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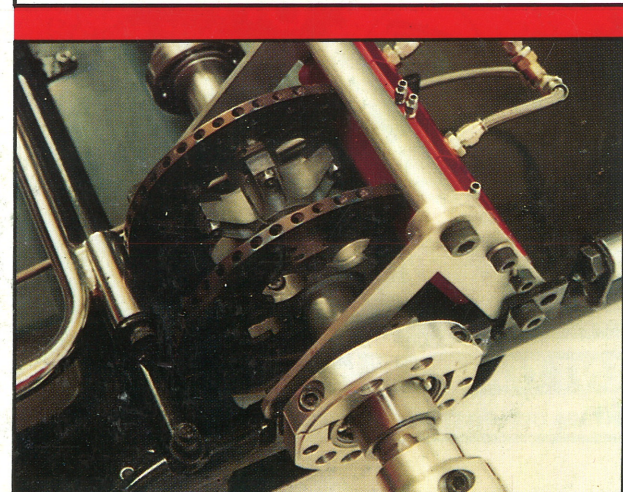
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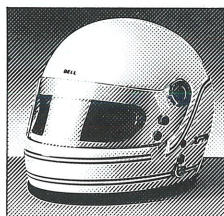
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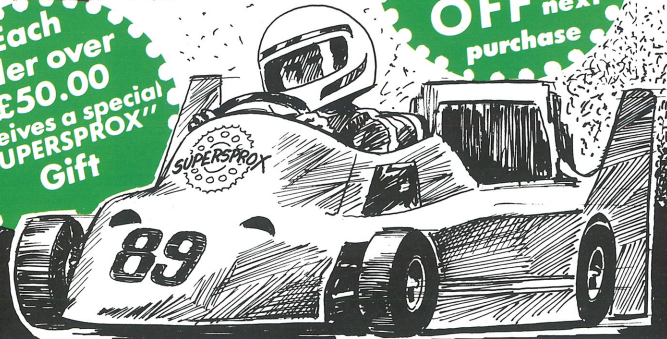
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SUZUKI 250 W/C, rebuilt new piston, clutch run in kept as spare, never needed — £350. Good 210 fast barrel — £250 complete. 210 motor needs rebuild, C/W carb, electrics — £135. 210 belt drive, dry clutch, complete — £125. Tel: 0796 60216.

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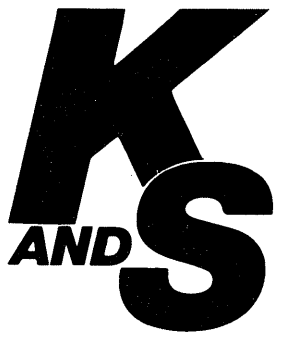
DAP SL88 SENIOR BRITAIN complete outfit, Parilla TT27, Arrow TT, 2 sets slicks, wets on rims, pit trolley, spares. Chassis done one event, engines both rebuilt. Telephone: Chelmsford (0245) 329438. £900 ono.

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FRONT COVER:

Ian Shaw leads Eric Gassin (1), Perry Grondstra (106) and Poul Petersen in Formula E at Silverstone last August.

Inset Pic: Charles Butler-Henderson.

(Pic: Doug Rees)

MONTHLY No. 118

Ed, Says!.....

High on the agenda for all self-respecting UK karting enthusiasts next week will be the International Kart Show to be held in Trentham Gardens, just outside Stoke-on-Trent.

The Show, this year in only its second appearance, has attracted considerable attention from the overseas market, although the focus will, quite naturally, be centred around the latest UK development and innovations on existing equipment marques.

Trentham Gardens is renowned countrywide for its expertise and professionalism at staging spectacular and notable events, so, expect a lot next weekend — you will not be disappointed; the organisers and exhibitors have been working flat out to ensure the success of the Show is measurably better than last year and will be received with acclamation by the public at large. To ensure the public is suitably 'tuned into' what the sport is about the organisers have co-opted the services of none other popular motorsports paper than Motoring News to lend its name in support and, as guest of honour, Formula One driver Derek Warwick will be in attendance, his daughter Marie, a Cadet driver of no mean achievement, will officially open the proceedings on Saturday morning, the 11th February. The official opening times to the public are:-

Saturday — 10.00 to 18.00 hours

Sunday — 10.00 to 17.00 hours

News which will be welcomed by the Cadet fraternity is that a six round series is to run this season, details of which can be found in the RAC MSA advert on page 7, along with news of the Super Gold Cup Series for 210 National and 100 UK. More detailed information can be obtained from Tom Thacker on (05435) 78522; lack of space has prevented the publication of details concerning prizes, promotion, etc.

The long Circuit season opens in just over three weeks time with the traditional Cadwell Park 'Spring Trophy' meeting. The weather has been extremely kind so far, but Cadwell is renowned for its own meteorological peculiarities, thus it might be pertinent to travel well prepared.....

Ed McCormick

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon (0992) 444201 Telex: 266343 G. ZIP. Directors: M. A. and M. W. Hines

EDITOR: ED McCORMICK ADVERTISING: DAVE GARRETT

Distributed by Seymour Press Ltd. 334 Brixton Road, London SW9 7AG Typeset and printed by: The Magazine Printing Company, Enfield, Middlesex.

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff.

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STRICTLY CLASSIFIED!

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PUBLICATION DATE:- THURSDAY 2nd MARCH 1989.

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Kart & Superkart

February 1989

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CIK NEWS

Extracts from the Minutes of the Meeting of 10th October 1988 of the World Motor Sports Council

International Karting Commission

President Balestere congratulated the International Karting Commission and its dynamic President Mr Buser, for all the work carried out over the past season and for the excellent organisation of the international events, one of which had taken place recently at Laval and had attracted a large number of spectators, as well as television coverage.

Mr Buser declared that karting had made enormous progress over the last ten years, thanks to the strenuous work carried out by the officials of the International Karting Commission. In 1989, for the first time, a CIK-FIA trophy meeting would be held near Kiev in the USSR and the CIK was very proud of the fact that the FIA was flying the flag in the USSR.

The World Council congratulated the International Karting Commission and its President.

Waiver for Drivers' International "A" Licence CIK

For 1989 the system of qualification for a CIK International "A" Licence will remain. However, in exceptional cases, a Federation may put forward candidates who, in their opinion, justify the granting of the licence.

In order for these cases to be studied, the CIK will establish a Group-1 Commission of two CIK Vice-Presidents, which will be under the Chairmanship of the President of the CIK, the Chairman will have the casting vote. Decisions taken by this Commission will be final and there will be no appeal.

When putting forward candidates (not exceeding three in number from any ASN in any calendar year), the ASN must submit written evidence in support of the application and indicate the Championship for which a CIK "A" Licence is required and which the applicant intends to enter should he be granted the licence. In the case a driver does not enter the Championship, the waiver will be automatically cancelled.

HUNTS KC — AGM

The Hunts Kart Club Annual General Meeting will take place in the "White Horse" public house in Kimbolton on Wednesday 8th February at 7.30 pm. All Club members are invited to attend. Remember, it is your chance to air your views. If you don't attend then you've no axe to grind — have you?

BROMSGROVE KC

The date of Sunday 6th August at Little Rissington for the Bromsgrove Kart Club, listed in the current 'Blue Book', has been cancelled by the club in order not to clash with the RAC MSA British Kart Grands Prix at Silverstone the same weekend. The first meeting of the year for the Bromsgrove club will take place at Rissy on Sunday 5th March. Please note that club entries close on the Saturday one clear week prior to the Sunday race day and that *postal entries only* will be accepted.



RAC CHAMPIONSHIP 250 NATIONAL LONG CIRCUIT

The following is the official RAC finishing order for the 1988 RAC Long Circuit Championship for 250 National. The drivers will wear the numbers shown beside their names.:-

No. 1	Derek Rodgers	27 Points
No. 2	Mike Doble	27 Points
No. 3	Mark Webster	27 Points
No. 4	Colin Fletcher	18 Points
No. 5	Mark Allen	15 Points
No. 6	Richard Boston	12 Points
No. 7	Steve Matthews	4 Points
No. 8	Bill Garner	4 Points
No. 9	Dudley Martin	3 Points
No. 10	Adrian Wilcox	3 Points

PRICE LIMITS — S.3.3.3. — 100 JUNIOR BRITAIN — 100 BRITAIN

It has been brought to our attention that an error exists in Technical Regulation S.3.3.2. The prices quoted are incorrect. S.3.3.2 should read:-

S.3.3.2. Kart chassis — limited to commercially produced or NATSKA registered frames. No part whatsoever may be of magnesium or an alloy containing magnesium. The retail price of the new Kart chassis including brake, chain guard, sprocket carrier, axle sprocket, tank, axle (must be magnetic), etc. but excluding tyres and tubes, must not exceed £430.00 (excluding VAT) in easily assembled kit form, i.e. no welding required, or £463.00 assembled. Direct chain drive, i.e. no clutch or gear drives, must be used so that the crankshaft and rear axle are joined by a single length of chain. Brakes must only operate on rear wheels. No hollow axles or ventilated discs are allowed in this class.

The availability of new Karts to be as rule 2.8.7. and proof of identity and price as rule 2.8.8.

1988 AMSOIL CHALLENGE

The 1988 Amsoil Challenge was run in conjunction with the Merseyside Kart Club, the results of which were as follows

125 National

1st Prize (£100) to Andy Thornton.

125 P&R

1st Prize (£60) to David Peers

2nd Tony Slade

3rd Kevin Thornton

4th Clive Bower

The prizes were awarded at the Merseyside Club's annual dinner on 14th January.

BECCLES & DISTRICT KC

Mrs Mary A Ablitt has taken over as Competition Secretary from Deborah Beaumont for the Beccles & District Kart. Mary can be contacted at: 15 Old Station Road, Haleswoth, Suffolk IP19 8JJ.

Drivers are asked to note that contrary to previous years, the Club's meetings will be held on Saturdays instead of Sundays. Bank Holiday races will remain the same.

RACING SHOW WALKABOUT



A typical London morning greeted us as we travelled to Olympia, you know the type of day — depressing, grey, damp and cold, the type of day you would skip given the chance.

Crammed into a train for 45 minutes I felt like a battery hen wondering if I'd ever see the light of day again, wondering if it was really worth me going to the Racing Car Show press day.

Trudging from the tube station we took a wrong turn, just what we needed, and we had to take the scenic route to Olympia 2. Cursing the unbelievable start to the day we entered Olympia. In those few steps the whole world seemed to have changed.

From grey damp commuter land outside to a world of fast cars, glitzy stands, sparkling displays and beautiful girls.

Wandering around the bottom level of the Show took in the Marlboro stand which boasted such vehicles as Ayrtton Senna's Formula One car. Having only seen them on television I was amazed how small it seemed. All that power packed into such a small space. Allan McNish was seen 'posing' in the Senna rig with two superb dolly birds, just about clad in Marlboro red. One of the star attractions among the ground floor feature displays was the XJR-9LM Silk Cut Jaguar which won the 1988 24 Hours Le Mans, driven by Jan Lammers, Johnny Dumfries and Andy Wallace. As we wandered through from level to level we saw the likes of Martin Donnelly's Q8 Oils outfit on the *Motoring News* stand, manned by Mark Hughes and (sometimes) Mark Skewis. Autosport again this year featured a fine selection of sophisticated machinery.

The show was officially opened by Benetton's new signing, Johnny Herbert, still on sticks but as chirpy as ever. He was off testing the Benetton at Silverstone on the Thursday and Friday and got down to some respectable times, even with a painful foot.

Karting was represented on three fronts — Circuit Sport were handing out details on their courses and had on display an Anderson outfit as used at their Chiswick premises. Playscape had its usual well laid out assortment of 'goodies' and videos and Martin Howell was kept busy during the Show with countless queries regarding their indoor organisations and the twin-engined ProKart opportunities in the offing at the resurfaced Buckmore Park in Kent. Formula Drive, Playscape's latest baby, was a topical point for conversation with almost everyone who visited the display. Details on Formula Drive can be found elsewhere in this issue.

As we passed through corridors of shining cars and associated products my guide, Ed, chaperoned me away from the restaurants and bars and up to the top level where we found Wessex Racing in the capable hands of George Robinson and Stuart Ziemelis. The stand displayed all kinds of karting outfits and equipment — outstanding race winning karts, such as Zip Cadets, Tim Parrott's Eagle and the new Ziemelis Lazer — were displayed side-by-side with all manner of protective clothing, components, tyres and engines. A lot of interest was shown in the SRS Kart School which runs Long Circuit outfits at Snetterton.

From there we wandered around and around, scribbling on scraps of paper, trying desperately to take it all in, but the sheer size of the whole operation was overwhelming. Four hours later we admitted defeat and left the spectacular world of motor racing and rejoined the mundane world of battling through the London crush to the sanctuary of home.

100 NATIONAL OUTFIT, Parilla engine and several spares — £375 ono. Tel: (086738) 330 (Oxford).

125 NATIONAL BANDIT-ROTAX. Brand new 1989 chassis, CSK engine fully rebuilt, tuned carb, 3 sets of one-piece rims. Immaculate, fast, reliable outfit. Property forces reluctant sale — £1850. Telephone: (0253) 869822 or 865557.

125 NATIONAL PHOENIX ROTAX, wets, new slicks, numerous new and used spares, including bodywork, stand, tools, leathers, boots. Complete outfit ready to race — £1200 ono. Telephone: Lymm, Cheshire (09575) 5006 business hours.

ART THOMPSON'S 250 NATIONAL Loctite Zip GPN, Yamaha, Kelgate brakes, accessories, engine spares, wheels, tyres, 16ft Sprite caravan — POA. Telephone: Bedford (0234) 870024.

210 VILLIERS ENGINE, reasonable condition, complete with carb, exhaust, engine mounts — £200 ono. Telephone: (0538) 702028.

WRIGHT BRITAIN, Parilla engine, very smart condition, some spares — £420 ono. Telephone: Windsor 854121.

ZIP GPN ROLLING CHASSIS, adjustable front end, some bodywork, 3 sets wheels with fitted Dunlop slicks and wets — £550 ono. '87 Rotax air-cooled with Surespeed clutch, renikelsiled cylinder, rebuilt two races ago by Surespeed. Mikuni carb and nearly new PMP exhaust — £650 ono or £1125 the lot. Contact Barry Higgins on (0784) 247371 (work) or (0844) 51195 (home).

Steve Young has reluctantly got to sell the

Stazel Racing Hi-Ace Van

MOT till February '90. She has been completely resprayed and has had plates welded over major rust areas. A new engine/clutch was fitted in January '88 and has covered 3850 miles. Other new parts include — radiator, carburettor, exhaust, two tyres, stereo, tow-bar, Cobra alarm and spotlights.

Kitted out with tyre/tool racks, false floor for added storage space and two fluorescent lights. Cruising at 80 is no problem with about 20-26 mpg. Towing is slow but you will get there eventually. Will take Class One or full-bodied Superkart.

£1250.00.

**Phone: Steve Young on (0622) 674371
(day), (0622) 86261 (evening).**

ANDERSON ROLLING CHASSIS. Rebuilt for '89 season. Cable or rod gearchange. Rubber or solid engine mounts. Full air or water-cooled bodywork, side pods — £1350 ono. Tel: 0773 49627 (home), 0773 49670 (work) Paul Fox (Ripley Derby).

ROTAX 125 A/C, just rebuilt, good spare motor — £200. 2 x sets slicks, good condition on new rims — £100 each set. Telephone: (0846) 611675 (Northern Ireland). Can arrange delivery.

NEWS 1989 100 UK ECONOMY CLASS REGISTER OF NEW DRIVERS FOR THIS CLASS

Registering for this class enables drivers for a £10 refund on their first set of tyres and a further supply for three years of these tyres at the control price of £49.99 + VAT and also the wet tyres at £73.91 + VAT

*Drivers membership fee £3.00 to
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Oaklea, 18 Old Hednesford Rd,
Cannock, Staffs WS11 2LD
Phone 05435 78522
Fax 05435 78445*

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ZIP GP 125 TUNED A/C ROTAX, only Lydden since rebuild. Stratos body/tray (needs painting). Mikuni, PMP, wets, S/C trim, pods — £850. Trailer — £60. Tel: 01-654 9744 after 6pm.

1987 ZIP 125 AIRCOOLED ROTAX, Kelgate brakes, Dino wheels, set of wets, spare bumpers front and rear, as new condition with proven track record — £1495. Tel: Clive Elmore 0626 54433.

LEATHERS, immaculate, black/yellow, 5/7", medium build. Cost over £200 except £95.00. New pipercross, class 1 foam air filters, half price — £7.00. Tel: Day 061-998 7944 (ext) 491. Evening 0663 62231 (Brady).

PHOENIX KTM 250 NATIONAL, c/w Long Circuit bodywork. Spares include wets, slicks, carb, fuel tank, sprockets, jets — prepared for '89 season — £1095 ono. Telephone: (0527) 45753 (Reddich).

ZIP BANDIT 1987. Four brake fully vented discs, YBN tyres, centre radiator, mag wheels, fairing, wings, pods with 250 Rotax — £1800. Telephone: Bedford (0234) 266549.

PHOENIX ROTAX 125 kart, Brembo brakes, nose cone, side pods, spare frame, stub axles — full engine rebuild two meetings ago. Trophy winner. Very good condition — £850 ono. Telephone: Blackpool (0253) 45092.

125 SHORT CIRCUIT PHOENIX ROTAX, air-cooled, Fulbeck Championship winner '88. Slicks, wets, numerous spares, including chassis, etc — £850 ono. Trailer if required. Telephone: Nick on (0332) 660308.

PHOENIX MINARELLI 125, Brembos, Aeroquip hoses, spare slicks. Surespeed maintained. Telephone: (0203) 641622.

125 ZIP ROTAX, rev counter, Motiv pipe, Dunlop slicks and wets. One meeting since rebuild by Motiv. £650. 125 P&R ZIP YAMAHA, Motiv tuned, 8 trophies in 1988 — £500. DOUBLE DECK TRAILER for above. Offers. Telephone: (0602) 504400.

100 BRITAIN KALI chassis; 100cc DAP T70Tt engine, spare wets, slicks on bearing rims. Ideal beginners kart — £400. Telephone: Richard (0602) 598947.

CLUB SCENE

over the class. A consistent Ian Dolman was second place and for the second year running Paul Kennings was third.

The Senior Britain class again was highly competitive, the winner Paul Jones being many points ahead of the other drivers. For the runners up it was close. Richard Few in second place, and an amazing achievement in his first year of racing against some very tough competition, third place was Mark Lawson who did well at the beginning of the season.

The 100 Nationals was the most closely fought class and it was only at the last meeting that the winner was decided. Just taking the title was Alistair Boyd, determined to win driving bravely at the last meeting following recent surgery, runner-up was John Coultas who had been hot on the tail of Alistair all season and several occasions was ahead on points. Third place man was last year's winner Mick Pritchard.

In the 125 Nationals last year's third place man Malcolm Green was the winner and runner-up was Tony Keys. Third place man was Patrick Wilding who may not have won but was reputed to be one of the quietest on the track this year.

For the first year we had a presentation for the 125 P & R Class where the winner was Alan Ford with Richard Bennet runner up and Chris Bowers and Tony Jeppings in joint third.

In the 210's the winner was Stuart Warsop who had driven well all season and was a worthy winner. Last year's winner David Bailey was second and Rob 'my wife's not biased' Peters was an utterly brilliant third.

This year in the 250 Nationals last year's winner Kevin 'I can win heats but not a final' Mason was runner-up to Gary 'I can corner on two wheels Long. Well done Gary.

The 250 Internationals was predictably won by that man Bob Kennings. I feel it is worth mentioning that Bob, one of the country's top drivers, is loyal to his home club racing consistently at club meetings throughout the year. Runner-up is David Spriggs doing extremely well up against some very quick drivers and third was Gordon Barrow (oops sorry) Darrow.

There were other awards presented which were Overall Driver of the Year to Bob Kennings for the millionth time but only just ahead of Lee Jones by one lonely point, giving Lee the closest ever Near Miss Award.

The Ray Smith Award for the Club Personality of the Year went to Alan Mills who earlier on in the year suffered a heart attack but was back racing at the tail end of the season.

