mike Doble. Mark Allen and Colin Fletcher were on the fringe with 15 points each with the absent Richard Boston on twelve.

After two six lap heats the Honda of Mike Doble sat on pole... the WPT Anderson of Webbie was alongside... Mark Allen and his Dino were next with the Zip/Suzuki of Martin Pluck making up the row.

Derek Rodgers was on row two in the company of Pete Morgan and Jamie Vale. This one looked set to produce a cracking ten laps.

As the lights flicked to green it was Mike Doble who got away well but Webbie was there too as was Rodgers.

After two or three laps some sort of order appeared at the front... Doble had the lead... Fletcher was up there, in second spot... Rodgers was next followed by Webbie. Mark Allen had not managed to get away on the lights and had joined late, so was effectively out of the running. The pace at the front was rapid with the lead constantly changing. Rob Johnstone, Pete Morgan and Jamie Vale were just on the fringe with Vale making the most progress and securing fifth spot as they went into the second half of the race.

Laps six, seven and eight Mike Doble crossed the line in the lead each time with Rodgers, Fletcher and Webbie next in line.

After nine laps Webbie suddenly found himself down in fifth place as Vale powered his way through... Gillam, Harvey, Johnstone and Morgan were next up with one lap remaining.

That last lap produced more changes and as they hurtled over the line it was Mike Doble who got the verdict from Derek Rodgers and Mark Webster. Colin Fletcher was next with Vale taking fifth ahead of Gillam. Eight tenths of a

second covered the first four after ten excellent laps. The British No. 1 certainly had a new home... but no one was sure whether it was to be Sanderstead or Hyde.

Both Derek Rodgers and Mike Doble had identical records over the six rounds so as mentioned earlier it's a case of out with the grid sheets and calculators.

Disappointment for Webbie... but he still has the Short Circuit No. 1 and the GP plates.

1st	Mike Doble	Zip/Honda
2nd	Derek Rodgers	Anderson/Yamaha
3rd	Mark Webster	Anderson/KTM
4th	Colin Fletcher	Kelgate/CJF KTM
5th	Jamie Vale	Zip/TC Suzuki
6th	Robin Gillam	Zip/KTM

Race Time: 11m 57.3s — 96.21mph.

Fastest Lap of the Final: (Mike Doble) 1m 10.2s — 98.3mph.

BARKER'S FINALE... STONEY No. 1

With Chris Stoney having run away with the Open No. 1 plates the Castleford Ace had doubled up on power and was entered in the Superkart ranks.

Second place in the title stakes was still to be decided with Graham Barker on 15 points... the absent Graham Roscoe on 13 and Simon Cullen on 12.

To add further interest amongst the 26 entries was the appearance of Stuart Ziemelis with Ian Beaumont's motor. The Stratos duo of Derek Price and Paul Molloy were also present as was



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Grand Prix winner Roy Patterson.

It all added up to provide some good racing through two heats and a ten lap final with more than one person commenting that without the rampant Mr Stoney the race was close again!

Graham Barker and Simon Cullen each had a heat win with Barker also taking a fourth to Cullen's fifth. Ziemelis was up there too, as was Patterson. Barker had pole with Cullen alongside. Ziemelis was next and Patterson completed the front row. Nigel Wigg, Colin Poole and Paul Molloy formed the second row with Price on row three.

At the change of lights it looked as though the CSK Rotax of Cullen was going to run away with it just as CS had in the past.

The Stalybridge driver built up a commanding lead over the opening laps leaving the rest to fight over second spot. After two laps Molloy had the best of it with Patterson following closely.

By the close of lap three Cullen still led... Molloy had slipped down the order and Patterson held second. Wigg was next followed by Ziemelis and a flying Graham Barker. Derek Price was sixth and the battle was warming up.

At half distance Ziemelis had powered his way through to second... Patterson had slipped to sixth behind Graham Holmes whilst novice plated Steve Sykes was showing well, just on the fringe.

Derek Price had third ahead of Barker but Cullen was still looking good at the head of the queue.

By lap eight the Zero plates of Barker had edged Ziemelis down a place with Price doing the same thing to put the former Champ in fourth spot.

Barker now had his sights firmly on Cullen and over the remaining couple of laps he began to reel him in. Price wasn't in the mood to let Barker have it easy though and he was lurking in the Louth driver's wheel tracks.

Patterson had gone... Sykes was homing in on Wigg and the last lap brought the changes!

In the last frantic dash to the line it was Barker who made it first... Price... just as he had threatened... followed through to snatch second and Cullen was left with third place. Ziemelis took fourth from Holmes with Sykes running very well on those novice plates to claim sixth. The Rotherham based driver will not take long to make his mark in the gearbox world.

Defending Champion Paul Molloy had dropped to eighth at the close and he finished the year without a single point. Barker's nine points duly placed him second overall with Simon Cullen taking third overall.

- | | | |
|-----|-----------------|----------------------|
| 1st | Graham Barker | Anderson/Goff TM |
| 2nd | Derek Price | Stratos/Minarelli |
| 3rd | Simon Cullen | Zip/CSK Rotax |
| 4th | Stuart Ziemelis | Lazer/Beaumont Rotax |
| 5th | Graham Holmes | Zip/Goff Rotax |
| 6th | Steve Sykes | Zip/CSK Rotax |
- Race Time:** 12m 21.2s — 93.10mph.
- Fastest Lap of the Final:** (Barker) 1m 11.8s — 96.11mph.

PARROTT No. 1

Twenty Superkarts took part in the timed session and at the end of that little exercise it was the Anderson of Roger Goff at the top of the list with a best of 1m 4s. Grand Prix winner Ian Shaw piloted the Eagle to second quickest time... just 6/10ths behind Goff with Phil Glencross a mere 3/10th off that time.

Tim Parrott was next up with the Kelgate Eagle... 1m 5.1s.. and Chris Stoney was quickly coming to grips with the extra power as he slotted into fifth quickest with a 1m 5.6s. Martin Hines equalled that time with Bernie Roberts on 1m 6s.



A Formula E second for Phil Glencross in the final. . . .

So with Roger Goff on pole for the heats it looked as if the early season pace setter might just hold on to his one point lead in the title stakes. It didn't quite work out like that as Phil Glencross wrapped up both six lappers to claim pole for the final. Ian Shaw... with a second and a fourth sat alongside for the final with Chris Stoney filling the next spot. Alan Pritchard completed the front row with Tim Parrott on row two and Roger Goff on row three. Martin Hines was not having much luck and he lined up on row four. At the green Shaw got away well... as he often does... but by the time one rapid lap had been completed Glencross was in the lead. Shaw had second whilst Tim Parrott had rapidly made ground to take third. At the close of laps two and three the picture had changed... Goff was leading... Glencross was second from Shaw with Parrott making the Eagle fly sweetly and quickly!

The leading quartet had broken away from the rest... Stoney was holding fifth spot and just after half distance the lead changed. Six laps gone and Parrott appeared in front... Goff, Glencross and Shaw were locked in battle for second place with no favours being given! Tim Parrott turned up the boost and began to ease away from the scrapping trio behind him and his lead became more and more clear cut.

Martin Hines had succumbed to mechanical gremlins whilst Stoney was still running well in fifth spot.

With Parrott now clear at the front the battle for second spot still raged... Glencross led Goff over the line after eight laps... again after nine laps and as they came into view for the last dash to the flag Parrott took the victory in jubilant fashion... adding the No. 1 plates to the UK Cup Zero he won in July.

Glencross came home in second place... Goff was third with Shaw holding fourth spot. Chris Stoney held station in fifth with Bernie Roberts coming home in sixth spot.

Tim Parrott recorded the fastest lap in an incredible 1m 3.6s, a speed of 108.50mph! Tim ended the Championship campaign with 34 points, Roger had 30... Phil 24 and Ian 21.

- | | | |
|-----|----------------|-------------------------|
| 1st | Tim Parrott | Kelgate Zip/Goff Rotax |
| 2nd | Phil Glencross | Anderson/Anderson Rotax |
| 3rd | Roger Goff | Anderson/Goff Rotax |
| 4th | Ian Shaw | Zip Eagle/Zip Rotax |
| 5th | Chris Stoney | Zip/CSK Rotax |
| 6th | Bernie Roberts | Zip/CDPT Rotax |

Race Time: 10m 53.2s — 105.65mph.

Fastest Lap of the Final: (Parrott) 1m 3.6s — 108.50mph.

Story: MIKE SMITH
Pics: DOUG REES



...but Tim Parrott's victory was enough to earn the Kelgate driver the spoils.