Also a new annual award was presented by myself this year to acknowledge those people who support drivers throughout the racing season by wielding a spanner or two and the first recipient of the Archie Budd Award was Alan Peters, mechanic for his brother Rob in the 210 Nationals (Archie being their grandfather).

Apart from the drivers' presentations there were baskets of flowers and chocolates presented to those special ladies who work hard for the club all year.

Mrs Pat Atkinson for putting up with our chairman and organising the raffles; Mrs Audrey Ashe, a wonderful competition secretary; Hilary Stratford, our membership secretary and general dogsbody; and Pauline Malpass, the treasurer's wife. Presentation gifts were also given to Glenys Mills our secretary; Gary Malpass the Treasurer; Dave Atkinson, the best chairman ever who tirelessly works for the club; Dave Bently and Richard Pryce who religiously turn up to do their bit throughout the year. Mike Boy, manager of the 'Wheels' park for his work this year was also honoured with a chairmans award.



Alan Jones receiving the Driver of the Year Award for the Senior Britain Class from Liz Peters.



Bob Kennings receiving award for overall Driver of the Year for all the classes from Liz Peters.

So after the presentations it was left to the DJ and Guests to party the night away until the early hours.

N.B. A prize draw in aid of the Children-in-Need Appeal raised £157.65 — well done everyone.
Liz Peters

WHERE AND WHEN

5th FEBRUARY

Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde)

12th FEBRUARY

Birmingham — (Chasewater Wheels, Adventure Park, Adderley Road, South, Saltley, Birmingham B8 1AD.
Tilbury — Dunlop Road, Tilbury, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorkshire)

19th FEBRUARY

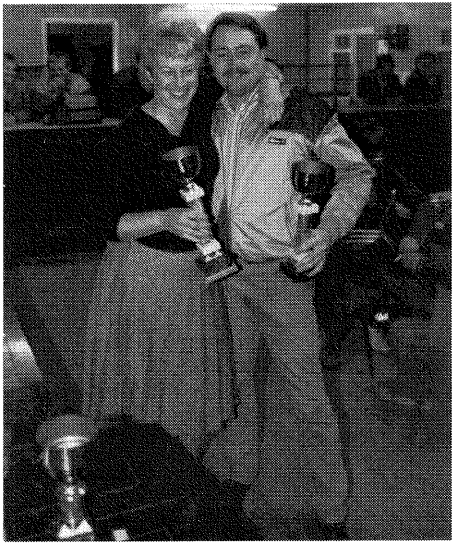
Nuthampstead — (1½ miles east of Barkway, off B1368, Cambridge-Ware road)
Shenington — (8 miles from Banbury, off A442 Banbury-Stratford road)
Bovington — (Two Counties Kart Club, Dorset)

26th FEBRUARY

Cadwell Park — (Midway Horncastle and Louth, on A153, Lincolnshire)
Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)
Pembrey — (8 miles from Llanelli on A484, Dyfed, South Wales)
3 Sisters — (The Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads, Notts)

5th MARCH

Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)
Felton — (7 miles north of Morpeth on A1, Northumberland)
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde)
Little Rissington — (RAF Station near Stow-on-the-Wold, Glos).



ENDYKE HULL CITY KART CHAMPIONSHIPS

The Hull company behind the first-ever UK City-Centre Kart Race, Endyke Tyres, are confident that the event will attract entries from top international drivers. Contacts with leading Belgian, Dutch, French, German and Italian clubs confirm that Hull's geographical position and the fact that this is the first event of its kind in Britain will mean a strong following from top UK and foreign drivers.

The Championships, planned for summer 1990, are being organised specifically for Kart Racing and Hull City Council are currently sponsoring an Act of Parliament. The event has no other precedent in Britain as it is specifically for Kart Racing.

"Karting is a sport which can be enjoyed by all the family, and together with a Street Fair and Festival, this will be a major attraction for everyone, including the Karting enthusiast. The advantages of bringing the sport to the people are enormous. Hull is poised in an excellent geographical position for European and British Karting enthusiasts visiting the City. Superb motorway and rail links, Humberside Airport and North Sea Ferries daily to Holland and Belgium make Hull supremely accessible" said Dave Michaels of Endyke Tyres.

The City centre circuit is flat, with wide, well surfaced roads, and plenty of spectator space.

Endyke Tyres and sponsorship specialists, Identity Creation for Business working together. The global event cost will be multi-tens of thousands of pounds, making it financially one of the biggest Kart events staged in Britain.

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

The publishers accept no liability for any loss or damage caused by an error or inaccuracy in the printing of any advertisement.

Every precaution is taken to ensure the prompt insertion of all advertisements. The publishers, however, do not guarantee the insertion of an advertisement in any specified issue, any special position or at all, and will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatsoever.

All reasonable care is taken to exclude advertisements of fraudulent or objectionable character. *Kart and Superkart* magazine reserves the right to edit or delete any objectionable wording or reject any advertisement including pre-paid advertisements. Although every effort is made to meet the wishes of our advertisers, mistakes can and do occur. It is important that errors are reported immediately. Mistakes that arise in the course of publication must be notified to us within one month of insertion. After that time claims for credit cannot be considered. No republication will be given because of slight changes or typographical which errors which do not lessen the value of the advertisement. All copy submitted is subject to approval of the advertisement manager.

Advertisements are only accepted subject to the above conditions.

IMPENDING NUPTUALS DEPT.

Cumbria Kart Racing Club are pleased to officially "leak" the news of ace lapscorer Carolyn White's engagement to demon P&Rist Charlie Kennerley. The happy event was sprung upon an unsuspecting world on Christmas Eve, thus providing an even better excuse for getting thoroughly drunk.

Always first with the inside info, this reporter can state that there is no truth in reports that Charlie has agreed to the arrangement as a price for continually beating Des, and Carolyn was quick to point out that the phrase "feeling a proper Charlie" doesn't enter into it.

The photo shows Charlie crawling to the prospective Mother-in-Law, Kath, at a recent Rowrah trophy presentation.

From all the people at CKRC, we wish them all the best for the future.

250 SUPER CHALLENGE BECOMES HESKETH SUPER CHALLENGE WITH THE O PLATE FOR SHORT CIRCUITS

At the meeting at Holly Lodge, Holmes Chapel, on 23rd November, 1988, the magnificent offer of Mrs Audrey Ash to allow the 250 Super Challenge drivers to compete for the prestigious Hesketh Trophy and O Plate during the 1989 series was most gratefully accepted. The Plate and Trophy to be awarded at 1st Series meeting in 1990.

The Hesketh Trophy and O Plate during 1989 will be held by the winner of the Competition which will be held at Shenington on 29th/30th April, 1989.

The format of the Challenge after much deliberating was agreed and the regulations and format, etc, are shown below ...

DRIVERS' INFORMATION FOR 1989

Co-ordinator: Trevor Cryer, 070681 3550

Treasurer: Bob Kennings, 021 358 5645

Publicity Secretary: Steve Harlow, 0543 264114
Competition Secretary: Andy Stratford, 5 Bridle Lane, Streetly, W. Midlands B74 3PT. 021 353 9092.

Result and Award Secretary: Peter Hawtin, Home: 021 351 3347, Work: 021 358 5645.

Objects of Series

1. To ensure improved 250 International grids on short circuits.
2. To encourage Rotax and Yamaha drivers to compete.
3. To promote 250 International racing on short circuits by providing a prestigious 5 circuit 9 meeting competition through the better months.
4. To limit, if possible, expense undertaken by competitors by:-
(a) Attempting to obtain a major sponsor and using the finance obtained to promote the series and pay start money.
(b) Obtaining tyres at a big discount for entrants.
(c) Limit engine choice so that expensive late models cannot be used.

The Competition

1. Open to *all* 250 International Kart Drivers.
2. RAC Regulations apply. Supplementary Regulation (a); Dunlop Slicks K5 and R2's only, any make of wet tyre can be used. Supplementary Regulation (b); Rotax engines, only barrels up to and including No. 6223355 and crankcases stamped up to and including year 1986 to be used. Supplementary Regulation (c); 5" diam. rims only. Supplementary Regulation (d); no digital ignitions.

At Each Meeting

1. 250 Challenge Organisers to provide awards for all challenge entrants in each round of series.
2. Yamana and Rotax Drivers race together but receive separate awards, ie 1st Yamaha, 2nd Yamaha, 1st Rotax, 2nd Rotax and so on.
3. Organising Clubs to provide usual trophies.
4. Series leaders to wear distinctive T Shirt.

5. Awards given according to position attained in final.

6. Points given in each *heat* and *final* to count towards overall series winner.

7. Whenever possible 250 Challenge drivers to keep together in the pits. Ways to achieve this to be explored. Reason: to provide impact on possible sponsors and increase collective enjoyment.

8. If grids are of sufficient numbers only drivers enrolled in the Challenge will be allowed to race in the Challenge heats and finals.

The Series

1. Best 7 out of 9 possible meetings to count to overall positions so if you miss one or even two meetings you are still in with a chance in the overall competition.

2. Points awarded in all heats and finals for series awards, for these points Yamaha and Rotax compete with each other.

Placings	Points
1	20
2	17
3	15
4	14
5	13
6	12

and so on, down to seventeenth place.

Awards

O Plate and Hesketh Trophy awarded annually.

Andover Norton International Trophy awarded annually.

Foden Plastics Ltd Trophy awarded annually to leading Yamaha.

Snelson (Aluminium) Engineering Trophy awarded annually to best turned out kart over the series. To be organised by Peter Marshall and Roger Davenport. Method — a member of the public will select the five best turned out karts in order of merit at each meeting, and at the end of the series the overall winner will receive the trophy.

Every driver enrolled in the Challenge will be able to collect an engraved metal shield at each meeting he attends. At the end of the Series for each driver there will be provided a polished wood shield 12" x 10" with the Series motif, etc, in the centre. Also on the relevant shields will be the plaques showing positions in the Series down to tenth place. The metal shields can then be fixed on the wood shield giving a complete record of the drivers' achievements in the Series.

If a Major Sponsor is Obtained

The name of sponsor to be added to name of Competition. After promotional expenses have been met, all monies received from sponsors, etc, to be paid out in start money, only other goods or unsaleable vouchers to be given for achievements.

The success of this appeal for sponsorship is based on the fact that local papers are hungry for news about local people and since the competition is named after the sponsor the name

will appear, and with skilful writing other plugs can be achieved. It is estimated that it could be possible to get throughout the season 60 write-ups distributed to 20 different newspapers. This is some coverage and gives us something to sell.

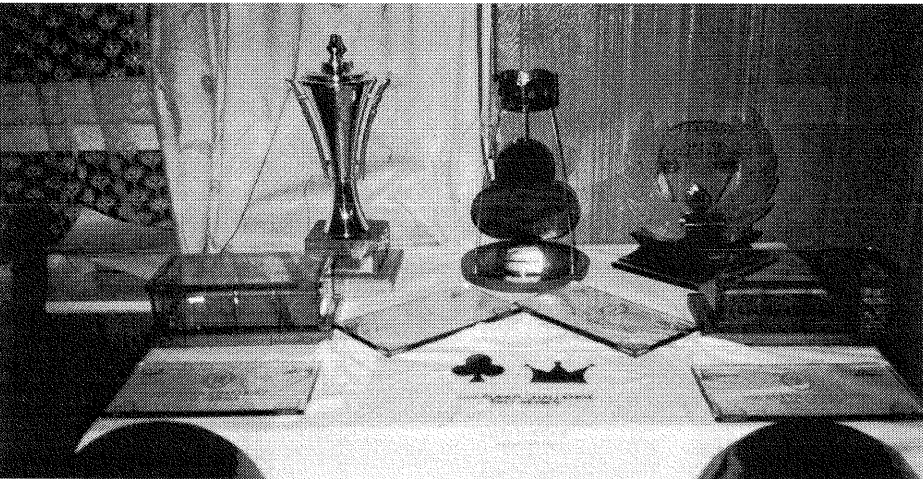
Circuits and Dates to be Used

Whenever possible these meetings are held at times away from major karting events.

2nd April	—	Rissington
21st May	—	Fullbeck
28th May	—	Three Sisters (29th May Bank Holiday another meeting not a Challenge Round)
18th June	—	Shenington
2nd July	—	Rissington
23rd July	—	Fullbeck
20th August	—	Shenington
27th August	—	Dunkeswell
Bank Holiday		
24th September	—	Three Sisters

The organisers reserve the right to amend or

PRESENTATION DINNER, 22nd OCTOBER, 1988, CRANBERRY HOTEL, ASHTON-IN-MACKERFIELD



(Back row, 1 to r) — ERF Plastics, 1st Yamaha — Neil Hemms. Andover Norton Crowned Ace of Clubs, Series Winner — Bob Kennings. Snelson Engineering Best Kept Kart — Keith Bisp. (Middle row outsiders) — Series Cigar Boxes. (Centre front) — Leading Mechanics 'T' Shirt, provided by Langcourt Wear Resistant Coatings.

The Cranberry Hotel was taken over for the night by the 250 Super Challenge and Paul Pedelty can be well pleased with his efforts as the organiser.

Before the dinner the video of Challenge Round Eight was shown complete with onboard camera shots. Jack Morgan, father of the racing Morgans from Gressford is an amateur video exponent, he made the tape and what a good job he has done. This tape was requested by Channel 4 to assess the possibility of televising some of next year's rounds in the Super Challenge.

Goods and vouchers in excess of £600 were distributed to the winners and appreciation was shown by all present for the generous support given by those listed below. Actually support improves year by year. Thankfully the champagne provided by Dunlop's Motor Sports Manager, Mr Tony Gilhome was not shaken and sprayed around in racing fashion. The recipients, Neil Hems, the Yamaha section Champion and Bob Konsistency Kennings, the Challenge Champion for the third year, decided because of the champagne's special quality to drink it. Thanks were given to the Challenge Committee, Peter Howtin for doing such a thorough job as points convenor, we have moved into high tech stuff, the points are now on computer, Peter Marshall and Roger Davenport for organising the Snelson Engineering Award for the best kept kart throughout the Series, Paul Pedelty for organising the dinner, Andy Stratford our hard working Competition Secretary, Hilary Stratford

change any of the above, if considered necessary.

Entries and Further Information

1. Drivers to obtain own entry from each Kart Club organising the respective meeting that is included in the challenge.
2. Entry fee for Challenge Series £25.00 payable by 28th February, 1989.
3. Drivers responsible for collecting their own engraved shield provided for every entrant at each meeting.
4. Drivers responsible for collecting or arranging collection of awards and vouchers, etc, at end of Series Presentation.
5. Drivers responsible for ensuring they have sufficient tyres. Order early. Tyres could be available at the heavily discounted price at the circuit but it's up to you to make sure. Tyres available at discounted price from Colin Quigley. K5's £60 plus VAT, R2's £103 plus VAT. 8 sets per driver.

since that day, and I refuse to believe that *any* wheels turn that slowly! — I will therefore assume that this documentation will not be made available, nor, I suppose, published, which I think is a shame.

I would also like to mention at this time, that although the RAC report in 'K&S', clearly states that on September 5th, it was decided that static noise-checks would be compulsory — I was not informed of this, and spent an afternoon driving past a noise-meter on the track! — when you invited me to do the static test just prior to my departure, that was the first I'd heard of it! — and then to discover that the measurement would be taken on the exhaust side was very deflating for me. I have worked so hard on making a significant reduction in noise without spoiling performance, and you don't need me to tell you that the most noise on a class one emanates from the induction side! And clearly, a noise-meter is not going to pick up much induction noise when placed only half a meter from the exhaust! And it certainly won't take long for competitors to find out how to "deflect" exhaust noise instead of suppressing it! I sincerely beleive that you are going to continue to get noise problems with your proposed method of testing. By holding a noise test day for competitors, who will then have the result logged (assuming they pass?). This is going to give rise to all sorts of "lash-ups" just to pass the test! You will appreciate that it is going to be very impractical to log a "lash-up", and it's very likely that competitors will make drastic changes on race day! — and you will undoubtedly still have a noise problem.

Without being big-headed Mr Brassey, I am probably the leading expert in the UK on karting noise problems — and how to deal with it. As I believe I have mentioned before we have had this problem almost ten years ago in Scandinavia — and I am very disappointed that at no time have you ever sought to consult me (we first spoke in July!), and I dare say that I market the most effective noise-reducing unit commercially available anywhere.

On any track, on any motor, on any kart, in any conditions, the K.I.D. box will reduce the noise level to within the prescribed limits, without the need for an exhaust muffler — I might mention that we have also developed an exhaust muffler that when used in conjunction with the K.I.D. box will make a kart sound more like a moped! — but we have never needed it! — you also never asked me how we managed to get almost everyone in Scandinavia to use this kind of box — it was easy, the Kart Committee simply put out a memo describing new induction regulations, ie the air must turn through 90° — the carb inlet must be fed through a suitably padded enclosure, and the air must enter the box through an aperture of not more than 10mm x 5mm, and no-one was allowed to race without conforming to these restrictions — believe me — it worked! And until we got overhead noise-testing at the track (when restrictions were relaxed a little) this has worked for years.

I am sorry this letter is so long, but I wanted to get all this off my chest, and I would finally like to add that this letter is not written as a trader, but as a karting enthusiast.

Yours sincerely
R H Kiesa
58 Roman Gardens
Kings Langley
Hertfordshire WD4 8LP

Dear Ed

Is it not time we the drivers had a say about what tyres to use in the Super One series?

It has always been the case that the tyres to be used are decided on by people who do not actually drive on them, with the exception of Neil Hann. I feel it is time that the drivers were

CLUB SCENE

Seniors. Entered today was visitor Gary Frost from Bromsgrove who had previously raced at Wheels earlier on in the season and did extremely well. George Robinson who is Wessex Karting the Concessionaires at Wheels, Richard Chandler who improved his results as the season progressed. In the heats it was a clean sweep for Jim Morris who has raced at Wheels on one previous occasion just ahead of Gary having had two seconds. Good results were also seen from novice driver Roger Davis who has recently changed from another area of Motor sport to give Karting a go. Dave Barnes and Carl Thomson both novices also had good results in the heats. *Heat 1:* 1st Jim Morris, 2nd Gary Frost, 3rd Richard Chandler.

Heat 2: 1st Jim Morris, 2nd Gary Frost, 3rd George Robinson.

Heat 3: 1st Jim Morris, 2nd Roger Davis, 3rd George Robinson.

Final: Jim Morris had Pole position with Gary alongside him. At the start it was Gary who was in the lead by the end of the first lap. As the race progressed Gary began to open up quite a lead ahead of the rest. The close racing was between George and Jim who were constantly chopping and changing places throughout the race in their battle for second place. Meanwhile behind them a similar tussle was going on between Carl Thomson, Dave Barnes and Roger Davis. For the first four laps it was George just ahead of Jim but Jim just got past George halfway through in lap 5 where he managed to stay until the end of the race thus securing second place, giving George third (George incidentally driving an I00 UK Kart). In the next group it was Carl who managed to keep Dave at bay until the penultimate lap when an unfortunate Dave was forced to retire allowing Roger to move up with Richard Chandler, Craig Dollery and Adam Bennett behind. At the chequered flag it was a convincing win for a flying Gary Frost, who incidentally had also entered the 100 National class so had done doubly well.

100 NATIONALS

Again quite a reasonable grid of 100 Nationals with the presence of John Coultas last season's runner up in the Driver of the Year, Alan Edwards who has done very well these last few meetings after coming off novice plates. Gareth Bowen was also racing as a member of Dunkeswell, although some of you may know Gareth from the newly appointed Concessionaires at the Wheels and his past performances promised to make him highly competitive today. Also Gary Frost was attempting a double by also entering his Senior Britain Outfit in this class.

The heats were dominated by Alan Edwards who has really come on as the season has progressed, today he secured three straight wins in the heats, John Coultas and novice driver Frank Hallsworth having the next best results. *Heat 1:* 1st Alan Edwards, 2nd Terry Haddon, 3rd John Coultas. *Heat 2:* 1st Alan Edwards, 2nd John Coultas, 3rd Frank Hallsworth. *Heat 3:* 1st Alan Edwards, 2nd John Coultas, 3rd Terry Haddon.