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Castrol Autumn Classic

WOMBWELL — October 9th, 1988

CADETS

Despite the absence of many familiar faces there was still a very healthy grid in the Cadets and it was James Mills keeping up the family tradition at Wombwell dominating the scene as his father used to do many years ago, winning all three heats with Justin Wilson and Mathew Shaw providing all the seconds and thirds. In the final, not unnaturally, Mills had pole alongside Wilson with Shaw and John Stevinson making up the second row. Into the first bend Wilson got a line from the outside and took Shaw with him as Mills was forced onto a tight line. They appeared round the wall these three had already pulled away from the rest of the field and Wilson almost lost it into the old pit bend allowing Shaw to take over and Mills and Stevinson to close onto his rear bumpers. As the bunch turned into the main straight Mills spun out of contention and the pack streamed by. Into the top bend Wilson regained his lead and started to open up a comfortable gap. By midway the leading three had pulled out a 60-70 yard gap over the chasing bunch of Mills, having rocketed through the field, Gavin Richardson and David Wandless. By the end Wilson had a ten second win from Shaw with Stevinson third, just holding off the flying Mills. The next person home was Gavin Pell almost half a lap behind followed by Antony Hunter and Wandless. The karts returned to the pits closely followed by the ambulance to collect Novice Matthew Gray who had met the pit wall at a fair rate of knots and was clearly distressed, although apparently no more than winded and bruised he heard later.

JUNIOR BRITAIN

Despite having missed out on the lottery local experts Stuart Capstick and James Matthews were still showing a clean pair of heels to all and sundry as they finished first and second in each heat with other placings going to Jon Greensmith, Anton, McHugh and Paul Ibbotson to give the local Boxer firm a complete clean sweep and the first two rows for the final. As the final started so did the drizzle and as Matthews got the best line into the first bend John Mee spun causing havoc in the rear order and taking out Greensmith. As they completed the first lap Matthews held a ten yard advantage over Capstick and an unbelievable 50 yards further back to Gary Longbottom, McHugh and Gary Broughton. Ibbotson, after a poor start, had rapidly shot up to third as Capstick reeled Matthews in and the three Brigshaw School pals held the next three places. By midway Matthews had re-opened his leading gap and Ibbotson held a lonely third with the rest of the field spreading out. On lap seven the race was stopped when another Brigshaw School driver spun off the track after hitting another spinning driver and collided with one of the pushers who was en route to yet another spin as the ever increasing fall of rain made the track slipperier and slipperier. It rapidly became apparent that the unfortunate pusher, Ken Broughton, had a badly broken leg and as he received some excellent and professional treatment from the Red Cross workers we were indebted to Michael Jubb for calling another ambulance on his car phone (I usually curse these things as people cut me up using them at high speed but in this

case we were very glad of the facility).

Kevin was taken to Barnsley hospital and looked remarkably cheerful when I saw him on the Tuesday evening following an operation to pin his bones together and I'm sure the whole club would like me to wish him a speedy recovery and hope that it will not dim his interest in the sport. Clerk of the Course Ken Wright decided to let the result stand as the karts had only another couple of laps to complete, so Matthews won from Capstick, Ibbotson, McHugh, Broughton and Longbottom.

SENIOR BRITAIN

No doubt about the man in form here, having now well and truly sorted the EME Steve Hazlett was in a class of his own, comfortably winning all three heats. Two seconds went to Chris Roscoe, trying out a Knight Kart for the first time, whilst Steven Cook Martin and Richard Connett took the other front places.

In the final they approached the lights three abreast and went round for another try. After a similar attempt which Dave Butcher refused to allow they tried the next at racing speed only to finally upset the overworked Clerk of the Course once too often and the red flag came out. Some pretty strange words greeted the front four from Ken Wright and a promise of a back row exchange for their front row ones saw Hazlett and Roscoe lead a very sedate bunch round for their umpteenth attempt and in a cloud of smoke they were away. Hazlett got the drop from Roscoe and Cook Martin spun out, causing some rapid pulses, but they all somehow managed to avoid the Rawtenstall youngster who restarted at the back. Into the top bend Roscoe dived through only to throw it all away with a spin in the old pit bend, so as they completed the first tour Hazlett lead from Tim Pell, Connett, Steve Wright and Michael Hair. By now the rain had returned and with the whole field on slicks eyes were again on the beleaguered Ken Wright, who must have wondered what else could befall him. Nevertheless the leaders were circulating very comfortably. Hazlett was driving right round the outside of the corners, presumably hoping that the widest line would be free of slippery rubber, and pulling out a very comfortable lead, Connett had squeezed past Pell in the top bend and Hair was some 10 yards behind. With three to go Cooke Martin and Roscoe had battled their way back into contention only to see the latter throw it away again with a spin on the righthander. Connett, Hair and Pell were using the back markers to exchange places and as they started the last tour Hazlett was well clear of Connett, Pell and Hair and despite the heavens opening he came home some ten seconds clear of the equally spaced Connett, Pell, Hair battle who by now were a mere 10 yards ahead of Cook Martin's magnificent effort and well clear of Paul Wildsmith, Wright and Michael Riley.

COMBINED GEARBOX

As a Villiers owner it gave me great pleasure to see the continued revival of this class produce the biggest section of a combined gearbox grid and evoked fond memories of the days when we used to field three full grids of them at this circuit. However, not surprisingly, they did not

dominate the racing as the heats went to Bill Clarke's Rotax and two to Paul Eaton's 250 Yamaha with Michael Watkin's (250 N) and Rod Harpham (250 N) providing the opposition. In the final, all now shod on rain tyres, it was Eaton on pole alongside Clarke with Andrew Bellwood and Watkins making up the second row. However, by the time they reached the lights the order had changed somewhat and I did wonder if a few hadn't pinched a few places. Eaton got the best start followed by Clarke and Peter French on the leading Villiers. As they appeared round the wall for the first time Eaton had a comfortable lead from Clarke, who was promptly passed round the outside by Watkin, and Bellwood. Harpham rocketed through on lap two from 8th up to 3rd as Watkins closed on Eaton and began to exert considerable pressure. Eaton clearly had a speed advantage but in these slippery conditions it was the superior handling of Watkin's Zip which was proving the more important as he finally squeezed through round the top bend. By midway Watkins was pulling away and Harpham appeared to have electrical problems and was falling away. Clarke and Bellwood were having a terrific scrap passing and repassing until the latter spun going into the pit bend, causing French a few anxious moments but his storming drive came to an end as he stalled trying to restart. As Watkins took a 5 sec win from Eaton, the still misfiring Harpham missed his brakes into the last bend and shot into the pits giving third to Clarke and fourth to French, ahead of Andrew Hunt (210) and Russell Smith (125).