Final: It was a splendid Alan Edwards on form in the Pole position with John Coultas alongside him. At the start it was Alan who took the early lead ahead of Frank Hallsworth who also had a good start in second place. John seemed to be experiencing problems as he is often in the lead at this point but he hasn't been able to find his form of earlier on in the season for the last couple of meetings. Gary Frost was also doing very well out of his class and was pushing John for third place. Terry Haddon who had also had

good heat results had lost a bit of ground and in fact was forced to retire a few laps from the end. As the race progressed Alan began to open up a considerable lead but making tremendous headway through the rest of the field from the rear of the field at the beginning of the race was Gareth Bowen. By lap 6 Gareth had picked off drivers in front of him and had moved up into third place just behind Frank, whom he also managed to pass in the last but one lap. His rapid advance through the field left us to wonder that if the race had been longer could Gareth have caught Alan? However at the chequered flag it was Alan who was the winner with Gareth and Frank runners up.

COMBINED GEARBOX

As is customary this time of year the Gearbox classes were combined which gave some exciting races and a chance for drivers to see if they could compete with classes above them.

125 NATIONAL AND P&R

Alan Ford in the P&R class an only entrant managed to finish two out of three heats and in the Final towards the rear of the field but was driving well and with increased confidence still as a novice.

In the 125's it was Tony Pegg winning two of the heats and Mike France winning the other. In the Final both drivers had good starts with Mike just ahead of Tony but at the end of lap 2 Tony managed to overtake Mike to take the lead. Although Mike tried very hard and was in touch with Tony, it was Tony who was first over the line to win the class.

210 NATIONALS

As the heats showed it was likely that the winner of the Final would be either Rob Peters or David Bailey, David having two wins and Rob the other. Glyn Jones and his son Matthew have a little family ding dong with Matthew having slightly better results than his Dad. Bob Bennelick a novice from Shenington did well and finished all three heats.

In the final David had Pole position but at the end of the first lap it was Glyn Jones who was in the lead. David was just behind Glyn and a good start from Bob had him in third place. A poor start from Rob put him in fourth, Matthew also not having a good beginning to the race. Glyn managed to hold onto the lead up until the 5th lap when good technique allowed David to take the lead. Making a good recovery mid race showed Rob overtaking Glyn at the end of lap 6 to take up second place behind David. However he was just unable to get David giving David the win in the class.

250 NATIONALS

The usual flamboyant style of Kevin Mason gave him three straight wins in the class. Albert Roberts from Cheshire had three finishes in second place. Chris Clarke also from Cheshire was unable to finish any of the heats but what a surprise there was in store for the Final.

In the Final all three drivers had flying starts and at the end of the first lap it was Chris Clarke just ahead of the other two. In lap 5 Albert managed to overtake Kevin who was again showing problems and he retired in the next lap — bad luck yet again Kevin! This left Chris who had had distressing heat results to be the class winner ahead of Albert. A busy interval must have paid off Chris.

250 INTERNATIONALS

As usual it was Bob Kennings who was away out in front and won all three heats. However just behind him Alan Mills and Neville Robinson

were battling it out, Alan just coming off the best in the heats. David Spriggs the only 250 Yamaha was driving well but he only managed to finish one heat.

Final:

Bob having the overall pole position went straight into the lead and progressed into opening up a substantial lead and as the race got under way he began to pick off a few of the back-markers. Alan also having a good start went just ahead of Neville who couldn't quite get at Alan as the race progressed. However in lap 5 Alan was forced to retire allowing Neville to take up second place to Bob.

So a very successful meeting came to a close and several people made comment to me saying how much they had enjoyed the meeting and how well organised it was. I also had praise on how friendly and pleasant the officials were.

So to all those who were kind enough to give praise I personally thank you on behalf of the Club, it makes a very welcome change to the grumbles we sometimes encounter.

Also may I take this opportunity to wish all our Friends at Chasewater Wheels a Very Happy New Year and we look forward to seeing you at our meeting on 12th February 1989.

CADETS

- 1st James Goode
- 2nd Daniel Goode
- 3rd Robert King

JUNIOR BRITAIN

- 1st Craig Barnhurst
- 2nd Lee Jones
- 3rd Gareth Hunt

SENIOR BRITAINS

- 1st Gary Frost
- 2nd Jim Morris
- 3rd George Robinson

100 NATIONAL

- 1st Alan Edwards
- 2nd Gareth Bowen
- 3rd Frank Hallsworth

210 NATIONAL

- 1st David Bailey
- 2nd Rob Peters
- 3rd Glyn Jones

250 INTERNATIONAL

- 1st Bob Kennings
- 2nd Neville Robinson

CLUB'S ANNUAL DINNER DANCE AND PRESENTATION

The Eighteenth of November was the date of Chasewater's Annual Dinner Dance and Presentation, which was this year held at Moor Hall Hotel, Sutton Coldfield, West Midlands. Following an excellent traditional meal with superb service the presentation began with the winners receiving large trophies and replicas and runners up received presentation medals.

In the Cadets it was a runaway result for the winner James Goode who was a consistent winner of the majority of meetings this year. Ben Purkiss was runner up and did well as he did not attend all of this year's meetings. Third place was a commendable achievement by James' younger brother Daniel who only came off Novice plates at the end of the year.

The Junior Britains is always a highly competitive class and this year it was an outright win for Lee Jones who had shown total domination

CLUB SCENE

straight and McCarthy took him into the pit bend but two places dropped in a lap was too much for Mike and he grabbed one back out of the bend but couldn't catch Peers as Culley won comfortably to head a Honda 1-2-3. In the series Culley now has a slender one point lead over McCarthy with Peers lurking only three points behind.

125 NATIONAL

The Nats provided us with the usual Fairless benefit with the rest scrapping for the places with Wayne Bray faring best with a second and third with Carl Geary and Steve Makin taking the other pair. No guessing who had pole but for a change didn't get the best of starts with Makin taking the lead from him and Bray rubbing it in by getting up his inside round the pit exit. At the start of lap 4 Bray got up Makin's inside at the bottom of the hill and Fairless followed him at the pit exit. No doubt the old hands figured it would only be a matter of time before Bray got his come-uppance but to the delight of the crowd he had other thoughts. Despite some very close attention he doggedly stuck to the inside line and the maestro could do little about it as the pair edged away from Makin. At the flag Bray had it from Fairless with Makin third ahead of Rob Dickenson and novice Colin Benson. With the first three having failed to score last time out they share the same places in the overall points with December's winners — still very open.

210/250 Nat/250 E

All the big cubes together and amongst them none other than yours truly — all set to make amends for the previous week's failures at Wombwell. With three laps out of three races to my credit an improvement had to be on the cards (I foolishly thought!). However one other old timer missing from the fray was 250 Nat reigning champion Ray Hyde who had contrived to shorten his Fastrak earlier in the week with the aid of a helpless fence. The heats both went to Carl Atkinson (250 E) with John Denton (250 N) and Chris Clarke (250 N) sharing the second and thirds. The ageless Frank Williams, out for the first time on his home made Villiers engine, took the 210 honours (I wonder if he'll make me one?) but I did actually finish one heat at last — albeit the very last. In the final Denton shot off never to be seen again ('cept by me as he lapped me!) and Atkinson blew nine easy points by spinning out on the pit exit. Paul Morris settled into second with Chris Clarke third and the flying Villiers of Williams just behind. At the midway point Clarke slipped by Morris and yours truly moved up a place for the first time of the day despite having discovered more neutrals than gears in my by now very unpopular Villiers box. At the flag Denton had a very comfortable win from Clarke and Morris with yours truly avoiding being lapped by Williams by the skin of his teeth and settling for 6th on the board behind Warwick Holmes on a 210 with the only other remaining runner being Andrew Bingley. Survival would seem to be the name of the game. In the series Denton extended his lead to eleven points in the 250's with Clarke and Morris sharing second and thirds with last time's winners. As all the 210's were excluded last time the first three now head the table and no 250 E's have yet made the chequered flag. (I hope Frank enters that with his Villiers next meeting!).

CADETS

1st	Claire Bogan	Allkart/Comer
2nd	Niel Ozlins	Allkart/Comer
3rd	Gavin Richardson	Jeta/Comer

JUNIOR BRITAIN

1st	Jamie Spence	Sprint/Parilla
2nd	Jon Greensmith	Fullerton/Parilla
3rd	Mark Blair	Wright/Parilla

SENIOR BRITAIN

1st	Michael Houghton	Fullerton/Parilla
2nd	Gary Gough	Zip/Parilla
3rd	Norman Sutton	Boxer/Parilla

100 NATIONAL

1st	Paul Wilkes	Sprint/Rotax
2nd	David Homer	DAP/DAP
3rd	Ron Haywood	DAP/TKM

125 P&R

1st	Dave Culley	Dino/Honda
2nd	Dave Peers	Phoenix/Honda
3rd	Mike Morris	Phoenix/Honda

125 NATIONAL

1st	Wayne Bray	Stratos/Minerelli
2nd	Andy Fairless	Allkart/Minerelli
3rd	Steve Makin	Zip/Rotax

210 NATIONAL

1st	Frank Williams	Stratos/Quantum
2nd	Warwick Holmes	Zip/Villiers
3rd	Brian Lord	Zip/Villiers

250 INTERNATIONAL

1st	John Denton	Zip/KTM
2nd	Chris Clarke	Zip/KTM
3rd	Paul Morris	Phoenix/Yamaha

Chasewater

SUNDAY, DECEMBER 11

11th December was the Christmas Spirit Meeting at Chasewater Wheels where, in addition to the normal trophies, Christmas gifts were given to the top placed drivers in each class, for the adults spirits, wine and beers and appropriate non-alcoholic substitutes to the Juniors and Cadets. This was to be the first meeting to begin the new racing season at Chasewater and Wheels Circuits, and the numbers entered quite respectable considering Christmas was less than a few weeks away. Conditions were mild and dry and with reduced laps and an incident free day the meeting finished in good time to beat the early sunset.

May I remind drivers that the new Competition Secretary is: Mrs Hilary Stratford, 5 Bridle Lane, Streetly, Sutton Coldfield, West Midlands.

The new Membership Secretary is: Mrs Pat Atkinson, 4 Park Street, Newhall, Burton-on-Trent, Staffordshire.

Also as from the beginning of 1989 telephone entries will not be accepted and the last day for entry acceptance will be the Thursday prior to the actual meeting. This is to speed up the signing on procedure and to reduce inconvenience to the Competition Secretary and other drivers who enter in the correct way.

RACE REPORT

With the regular drivers plus two from visiting clubs, Robert King from Wombwell and Matthew Pinney from Hunts, there looked to be some competitive racing from the Cadets. Three straight wins from James Goode made him the favourite to win the Final with his younger brother and Haddon taking it in turns to chase James in second place.

Heat 1: 1st James Goode, 2nd Daniel Goode, 3rd Dean Haddon.

Heat 2: 1st James Goode, 2nd Dean Haddon, 3rd Robert King.

Heat 3: 1st James Goode, 2nd Daniel Goode, 3rd Dean Haddon.

Final: Three straight wins had given James Pole with his brother Daniel alongside him. At the green light it was James who went into the lead with a good start showing the rest of the field that he meant to be the top cadet driver again this season. However Daniel who has noticably improved since coming off novice plates towards the end of last season was driving a good race in second place. As the race progressed James began to open up quite a substantial lead over his younger brother. Mid field it was Robert King who was driving a sensible race in third place. Matthew Pinney driving for the first time at Wheels had a commendable drive in fourth place and Dean Haddon who had good heat results was in 5th place for the duration of the race after a poor start. But it was a convincing win for James ahead of the rest of the field.

JUNIOR BRITAIN

Even though there was reduced numbers of Juniors compared to the summer months there was still a respectable grid of Juniors. Drivers present at this meeting were last year's driver of the year Lee Jones, the consistent Paul Kennings, Nik Berriman who was often up there last season, determined driver Rob MacDonald completing his first racing year with some commendable results. A noticeably improved Craig Barnhurst and improving novice Peter Budd. Gareth Hunt a regular visitor from Shenington had come to give the home lads a run for their money. Also entering his first race was Adam Wilcox, son of Naughty Adrian who has done so well in past British Championships.

Going by the results of the heats it could be a tight race between Craig Barnhurst, Lee Jones, Gareth Hunt and Paul Kennings who had poorer than usual results in the first two heats gained form in the third heat.

Heat 1: 1st Lee Jones, 2nd Craig Barnhurst, 3rd Gareth Hunt.

Heat 2: 1st Craig Barnhurst, 2nd Gareth Hunt, 3rd Lee Jones.

Heat 3: 1st Craig Barnhurst, 2nd Lee Jones, 3rd Paul Kennings.

Final: On Pole was Craig with Lee alongside him. At the start it was Craig who took the lead ahead of Lee, Gareth in third and a good start from Rob MacDonald put him in fourth place just ahead of Peter Budd who had a flyer of a start. Paul Kennings again seemed to be experiencing problems and lost ground down the field at the end of the first lap. Lap 2 and the leaders are still in the same positions, Lee hot on the tail of Craig with Gareth in tow. Rob is still driving well keeping Peter behind him. Paul has managed to recover a few places. Lap 4 again sees Paul Kennings in trouble and is relegated further down the field. Nik Berriman also having a problematic early race is now beginning to make his way slowly back up the field. Lap 6 and Rob leaves the track thus allowing three drivers to come past him. As the race reached its last lap the top three having had a good battle were well ahead of the rest of the field and as the race had progressed Paul Giles had driven an extremely well calculated race to gradually move up into a well deserved 4th place, however the race was won by an uncatchable Craig Barnhurst.

SENIOR BRITAINS

Again although numbers were reduced due to the season there was still a respectable grid of

at least asked if they have any preference for a particular make of tyre.

Having raced at the major meetings this year, one of the strongest topics of conversation is that of tyres. Drivers this year have been complaining about the performance of the Vega tyre. The most common complaint being that its performance is remarkably different at the end of a meeting, to that of the first heat.

It cannot be questioned that the Vega SL does last a meeting, but what happens when you arrive at the next round. It seems that once the tyre has been left for a week or two that it no longer has the grip that it had at the last meeting and, therefore, renders it useless for any meaningful testing. So what happens? Those who can afford them bolt on new Vegas.

Perhaps it is time that we gave a new tyre a chance to see if it is any better. Drivers I have spoken to have stated that they would much rather drive on Bridgestones than Vegas. Reasons for this are that they are easier to drive on and the performance is more consistent. I would certainly agree with this. I have also found that the performance of Bridgestones does not alter in between meetings.

There are other types of SL tyres available such as Dunlop. I did carry out some testing on these at the British Championships this year and was suitably impressed. I certainly found them quicker than Vegas but not quite as quick as the Bridgestones I intended to use on race day.

So what can be done about this? It is no good just reading this article and saying "he's right you know" or "what a load of rubbish, I'm sticking to Vegas". Quiet mutterings are not worth anything, you must make your feelings known.

I have been given to understand that Vegas will continue to sponsor the series and Bridgestones would also be willing to supply tyres.

Please make your comments as to which tyre you would prefer to this magazine. Assuming a satisfactory number of replies are given a result can be published and we may then be able to negotiate what tyre are to be used.

Gary Till

Dear Ed

Sssh by you know who!

Picture the scene. November 27th 15.20 hours, Lincolnshire airfield, Temperature -2°C. Results sheet posted 125 NATIONAL FINAL. Twelve Finishers, eight exclusions. Yes Folks the RAC (Recumbent and Comatose) have been enhancing public relations again. Eight rapidly thawing drivers seek out the noise man and other relevant persons and ask some direct questions.

Q) Did you test everyone?

a) Maybe.

Q) Were any on 90Db or less?

a) A few but that's priveleged information.

This forthright exchange and openness continued into darkness rather like the RAC itself whenever the noise subject arises. I would like therefore to ask a few questions and would welcome some detailed concise information before I consider sending my increased 1989 Licence Fee to the new look streamlined body that controls us.

- 1) Is the method of noise testing going to be changed for 1989? If so could guidelines be made public now so preparations (ie expense) can be made now.
- 2) If the present method of testing is to be changed does this mean it is proving wholly unsatisfactory and if so why be bloody minded about enforcing something which causes so much friction and disillusion?
- 3) Could a list of RAC approved exhausts be drawn up and made public before any individual parts with £100+ for something

which could be rendered instantly obsolete by the noise man? Exhaust manufacturers could submit one pipe for testing and therefore ensure sales if their products meet the required standard.

Karters in general enjoy a camaraderie which is unrivalled in motor sport. Due to closed shop principles we pay highly for all aspects of our sport. Indeed it is cheaper to shod a family car with tyres than a kart. If we are to retain the "smile nicely and pay the money" attitude then the very least we deserve is a degree of uniformity and discretion from the people whose wages, travelling allowances and meal tickets we pay for. The combined financial outlay for eight drivers to compete is not cheap. To totally waste it is ridiculous. I welcome all comments.

Yours sincerely

Phil Chester
and on behalf of
S Pridmore

N Guy

C Von Ehrheim

B Stoney

D Mellors

P Darrington

M Powell

Dear Ed

To Barbara and Ian Hunter and everyone connected with the 125 challenge: thank you for your hard work in organising and getting the 'challenge' off the ground. Looking forward to 1989.

For and on behalf of all 125 short circuit drivers.

Yours faithfully

Dennis and Debbie Gale

14 Fir Tree Avenue

Haslemere

Surrey GU27 1PL

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excessively over the limit in the heats. I only hope that the new system in January puts paid to these debacles which can only harm our sport and neither driver nor organiser would wish.

KARTLINE WHOLESALE 250 NATS and TOM THACKER 210 NATIONAL

The programme showed a lot of karts but by the time the heats started a fair number had bit the dust. It was nice to see a group of drivers from the Isle of Man (you'd think they'd have the legs of the locals!!) Heat one went to John Denton from Steve Martin — confusing yours truly with his number plates upside down and Michael Watkins. Heat two and all change with Chris Clarke leading home K Routh and Martin Pluck. Not unnaturally John Haigh lead the Villier's challenge with the majority of the field failing to make the distance. The final grid was decimated as the noise exclusions began to bite — out went front runners Dudley Martin, Mike Edwards and Dave Havercroft. From the lights Steve Martin was quickest away to lead John Denton, Routh and Clarke round for the first tour. Lap two and the leading five all together till Clarke took to a little agriculture and ended his day at the bottom of the hill. This left a three way battle between Martin Denton and Pluck at the front and Haigh the only 210 left in 8th overall. Next lap Martin lost the lead to Denton and defending Champion Ray Hyde's day ended with a spin on the pit exit. One more lap and Martin was back in front only to lose it again a lap later. The wily Haigh, no doubt aware he was the sole remaining Villiers, was coasting round in a cloud of smoke as first Routh then Jamie Vale squeezed past Martin. Carl Atkinson, like Haigh needing only to finish to collect the 250E trophy was just keeping ahead of the Villiers whilst Watkins seemed to be settling for a finish a place behind. At the flag Denton won by about 15 yards from Routh with Vale's desperate last ditch attempt just failing to get both him and Martin on the line as he settled for third. The noise man accounted for Atkinson and Haigh leaving no survivors in either the 250E or the 210 classes and everyone turned their anger on the poor old RAC for another unhappy end to a good day's racing with the officials as usual the pig in the middle. On the bright side fellas — it's nearly Christmas! Have a Happy New Year!

CADETS

1st Claire Bogan	Allkart/Comer
2nd Neil Ozalins	Allkart/Comer
3rd Matthew Shaw	Allkart/Comer

JUNIORS

1st Mark Blair	
2nd Jon Greensmith	Boxer/Parilla
3rd Karl Gorrie	Wright/Yamaha

SENIOR BRITAIN

1st Simon Davidson	Wippet/DAP
2nd Norman Sutton	
3rd Kevin Barrett	Wright/Parilla

100 NATIONAL

1st Steven Coward	Fastrak/Parilla
2nd Eric Rimmer	Superdart/Sirio
3rd Carl Ayriess	Zip/Parilla

125 P&R

1st Graham McCarthy	DAP/TM
2nd Paul Hyde	Fastrak/Honda
3rd Dave Culley	Dino/Honda

125 NATIONAL

1st Mark Thompson	Stratos/Minerelli
2nd Michael Stevenson	Stratos/Minerelli
3rd Karl Geary	Zip/Rotax

250 NATIONAL

1st John Denton	Zip/KTM
2nd K Routh	
3rd Jamie Vale	

Wigan

SUNDAY, DECEMBER 18th

A dry but cold day greeted a large entry for the second round of the Wigan Winter Series on December 18th. Each time we arrive at the circuit Ray Hyde seems to have done something more to make this one of the best circuits in the country. The pit area, made up of interlocking tarmac roadways, had suffered from water filling the bits in between but now these are filled in with limestone chippings; and dirty feet and carrying karts are a thing of the past. No doubt as the drivers were celebrating their improvements the marshals were going one better as new sentry type boxes had sprung up to keep them warm and dry — such luxury!

CADETS

The leaders from the first round carried on exactly where they left off last month. Claire Bogan took both heats and Gavin Richardson and Mathew Shaw took seconds and thirds respectively. In the final Bogan shot away never to be seen again by most whilst the rest rapidly spreading out with Richardson leading Shaw, Nicholas Critchley, Niel Ozalins, Wesley Crankshaw and Lee Hammond in pursuit of the flying lady. Both Shaw and Ozalins appeared to be having carburation problems as Richardson and Critchley passed and repassed each other keeping the crowds on their toes. As the race entered its closing stages Ozalins had clearly leaned off his motor and first took Critchley into the Hammerhead and then coolly drove round Richardson's outside in the top bend but he had no hope of mounting a challenge to Bogan's lead which was by now several hundred yards. So at the flag it was Bogan who extended her lead in the series to four points over Ozalins who took second with Richardson, Critchley, Crankshaw and Hammond collecting the other points.

JUNIOR BRITAIN

A good grid of Juniors with a fair sprinkling of novices saw Jamie Spence win both heats, Mark Blair and Nick Flemming take the seconds and British Champion Graeme Melville collect two thirds. In the final Spence, looking very confident and relaxed, literally drove away from the field, Melville took an early second place but Blair took him into the hammerhead only to lose it coming out. Behind Jon Greensmith led Flemming, Karl Gorrie, Richard Whitley and Glen Chamberlain. Lap three and out of my sight Greensmith and Whitley pushed Blair back a couple of places and Gorrie disappeared. Having forgotten my minitape each time I looked down to write notes something else had changed as it was action right down the line. I even failed to notice my daughter dismembering our best engine (sob, sob). Whitley, Chamberlain and Mark Wilson had sorted themselves into a terrific scrap as the first three became spaced out and Melville disappeared. At the end it was a comfortable 60 yard win for Spence but Greensmith's also comfortable second nearly disappeared as a backmarker baulked him round

CLUB SCENE

the hammerhead almost allowing Blair to catch him with Whitley holding off Chamberlain and Wilson with a fair gap back to Allan Kinch and Ellie Bogan. Thus Blair and Greensmith enter the third round level on points and several new names on the leader board.

SENIOR BRITAIN

The Seniors always looked like being a two horse race as Gary Gough and Michael Houghton took a first and second each in the heats with thirds for Steve Williams and Norman Sutton. With series leader Simon Davidson absent all was to play for as Houghton grabbed the lead in the final followed by Gough only for Williams to pass the pair out of the top bend and let them both through again at the hammerhead and Sutton joined them to give a four kart train across the start line for the first time. As the race settled down the first two pulled away and left Williams to hold off a determined challenge from Sutton with the rest nowhere in sight. Lap 5 and Sutton squeezed up into third but although he then pulled away from Williams he couldn't close the gap on the leaders who held station to the flag. Niel Richardson claimed 5th ahead of Alan Crankshaw and Simon Claire. In the series Sutton takes the lead a point ahead of Gough with no one else into double figures.

100 NATIONAL

I think number 11 must be lucky because here, like the Juniors, that number, this time piloted by Paul Wilkes, took two clear wins with four people sharing the other places. Seconds went to Dean Lendess and Daniel Liddle with thirds going to Ron Haywood and Stephen Coward. In the final Coward sat alongside pole man Wilkes with Liddle and Derek Shields on two and Haywood and Charlie Nash on three. In the final the words rolling lap got a new meaning as the unfortunate tailenders couldn't keep up and as they fairly flew past the lights Wilkes got the best of it to lead from Liddle who squeezed up Coward's inside into the top bend followed by Haywood, Eric Rimmer and Shields. As the two leaders pulled away Haywood, Coward, Carl Ayriess and Rimmer settled down into a terrific scrap for third place only for Coward to disappear at the mid distance. What happened next I regretfully missed having been kicked off my vantage point and relegated to the pits. At the flag Wilkes won from Homer, Haywood, Rimmer and Liddle, which pushes Rimmer into the lead in the series with the other front runners failing to score.

125 P&R

Good to see the Japanese engines holding their own in the somewhat slippery conditions and regular campaigners Dave Peers and Dave Culley took their ageing Hondas to heat wins with TM men Graham McCarthy and Dave Robinson only able to grasp a second and third between them. The other 2nd and 3rd went to Mike Morris and Dave Logan. The start of the final saw Gary Crane arrive on the grass by the lights upside down and the race was duly stopped with Gary none the worse for his experience and at the restart Culley got away first followed by Morris and Robinson. Round the pit bend Robinson capitalised on a Morris mistake to take second with the first three rapidly pulling away from McCarthy and Peers. Lap three and Robinson disappeared leaving Culley well clear of Morris and McCarthy who was now coming under pressure from Peers. By lap six Peers squeezed through at the bottom of the hill only to give up his hard earned spot at the hammerhead but a lap later he regained it in the same place. On the last lap Peers powered past Morris up the

CLUB SCENE

JUNIOR BRITAIN
1st James Matthews Boxer/KS Parilla
2nd Allan McKay Gillard/SO DAP
3rd Jon Greensmith Boxer/Parilla
Club Champion: James Matthews

SENIOR BRITAIN (NOVICE)
1st Gary Moulst Jeta/DAP
2nd Howard Pratt Superdart/Patron Parilla
3rd Jon Hepworth Swiss Hutlass/DAP

SENIOR BRITAIN
1st Michael Mills Jeta/DAP
2nd Richard Beecroft Gillard/SO DAP
3rd Simon Redman Fullerton/PCR
Club Champion: Steve Hazlett

100 NATIONAL
1st Dominic Connelly Wright/Rotax
2nd Paul Wilkes Sprint/Rotax
3rd Michael West Mondiat/Parilla
Club Champion: Michael West

125 NATIONAL
1st Dave Gilson Zip/Minierelli
2nd Bernadette Stoney Zip/Rotax
3rd Jamie Robinson Zip/CSK Rotax
Club Champion: Bill Clarke

250 NATIONAL
1st Timothy Windmill Zip/Yamaha
Club Champion: Michael Watkins

210 NATIONAL
1st Colin Firth Zip/Longtune
Club Champion: Peter French

125 P&R
1st Jason Pal Barlotti/Yamaha
Club Champion: John Hunter

WOMBITS
*Noise — that ugly word again. Poor Steve Sykes got excluded today for a 100 db run past (over three times the limit) but in the pits he recorded 103 db on the new static test and would have been eligible to race! It does seem that the new test will solve all our problems — everyone will be able to race the pipes which have been excluded all season!! That's progress!
B Lord

Three Sisters

SUNDAY, NOVEMBER 20th

A whopping entry enjoyed a dry sunny day, if somewhat cold, at the Three Sisters Raceway on November 20th as the Wigan Winter Series got underway. The first sight of things to come greeted the drivers as they signed on when they got a complete Newspaper for their programme. A new local venture called 'Local Sport' had devoted a whole page to the meeting and with coach class being separately sponsored by the Kart Trade it was not surprising that drivers had responded accordingly.

FERRARI KARTS CADETS
A dozen here as numbers steadily increase and perhaps Christmas might help produce even more. Two heat wins for Claire Bogan with Neil Ozalins second on each occasion and with a third apiece for Nicholas Chritchley and Brent Pontin Warltier. The young lady used her pole

position to advantage in the final to lead from Ozalins, Barrie Wilkin and Lee Hammond. Very quickly the first two pulled away but on lap two Wilkin and Hammond collided going into the top bend and although Wilkin restarted and climbed through the tail he was excluded for his moment of exuberance. By the midway point Bogan led Ozalins very comfortably and the gap back to the five kart scrap for third was considerable however on the penultimate lap Gavin Richardson and Chritchley spun on the hammerhead leaving the chase to the flag as a procession. Bogan won by some seven seconds from Ozalins with over twice that time back to third place, Mathew Shaw and another large gap back to Pontin Warltier and Philip Moreton.

2 SPEC JUNIOR BRITAIN
What a different task for my youngest daughter compared with that which faced her older sister only a few years ago. A full grid, only a few of whom were novices, to contend with compared with entries of half a dozen and hardly a blue plate in sight previously. Heat one went to Jonathan Greensmith after a terrific scrap with Nathan Ferriday with Mark Blair in third. The second heat saw the same three but in a different order, Blair winning from Greensmith and Ferriday third. In the final Blair got a flyer from the outside to lead round the first bend but out of the pits Ferriday was through to quickly pull away and let Karl Gorrie through with him. However his joy was short lived as a stripped engine sprocket finished his race on lap two leaving the black plates of Gorrie in front hotly pursued by Blair but with the rest of the field well spread out. Lap 4 and Blair's experience told as he squeezed past Gorrie out of the pit bend and rapidly pulled away from the field. Gorrie was under pressure from Greensmith who powered past him up the straight on lap 5 from where the leading order remained unchanged.

KARTSPORT SENIOR BRITAIN
Yet another full grid here and six different drivers in the leading places in the heats. Heat one went to Kevin Barrett from Norman Sutton and Simon Davidson. Heat two and it was Michael Houghton from Garry Gough and S Williams. In the final Gough and Davidson faced the lights on the front row but it was Sutton who got the best start to lead them at the end of the first tour from Houghton, Davidson, Gough and Kevin Boland. By the end of lap 2 Sutton had pulled out a goodly lead whilst Davidson has nipped past Houghton in the top bend and the field had rapidly spread out. Barrett found some extra legs and took Houghton who was soon to retire. Just as it looked like the racing was over Davidson started a late charge and with the aid of a tailender who seriously balked the leader was able to latch onto Sutton's tail and finally squeeze through at the end of the straight. By the flag Davidson had opened up a slight lead over Sutton with Bovrett well adrift in third and Gough clear of the only remaining scrap of Stephen Hall, Paul Key and S Williams.

TBA 100 NATIONAL
A full grid of Nationals and a first lap nightmare for the lap scorers. Heat one to Steven Coward (apparently not missing his gearstick!!) from evergreen Ron Haywood and John Coupe. Heat two and all change again as Carl Ayriss took the honours from Michael White and Charlie Nash. A formidable sight in the final as this huge, smoking grid hurtled up to the lights only to go round again, and again in an effort to slow them down. When they were finally away in a mighty

roar and a cloud of smoke it was Coward who emerged in front from Haywood, rapidly through from the second row and Coupe and Iain McLean. Onto the straight for the first time came Coward and Hayward then Nash and McLean, the latter exchanging first bumps then angry fists and as the leaders reached the top bend Haywood spun and the race was over. Coward opened up a massive lead and interest switched to the four way scrap for second between Nash, McLean, White and Coupe with the rest of the field tailed off behind. Making steady progress through the field was heat winner Ayriss followed by Stewart Rawsterne. By the mid point the ageless Eric Rimmer appeared out of the blue and worked his way up into contention. Coupe and McLean tangled and the former was excluded for outside assistance. With some other very quick lads having restarted amongst the leading pack only the lapscorers could have a real view on who was where and at the end the confused start line crew brought proceedings to an early end a lap ahead of schedule with Coward literally miles out in front, giving the new 100cc Fastrak its maiden victory on its first outing, and Rimmer climbing to second ahead of Ayriss, Rawsterne, Mike Bernard and Andy Cox with half the field doing the extra lap anyway.

CARTER KARTING 125 P&R
As always a very healthy P&R grid with heat one to Dave Colley from Trevor Read and Peter Middleton. Heat two and yet another new set of faces as Gary Isherwood led home Dave Pears and Paul Hyde. In the final Hyde got the better start to lead from Isherwood and Robert Ainsworth with the luckless Reed stalling on the line. However by the end of the first tour the TM mounted Stuart McCarthy gave the ageing Japanese engines a dose of Italian power to rocket to the front and pull out an enormous lead. Hyde held a comfortable second throughout with only Colley able to make progress, passing Isherwood round the hammerhead to clinch third. So at the flag an impressive win for McCarthy from Hyde, Culley, Isherwood, Peers and Roy King.

FASTRAK KARTS 125 NATIONAL
I'll bet the Nationals rue the day Andy Fairless gave up his P&R outfit to join their ranks and his two straight wins in the heats show why. In heat one a mysterious no 13, having missed the newspaper deadline with his entry, came second with Wayne Bray third. In heat two he was chased home by Mark Thompson and Simon Cullen. The final saw Thompson on pole, Cullen and Bray alongside ahead of Rob Dickinson and David Gilson. With the usual deafening roar they were away, Thompson leading Bray and Michael Stephenson into the first bend. Up the straight for the first time and Cullen whistled past Stephenson but was already a long way behind the leaders, Gilson's exhaust fell off and he became noisier than usual but nevertheless soldiered on. The race began to turn into a procession with the main interest centring round the terrific scrap for the lead between Thompson and Bray with the latter's last final effort costing him his place as he spun out on the hammerhead after apparently clipping the back of Thompson's kart which left a delighted Cullen to accept second place ahead of Stephenson, Keith Morgan, Karl Geary and Andrew Perry. However some people's joy was short lived as the dreaded noise man took his toll with Cullen, Morgan, Perry and a few lower order drivers being excluded in addition to those, including Fairless and poor old no 13, who didn't even get the chance to take part in the final, having been



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ROUND 3	RISSINGTON	7th MAY	ROUND 9	BIRMINGHAM WHEELS	8th OCT
ROUND 4	WOMBWELL	14th MAY	ROUND 10	FELTON	15th OCT
ROUND 5	FULBECK	23rd JULY	ROUND 11	THREE SISTERS	22nd OCT
ROUND 6	CARNABY	30th JULY	LAST MEETING SCORES DOUBLE POINTS		

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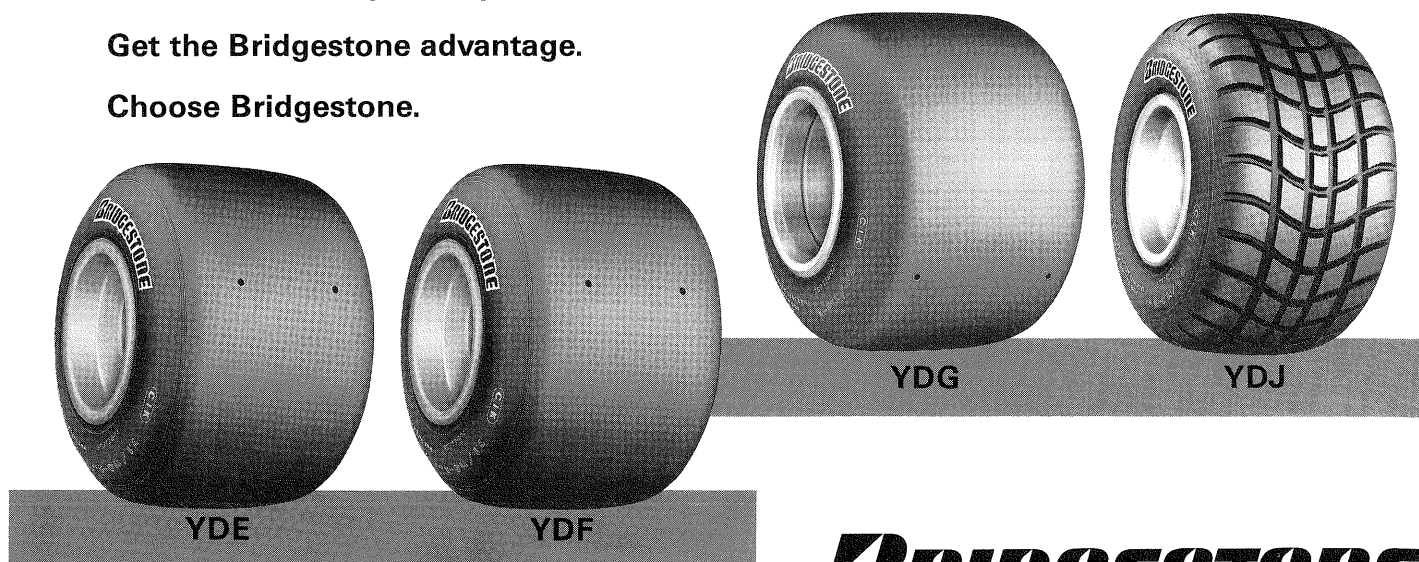
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CLUB SCENE

CADETS

Down slightly on usual but still into the teens the Cadet entries produced the usual exciting racing. Both heats saw the Jeta pair of Justin Wilson and James Mills finish first and second with thirds for Mathew Shaw and James Handson. In the final, not unnaturally Wilson & Mills had the front row ahead of Philip Morton and Mathew Shaw. Into the first round it was Wilson who got the drop followed by Mills, Morton and Shaw but by the time they reappeared round the wall Morton had gone and the leading three had already opened up a massive lead. For the whole of the race Mills literally crawled all over Wilson and in the penultimate lap just as he looked like making a last ditch assault on the leader his motor cut and he drifted to a standstill leaving Shaw to collect second with the pushers able to restart Mills still ahead of 4th placed Handson. On the last lap Mills died again and Novice Gavin Pell squeezed past Gavin Richardson after a race long battle. So at the flag Wilson won by about 15 yards from Shaw with an enormous gap back to Henderson who only just held off the charging Pell with Richardson and David Wandless making up the leading order. When all the season's points were totted up Shaw's second had got him just enough points to pip Wilson for the Club Championship with Mills hot on their heels in third.

JUNIOR BRITAIN

With the grid oversubscribed the reserves were thankful for the non arrival of some entries. The heats showed just how much Paul Ibbotson has improved this season as he took them both from James Matthews with thirds for Allan McKay and Verney Wood. In the final Ibbotson and Matthews shoved the front row ahead of Antony McHugh and another much improved driver, Wood. As they shot away from the lights Ibbotson's arm shot up and he was to play no further part so Matthews led Wood, McKay, Gary Longbottom and Jon Greensmith. Lap three and McKay outraked Wood into the top bend to take second place and a lap later Greensmith repeated the trick to relegate Wood to fourth from whom there was a considerable gap back to a five kart battle between McHugh, Nicholas Lamb, Nathan Ferriday, Longbottom and Jason Thorpe. A lap later Wood spun out in the top bend leaving Matthews well clear of McKay who in turn was clear of Greensmith with the real battle raging just further back with positions chopping and changing each lap. By the three quarter distance Matthews had a 70 yard lead over McKay who now had Greensmith for company, whilst Lamb had broken clear of the attentions of Ferriday and McHugh. At the flag Matthews had increased his lead as he picked his way through the tail and McKay had a five yard advantage from Greensmith with Lamb 15 yards further back still. In fifth Ferriday had pulled away from McHugh who was followed by Longbottom, Thorpe and Paul Higginbottom. There was little doubt who'd taken the club title as Matthews enjoyed a comfortable margin before today's race and in the end he was Champion by a massive 124 points from Ibbotson with Capstick and McHugh sharing third place.

SENIOR BRITAIN NOVICES

It's always nice to see the novices enjoying a race to themselves instead of being carved up at the back of the normal grids and with a dozen or so entered today we were able to arrange this. Two emphatic heat wins, both flag to flag (or should it really now be lights to flag?) went to Gary Moulton and Ian Payne, both local lads I'm glad to see, with other front places to Robert Binding, Howard Pratt and Jonathan Hepworth.

In the final pole went to Moulton with Pratt alongside and as they approached the start lights the, by now, very strong wind collapsed the adjacent table sending over a hundred trophies clattering to earth followed by somewhat heavier turkeys. Unperturbed starter Dave Butcher let them go without noticing that all his handiwork had bit the dust but worse was to follow as into the first bend second row man Payne spun and Hurst ploughed into him taking out Nick Williamson as well. Meanwhile back at the front, so to speak, Pratt had taken Moulton in the top bend and lead them round. The race settled down to a battle between the first two with large gaps forming down the order with Hepworth safe in third, Richardson likewise in fourth and the middle order constantly changing as first one then another spun out of contention. By lap seven Pratt finally succumbed to Moulton's pressure and went wide on the right hander letting him through and he was soon well clear as Pratt probably settled for second rather than risk losing his Christmas dinner altogether. At the flag the entire field was spread out round the track with Moulton home first from Pratt, Hepworth, Richardson, Graham Walker, Kevin Green and Williamson.