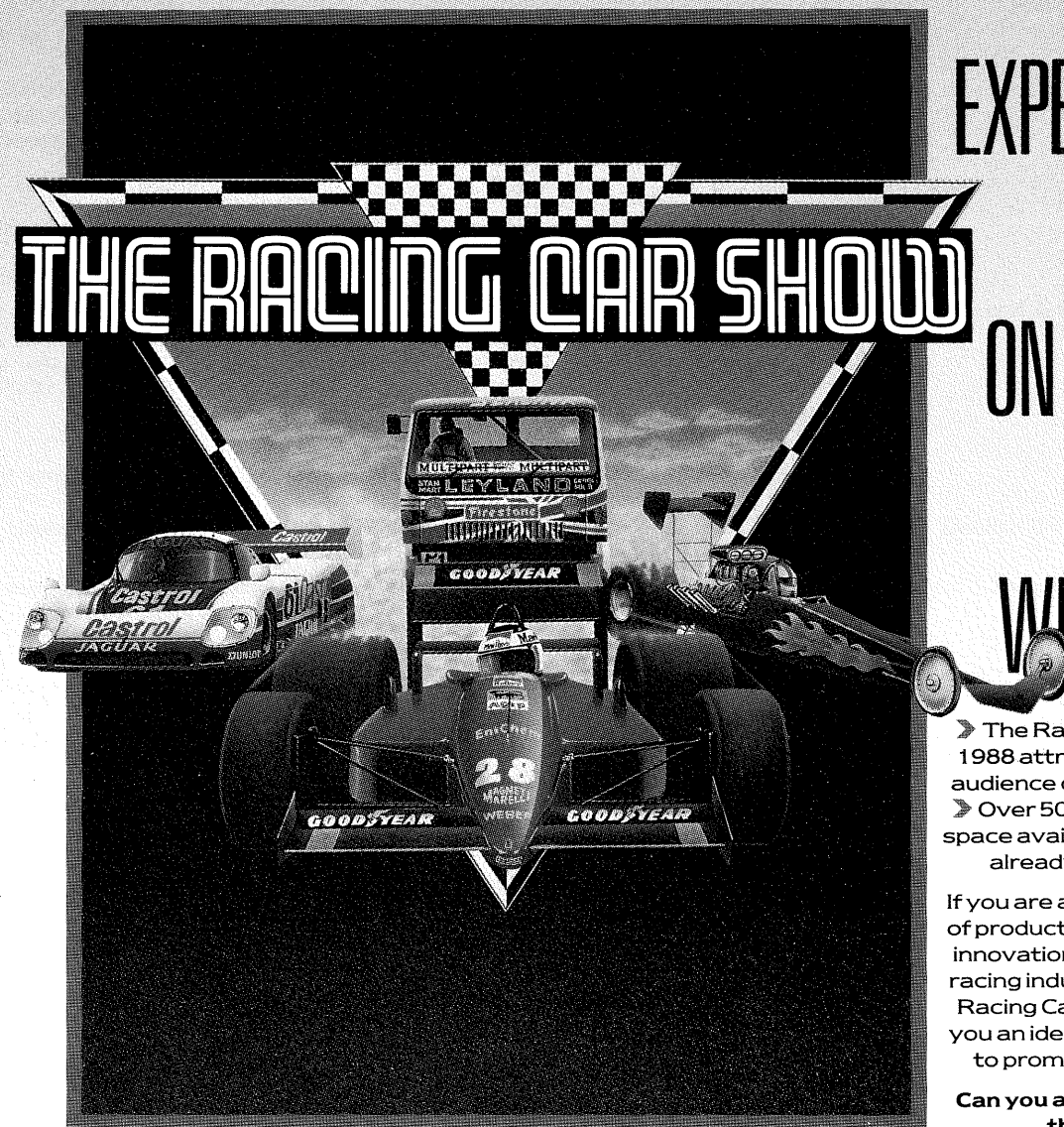
100 NATIONAL

Regular north eastern raider Roy Dickson took the first two heats and local hero Dominic Connelly the other with John Wilcock, Richard Hartley and Dave Redfern also in the running. For the start of this, the last final, the track was still wet but the rain had stopped so most of the field played safe and set off on wets but as the race progressed and the track dried I'll bet their bank managers rued the decision! Dickson was on pole alongside Wilcock, Dean Lenders and Hartley were on the second ahead of Redfern and Kieran Hayden. From the lights Wilcock got the lead and Hartley followed him, shutting out pole man Dickson, who had Redfern pass him out of the corner but the following bunch joined together in an almighty pile up with only Connelly unable to restart. As they came round the wall for the first time it was Hartley in front of Wilcock, Redfern, Dickson and Lenders. Next time round Wilcock was in trouble and pulled out to leave Dickson and Redfern to chase Hartley. Dickson was quickly with and past Hartley in the top bend and began to pull away and the line behind began to spread out with only Barry Hill able to offer any change to the proceedings, climbing to third by lap 7, from whence the leading order would remain unchanged. Dickson won by twenty five yards, Hartley with a considerable gap back to Hill and on the last lap both Redfern and Lenders got past the unfortunate Michael West, whose airbox slipped onto the carb, jamming the throttle closed! Next home was BMW man Peter Blake, ahead of first novice Ian Payne.

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KART COMMITTEE — 5th SEPTEMBER 1988

DECISIONS/RECOMMENDATIONS TAKEN

Topic	Decision
125 National Racing in 250 National	Rule S.3.8.1. removed from January 1st 1989.
Noise	To be carried out as follows: Testing 5m @ 104 DBA as per CIK from January 1st 1989, all Classes.
Slide Carburettor	Tee Jay accepted from January 1st 1989.
Engines	Engine List A removed. Engine List B extended by 3 years. Engine List C extended by 3 years. Rule S.2.6 re-written.
Non Gearbox	Rule S.2.6. The RACMSA will homologate new engines annually and consideration will be given to the down grading of existing homologated engines to lower classes. It is no longer a requirement for British manufacturers to have the engines CIK homologated. UK manufacturers requiring RACMSA homologation must apply before June 1st and a minimum of 100 completed engines must be available for inspection six weeks after initial acceptance. Homologation will be £150 plus costs per engine type.
Gearbox	Rule S.2.6.1. For 125 and 250 National Classes, applications for RACMSA homologation of existing motor cycle and motor cross engines must be made available before June 1st and a minimum of 10 engines must be available for inspection six weeks after initial acceptance. Cost of homologation £150 plus costs per engine type.
Gearbox & Non Gearbox	Rule S.2.6.2. The RAC will homologate annually engines already CIK homologated. Applications must be received by June 1st and a minimum of 15 complete engines must be available for inspection six weeks after initial acceptance (e.g. CIK January 1st 1989 — application June 1st 1989 — use RAC Classes January 1st 1990). Cost of homologation £150 plus costs per engine type.
	Rule S.2.6.3 Requests for the homologation of evolutions of existing engines must be made before June 1st for inclusion January 1st the following year.
Honda 250 National	The committee agreed for Mr Foster to inspect the Honda water cooler for the 250 National Classes as soon as possible.
R.K.D. Down Grading	It was discussed and agreed that the R.K.D. Engines IT3/TT/L and IT3/TT/C be down graded from List C to List B for use in 100 Briton for use in 1989.
Price for Engine Chassis, Tyres and Carburettors for 1989	All increased by 5%. 100 UK Engines increased by £5.00 only.
100 UK Tyres	From January 1st 1989. Invader Engines. Cheng Shin Sport: £57.49 dry, £85.00 wet + £10 for every new driver registering in the series or £10 for every competitor to run in the RAC Championship for the 100 UK Class. It was a unanimous decision to accept the tender from Invader Engines on the following criteria: <i>To supply:</i> A set of tyres consisting of 2 fronts — 4.5x10x5, and 2 rears 7.1x11x5; @ £57.49 dry, @ £85.00 wet, with a £10 voucher refundable on registering in 100 UK Class against Cheng Shin tyres from Invader Engines.
Cadets	No RAC Cadet series 1989. Reminder to club that drivers and entrants are responsible for the actions of their team members.
Novices	Decision was made that all Novice Restricted Drivers Licence should be marked with an 'N', which should be deleted by the RACMSA when 6 signatures had been obtained. This would enable us to use a standard restricted licence without having to upgrade. The cost of this would be a standard £5 administration charge.
RACMSA Championships 1989	Qualification for: Junior Britain, Senior Britain & National — The first 44 going through to the finals. Junior Britain and Cadet — Same final event. Senior Britain, National and Super — Same final event. All gearbox classes on short circuit should be run at one main final. The Committee decided the clubs to run the event and Secretariat was to arrange the dates. (The appropriate dates will be advised shortly).
Upgrading	<i>Michael Tubb</i> His request was accepted from January 1st 1989.
Licences	Draft licence chart for 1989 book.
O Plates request by Organiser Short Circuit Challenge	A unanimous decision was taken to reject the request and that this matter should be discussed more closely at the next Committee meeting to bring back the standing of RAC Championships.
Constitution of an Engine	Move regulation R.6.1.3. in its entire present form, from the 'R' section to the 'S' section.



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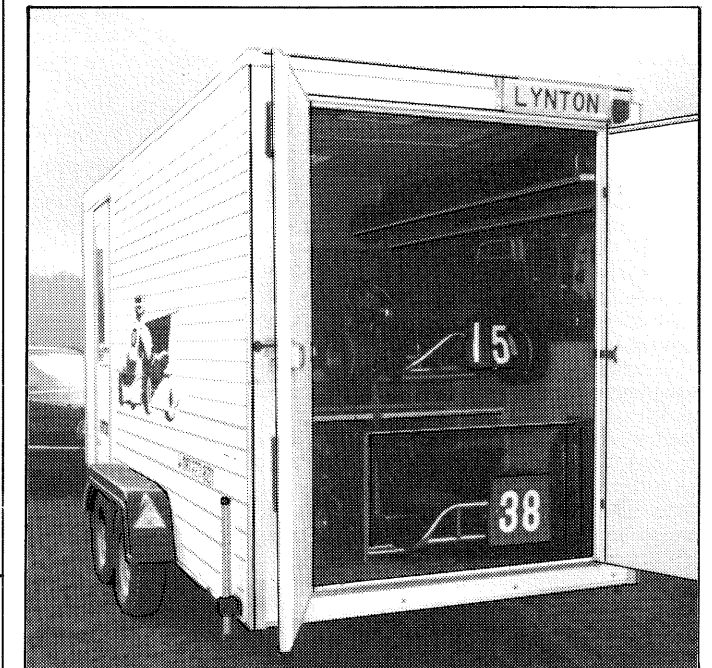
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necessarily in that order either. Their pace was nothing short of spectacular and left all the others gasping in their wake. Among these was Graeme Melville angrily thinking he had been unfairly dropped to the back on the first lap. He did a few more tentative laps but made no progress and pulled off for good on the 12th lap. Peter Dumbreck drove an excellent race from the third lap onwards and fully deserved his 3rd at the flag as did Lee Livingstone in 4th. Stephen Phillips and Paul Douglas were 5th and 6th with A. Taylor, David Clark and Laurence Keenan the remaining unlapped runners.

1st	Dario Franchitti	Sprint/Deavin Parilla
2nd	Alex Jack	Gillard/White Parilla
3rd	Peter Dumbreck	DAP/BTR Parilla
4th	Lee Livingstone	Gillard/White Parilla
5th	Stephen Phillips	Wright/DAP
6th	Paul Douglas	Wright/TKM

100 UK

Although it seems to be slow in catching on in England, the Scottish boasted a five-kart grid with pole going to Mark Bruce with 4th and three wins with Robert Bouse alongside having finished 2nd in all four heats. G. Hughes was the winner of the other heat and lined up on row two with Jim Rattigan and the grid was completed by K. Mackie after non-finishing the third heat.