SENIOR BRITAIN

This must be the hardest class to win at Wombwell with any one of a dozen of this entry already having shelf fulls of trophies to his credit. Heat one went to Richard Beecroft and heat two to Simon Redman with seconds for Michael Riley and Steve Hazlett and thirds for Michael Mills and Redman. In the final Redman had pole alongside Riley but as they exited the first bend it was Hazlett who forced his way into second behind Redman with Steve Wright spinning out and causing mayhem in the middle order. By the time they came round the wall it was Mills up to third and Beecroft in fourth. The leading three spent the first five laps absolutely glued together until Mills finally forced his way past Hazlett at the end of the straight only for Hazlett to brilliantly retake him round the inside of the right hander but allow Beecroft to join the train leaving a considerable gap back to Tim Pell and Riley.

As they started the next lap Hazlett missed his line at the pit exit, hit the ramps and shot into the air allowing Mills back onto Redman's tail, but just managing to hold off Beecroft. For the next three laps Mills, appearing to have a massive top end advantage, was really turning the screw on Redman whilst Beecroft was crawling all over Hazlett as the four carved their way through the tail. As they started the last lap Mills dived up the inside into the pit exit and, as all around held their breath, they touched wheels but miraculously held their lines and leaving the corner together Redman seemed to have the edge but Mills had that vital inside spot for the top bend and he used it to advantage to squeeze through, whilst behind Beecroft had found his way past Hazlett and capitalised on Mill's passing manoeuvre to nip past Redman as well. So as they came round the wall for the last time all four were together yet again albeit in different order and only poor old Simon Claire stood between me and the line. I would have said one went inside, one outside, one under and one over and no doubt that's how it felt for Claire, but somehow they all missed him and crossed the line like a blanket with the order unchanged. Pell came home a lonely 5th about 70 yards adrift followed by Steve Wild and John Barlow. In the club championships Hazlett came out on top well clear of Wild with Michael Hair in third.

100 NATIONAL

It would have been very difficult to follow that

type of final but fortunately on the day we hadn't raced in this order, having left the Britain final till last. The size of the National entry seems to go up and down like a yo-yo and today was one of the lower order but nevertheless a dozen pretty quick lads had to fight for the turkeys. No doubt who dominated the heats as Dominic Connelly virtually got two hands on his icy prize leaving all in his wake. Seconds went to Mat Payne and Paul Wilkes and both thirds to Michael West. In the final starter Dave was a little unhappy at the speed so round they went again for another go. This time they were away and Connelly took up his usual spot chased by West, Wilkes, Rob Birnie and Payne. Lap three and Wilkes got round West's inside off the wall only for West to retake him in the old pit bend but their terrific dice was allowing Connelly to open up a very considerable lead. Wilkes finally got past West into the top bend at the half distance and a lap later Redfern retired to the pits nearly taking Payne with him. At the flag Connelly had an 80 yard advantage from Wilkes who only just managed to hold off a desperate last bend charge from West whilst the rest filed in well down lead by Birnie and Andrew Burslem. West's third place was enough to assure him of the Club Championship from Burslem and Redfern.

COMBINED GEARBOX

Now to the really big one with yours truly behind the wheel of a Villiers for the first time for 23 years but sadly as events were to prove my old Fastakart/6E's desire for grass was to be no less lusty than my Zip/Upton. From my vantage point on the grass verge I had time to watch Barry Sherriff win both heats with seconds to Timmy Windmill and Steve Sykes and thirds for Sykes and Dave Gilson. In my absence Colin Firth and Phil Whymark took the Villiers honours. I had decided that the final would be a different affair but my green fingers though otherwise spoiling what was to have been a glorious return to racing and leaving those on the tannoy to air their humour at my expense, such is life. Well ahead of me Steve Sykes had grabbed the lead from Michael Watkins, Gilson, Ross Williamson and Bernadette Stoney. By lap two Gilson relieved Watkins of second and Stoney motored up menacingly onto his tail. Sherriff seemed to be having plug problems and Watkins was soon to retire with a broken gear lever, leaving him locked in bottom! After a good start Williamson ran into undisclosed problems and fell steadily backwards, otherwise the order remained unchanged throughout, with Sykes home well clear of Gilson and Stoney all on 125 National outfits. Windmill was next leading the 250's home ahead of another 125 Nat, Jamie Robinson and Villiers winner Firth. The lone 125 P & K entry of Jason Pal soldiered in next with Whymark the only other finisher with nearly half the grid having bit the dust. As always the story doesn't end here as this is where my wife, Patricia, joins the fray with her little meter sending home Sykes, Sherriff and Williamson to buy their own turkeys for being too jolly noisy! At least to my credit I had the quietest outfit of the day in the gearbox brigade, not least whilst I used it for a stool to watch the rest go round!! The club titles went to Bill Clarke (125N), John Hunter (125 P&R), Peter French (210N) and Michael Watkins (250N).

CADETS

1st Justin Wilson	Jeta/Comer
2nd Matthew Shaw	Jeta/Comer
3rd James Handson	Jeta/Comer
Club Champion: Matthew Shaw	

Pembrey

SUNDAY, 23rd

The final meeting of the year for the Cardiff Kart Club, the October event at the Welsh Motor Sports Centre, Pembrey, started with reasonably fine weather. But as the day went on, the clouds thickened and eventually, coinciding with the running of the finals, the rain came. Otherwise, the meeting went extremely well, the drivers all responding to the C of C's plea to keep the programme on schedule, as evening would come an hour earlier than the day before . . . and so to the racing.

CADETS

Young Richard Francis, son of the CKC's resident Doctor, used this meeting to have his debut race. Understandably, he offered no real threat to 'veteran' Lee Maund, but it's important to get your career off to a good start.

The final was difficult for Richard however, with the circuit on the change from dry to wet and only 'slicks' to wear as race rubber. All in all, he coped quite well, surviving several spins and demonstrating full-power slides as he practised the art of the 'opposite lock'.

COMBINED 125 NATIONAL/
P&R/210 NATIONAL

A bit of a mixed bag this. Stuart Crompton was giving a first Pembrey outing to the familiar ex-Richard Thomas Aero/Honda outfit. The pairing were fairly pleased with the result too despite ramming the tyres at the end of the start/finish straight, after 210 man Eryl Thomas dived for the inside lane at Pit Bend, and the lead in the first heat. Clive Hawkins appeared in the second, leading in the early stages, until Thomas relieved him of the honour after disposing of the misfiring Roy John. National Paul Newman completed only one lap before stopping suddenly amongst the barriers at the chicane. A fine start in the third had Hawkins away into the distance, but as the race progressed, the rest gradually pulled back the deficit. Hawkins seemed to be dozing. Entering Pit Bend for the eighth time, Crompton outraked him and snatched the lead, a manoeuvre that woke Hawkins up and took back the number one spot, next time round. Anthony Reynolds had a second and third in the first two races, but failed to start in the third.

Heat 1: Eryl Thomas — 210, Anthony Reynolds — P&R, Roy John — P&R.
Heat 2: Eryl Thomas — 210, Clive Hawkins — 125 Nat, Anthony Reynolds — P&R.
Heat 3: Clive Hawkins — 125 Nat, Eryl Thomas — 210, Stuart Crompton — P&R.

With the circuit well and truly dampened by steady drizzle, Hawkins sped off into a comfortable, early lead. Thomas followed, and then came Crompton, John, Newman and Reynolds. By lap six, Thomas had gathered himself together and began pulling back Hawkins' buffer, both lapping Reynolds in the process. At the end, these two were virtually inseparable, but nevertheless Hawkins seemed well in control and maintained his advantage.

JUNIOR BRITAIN

The Junior grids have been improving all year long, and this final race of the season demonstrated just how close the racing is in the class. With two firsts and a second, Julian

Thomas seemed to have a firm control, but it was hard fought. Shaun Fulford had a runaway victory in the first heat and led 80% of the second until relieved by Thomas. Shortly afterwards Fulford spun with engine troubles and wasn't seen again. A coming together with J Williams of Shennington added a non-finish to Jonathan Downer's Brace of second places, with visitors, Paul Jewiss and Michael Graham also featuring well.

Heat 1: Shaun Fulford, Julian Thomas, Julian Cooper.
Heat 2: Julian Thomas, Jonathan Downer, Michael Graham.
Heat 3: Julian Thomas, Jonathan Downer, Paul Jewiss.

From his pole position, Thomas set out into an immediate lead and had a lonely race, his only decisions being where he was going to pass back-markers. Graham was next up, followed by Julian Cooper, who had at last got the bit between his teeth, Jewiss, Downer and Andrew Price, all in tight formation. Price moved up two places and held station until taking third spot from Graham, who was on his way down the leader board. Meanwhile, Cooper managed to break the tow and splashed after the leader. He was joined later by Price who had also shaken off the pack. And that was it . . .

250 NATIONAL/INTERNATIONAL

The combining of this class effectively prevented Dave Griffiths from racing in both classes, so elected to race National. Mindful of his new KTM, he held back until lap nine before taking the lead from Simon Joseph in the first, and was second twice to Dave Wheten. The other main contender, Mark Thomas gave Wheten a difficult time in heat one, finally passing him exiting Pit Bend by taking the closer line.

Heat 1: Dave Griffiths (Nat), Simon Joseph (I/Nat), Mark Thomas (Nat).
Heat 2: Dave Wheten (Nat), Dave Griffiths (Nat), Mark Thomas (Nat).
Heat 3: Dave Wheten (Nat), Dave Griffiths (Nat), Simon Joseph (I/Nat).

Thomas never made the line-up for the final, leaving Griffiths to drive to victory followed by Wheten, both of whom lapped Joseph by the end.

100 NATIONAL/SENIOR BRITAIN

Peter Stephens had a most successful afternoon winning all three heats and the final, in a fine style despite the rain. Steve Narberth was never out of the top three either, whilst Kedrick Davies making another rare appearance showed that he's still a force to be reckoned with. Heat three was led for the first half by Mervyn Dowrick finishing second overall. The second heat was stopped in the early stages when Ray Dickson drove over Lee Middleton at the exit of the loop. Although badly shaken and complaining of a painful arm, he still joined the grid in the next race.

Regarding the Senior Britains, honours in the heats were shared fairly evenly between the five competitors. Being on the back of the grid, they fought their own battles, with the most consistent performance being that of Shennington's D Williams, with Martin Fox of Camberley and Rick Richardson of Hoddesdon also doing well.

100 National

Heat 1: Peter Stephens, Kedrick Davies, Steve Narberth
Heat 2: Peter Stephens, Steve Narberth, Huw Williams.
Heat 3: Peter Stephens, Mervyn Dowrick, Steve Narberth.

Senior Britain

Heat 1: Martin Fox, Richard Phelps, D Williams.
Heat 2: Martin Baker, Rick Richardson, D Williams.
Heat 3: Martin Fox, D Williams, Martin Baker.
Stephens led from the outset and was never challenged and much the same can be said for Davies and Dowrick. They both relegated Narberth in consecutive laps and ran to the flag, second and third respectively. On the other hand Middleton ran strongly in fifth at the start but first Huw Williams then Mike Mitchell overhauled him and was finally lapped by the leaders, an unusual occurrence for him when things seem to be running well.

Despite Baker winning a heat, he never really shone, until that is, the final. He was a runaway class winner, although, had the race been longer, Williams may have just . . . If only!! Richardson non-started this event and Phelps was not to finish, leaving Fox to claim a distant third.

JUNIOR CADET

1st L Maund Zip/Comer

JUNIOR BRITAIN

1st J Thomas Zip/PCR
2nd J Cooper Superdart/K77/
TKM
3rd A Price Zip/Parilla/Arrow

100 NATIONAL

1st P Stephens Ninja/Rotax
2nd K Davies Hutless/RKD
3rd M Dowrick Wright/TKM/Sirio

125 NATIONAL

1st C Hawkins Zip Bandit/Rotax

125 P&R

1st S Crompton Aero/Honda

210 NATIONAL

1st E Thomas Zip/HR Villiers

250 NATIONAL

1st D Griffiths Zip Bandit/KTM

250 INTERNATIONAL

1st S Joseph Zip/Yamaha

SENIOR BRITAIN

1st M Baker Wright/Arrow
Keith Rann

Wombwell

SUNDAY, DECEMBER

The last meeting of the year and what a year it's been with almost every month's meeting having something special about it, Championship rounds, Series rounds and the British Championships and with the impending purchase of the track and the loss of Ken and Alice Wright it's to the eternal credit of the large and active South Yorkshire Committee that not only did the year end with a well supported bumper Christmas Turket Trot but we can look forward to another eventful year ahead.

The weather once again smiled on Wombwell and although cold conditions were perfect for racing, which was just as well, because yours truly had taken the plunge and blown the dust of the trust, Villiers and to the surprise and amusement of all was ready for action.

LANGB — AAARGHH!!!!

INAUGURAL MEETING 23rd OCTOBER 1988

I suppose I was honoured in a way to be asked to be Clerk of the Course at the first ever meeting at the new Middlesbrough track but after the incessant hassles of the day, perhaps it wasn't a wise move really. The problem started shortly after I signed on, when I was told that not only were the RAC noise people in attendance, but also the local environmental health bods. All basing their findings on an unrepresentative, unscientific drive-past test which has trouble with repeatability (the ability to accurately repeat an experiment and gain similar results). Couple this with the usual driver bloody-mindedness and parent power and it adds up to the most stressful meeting I've attended.

The circuit itself is worthy of praise although it was far from ready to stage a meeting. Perhaps it would have been wiser to wait until the new year when more of the planned changes would have been up and running. Scheduling such a meeting with an unfamiliar team and the loss of an hour's daylight meant that one heat had to be scrapped. The decision was taken mid-way through the second batch of heats so the step was taken to "lose" heat three from the programme for each class. Some drivers threatened to protest if the grids were not reworked but as we had already commenced the second batch of heats, I refused to comply in deference to the people who had already suffered. Despite threats of a driver revolt, all the Nationals lined up for the second heat with little fuss. Me 1: The Punters 0.

As usual, the Cadets would be the guinea pigs as to grip (or lack of) available on the track.

CADETS

With a win and a 2nd, Craig Murray took pole but was being pressed by the improving Mark Nadolski who won heat two and lined up alongside. Late entry, Marino Franchitti, and John Stevenson held row two from no 22 and Dickie Wilson.

From the lights, Nadolski took up the running although never more than a hair in front of the chasing gang of Murray, Stevenson and Franchitti who all tried to better him as the race progressed. At half distance, Murray got through and pulled Stevenson with him but Nadolski was back in 2nd within a lap and it was still wide open going into the last lap. The last series of corners was where it all happened and, in some confusion, Murray was dropped to third by Nadolski and Stevenson.

Craig's father immediately went to protest but after consultation with the marshals, I excluded Nadolski for a yellow flag offence thus rendering the protest unnecessary. The Nadolski family protested my decision though and a Stewards enquiry was held. The result being that it was upheld and Nadolski was declared the winner with Stevenson 2nd and Murray 3rd. The order was rounded off by Franchitti, Wilson and no 22.

JUNIOR BRITAIN

Pole here to local driver, Chris Clark, quick in both heats and winning the first with a good 3rd in the 2nd. Sharing the front row with him was Stuart Capstick, dialling his gear in rapidly as one would expect from such an experienced driver. Winner of heat two was Glenn Chamberlain who lined up on row two with Simon Spencer leaving the third row to Dario Franchitti (look out for him racing 100 Nat in '89) and Alan Mackay with the fourth row going to Chris Rankin and Peter Dumbreck.

The jump at the lights went to Capstick with

Franchitti soon right behind him and pulling a gap over the chasing bunch of Clark, Mackay and Dumbreck. For lap after lap we saw the two circulate as one until with little time left, Dario entered the first complex a bit too quick and slithered over the back of Capstick, taking them both off. Dario was first away but dropped to 5th whilst Stuart was less fortunate and reappeared near the back. That left the lead with a delighted Chris Clark who did it all right in the conditions and won from Peter Dumbreck, taking second for good from Mackay on the last lap. A livid Mackay didn't feel the challenges were fair and duly protested. The enquiry which followed agreed to an extent and endorsed the licence of Dumbreck but left the order the same as the final overtaking manoeuvre was not unfair. Thus the win went to Clark from Dumbreck, Mackay, Spencer and Franchitti.

100 BRITAIN

This was a real quality grid with many drivers travelling huge distances just to be the first winner. As it happened, the winner was one of the visitors, Ade Coles won both heats in comfort but found himself up against an ex-National driver returning to the ranks as a novice National (the novices were sharing the grid). He was Andrew Keenan and had a lot more grip with the tyres at his disposal.

Joining Coles on the front row was Richard Connett with steady drives and ahead of Richard Beecroft and Graham Wallace on row two with John McKenzie and James Boyd on the third.

On the lights, Coles was away and gone and the race was on for 2nd provided Ade stayed on, by no means certain given the greasy surface. Whilst Ade toddled off into the distance, the battle was for 2nd between Beecroft, Connett and Wallace, all three having a go at occupying that position. By the time the flag fell on Coles, they had sorted themselves out into the order Wallace, Connett and Beecroft with Boyd and Jason Yeomans completing the top six.

NATIONAL NOVICE

Again no contest for pole as the experienced Keenan dominated the heats with two wins. Next up was James Scott with 2nds and Geoff Robson with 4ths and Andrew McKenna the only other driver to complete two heats.

The final was a pretty dull affair with Keenan winning easily from Scott and Graham Fawcett who had the misfortune to record a first heat DNF. The rest were less confident as the dropping temperatures rendered the already slippery track more treacherous.

100 NATIONAL

Another first class grid saw Martin Jubb take pole with 1st and 7th from Robert Schirle with 1st and 8th. The second row held Jeremy Cotterill and Paul Henderson with Bobby Game and Ricky Flynn on the third. Throw in Craig Caldwell, David Coulthard, Paul Rees et al and you get the impression this was no ordinary meeting.

That atmosphere was passed on to the drivers as they took to the track for the warm up laps . . . at racing speed. After three of these the red flag was shown and the front row reminded of their responsibilities. One lap was given for them to get it right. One lap was all it took . . .

A perfect start saw Cotterill burst through from the second row and take up the early lead and a return to the form lacking of late. Jerry led throughout and was even able to open out a gap over the rest as the race progressed. After



an initial challenge by Game, Jubb secured himself in second with a few other place changes behind him as the drivers struggled to cope with the ever changing track conditions. Craig Caldwell and Ricky Flynn had drives of note and finished 4th and 3rd in the final ahead of Schirle, Rees and Game. David Coulthard had been handily placed but suffered from a no-grip situation and fell off to restart well down and out of the running. Not a good way to bow out of your karting career.

125 NATIONAL & 250s

Two heat wins from current 125 multi Champion Chris Stoney gave him pole and the buzz was already going around the pits about racing for 2nd place. With two close 2nds Willie Grieve had something to say about that and so did Andy Martin, completing the front row with the only other threats likely from David Blackshaw and Bill Henderson on row two.

Of the 250 Nats, only Andrew Harvey was on form with Graeme Stevenson suffering from seizes and withdrawing after the first heat and the others not appearing. The sole "E" was that of Trevor Alexander, running well up with his full-bodied outfit but lacking agility in the handling department.

The first surprise of the final was that Stoney wasn't leading it and the other was that he never led it!! Willie Grieve shot off the line as did Harvey and Martin with Stoney just up from Alexander and his "E". The second lap saw Harvey retire with a light seize and Martin move into 2nd where the pressure from Stoney was immense. So immense that Chris found himself short of road by several yards as he outraked Andy into the first corner on lap three. It was to be another three laps before Chris was back on terms and past Andy and he could focus his attentions on Willie's bumper. The remaining three laps were insufficient for his needs and Willie was a very pleased winner. Chris was a close 2nd but was warm in his congratulations after the event. Trevor Beckwith finished a fine third from Bill Henderson, Andy Martin (who spun on the last lap) and David Blackshaw. Trevor Alexander was 5th on the road and the sole 250 survivor.