The final was a bit of a non-event as Bruce soard off into the lead ahead of Bouse with the others all falling further behind, eventually to be lapped. All went exactly to form with no positional changes at all during the final. Bruce winning from Bouse, Hughes, Rattigan and Mackie.

1st	Mark Bruce	Wright/TKM
2nd	Robert Bouse	TKM/BTR TKM

100 BRITAIN

Four different heat winners but full marks for consistency to Janet Armstrong as she netted pole with three 2nds and a 7th. Joining her on the front row was David Greig, also turning in some consistent results from his heats. The second row brought together two heat winners with heat one winner Jason Yeomans getting the nod over C. Scott who had won the third. Winner of the second heat had been Neils Christofferson who lined up on the 4th row behind winner of the last heat and reigning champ, Andrew Graham. Throw in the likes of Desson McDonald, Denise Ford and the McCorquodale brothers and an interesting race was in prospect.

From the off, Janet made the best of it to lead at the end of lap one and indeed every lap right until the flag. There were plenty of people willing to take over, led for nearly half the race until his demise by David Greig. C. Scott then took up the the cudgels until the reigning champ Graham burst through around four laps later to annexe the runner up place. Jason Yeomans, who had started a strong 4th place began to slide backwards but eventually finished 6th thanks to some late race “incidents” affecting various other leading lights.

The last few laps were tense, particularly as some backmarkers had a thing about blue flags. Janet remained cool throughout and took the plaudits of the pit wall and the crowd at the chequered flag. Second, but a short distance behind was Andrew Graham from Scott, Lyle McMorland, Jim Kinsella, Yeomans, McDonald and Christofferson. A really terrific race to watch and Janet’s first ever win to boot!!

1st	Janet Armstrong	Gillard/White TKM
2nd	Andrew Graham	Wright/R’ford EME
3rd	C. Scott	TKM/BTR TKM
4th	Lyle McMorland	TKM/BTR TKM



Johnny McDonald, 100 National victor.

100 NATIONAL

The surge of interest in Britain has tended to deplete the National ranks as drivers have found their motors will run to Britain regs and the tyres last much longer. Happily, there are always those willing to commit the resource necessary to run a top line National outfit and a few of those were in evidence at Larkhall.

Pole went to Robert Gardiner, one place each from the top four in the heats just getting the better of Andrew Graham, who won the second heat and also of Super One and British performances, but he suffered a rare non-finish to line up on the outside of the third row. John Duncan and namesake R. Duncan held the second row with McDonald’s companion on the third rank being J. Stewart and many other “names” behind them.

Gardiner took the lead off the line but after a lap was already under intense pressure from R. Duncan, Graham and McDonald. Johnny dropped Graham a lap later and the leading three began to pull away from the rest. It wasn’t until lap 8 that McDonald was able to find a way past Duncan and transfer his attentions to Gardiner’s kart. Rob was forced into an error within a lap and the other two were through in a flash, pulling away from Rob in the process. The speed Rob’s outfit had shown in the heats deserted him in the final and he wouldn’t get on terms with the leader again.

Once dropped to 4th, Andrew Graham looked secure there and was only vaguely threatened by John Duncan and Jim Rattray, although Jim retired with five to go. That left Alex Stobie in 6th ahead of Joe McKeand, these being the only runners at the flag.

1st	Johnny McDonald	DAP/BTR TKM
2nd	R. Duncan	Wright/BTR Rotax
3rd	Rob Gardiner	TKM/Turney TKM
4th	Andrew Graham	Wright/R’ford EME

125 NATIONAL

Pole to current No. 7, Frank Hynds despite breaking the inner cable of the Anderson gear linkage in the last heat. His hopes of contesting the Open final also evaporated on the spot as with no spares available, he was forced to use the linkage of Gilbert Keenan after Gilbert had finished the Open final. Roy McQueen and Graham Gammie would share the front row with Hynds with the second row the property of the current Champion, Alex Pettigrew and Brian Urquart. Row three had Bill Stoddart, R. Brady and Dave King with another two rows behind them.

A disastrous tyre choice by Hynds annulled his chances before they began as Pettigrew took the lead on the opening lap and, using a Lazer chassis, romped away from the rest of the field. Their places were changeable with Gammie in 2nd for a couple of laps until barnstormed by Kevin Park. He lasted only until the 10th lap when engine problems took him out leaving

McQueen well clear in 2nd, who was also a great distance over Urquart with a frantic dice going on between Gammie and John Reid which raged for several laps before the verdict finally went to Gammie. After the first few laps, a race marred by the gremlins, accounting for Park, Stoddart and Hynds to name but three.

1st	Alex Pettigrew	Lazer/CSK Rotax
2nd	Roy McQueen	Zip/Rotax
3rd	Brian Urquart	Zip/Rotax

125 OPEN

Pole this time to Roy McQueen, who would be spared the onslaught from Frank Hynds for reasons already mentioned. His place was taken by Gilbert Keenan with the front row completed by John Reid, with the second containing Stoddart and Pettigrew, a first heat DNF dropping the Inverness flyer further than he would have liked. The Brolley’s and Kevin Park were next up from Gammie and Gerry Harvie.

Reid left the rest off the line and led well for a few laps but once the CSK Rotax of Pettigrew had warmed up fully he really flew. The end of the 5th lap saw a change in the leadership with Pettigrew outraking Reid at the end of the long straight. Reid then began to fall back into the clutches of the following Kevin Park and Roy McQueen, eventually to be passed on the 15th lap. McQueen took Park within a couple of laps and Reid was still thereabouts in 4th. As in the Nationals, the attrition rate was rather high with Jim Brolley retiring on lap 7, Bill Stoddart on the 11th and Gilbert on the 17th. That left but six runners, finishing in the order Pettigrew, McQueen, Park, Reid, John Brolley and Harvie.

1st	Alex Pettigrew	Bandit/CSK Rotax
2nd	Roy McQueen	Zip/Rotax
3rd	Kevin Park	Wright/Boyce Rotax

250 NATIONAL

Only one driver actually completed three heats (heat three was declared a “no contest” as nobody finished) and he took pole on an ex-Bett Villiers outfit. S. Hutchins had the only 250 kart on display and filled the row along with Neil Girdwood’s P&R. The others seemed to be lucky to finish anything and the final was approached with some trepidation.

N. Beda with the Bett outfit quickly took up the position at the front and was never troubled throughout the shortened final. Hutchins had second for most of that but spun off and failed to restart and thus handed his second over to J. Bell who HAD restarted after his spin. As a spectacle, it wasn’t but the race held much interest among other competitors and officials alike.

1st	N. Beda	Zip/Bett Villiers
2nd	J. Bell	Zip/Bett Villiers

Iain Blair

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ROTAX REIGN VALENCE

This, the European Championship for Inter-continental ‘A’, brought together competitors from two qualifying rounds, the Northern Zone held at Oppenrod (Germany, Great Britain, Holland and Scandinavia) and the Southern Zone at Wöhlen (France, Switzerland, Spain and Italy). All participants of these two meetings were invited to Valence although the respective finals had counted as a fifth heat, that is to say if you’d failed to get into your qualifying final you arrived in France having already dropped a heat.

The entry was very strong indeed, reflecting perhaps that the 100cc Inter-continental ‘A’ class is closest to a universal International formula, with most European karting countries represented on a remarkably wide range of equipment. There was speculation that the Northern zone qualifier had been the stronger of the two, including as it did not only the ultra competitive Dutch, Martijn Koene, Mike Hezemans, Sandor Van Es and Sandro Zani, but hard-driving German Peter Hantscher and the outstanding Dane Gert Munkholm, already Super Cento European Champion.

The Southern Zone qualifier was felt to be unrepresentative owing to very wet conditions which had handicapped the Italian contingent in particular, and the fact that it had been dominated by Swiss brothers Charly & Paul Guedel, a clear case of local knowledge on a somewhat ‘Mickey Mouse’ circuit. From this Zone however came also the clear favourite amongst the partisan French crowd, runner-up in the Super Cento European Champs, Emmanuel Collard... anxious no doubt to show Gert Munkholm the way home.

Great Britain was represented as ever by consistent front-runner Jeremy Cotterill with support from Mark Windle, David Couthard, Paul Rees, Gary Moynihan and Sean Nicholson.

J.C.	} Sprint/Rotax/Vega
M.W.	
D.C.	} Zip/Rotax/Bridgestone
P.R.	
G.M.	} Wright/Rotax/Vega
S.N.	



The new 1988 European Interncontinental ‘A’ Champion, Martin Koene (Tony/Rotax) (all pics: Beverly Heath).

Valence is situated in the South of France about 65 miles from the metropolis of Lyon and is easily reached from the A7 motorway, the notorious ‘auto-route de soleil’ which runs to Marseille and the Cote d’Azur.