210 NATIONAL

Geoff Preston secured pole in the final with a brace of wins from the heats leaving Paul Clapham and Des Davidson tied in points but still on the front row. Bill Mee was next up with Gordon Brown for company with the third row going to Mark Leybourne from Paul Hunwick and Paul Kellett.

Paul Clapham was determined to make up for lost time as he tore off into the lead and left Preston and Davidson to pick up the pieces and slug it out for 2nd. It was a battle that lasted most of the race and the verdict eventually went to the former no 9, Davidson. Bill Mee was 4th from Mark Leybourne with Paul Kellett rounding off the top six.

So that was that, the first one over. Despite the grumbles, I found it very enjoyable but hard work!!!

Iain Blair

CADETS

- | | |
|--------------------|---------------|
| 1st Mark Nadolski | Gillard/Comer |
| 2nd John Stevenson | Gillard/Comer |
| 3rd Craig Murray | Ecosse/Comer |

JUNIOR BRITAIN

- | | |
|--------------------|----------------|
| 1st Chris Clark | Wright/Parilla |
| 2nd Peter Dumbreck | Jeta/Parilla |
| 3rd Alan Mackay | Gillard/SO Dap |
| 4th Simon Spencer | Dap/Sirio |

100 BRITAIN

- | | |
|----------------------|----------------|
| 1st Ade Coles | Dap/Tabor Dap |
| 2nd Graham Wallace | Lane/Parilla |
| 3rd Richard Connott | Gillard/SO Dap |
| 4th Richard Beecroft | Gillard/Dap |

100 NATIONAL NOVICE

- | | |
|--------------------|---------------|
| 1st Andrew Keenan | Gillard/Arrow |
| 2nd James Scott | TKM/PCR |
| 3rd Graham Fawcett | Dart/Parilla |

100 NATIONAL

- | | |
|---------------------|---------------|
| 1st Jerry Cotterill | Sprint/Rotax |
| 2nd Martin Jubb | Wright/Rotax |
| 3rd Ricky Flynn | Wright/Rotax |
| 4th Craig Caldwell | Gillard/Rotax |
| 5th Robert Schirle | Sprint/Rotax |
| 6th Paul Rees | Zip/Rotax |

125 NATIONAL

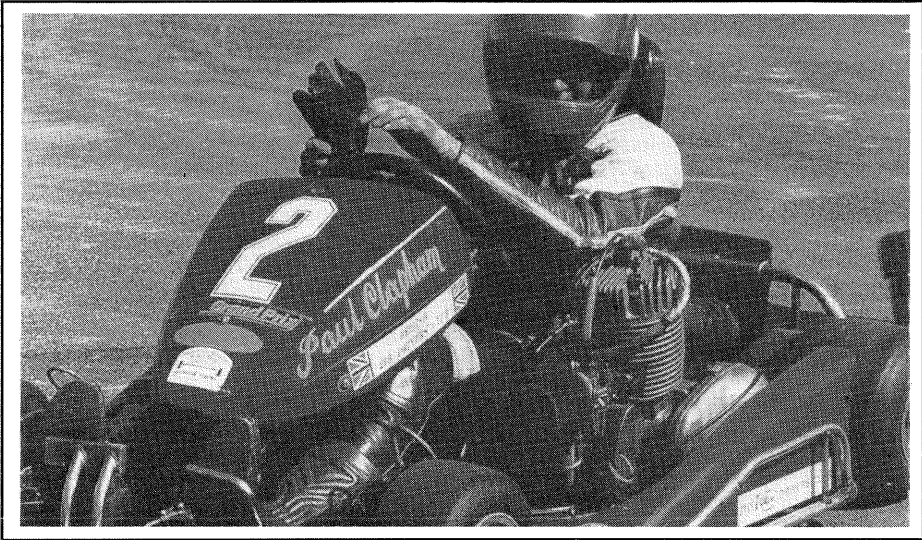
- | | |
|---------------------|-------------------|
| 1st Willie Grieve | Zip/CSK Rotax |
| 2nd Chris Stoney | Zip/CSK Rotax |
| 3rd Trevor Beckwith | Zip/Rotax |
| 4th Bill Henderson | Stratos/Minarelli |

210 NATIONAL


- | | |
|-------------------|-------------------|
| 1st Paul Clapham | Zip/EDD Villiers |
| 2nd Des Davidson | Zip/EDD Villiers |
| 3rd Geoff Preston | Barlotti/Villiers |

FORMULA E

- | | |
|----------------------|----------------|
| 1st Trevor Alexander | Zip/Goff Rotax |
|----------------------|----------------|



Paul Clapham — 210 National winner.



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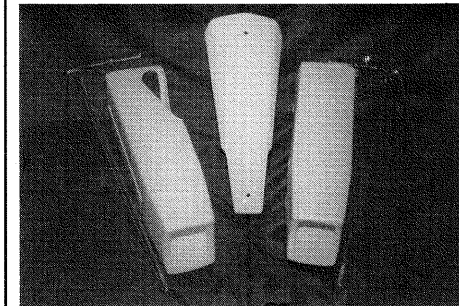
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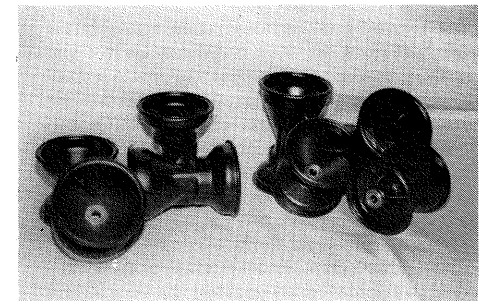
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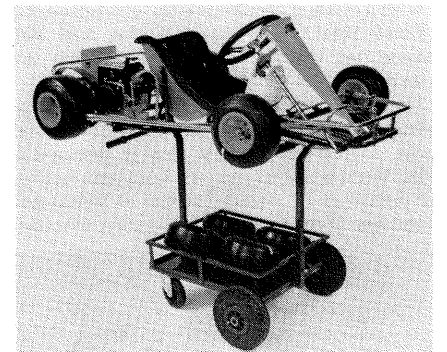
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2nd DECEMBER 1988

Mike Mills from England was sponsored by Oman United Agencies and Kimji Ramdas, two well known companies in Oman, and without their sponsorship Mike would not have attended the meeting.

Dubai, with the largest contingent (all driving Rotax powered karts) was helped considerably by Midhat Hanna who netted pole position with two wins from three heats. Mike Mills gained one win and one second place, to place him second on the grid. Keith Weetch with a brace of second positions was placed third on the grid. The winner looked likely to emerge from these three drivers.

In the first final of the day, Jordanian born Hanna, roared off the line to lead in every lap. After Weetch had passed Mills in lap 5 he chased after Hanna but was unable to pass him due to the careful driving of the former. Results: Hanna 1st, Weetch 2nd, Mills 3rd.

The second final, although once again Hanna roared off from the start it did not go his way this time, Hanna on his first lap made a fatal mistake at the end of the straight taking the corner totally wrong and allowing Mills and Weetch to pass together. Mills and Weetch now led Hanna and continued to do so in this second final. Hanna was also now being closely followed by Dubai karters, Morrissey and Wilkes, but was able to hold them off.

In lap 6 Weetch made an attempt to pass Mills and nearly achieved his goal but the very skilful driving of Mills held Weetch back and he went on to win the second final, Weetch 2nd, Hanna 3rd.

Mills, winner of the Kuwait International last March said, "I think the change of tyres made me do better this time." Mills had changed his YDF's for a newer set of YDF's.

Mills and Hanna who had both one win and one third each had 625 points, whilst Weetch with two second places had 600 points. With no clear winner emerging, all three drivers were in with a chance of winning the championship.

Third final, once again Hanna and Mills formed up on the grid with Weetch and Kooyman (Dubai) behind.

The starter was not satisfied with the first two rolling laps and forced a third. Hanna, once again, roared off the line closely pursued by Mills, Weetch and Kooyman. Kooyman held off the challenge of Shaikh Hashar Al Makhtoum, a member of the Dubai Royal Family, who only



The Seeb race track (Pic: courtesy Keith Weetch)

Midhat Hanna, Mike Mills and Keith Weetch bagged the honours in a field of 25 entries from Dubai, Kuwait, England, Thumrait and Muscat at the Oman International Kart Meeting, held at the Seeb race track.

The meeting was sponsored by W J Towell — Castrol and Bridgestone.

started racing March '88, until the 6th lap when Shaikh Hashar took Kooyman to attain 4th place. Hanna was now in overall command whilst Mills, Weetch and Shaikh Hashar continued to battle for positions.

Hanna went on to win the third final earning the right to claim the overall championship. Mills finished a split second ahead of Weetch to bring the event to a close.

1st	Midhat Hanna Dubai	
	1,025 points	Dino/Rotax
2nd	Mike Mills England	
	925 points	DAP/DAP
3rd	Keith Weetch Oman	
	825 points	Dino/DAP
4th	Mike Wilkes Dubai	
	358 points	Dino/Rotax

5th	Shaikh Hashar Dubai	
	349 points	Dino/Rotax

Hanna said: "It was tough out there, but when I started the third final I knew I had to win at all cost, and once I managed to pull clear after six laps my confidence grew."

Mills said: "It was an experience to have driven here, the weather was hot compared to England and it was not easy out there but it was good to see that second and third places were won by DAP engines."

Weetch said: "The defensive driving by Mike was very good and had I got past him maybe Hanna would not have had it quite so easy, but maybe if Mike had not been carrying so much extra weight it could have easily changed the outcome of the final placing."

The final race of the day was a "Team Race", teams consisted of four drivers, of which three had to finish to score points. Teams from Oman, Thumrait and Dubai who entered two teams, were on the grid for this final of the day.

Weetch who was fourth on the grid roared off from the start and was leading from the first lap hotly pursued by Shaikh Hashar who battled for the full 15 laps but was unable to pass Weetch. Oman team won the race by gaining 1st, 3rd and 4th places, Dubai 'A' came 2nd and Dubai 'B' 3rd, Thumrait 4th.

Weather conditions were: temp 39° sunny with a cool breeze, cloudy over the mountains but no real threat of rain.

Reported by Clifford Lazurous, Oman

The season in Oman is from October to March and they hold their International every December, the summer months are far too hot to race.

The article is mainly to let people know that they do exist there in the Middle East and the racing and the track is very good.



(l to r) — Shaikh Hashar, Keith Weetch, Midhat Hanna, Mike Mills and John Wicks.

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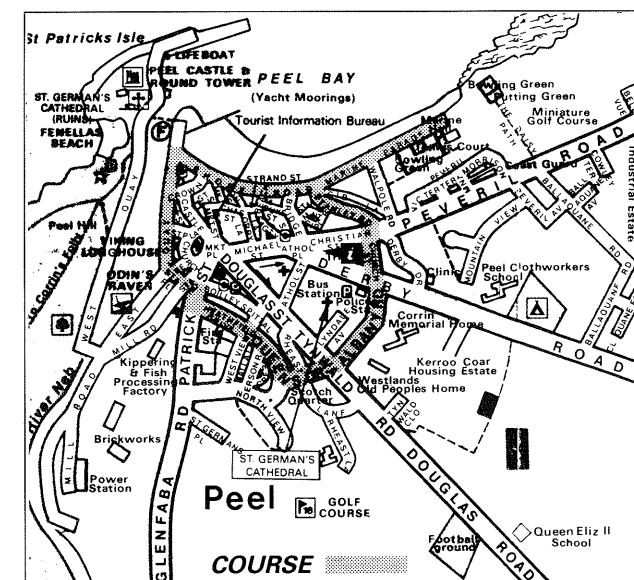
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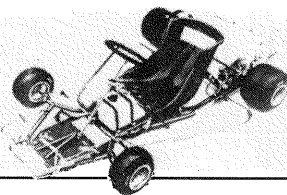
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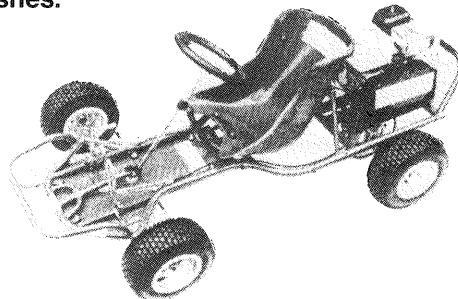
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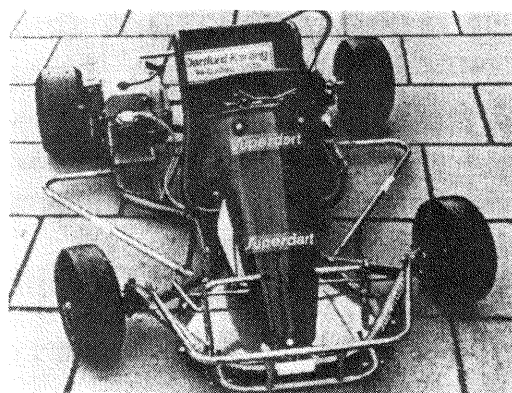
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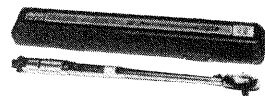
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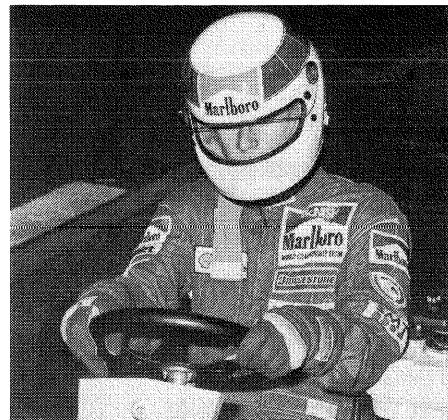
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Allan McNish, Marlboro 'bought' pole position.

The Final

The last race of the action-packed day was the
Final, a 20 lap affair designed to test equipment
and drivers to the nth degree. McNish had pole,
purchased for him courtesy Marlboro. Several
rolling laps were required to sort them out,
during the course of which Charsley and McNish
entertained the spectators to a few spins. Satis-
fied, the starter switched to green and they were
off. His performances during the day tipped
McNish to win, barring mechanical problems on
an 'off'. However the tide was turned even before
the first tour ended, Jim Russell's Warren Hughes
dived up the inside of the young Scot to take up
the running. Paul Warwick was gone already
with a broken chain.

Hughes hung onto his lead as the early laps
unrolled but Playscape's Howard Eastman, off
the back of the grid, was charging through the
order, determined to mount a challenge.
Emulating him was Charsley and the pair homed
in on Martin Donnelly, the Ulsterman rapidly

dropping down the order to fourth before the
halfway mark. Hughes gradually succumbed to
pressure from Charsley, the FF1600 driver
snatching the lead a couple of laps later and
visibly increasing his advantage.

Backmarkers though were to play a major role,
reducing Charsley's lead and allowing the
unfortunate Hughes to fall into the clutches of
Eastman. Clear of backmarkers now and running
in second the Playscape ace set about whittling
away Charsley's advantage, eventually closing
right up on the other's bumper.

The crowd were cheering Eastman along,
Playscape looking for a repeat of the '87 victory.
Charsley used backmarkers again in order to gain
some respite from the pressure but Eastman was
having none of it and stuck with him all the way.
The last lap board was out, Martin Howell had
the chequered flag ready as they headed for the

home straight, side-by-side, Charsley holding the
inside line into the final corner. Eastman could
do nothing about it, Charsley took the flag, the
Playscape driver mere inches adrift.

Warren Hughes ran home to take a well
deserved third after a fine drive. A hearty round
of applause went to Andy Charsley at the prize-
giving, a nice way to end what had been an
excellent day's entertainment. John Conteh (still
cracking jokes) presented the cheques to Dr
Barnardos' John Girling whilst the Leukaemia
Research Fund was represented by Douglas
Osbourne. Around £13,500 had been collected
for very worthwhile causes. The Team Award
went to the Sebron Steamers team of Barry
Osbourne, Heather Ballie, Nicky Hart and Bobby
Gee.

Will the next Playscape Charity Show better
this one? Make a date to go along and see.



Charsley was just ahead of Eastman at the flag.

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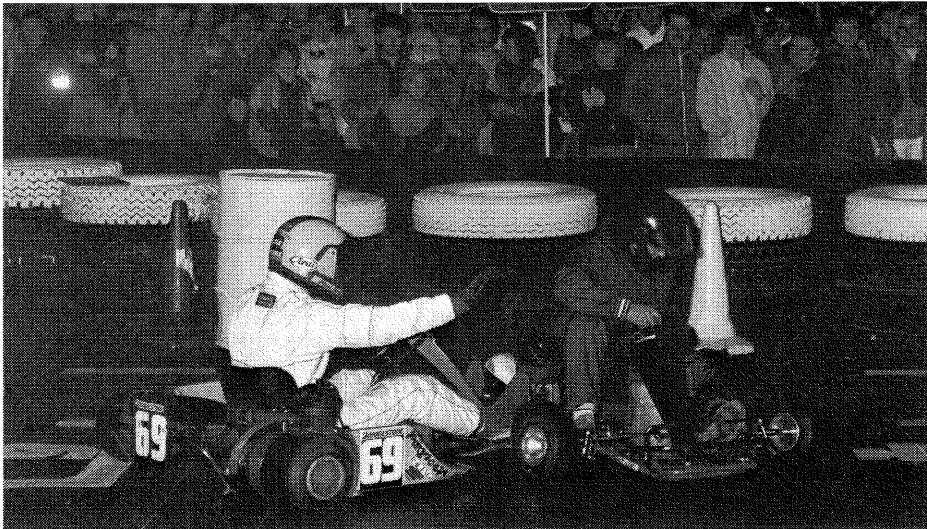
zilch whilst Simon Arron wasn’t having it all his own way either. A few heats later Heather Baillie netted a tasty win for the Sebron Steamers and Perry McCarthy scored victory in the last heat of the session.

The bell sounded for round three, Bailey, Blundell and Wallace emerging from their respective corners and at last it was ‘ace high’ for the intrepid Mark, fending off Andy and Julian for a well deserved win. Donnelly went on to defeat Sospiri and Paul Stewart also took the chequers when his turn came. Mark Hughes’s kart coughed itself lifeless but the Luby ‘M3 steamroller’ saw off Gordon Spice. Andy Charsley collected another win, so did Eddie Irvine a couple of heats later. Damon Hill beat smiler McCarthy in the next and Simon Arron dominated over Warwick, Baillie and Lee. The penultimate session before the semis netted victory for McNish over Warren Hughes and Playscape’s secret weapon, Howard Eastman. The last heat — the Butterfield-Hockenhull battle — faded into the sunset when Benetton pilot Greg Field rolled up to the finish line with a dead kart, jumped out and dragged it across the line — for a win!

Semi-Finals

After the ‘gremlin re-runs’, those races to placate the many who suffered mechanical problems earlier in the day, the semi-finals got quickly off the mark . . .

Warren Hughes collected the first win from Kennedy, Wallace, Baillie, Lee and Nigel Smith. *Motoring News’* Mark Hughes started well in the next, holding Donnelly off during the first couple of turns but Donnelly was soon back on



Paul Rees (69) trying to annihilate Bob Pope!

form, stealing the win and a place in the Final. McNish threw a chain in the next but that mattered little, really . . . the Marlboro money-bags had seen to that. Charsley scored well in the next one and thus ensured himself a place too. Matthew Winter was the hero of the next after the unlucky Bobby Gee retired and Paul



Paul Warwick made it through to the Final, but retired with a broken chain after only one lap.

Stewart went seeking his future in the tyre wall. Number five semi saw some interesting action with Adrian Cottrell initially leading — Hockenhull, Goodwin and Arron all clawing for the honours, but it was Austen Metcalf for Honda McLaren who cleaned the board. Playscape came

out tops in the next one, Howard Eastman and Mike Bryan battling all the way, the victory going to Eastman. Sebron’s Barry Osbourne won out in the next whilst a superlative drive by Paul Warwick over Playscape’s Carson Alt secured him a position on the Final grid after Damon Hill spun it all away.

Martin Hines managed a third in his semi, holding up the Team’s honour but unfortunately not getting through to the big ‘un.

During the interval Zip’s Paul Rees took out a 100 National outfit for a demo along with Bob Pope aboard a “Sprint 100”. Paul looked very impressive, in fact they both did, and he really threw it around for 6 or 7 laps entertaining the crowd, until he came to grief coming onto the start-finish straight where he ‘T’ boned Mr Pope and broke a trackrod. (Demo means demonstration, Rees, not demolition!)