The circuit itself, idyllically set in a valley bordering the river Rhone and overlooked by a striking rocky outcrop, is a demanding cocktail of fast sweeps up and down hill with a tortuous infield section. In fact the latter section is the long established part of the track while the fast section is a recent addition which undoubtedly needs the nerve worthy of meetings of this stature (gearing 10/77 Rotax). The surface is fairly smooth, particularly the new section, but the run-off areas are of stones and small rocks which can make things hazardous for drivers arriving at the scene of someone else’s ‘off’, indeed re-starting is difficult because the soft tyres pick up this debris all too easily.

A real innovation is the parc fermé sensibly situated inside the circuit and reached by a tunnel installed especially for this meeting. The paddock too is served by a kart-width metalled lane which allows competitors to drive from the track direct to their work area, an idea worth imitating. The whole enterprise is owned by wealthy local peach grower M. Gilbert Danno-



Fabrizio De Simone, 1986 World Junior Champion, leads Luca Badder and Rino Mastronadi.

nay who also ran the meeting with the help of some rather tasty lads and their walkie-talkies. Although the important part of the organisation, the racing, was good some improvements could be made before the World Championships next year in the attitude towards foreign visitors in general and journalists in particular... the press service was non-existent and such information as was published could only be gained by sustained argument in schoolboy French, once access to the track had been grudgingly granted that is!

There was much speculation by informed commentators about the likely outcome of this hotly contested meeting but few would be against a Rotax-powered victor; sheer weight of numbers now improving the odds beyond obvious fancied works runners.

TIMED PRACTICE

An air of almost reverential silence descended over the circuit as the drivers waited for this crucial first stage to begin and the tension was tangible. The bogie time was going to be the 48 second barrier and psychologically the first to beat it would be at an advantage over his successors in the order. That man proved to be the 1987 Junior World Champion Andrea Boldrini who produced two identical laps of 47.64... and he was powered by DAP, a signal that Rotax would not have it all their own way. In fact Sandor Van Es ended up quickest ahead of Boldrini but not surprisingly Munkholm and PCR were right there followed by Pachioni, de Simone and Jeremy Cotterill who again proved his ability to put in a flyer when under pressure.

TIMED PRACTICE RESULTS

Van Es, Sandor	(NL)	47.63	47.82
Boldrini, Andrea	(I)	47.64	47.64
Munkholm, Gert	(DK)	47.68	47.77
Pacchioni, Gianantnio	(I)	47.69	47.98
De Simone, Fabrizio	(I)	47.82	47.87
Cotterill, Jeremy	(GB)	47.83	48.21

(26th) Coulthard, David	(GB)	48.23	48.43
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A man with problems after this was Martijn Koene, many observer’s pre-race favourite, whose first lap was disappointing and second lap ended in the rough.

THE HEATS

These were run to the usual format, that is to say group A versus group B, C versus D, until all permutations were completed and with everyone aware that dropping a heat would seriously damage their chances racing was close but sensible all day Saturday. Of the Italians Cancellieri, Pacchioni and Boldrini all looked useful while 1986 World Junior Champion Fabrizio De Simone was making an impression too. The solitary works DAP of Orsini was not showing any form at all and suffered a seizure in one heat. Hantscher was very consistent as was Hezemans, and Koene was successfully clawing back places from his lowly grid, while out on his own was Gert Munkholm, whose superiority was to result in pole position for the pre-final with only 6 points from 5 heats including Oppenrod!

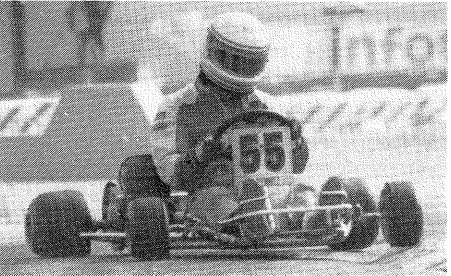
The British camp was suffering badly, Jeremy losing a chain in two heats which when added to his non-finish at Oppenrod put him firmly in the repechage along with all his countrymen.

THE REPECHAGE

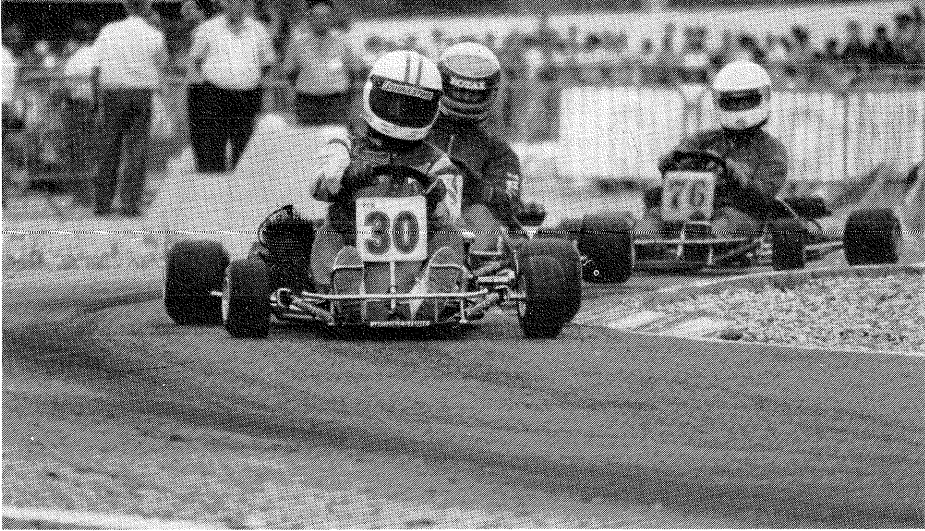
1st	Cotterill, Jeremy	(GB)	Sprint/Rotax/Vega
2nd	Ward, Joakim	(S)	Dino/Dino/Bridgestone
3rd	Coulthard, David	(GB)	PCR/Rotax/Bridgestone
4th	Busslinger, Max	(CH)	PCR/PCR/Dunlop
5th	Cobiau, Alain	(B)	PCR/PCR/Bridgestone
6th	Rivolta, Ferruccio	(I)	Tecno/Rotax/DAP/Bridgestone

THE PRE-FINAL

33 (4) CORBIAU Alain	34 (78) RIVOLTA
(B)	Ferruccio (I)
31 (56) COULTHARD	32 (12) BUSSLINGER
David (GB)	Max (CH)
29 (55) COTTERILL	30 (92) WARD Joakim (S)
Jeremy (GB)	
27 (22) TSCHOPP Roger	28 (83) REDEKER Pierre
(CH)	(NL)
25 (79) GLAUSER Rolf (I)	26 (41) KOTYLAK-
	CANON Cyril (F)
23 (90) ELIASSEN Jesper	24 (36) DURAN-
(S)	ROCAMORA Joan (E)
21 (42) MALEVAUT Jean-	22 (71) ORSINI
Jacques (F)	Massimiliano (I)
19 (80) DE SIMONE	20 (38) COTTAZ Didier
NIQUESA Fabrizio (I)	(F)
17 (66) BADDER Luca (I)	18 (28) MASSEN Sascha
	(D)
15 (70) MASTRONARDI	16 (18) GUEDEL Paul
Rino (I)	(CH)
13 (3) CLAES Rene (B)	14 (96) ANTALAINEN
	Tommy (SF)
11 (47) COLLARD	12 (17) GUEDEL Charly
Emmanuel (F)	(CH)
9 (45) AIELLO Laurent	10 (86) ZANI Sandro
(F)	(NL)
7 (81) HEZEMANS Mike	8 (82) KEONE Martijn
(NL)	(NL)
5 (84) VAN ES Sander	6 (72) PACCHIONI
(NL)	Gianantonio (I)
3 (76) CANCELLIERI	4 (75) BOLDRINI
Carlo (I)	Andrea (I)
1 (30) MUNKHOLM	2 (26) HANTSCHER
Gert (DK)	Peter (D)



J.C. qualified well but threw a chain in the heats. Here he demonstrates the need for bead retainers.



Gert Munkholm (30) dominated the heats and pre-final on the work PCR/PCR.

Gert Munkholm starting from pole simply disappeared over the horizon leaving Boldrini, Hantscher, and Cancellieri to fight for second place. Koene however continued his inexorable progress and overtook this bunch for second place and a front row start in the final. David Coulthard did well for 22nd place after some ferocious midfield action while Jeremy threw another chain and was firmly on the last row.



The official favourite Emmanuel Collard, (Kali/Rotax), was out of luck.