One item of note before we continue — during one heat Kurt Luby’s outfit packed up a lap from the end and he spent the whole lap trying to bump start it! Looked thoroughly knackered when he came in, poor lad.

There was only one incident which looked pretty nasty, happened halfway through the day, a shunt during one of the re-runs resulted in the kart on top of the driver. The rescue services were swiftly on the spot, the driver staggered to his feet, took his helmet off and promptly demanded a can of Fosters! That’s true grit for



Paul Warwick made it through to the Final, but retired with a broken chain after only one lap.

you! It’s sure to be added to the Playscape “Havoc” archives!

D.L. (you know who) only sat on a table in the paddock, one that someone had spilt a cup of coffee on! Poor D.L. spent the rest of the day sauntering around with a very wet ass! (At least this time *Motoring News* didn’t get to hear of it . . .)



Mrs “H” was back in action for the “Super-kartists”

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1988 TOP TEN

Mike Smith

Once again Ed has asked me to face the firing squad with a 1988 Hit Parade and with a new season almost here it's perhaps better late than never.

Ten full kart meetings took place during the year with the invitation event at Silverstone again being held at Easter. Rounds of the World and European 250 E Championship also took place at Donington and Silverstone so the season had a somewhat familiar format. Date clashes were evident yet again with Assen and the Nurburgring being held on the same date as the July and September Cadwell events. That meant of course that all the top 250 E runners were missing from Lincolnshire but at least the first place trophies found a new home on those two occasions.

So who did what . . . and where?

250 FORMULA E

1. Tim Parrott

He will like me for this!! Seriously though Tim got it right when it mattered . . . in fine style he took the honours aboard the Eagle at the Donington British round and followed that with success in the UK Cup at Snetterton in July. A further win in Norfolk in October clinched the British No. 1 and Tim was justifiably over the moon.

His tremendous chase of Eric Gassin at Le Mans was also worth watching and he was in the places at Silverstone . . . all in all a pretty good season.



Roger Goff was with the Anderson marque for 1988 but has returned to the Zip house for this season (Pic: Ian Blair).

2. Roger Goff

At the start of the year Roger simply dominated the twin class taking four wins from his first four starts and at that stage it was difficult to work out just how he was to be beaten. Eventual No. 1 Tim Parrott found the answer at Donington where Roger had to settle for third spot . . . a position he found himself in again at Cadwell in June.

After setting such a tremendous pace Roger seemed to lose his way a little and he was not in the top half dozen again until the last event of the year at Snetterton. His third place there



Tim Parrott rounded off a good year with the British No. 1 (pic: Doug Rees).

was not quite good enough to take the British title.

As is often the case rumours were rife at the close of '88 . . . would Roger be on an Anderson in 1989? By the time you read this the facts may well be known. One thing is certain . . . whatever he drives he will drive it well and quickly!



Ian Shaw collected the 'GP' plates at Silverstone and the Short Circuit No. 1 title (Pic: Iain Blair).

3. Ian Shaw

From nine starts on home soil Ian missed out on the top six on just two occasions . . . Donington in May and Snetterton in July . . . but they were both RAC rounds and his chances of success in the Title chase diminished. He took just one win . . . at the June Cadwell but was rewarded with the GP plates from Silverstone and ended the home season with a fourth at Snetterton in October.

In the middle of the year he collected his first Special Plates when he took the Short Circuit Title in fine style aboard the Eagle. In a post race interview at Le Mans Poul Petersen was asked to name the drivers he rated most . . . Ian Shaw was one

4. Phil Glencross

Phil didn't manage a win on home soil but he was in the top six on seven occasions and always on the pace, as his five second places testified.

5. Martin Hines

It is a long time since Martin went through a season without a win . . . British No. 1 in the previous five years clearly states that fact but '88 was a year in which personal circumstances overtook his racing. Spells in hospital for both parents and both children meant the Zip Boss had more to contend with than racing. However despite all that he figured in the top six on six occasions. He threatened retirement . . . temporarily . . . but appeared at the last Snetterton in October. He plans to do a restricted season in 1989 . . . British Championship . . . World and European Champs and the Grand Prix . . . what else is there?

6. Berny Roberts

After a lengthy lay off Berny came back in impressive form. He was in the top half dozen on five occasions and drove the Eagle well. Given a bit of luck he will no doubt feature well in '89 if he can overcome the nerves! It got to him at Le Mans as he freely admitted but he still gave a good account of himself against the best in the World.

7. Richard Dean

Richard has for years raced Superkarts on a very tight budget and it has often been a case of equipment not matching his ability. However whilst the big 'uns were abroad in July and September the Ripley baker took full advantage in recording two wins at Cadwell. A change of class has been rumoured for '89. Superkarting can ill afford to lose a driver like Richard.

8. Peter Gray

As in previous years Peter has taken in only selected meetings but he was rewarded with three fifth places during the early part of the year. Usually competitive but not seen often enough.

9. Chris Stoney

Chris Who? Yes that man from Castleford is about to mount an assault on the twin class. He had a few outings at the end of the year and quickly showed that once he has the equipment sorted to his liking he will feature well. Brake problems perhaps hampered his outing at Cadwell but the final Snetterton in October was a better guide to just how well Mr S will perform in '89.

CHRISTMAS KARTING FROLICS

Tale by Ed McCormick

Animations by Doug Rees

And so it came to pass that one week before Christmas the hordes from motorsport and the world of entertainment descended upon Clapham Bus Garage to do battle in the annual Playscape Racing charity show. The event has grown vastly in stature since its first appearance at Burgess Park four years ago. So too has Playscape Racing under its 'guiding light', Bob Pope. Marlboro sponsored the affair which set out to amass sums in aid of the TV Times Leukaemia Research Fund and Dr Barnardos, through raffles, auctions, competition, *et al.*

A host of karters past and present featured in the entry list — Carolyn Hoy (mit baby), Nigel Smith, Giles Butterfield, Kurt Luby (M3 drive this year), Nicky Hart, Allan McNish, Kevin Broadhurst, Vincenzo Sospiri and Mark Salter, whilst still hacking karts around were current names, the likes of — Martin Hines, Paul Rees (turned up late!), David Coulthard (Going Formula Ford), Grant "I haven't worn this suit since last year!" Munro, Ian Shaw (half reserve — half permanent staff), George Robinson, Guy Smith, Stuart Ziemelis and John Jackson.

Unfortunately a number of the F1 guys failed to show up although they had paid their money, nevertheless that didn't detract from the star-studded line up which helped fill the 33 teams — Julian Bailey, Martin Donnelly, Eddie Irvine, Mark Blundell, Gordon Spice, Andy Wallace, Damon Hill, Perry McCarthy (still looking for a sponsor), Paul Warwick, Ross Hockenhull, Phillippe Favre, David Hunt, John Conte, Bobby Gee of *Bucks Fizz*, William Boyd from *Eastenders*, Russ Kane of *Capital Radio*, Bob Gravett, Vic Lee, Jerry Mahoney, ex-motorcycle World Champion Phil Read, *Iron Maiden's* Peter Nash, Austen Metcalf and a host of other names. Brands Hatch Circuits Ltd provided the marshals and Silverstone Circuits the Medical Officer.

The Cadets, too, were well represented and gave excellent displays during the course of their three outings, much to the delight of the



Matthew Davies in some Cadet action.

spectators. With some 70 heats, spread over three rounds which every driver had to contest, the action was hot and furious for only the most successful would go through to the semi-finals.

The Heats

The first round of heats began, eventually turning into a lapscorer's nightmare! Steve Kempton collected a first in the initial outing whilst Phil Read, piloting for *Motoring News*, heartened the rest of the team with second. The Zip clan didn't fare too well in that session after their leader Martin Hines was resoundingly whacked and the kart died in the infield. Martin Donnelly found a trouble free run home in his heat, whilst Gareth Rees led home Ian Shaw and Eddie Irvine in their session. Paul Warwick failed to make any headway in his outing but Stuart Ziemelis and Paul Stewart enjoyed a race long scrap when it was their turn, Stuart just pipping 'Jackie's boy' for second and David Coulthard opted for second when his turn came around. A fine dice between Vice Lee and Gordon Spice in the seventh heat eventually went in favour of



Andy Charsley — 1st (centre), (left) Warren Hughes, JRRDS — 3rd, Howard Eastman, Playscape — 2nd and John Conte.

Lee over the C2 World Champion — just, whilst Damon Hill battled to second place ahead of David Hunt during their confrontation.

The next session had the likes of Andy Wallace, David Kennedy, Rod Barrett and brothers Warren and Mark Hughes (*Motoring News*). Kennedy got the jump with Barrett close in tow but what set out to be a splendid race ended with tyres and cones flying all over the place as yours truly and lensman Dougie dived for cover! In the ensuing chaos Warren, Andy and Mark tore through to scrap to the finish, Warren beating Andy but Mark threw a chain just before the line. Actor William Boyd put in an excellent performance, heading off *Fast Lane's* Simon Arron during their heat. Kurt Luby was to do likewise in the next outing, running home with a 20 yard advantage. Other racing names featured during the heats, with Nicky Hart collecting a win from Brands Hatch's Chris Hall; Steven Tee held up *Motoring News'* end with a second. Nigel Smith collected a second for the 'Superkartists', but Carolyn was rudely launched in to the air whilst endeavouring to hold her line. Still, she did get a re-run, later . . .

Julian Bailey had a fine flag-to-flag victory, Ryan Baptiste a third, MH a good win from the back of the field whilst Mark Blundell was having a dismal time of it. Grant Munro notched up another win for the Zip camp, however, Ian "First time I've driven a Class One" Shaw was black flagged after being taken out! Perry McCarthy, forever laughing, was docked points for racing after the flag. Sospiri drove like a true champion but it didn't help him when he fell foul of a blocked track to finish last but one.

The second round of action saw Phil Read earn another second place, Paul Warwick beat Eddie Irvine and, later, McNish and Sospiri commenced battle — and battle it was — Sospiri hitting the front with McNish hounding the life out of him. As they closed on the chequered flag wheels touched, McNish was by but the stewards took a dim view of the manoeuvre and the young Scot was disqualified. Marlboro, not to be outdone, later donated £250 of the filthy lucre to buy their driver his way into the Final! Mark Blundell's roll of the dice continued to bring in



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Thirteen other British drivers scored top six finishes during '88 but no one did it with any amount of consistency so I'm sorry but you can only have a Top Nine!

125 OPEN

1. Chris Stoney

Who else? After the June Cadwell Chris had recorded six wins from six starts and the British No. 1 Plates were back at Castleford. He missed out on the UK Cup meeting at Snetterton in July ... looked to have the Grand Prix in the bag in August before gremlins struck and then took to the wheel of a Superkart.

At Felton in July he totally dominated the Short Circuit Champs taking the honours in both 125 classes and usually wherever he raced he was the man to beat.

2. Graham Barker

The Louth driver had his best spell towards the latter end of the year taking three wins, including the UK Cup. His performance in netting third at Silverstone ... from the back of the grid ... was well worth watching and he ended the season with second overall in the British Championship. With no Chris Stoney to contend with in '89, look out for one Mr Barker at the front.

3. Graham Roscoe

In the first half of the year Graham looked the most likely to challenge Chris Stoney as he took second place on four occasions. The May Donington though was 'Rocket's' last appearance in the top half dozen and it remains to be seen what if anything he plans for '89.

4. Roy Patterson

'Joker' Patterson was another driver to come good in the second half of the season starting with a fourth place at Cadwell in June. Silverstone was when Roy really hit the high spots with a very popular victory in the Grand Prix. It is sometimes difficult to believe that Roy is REALLY SERIOUS about his racing but once the lights change it's a different matter.

5. Simon Cullen

The obvious benefits of a close association with one Mr Stoney helped Simon gather some decent results during the year and he finished the season in third place overall in the RAC Championships having scored in five of the six rounds.

6. Derek Price

Apart from Chris, Graham and Roy Derek was the only other driver to score a victory in '88



"Webbie" rescinded the No.1 in 250 National after a points tie with Mike Doble and Derek Rodgers, the title going to Derek (Pic: Iain Blair).

and that came at the July Cadwell. He followed that with a sixth and a second to close the season and past performances clearly indicate that Derek is capable of producing much more.

7. Ian Mason

As he prepares to join brother Colin in the National ranks for '89 Ian will no doubt reflect on a season that never really took off. In only his second year of long circuit racing he picked up three fourth places and a fifth but has shown he is capable of better things. His win in the National class at Snetterton in October proved that.

8. Nigel Wigg

Nigel took a fine second at Snetterton in March but was then out of the top six until the Grand Prix where he netted a worthy fourth spot. He followed that with a similar placing at the September Cadwell but just couldn't string together a decent sequence of good results

9. Steven Webb

An up and down season for Steven as he collected four top six placings spread throughout the year. Consistency was missing here as well but the potential is certainly there.

10. Stephen Sykes

Having moved from the non gearbox ranks and having the benefits of association with Chris Stoney I think Stephen will make quite an impact in '89.

As with all the gearbox classes a number of other drivers scored top six finishes but again there was no one driver who really got it all together consistently. In addition to those named a further eight drivers scored high finishes during the year.

250 NATIONAL

1. Mark Webster

I've got my tin hat for this one! He narrowly missed out on the UK Cup ... he just failed to retain the British Long Circuit No. 1 but I still say he is the BEST DRIVER on the 250 National scene. He made up for the disappointment of last year by taking the Grand Prix in style and retained his Short Circuit Title with a fine drive at Three Sisters.

Mark intends to prepare his own motors in '89 and if early testing results are anything to go by then he will most definitely be up front again in the coming season. He also plans to take in selected Superkart events ... that should be worth seeing.

2. Derek Rodgers

After that nail biting finale to the season at Snetterton Derek emerged as the British No. 1 by virtue of the fact that his wins were against the larger grids. Derek then stated that he may well enter retirement ... age and all that you know! He will be greatly missed if he does go ... he is always competitive and an asset to karting.

3. Mike Doble

Mike has been around the racing scene for a long time but still enjoys it and will give anyone a hard race.

He has persevered with the Honda engine and was rewarded with four victories during '88 plus three other top six finishes, and it was he who tied on points with Derek and Mark after a hard fought British Championship.

4. Mark Allen

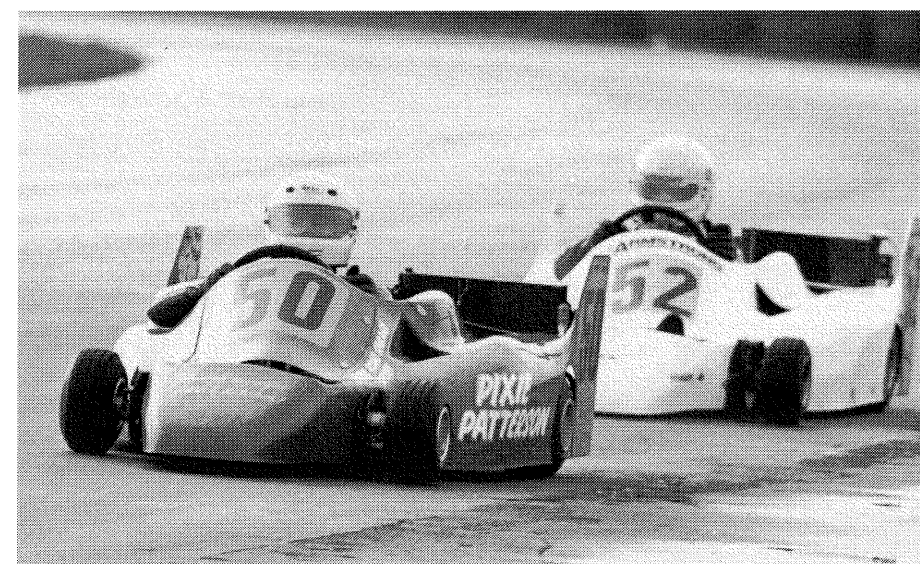
Having returned to the single cylinder class after a brief foray into Superkarts the former British No. 1 quickly showed that he would be on the pace. He won the opener at Cadwell in February and went on to record a further six top six placings.

5. Colin Fletcher

The high spot for Colin was his victory at the UK Cup meeting in July when he claimed the Zero plates. He featured in the top half dozen on five occasions after a lean spell at the beginning of the year.

6. Richard Boston

Five finishes in the top six for Richard during the year but then his racing activities came to



Roy the 'joker' Patterson is rated fourth in 125 Open, here leading Nigel Wigg, also in the ratings (Pic: Doug Rees).

a halt after his potentially dangerous actions at the September Cadwell. The incident involving Richard and Steve Stylin became the subject of an RAC Tribunal and the result was that both were banned until the end of 1990! It was almost unbelievable that two experienced drivers could do what they did.

7. Bill Garner

Just four finishes in the top half dozen . . . the first one coming at Snetterton in March with his last appearance in the top frame being at the Grand Prix in August.

8. Pete Morgan

Having taken over the Zip seat from Mark Webster Pete never really got it all together taking just three top six finishes. He has proved in the past that he can match the best . . . perhaps '89.

9. Adrian Wilcox

Adrian is certainly capable of much more than he actually achieved during the season . . . a fourth and a fifth were all he had to show for his efforts.

10. Rob Johnstone

Not a particularly good year for the former Grand Prix winner. He took sixth place at the February Cadwell but then had to wait until September at the same venue before recording his second top six finish. Obviously capable of better things.

The 250 National class continues to thrive and looks set to enjoy an even better year in 1989 with the new CIK Trophy up for grabs at the July Cadwell. That should be an excellent advert for the class and it will be interesting to see how many new faces appear next season.

125 NATIONAL

1. Colin Mason

As a measure of just how wide open this class was Colin became the British No. 1 with just eighteen points from two wins! His only other top six finishes during the year were two second places . . . Cadwell in February and the Grand Prix at Silverstone. However it's points that count and at the end of the year Colin had more than anyone.

2. Graham Sykes

Graham has taken to the 125 class like the proverbial duck but the gremlins got in more often than he would have liked during '88. He did take a couple of wins though and three fourth places . . . one of his wins coming at Silverstone in August. He totally dominated the Grand Prix and ran out a clear winner.

3. Mike Wilkinson

Mike scored more top six finishes than anyone . . . six in fact and that included a fine win at Cadwell in September. In the RAC Championship he tied on 14 points with Steve Young.

4. Steve Young

Steve took the remaining special plate when he wrapped up the UK Cup at Snetterton in July but that proved to be the end of his top six placings.

5. Neil Willetts

In defending his British No. 1 Neil managed to score points on just two occasions and finished second overall, three behind Colin Mason.

He took a third place at the Grand Prix and that was where it all ended for him as far as results were concerned.

6. Boyd Barrington

Boyd started the year well with a win at Cadwell in February and followed that with a second spot

at the March Snetterton. His next score came at the September Cadwell and he rounded the season off with a second place at the final Snetterton.

A switch to 125 Open didn't bring much success but the ability is certainly there.

7. Steve Pridmore

Just three top six placings for Steve but with some extra help forthcoming for 1989 he could well be a force to be reckoned with.

8. Gary Corder

Not a lot was seen of Gary until late in the year when he ran second to Steve Young at the UK Cup meeting. He went one better at the July Cadwell but didn't appear in the top frame again.

9. Mark Thompson

His best results came in the first half of the year as he netted four third places by June. It all went off the boil a bit after that until he ended the season with a fifth at Snetterton.

10. Steve Murray

Steve gathered just three finishes in the top frame . . . all coming during the middle part of the year. Like so many others consistency was hard to find.

The National class provided some excellent fare during '88 with twenty four names claiming finishes in the top six. It was very open with eighteen of those drivers scoring points in the RAC Championship.

210 NATIONAL

1. George Bett

George made sure there was to be no repeat of the close finish of 1987 as he set about retaining his title in style. Three wins from the first four rounds and a second place from the next one ensured that his visit to the finale at Snetterton in October was just to pick up his No. 1 plates!

Tales of doom and gloom relating to the Villiers class continued in some quarters but whilst people like George are prepared to travel such distances to compete the class certainly has a future.

2. Simon Quance

I dubbed Simon 'Mr Consistency' some time ago and he has certainly lived up to it. From eleven starts he collected a top six trophy on TEN occasions . . . his only miss being at the July Snetterton! Yet he failed to record a win . . . it must happen soon, surely!