THE FINAL

33 (78) RIVOLTA	34 (55) COTTERILL
Ferruccio (I)	Jeremy (GB)
31 (12) BUSSLINGER	32 (47) COLLARD
Max (CH)	Emmanuel (F)
29 (36) DURAN-	30 (28) MAASSEN Sascha
ROCAMORA Joan (E)	(D)
27 (4) CORBIAU Alain	28 (3) CLAES Rene (B)
(B)	
25 (92) WARD Joakim (S)	26 (22) TSCHOPP Roger
	(CH)
23 (79) GLAUSER Rolf (I)	24 (41) KOTYLAK-
	CANON Cyril (F)
21 (18) GUEDEL Paul	22 (56) COULTHARD
(CH)	David (GB)
19 (42) MALEVAUT Jean-	20 (83) REDEKER Pierre
Jacques (F)	(NL)
17 (96) ANTALAINEN	18 (38) COTTAZ Didier
Tommy (SF)	(F)
15 (90) ELIASSEN Jesper	16 (80) DE SIMONE
(SF) GUEDEL Charly	NIQUESA Fabrizio (I)
13 (CH)	71) ORSINI
	Massimiliano (I)
11 (70) MASTRONARDI	12 (81) HEZEMANS Mike
Rino (I)	(NL)
9 (84) VAN ES Sander	10 (86) ZANI Sandro
(NL)	(NL)
7 (66) BADDER Luca (I)	8 (45) AIELLO Laurent
	(F)
5 (76) CANCELLIERI	6 (72) PACCHIONI
Carlo (I)	Gianantonio (I)
3 (75) BOLDRINI	4 (26) HANTSCHER
Andrea (I)	Peter (D)
1 (30) MUNKHOLM	2 (26) KOENE Martijn
Gert (DK)	(NL)

Several rolling laps suggested a very high degree of tension at the front of the field and with a hairpin within 30 yards of the start line the possibility of an 'incident' had never looked greater. When the flag fell Munkholm had timed it right and reached the bend in front but Boldrini behind him appeared not to brake and slammed into the back of the conspicuously lone PCR taking them both out and almost blocking the track. The ensuing chaos saw Hantscher, Van Es and a rather fortunate Koene in the first three positions while a justifiably despondent Munkholm simply drove into the pits to retire; a very sad end to what might have been an epic duel between the Dane and the Dutchman.

Koene soon asserted himself in the lead and the interest was again in who would be second, a battle fought out by Mastronardi, De Simone, (a great drive from midfield), Van Es, Hantscher and Cottaz who now had the support of the hysterical French commentator, recovering surprisingly well from a complete emotional breakdown at the earlier demise of the favourite Collard.

SEEN AND HEARD

Oppenrod had seen a wholesale move to Vega, including rather surprisingly the works PCR, where they clearly had an advantage, but normality returned at Valence where Bridgestone had a Japanese representative this time. The tyre war was very evenly matched with Bridgestone perhaps having the edge although Vega won numerically, and of course won the race.

Most of the best racing took place away from the track, or rather to and from it, in the ubiquitous Budget/Hertz/Avis Renault 5. The



A noise test conducted properly; RAC take note.

1988 SCOTTISH CHAMPIONSHIPS

LARKHALL, SEPTEMBER 3rd & 4th, 1988

The annual gathering of Scottish karters to decide the destination of the various "S" plates happened over the weekend of 3rd/4th September. The meeting was held under a cloud in more ways than one as the tragic death of Club stalwart, Bert Donoughue, was coupled with some really indifferent weather to render the meeting rather low-key. The drivers briefing from Graeme Macwilliam urged the drivers to race on in an entertaining manner as Bert would have wished. Their response was truly magnificent.

There were mutterings of a lower than usual entry but all classes except Formula E were represented (the 210, 125, P&R and 250 Nat were all combined under the 250 National banner), so entries were bound to be spread a little thinly over some classes. Anyway, enough of this; let's go racing.

CADET

Surprise pole here to Peter McLaren taking a place from the top four in each outing in the heats and joined on the front row by Hans Christofferson, still on a high after his defeat of Craig Murray at Rowrah the previous week. Marino Franchitti and T. Jacobsen lined up on the second row with A. Kirkcaldy and reigning Scottish Champ Murray bringing up the rear. Was Murray sand-bagging? Well, two 5ths and a DNF were converted into an impressive last heat win for the young man from Glasgow but his previous points total meant a hard fight in the final.

Although the slowest karts on the circuit, these outfits give a fantastic display of racing with action all the way. McLaren made the best start with Christofferson tucked in behind but Murray had already made up places to sit behind Franchitti at the end of the first tour. Next time round, an error by Hans allowed Murray to get up to second with Marino next along ahead of the unfortunate Christofferson. Within a lap the Scottish Champ had the lead with a spin by McLaren dropping him to last. Aside from a spirited challenge by Marino, Craig's plates looked secure where they were and the expected threat from Christofferson didn't materialise due to a nipped power unit. Peter McLaren put in a brilliant recovery drive and was rewarded with 3rd at the flag ahead of Jacobsen and Kirkcaldy with the lonely figure of Christofferson doing well just to keep the motor running.

1st	Craig Murray	Ecosse
2nd	Marino Franchitti	Sprint
3rd	Peter McLaren	Zip

JUNIOR BRITAIN "A"

This class lives on in Scotland although why this is so defeats me. Still, never underestimate parent power.

Pole here to Steven Laird; two wins, 3rd and 4th gaining him that distinction over Nick Fleming who also took two wins but his two 4ths put him second on the grid. Nick also had the assistance of ace Sassenach, Dave Spence, manning the spanners and generally running the show. Good to see the English travelling for a change!! Steve Wilson and James Bruce occupied

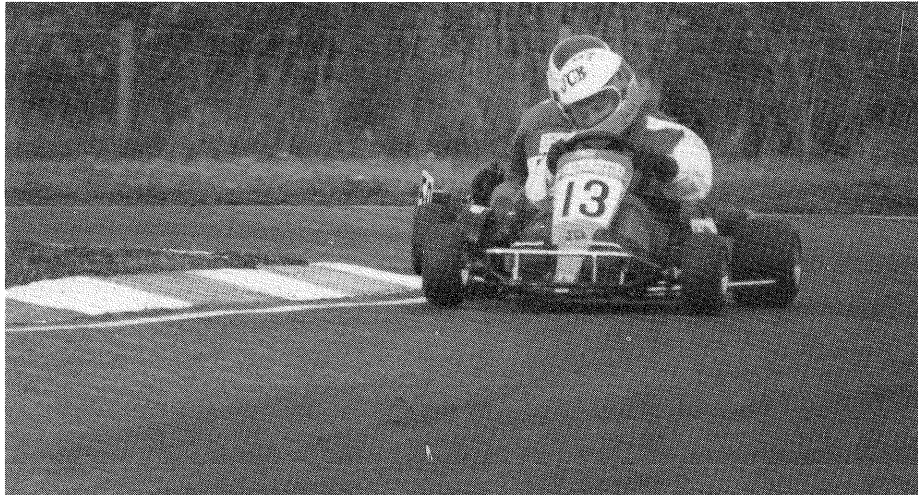


Junior Britain winner Dario Franchitti (all pics: in Blair).

row two and were anxious to prove themselves as good as the guys in front with the grid completed by James Davidson, Andrew Kirkcaldy (surely not the Cadet driver?) and Drew Gallagher.

Fleming got the line right at the first corner and led the whole grid round until lap two when Laird took it off him. From then on Steven was to open up a gap over the rest whilst Nick was kept very busy fending off Steven Wilson et al. Lap nine saw another change when Wilson in a brilliantly incisive move up the inside at the entrance to the complex took over 2nd place. From that point, Fleming began to suffer a steadily worsening misfire which eventually caused his retirement on the penultimate lap. The win went to Steven Laird from Steve Wilson but third was in doubt right to the flag with Davidson just getting the nod from Kirkcaldy.

1st	Steven Laird	Wright/Boyce TKM
2nd	Steve Wilson	Gillard/Parilla
3rd	James Davidson	Wright/R'ford EME
4th	Andrew Kirkcaldy	Wright/TKM



Janet Armstrong took the 100 Britain honours.



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DEALER

uncrowned was Simon Wright whose refusal to be inhibited by foreign traffic regulations, (he insisted on driving on the left), won him great admiration (it verged on disbelief), but fortunately he narrowly missed the Frank Williams award...

Runner-up was the Canny Buffalo himself Paul Carr, back in good health and accused by some of trying to start a party all weekend...

Terry Fullerton was very much in evidence at the PCR camp but claimed he was just on holiday...

One British Super driver, in France to spectate, had some pretty bulky hand luggage on the flight home, know what I mean Ron?



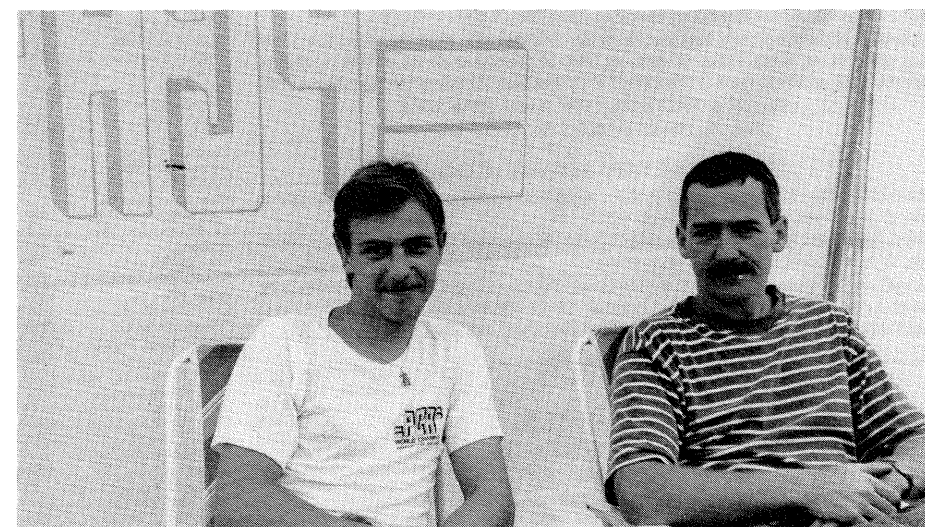
Carr and Wright relax by the track, between Renault 5 road races.



Peter Hantscher (Mach1/KZH) was consistently quick... but consistently aggressive too...



Luca Badder (Birel/Sirio), and Massimiliano Orsini (DAP/DAP).



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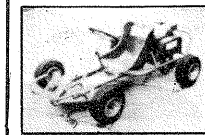
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Wxpress through without interruption (good boy). Matthew Davies taking a lonely win. . . Wheldon, Davidson, Bogan, Goss and Bailey crossing the line five abreast!

- 1st M. Davies
2nd D. Wheldon
3rd A. Davidson

Final (10 laps) Dry: Pole: 2, 1, 17, 8, 55, 12, 66, 41, 60, 13R, 74, 15, 87, 34R, 36R, 69R, 88R, 11R, 25R, 78R, 32R.

Two false starts and they were off, Davies and Wheldon pulling an immediate lead on the pack led by Bailey, Andrew Davidson, Goss, Bogan, Anthony Davidson, Panrucker etc. Lap 3 Davies and Wheldon side by side on the line had 30 lengths on Bailey who in turn had twenty on Davidson etc.

Lap 5, Wheldon slipped past in the willows but Davies retook the next lap ("these two certainly have the right number plates") 17, 8, 5, 12, 41 now in a bunch. Lap 8 Davies found a novice in the Willowsm in a flash the crafty Wheldon was through the inside to lead again. Davies repassing the premier position next lap into Stowe, as Andrew 'D' caught Bailey in lapped traffic. . . Clair on her own. . . Goss, Panrucker and Anthony 'D' three abreast to the flag!

“The Professionals”

- 1st Matthew Davies
2nd Daniel Wheldon
3rd Daniel Bailey

‘Works’ Gillard
‘Works’ All Kart
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“The Clubmen”

- 1st Dean Panrucker
2nd James Goode
3rd James Pears

Wright
Dap
Zip

“Restricted”

- 1st Barrie Wilken
2nd David Rose
3rd Greg Smith

Dap
Colt
Zip

Report by Denis Davidson

P.S. What a neat idea. Children racing to raise money for a childrens hospital.

BIRMINGHAM WHEELS

SUNDAY 25th SEPTEMBER 1988

Quite a reasonable Autumn Sunday morning gave ideal driving conditions with only a few intermittent showers which dried out quickly. There was a reduced grid of gearbox classes due to three Challenge Rounds up at Three Sisters. However, there were respectable numbers of Class One karts to give some good racing.

CADETS

Only 4 Cadets again, which is a shame because Wheels gives a good circuit for these drivers to gain experience.

Heat 1: It was Richard King who went into the lead followed by Dean Haddon, who had a spin early on in the race allowing Richard to open up a good lead ahead of the others who were well spaced out. Towards the end of the race Dean managed to overtake Richard to win ahead of Richard, No. 23, Robert Holmes and No. 13, M. Brown.

Heat 2: It was No. 23, Robert Holmes, who took the initial lead ahead of Dean Haddon — who eventually took the lead by Lap 3. Heat 2 was a little more competitive and this gave a win to Dean Haddon, again with Richard King in second place ahead of No. 23 Robert Holmes and No. 13, M. Brown.

Heat 3: Again it was total domination of the race by Dean Haddon, but in second place this time was No. 23 Robert Holmes with Richard in third and No. 13 M. Brown in fourth.

Final: Good heat results gave pole position to Dean haddon.

Into the lead went Dean with a good start by M. Brown into second place with Richard in third. M. Brown spun on the top bend but made a good recovery and moved his way back up the field. Dean opened up a substantial lead of some 25 yards over the second place driver, No. 23.

Towards the finish, Dean had managed to lap the third place driver.

Results: 1. D. Haddon; 2. No. 23 R. Homes; 2. No. 13 M. Brown.

RYE HOUSE

HKRC Club Meeting

4th September, 1988

A smashing dry and sunny day greeted 14 Rye regulars including five novices. Taylor, Bailey and Davidson being three drivers who compete in Championship races around the country (and it showed up in their pace and consistency).

Heat 1 (6 laps): Bishop on pole had the rapid Bailey for company followed by pairings Gumley/Hawkes, Taylor/Tupper etc. Lap 1 and the three championships lads were 1st, 2nd and 3rd, Bailey, Taylor and Davidson (from grid 11!) Taylor passed Bailey into the hairpin, the ‘cheeky’ Tupper demoting Bishop to fourth in a similar move. The race settled into a Bailey, Taylor scrap, Bailey with more ‘bottom end’ and Taylor with the top end advantage at the end of straights (wheel and motor combinations being quite a critical factor in ‘mini karting’ especially at Rye). Unfortunately these two made contact under ‘heavy’ braking at the end of the back straight resulting in a win and a spin for Mark and Daniel respectively.

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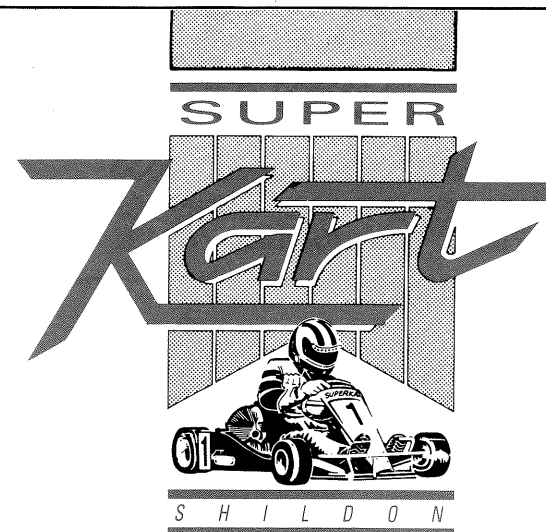
WED 21st, THURS 22nd, FRI 23rd, FRI 30th — 8am to 5pm SAT 31st — 8am to 2.30pm. TUES 3rd JANUARY — 8am to 5pm.
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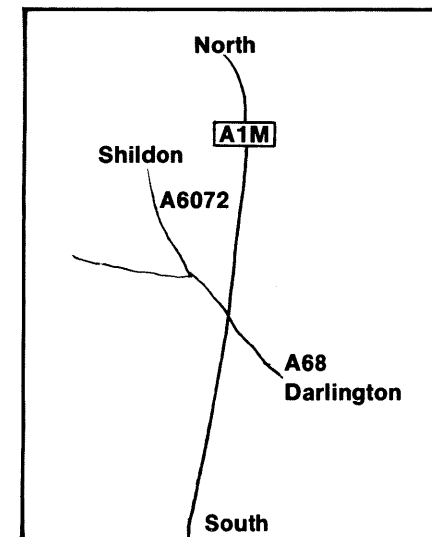
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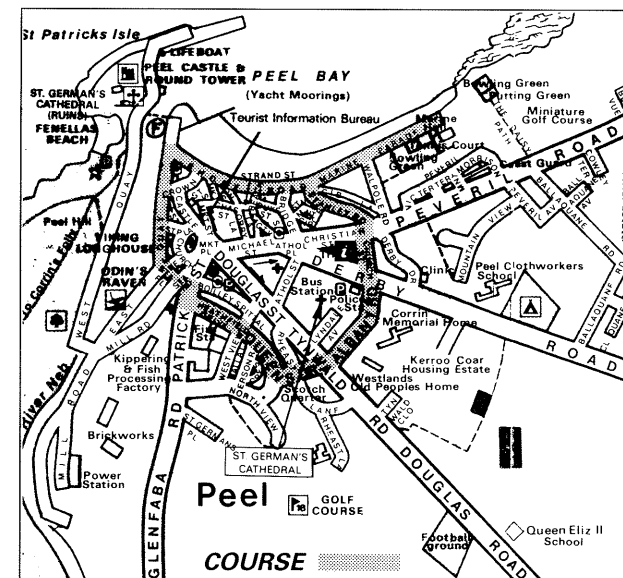
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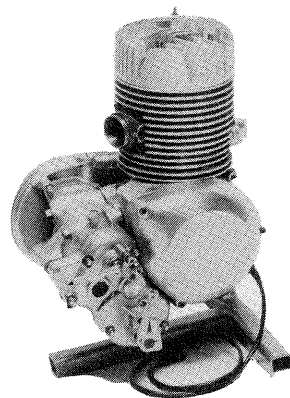


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£49.99 + V.A.T. PER SET	PRICES + V.A.T.	£65.22 + V.A.T.	£77.40 + V.A.T.
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ROWRAH'S BANK HOLIDAY BONANZA

The only thorn in the flesh of this meeting 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. These were minor bothers and did not detract from a wonderful festival of karting which, as always, began with the youngest.

CADETS

Sunday

With a 2nd and a pair of wins, pole went very convincingly to the Scottish Champion, Craig Murray. Philip Moreton took the other heat win and netted 2nd from the other heats to line up alongside Craig. Row two contained the now Rowrah regulars, Dickie Wilson and Mark Nadolski with the grid being completed by John Stevenson and Jonathan Wisniewski, both novices and doing well nonetheless.

The final went the way the heats indicated it would with Murray pulling out an immediate lead over Moreton with Nadolski roughly the same distance behind him. The battle of the final was for 4th between Wilson and Stevenson with the latter going ahead on the third lap and holding Wilson off to the flag.

Monday

Pole again to Craig Murray with three heat wins to his credit. Joining him on the front row was Hans Christofferson, runner up to Craig in the heats and aiming to go one better in the final. Row two was the property of Mark Nadolski and Christopher Moreton with John Stevenson and Jonathan Wisniewski next up. Completing the grid were Wesley Crankshaw, having his first outing at Rowrah and finding grip a problem, and Dickie Wilson.

The final turned out to be a classic, with Murray leading away the grid but not getting away from Christofferson at all, Hans tracking him all the time. Nadolski and Stevenson were locked in battle until the penultimate lap when Mark spun and dropped a couple of places, regaining only one before the flag. The last couple of laps were very hot at the front with the fight for the lead never closer. Hans snatched the lead with a couple of laps to go but lost it again within a few hundred yards, which meant that Craig had the advantage going into the final corner. A mammoth effort by Christofferson and equally stiff resistance from Murray saw them cross the line as one. A difficult one to call for the lap scorers but the verdict went in the end to Hans with Murray but a whisker behind. Third went to John Stevenson from Mark Nadolski with the rest of the placings going to Wisniewski, Wilson and the lapped Crankshaw.

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

- | | |
|--------------------|----------|
| 1st Craig Murray | Ecosse |
| 2nd Philip Moreton | Allkart |
| 3rd Mark Nadolski | Anderson |
| 4th John Stevenson | Zip |

MONDAY

- | | |
|-------------------------|----------|
| 1st Hans Christofferson | Gillard |
| 2nd Craig Murray | Ecosse |
| 3rd John Stevenson | Zip |
| 4th Mark Nadolski | Anderson |

CADET COLUMN

EDITED BY TRICIA ELLIOTT

KIMBOLTON

£2,000.00 Raised Racing For Great Ormond Street Childrens Hospital "Wishing Well Appeal"

25th SEPTEMBER 1988

I make no apology for quoting David Rhodes introduction in host Hunts Kart Club Programme.

"It's all too easy to forget how lucky we are to be able to spend this weekend enjoying Kart racing. Some youngsters never will have the chance and for them and the countless others who will benefit from the skills of the Great Ormond Street Hospital we are dedicating this meeting."

I woke my two Cadets at 5am Sunday morning with renewed purpose.

The generous trophies were divided into three separate Cadet groups. "The Professionals" (Championship drivers). "The Clubmen" and "Restricted" (those having done less than six meetings). This race was also remarkable in that it contained three sets of brothers. Davidson x 2, Goode x 2, Rose x 2. One for the Guinness book of records?

Heat 1 (8 laps) Damp: Pole: Anthony Davidson (41), James Goode (66), Matthew Pinney (87), Matthew Davies (2), Daniel Bailey (17), Andrew Davidson (8).

Three false starts, Davidson and Davies taking the blame in turn, Panrucker stopping to have a 'cone' extracted catching up the pack for the 'fourth' start! Anthony sixth into Stowe over cautious not to false start (how can 'pole man' false start?) Across the line 2, 17 and 8 but a kart apart with a gap back to Wheldon the new British Champion 'showing off' his 'number one' plates. Davies lapping in the low 36 second mark was towing Bailey down the straight only asserting himself at the 'top end'. Lap after lap Baileys Zip was the only one able to live with Davies, number 8 and number 1 both equally spaced apart unable to keep pace. Thats how they finished, Davies (runner-up to the British Champion for the second year running) just ahead of Daniel Bailey on the line... Andrew Davidson sporting the number eight plate well clear of a down on power Wheldon.

- 1st M. Davies
2nd D. Bailey
3rd A. Davidson

Heat 2 (Dry): Pole: James Pears (74), John Goss (55), Dean Panrucker (60), Daniel Wheldon (1), James Walters (15), Clair Bogan (12).

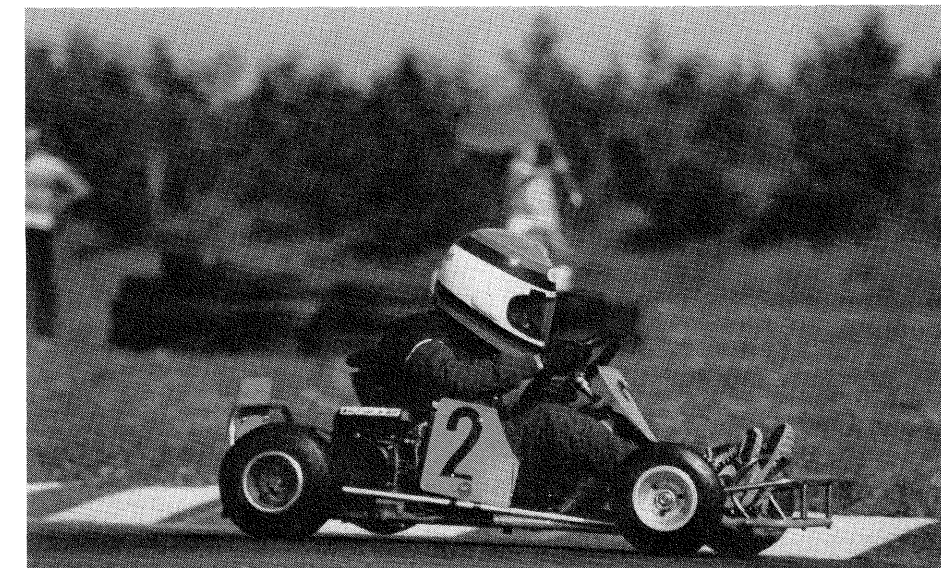
Wheldon took the initiative, pears, Goss, Panrucker and Anthony 'D' 'in ten'. Darren Goff spinning at Stowe on 'cold slicks'. Lap 2 'Wheldon' extended his lead as Goss and Panrucker sliced past Pears on the straight. Lap 3 Davies was past Goss for second spot, setting off after Wheldon. Panrucker mysteriously reappearing in eleventh position! Next lap Davies was 'with' his arch rival... passing him on the straight. Andrew Davidson now eighth behind his younger brother 'pushing him' into a risky overtaking move with Pears approaching 'Kim'... whack as James 'closed the door'... 'little Ant' spinning backwards... Andrew bye... "Thanks Ant"... HA... HA! (So much for team orders). Clair succeeded in passing John Goss coming into Stowe, as Andrew now sixth 'experimenting'... mis... leading' with superior grip of his wet tyres "I could take Stowe flat Dad"... others spun trying to follow... "I told you you change them"... 'it's open Dad'... "Cheeky sod"! As Davies led into Kim for the last time Wheldon slammed down the inside to steal victory by a kart.

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

Heat 3 (Dry): Pole: (A slick shod) Andrew Davidson (8), Dean Panrucker (60), Clair Bogan (12), Matthew Pinney (87), Daniel Bailey (17).

Clair led 'the boys' into Stowe... Goff in carb trouble... 15, 36, 25 and 88 all spinning on cold slicks, as Andrew found his 'mirrors full of 'A' frame Gillard'...

Davies from grid 10 was second in the Willows, Clair crossing the line to start lap 3 in 35.24 'powerless' to stop the 'Billericay Express' Lap 5. Andrew 'drafted' past Clair, who was now joined by the "Emberton boy Wonder", the "Northampton Flyer" and the "Potters Bar Star"... OK OK... Wheldon, Goss and Bailey (doesn't sound as good). Darren Goff trailing the field in the blue flag... letting the second place



A "professional", Matthew Davies has now moved into Junior Britain. Good Luck Boss!



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NK

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Charlie and Roger from Goff Racing thank all their customers for their support throughout the season and wish them and everyone a very Merry Christmas and a prosperous and successful 1989. Telephone: Day (0234) 44001 Evening (0234) 66459.

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