3. John Newton

At Donington John told me he was only racing

for fun in '88 and part of his enjoyment came later at Snetterton when he picked up the UK Cup. A second at the Grand Prix and a win at the final Snetterton added to the fun and if he turns out in '89 you can bet he will be up there when it matters.

4. Phil Featherstone

Phil always seems to save his best efforts for Silverstone and '88 was no exception. After a fine scrap with John Newton he retained the GP plates and that gave him the impetus necessary to continue winning ways at Cadwell in September.

5. Steve Jones

Steve took just one win . . . at the Easter Silverstone but picked up a further five finishes in the top half dozen and was usually pretty close to the pace.

6. John Brennan

John puts in more travelling miles than George Bett having to cross that stretch of water between here and Ireland. His purple patch came in April, May and June as he collected a win and two second places in RAC rounds. His efforts produced a fourth place at Silverstone after he looked like dominating the weekend.

7. Keith Trainer

The first half of the year was when Keith hit the top six . . . on four occasions . . . but after that it didn't work out and he was out of the top frame.

8. Andy Martin

Perhaps when Andy settles to one class again he will feature regularly up front but '88 brought him just three third places.

9. Gary Parker

Gary has been a winner in the past but a victory eluded him in '88 and he had to settle for just a couple of second spots and nothing else.

10. Steve Hurst

Once Steve had hit the top six at Cadwell in June things improved as he collected a couple of fourth spots and ended the year with second place at the final Snetterton.

Fourteen drivers scored points in the RAC title chase with a further nine taking top six placings at other non championship events. Entries were generally quite good and 1989 should produce some good racing from the oldest gearbox class.

There you have it then . . . my view of '88 . . . it may not be the same as your view but then that is what it's all about . . . and after all when all is said and done it won't change anything! Enjoy 1989.



George Bett was again the No. 1 in Villiers (Pic: Doug Rees).



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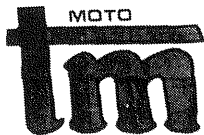
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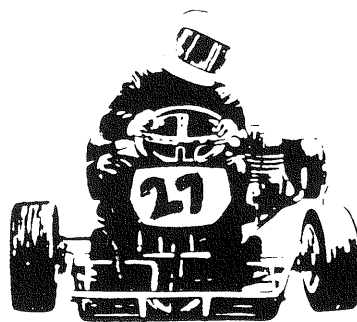
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EUREKA! A NEW KART PRODUCTS AND IDEAS COLUMN

If you have an idea or have already started to manufacture a *new* karting product please submit details to us at **Kart & Superkart** and your idea or product may be featured in this new look column.

APOLLO KART LAUNCHER

The Apollo Kart Launcher has been invented to enable a Kart to be started, or retrieved after a breakdown, with hardly any effort at all!

The Launcher was designed three years ago. The factors that prompted its invention were:

(1) it is bad for the pushers to have to lift a kart and driver clear of the ground and then run in this position. A number of people have sustained or subsequently developed severe back problems as a result of this activity. Similarly, anyone unable to get themselves upright quickly enough after starting a kart either receive painful injuries to their ankles and legs inflicted by the kart behind them or they fall forwards on to the tarmac with obvious risk to their arms, face and head.

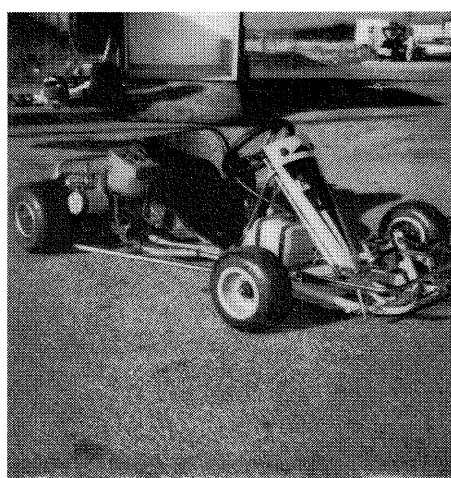
(2) in many cases where a kart has spun or stopped, the pusher brings out an Apollo Kart Launcher. The Launcher would be clipped on to the kart. The driver would resume his seat. The helper would start to push and using the tripping lever, drop the kart. If after a reasonable distance it was clear that the kart was not going to start the driver would get out, the trip on the launcher would be reset and the kart wheeled back to the pits on the Launcher, with no problem or effort at all.

(3) when using the Launcher the pusher stands close to the back of the kart, so in a racing situation, the dummy grid space of the driver behind is not infringed upon. This obviously eliminates the "aggro" and is far healthier for the ankles and legs of the pusher. The Apollo is a very compact piece of equipment and is consequently very easily carried off to one side of the track after the kart has started, unlike some more bulky and cumbersome types of device available, which have been seen to cause real problems for following drivers on the grid.

Some reports indicate that using certain other types of starting devices that lift the rear end of the kart can damage or break the rear bumper tubework. One driver stated that he had stopped using his home-made version because repeated use had bent the rear tubing of his kart chassis, causing major handling problems.

The Apollo Kart Launcher presents no such difficulties, as it comes complete with a specially designed rear bumper to fit your kart. The bumper looks similar to most others, but like all Apollo Karting Equipment, it is designed to do a specific job. The design of the bumper will not affect the handling of the kart in any way, nor does it inhibit the use of any stiffening bar.

The Launcher itself is manufactured from the finest materials and is designed to combine strength with lightness. It comes with full instructions for use. A full range of spares and replacement parts for the launcher are available by post from Apollo Karting Equipment.



The Apollo Kart Launcher has been patented. The Apollo Kart Launcher can be obtained from the actual designer and manufacturer: Apollo Karting Equipment, P.O. Box 204, Canterbury, Kent CT4 5TR. Tel: 0227 70571.

Kart owners wishing to order an Apollo Kart Launcher merely need to tell us the distance across the back of the kart between the centres of the holes where their existing bumper is fitted. It is not necessary to remove the bumper, just measure the distance between the centres of the existing boltheads. We also need to know the diameter of the bolts, partially unscrewing one bolt will enable this to be measured. It will also help if the make and model of the chassis is known, as then we can double check the information provided with regard to the measurements, but if the make is not known or it is a on-standard or obsolete type, we can still make the bumper to fit!

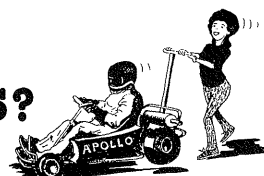
The Apollo Kart Launcher will soon be followed by a range of other equipment and accessories. The cost of the Apollo Kart Launcher, which as we stated earlier, comes complete with a new rear bumper is £91.50 plus £5.50 towards p & p. This is extremely good value in terms of the actual equipment that you receive for your money. It becomes even better value when you consider:

- (1) the reduction of the risk of possible serious physical damage to the pusher
- (2) that the Launcher is so easy and comparatively effortless to use that a willing pusher is always easy to find
- (3) it really does make life so much easier when getting a broken down kart back to the pit area.

HOW DO YOU



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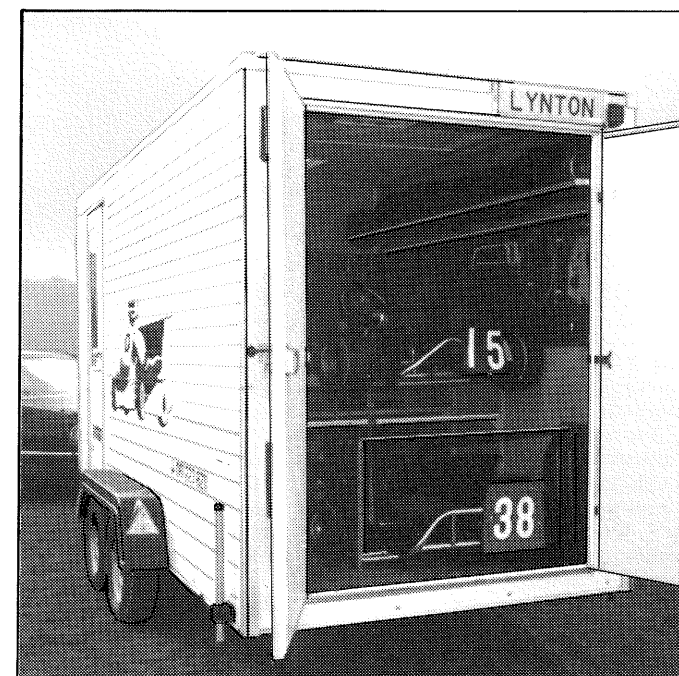
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CADET COLUMN

EDITED BY DAVE GARRETT

KIMBOLTON

13th November 1988

Record Tumbles

Fifteen Cadets lined up on a sunny dry mild day, unlike the last meeting which was marred by two storms . . . one from the heavens . . . and one in a tea cup (a protest), both combined to deprive us of our final and trophies.

Three Hunts Club members sporting Championship plates, No 1 British Champion Daniel Wheldon, No 5 Charles Butler-Henderson, and No 8 Andrew Davidson, versus, Button, Bogan, Davidson, Goss, Hall, Sale, Hammond, Wilkins, Goff, Saint and novices Rivett, and Adam Clements having his first race on a Lazer Kart.

Heat 1 (8 laps)

Club Champ points leader John Goss kicked off from pole with Claire Bogan, Daniel and Tony on row two. Darren Goff the only one able to challenge John Goss for the club title was in carb trouble, dropping out on the rolling lap. Goss had his problems too, retiring exiting 'Kim' on lap 5. Wheldon was calling the shots up front shadowed by the former number one Miss Bogan, she had Anthony on her tail.

The three Karts circulating as one, two tenths below the lap record. All the way from Somerset Jensen Button was leading the second group consisting of Charles B-H, Andy Davidson and Kevin Hall. Lap 6 Jensen's Comet 'got a stitch' and was passed by Charles and Andy.

1st Daniel Wheldon
2nd Claire Bogan
3rd Anthony Davidson

Heat 2

Leicester's Lee Hammond's turn on pole, Andrew Davidson alongside. At the 'green' Button rocketed into the lead from grid 3, his Comer chiming like no other. Meanwhile, Daniel and Anthony from grid 9 and 10, respectively passing the 'amazed' Andrew on Lap 2, Jensen looked uncatchable leading the duo until lap 6 when his temperature gauge went up . . . Anthony passing Daniel to lead lap seven. Try as he might . . . Daniel couldn't catch Anthony the duo lapping the 770 yard track in 33.06 . . . (caught on more than one stop watch), Andrew taking the flag third half the length of the straight behind, having passed Jensen in the Willows.

1st Anthony Davidson
2nd Daniel Wheldon
3rd Andrew Davidson

The Final (10 laps)

Grid	(Pole)
Anthony	Daniel
Claire	Andrew
Jenson	Charles
Lee	Kevin
Justin	Barry



After such a promising race Jensen Button ended in the tyres.

Anthony led for seven laps, Daniel had Andrew and Claire breathing down his neck most laps side by side, down the straight, Jensen and Charles likewise just behind.

On lap 6 Andrew made a most spectacular bid for the lead at Kim corner . . . where most drivers brake . . . Andy didn't, plunging down the inside passing Claire and Daniel almost taking Anthony too . . . just missing the tyres . . . gathered it all up as Claire and Daniel repassed the 'bogged down' No 8 kart. Halfway down the straight Jensen passed him too! . . . Andrew's attempt to repass into Stowe saw them both tangle as Jensen closed the door . . . Andrew 'T' boning poor Jensen into the tyres!

Daniel regained his second position from Claire and caught Anthony passing him into Stowe on the last lap. Out of the 'Kim Pin' Tony 'Tigered' out of Dan's draft crossing the finish line almost side by side, Claire a close third lifting her head to see who'd won.

1st Daniel Wheldon
2nd Anthony Davidson
3rd Claire Bogan

Report by Denis Davidson

Andrew Davidson, eventually second placed in the Final.



FULBECK

RESULTS

HEAT ONE:

1st Daniel Wheldon
2nd Clair Bogan
3rd Andrew Davidson

HEAT TWO:

1st Andrew Davidson
2nd Anthony Davidson
3rd Daniel Wheldon

The Final (10 laps)

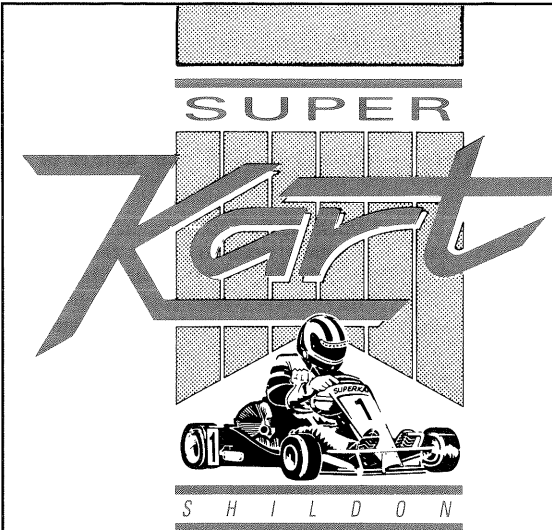
Grid:	Pole:
Davidson	Wheldon
Mills	Davidson
Bogan	Wandless
Shaw	Wilson
Hammond	J. Goode
Gillson	Eaton
King	Powel
Pinney	D. Goode
Clements	Armitge

FINAL PLACINGS

1st Daniel Wheldon
2nd Andrew Davidson
3rd Anthony Davidson
4th Justin Wilson
5th James Mills
6th Matthew Shaw



Contributors are reminded that copy for inclusion in the magazine must reach the Editorial Office not later than the 15th of each month.



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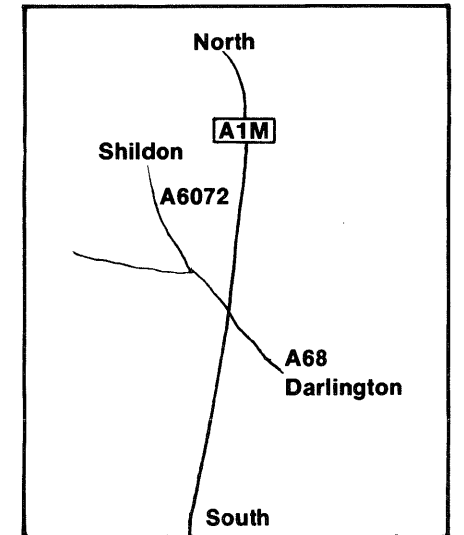
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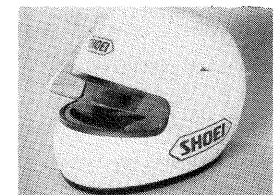
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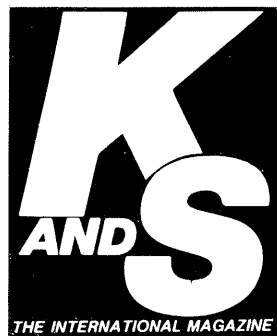
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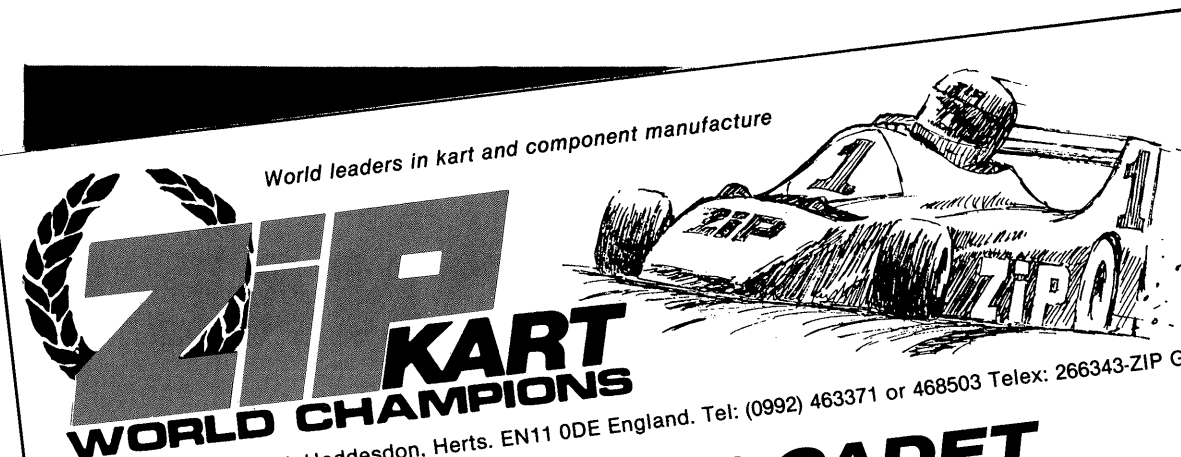
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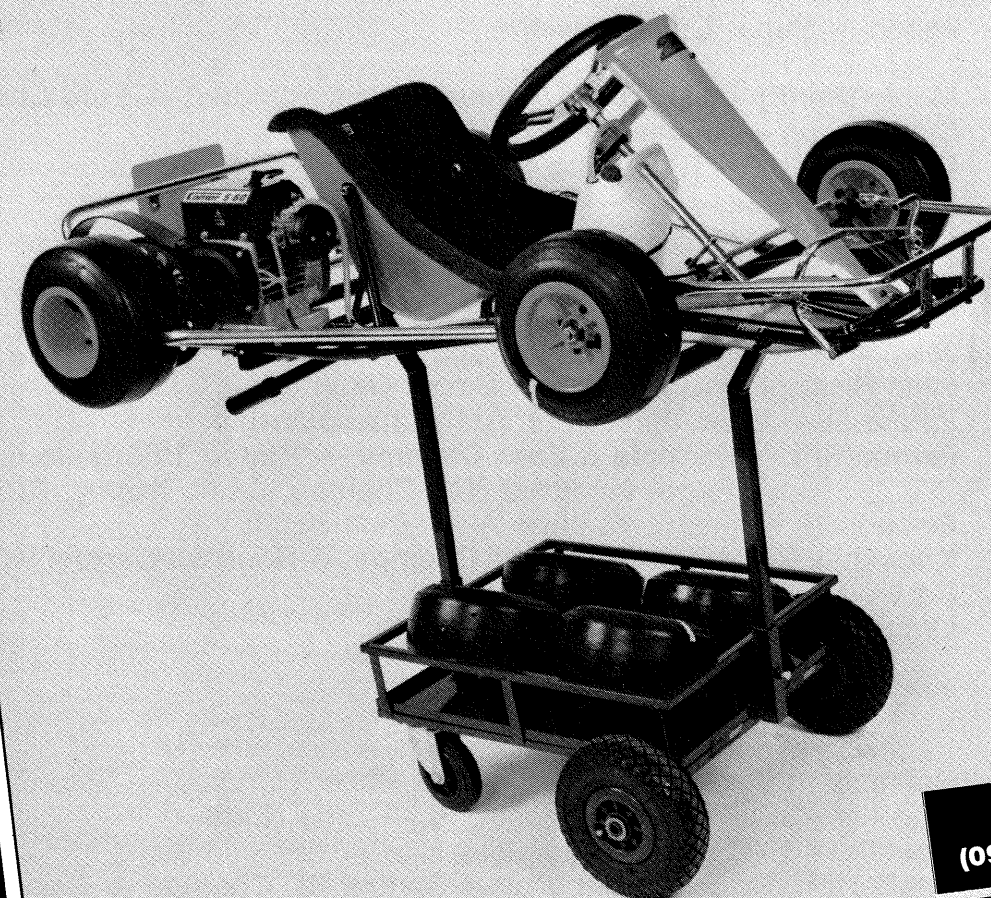


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1989 KARTING CALENDAR NATIONAL-INTERNATIONAL

FEBRUARY

26th — Cadwell Park — Long Circuit Season Opener

MARCH

5th —
12th — Snetterton (Practice Sat 11th) — RAC Long Circuit Champs — Round 1
Central KC Champs — Round 1

19th —
26th —
27th — Silverstone BRDC Invitation Meeting

APRIL

2nd — Felton — Super One Qualifier
9th —
14th-16th — Montpellier(F) — Formula K/Formula Super Hundred — Euro Champs Rd 1
16th — Clay Pigeon — Super One Qualifier
23rd — Cadwell Park — RAC Long Circuit Champs — Round 2
30th — Fulbeck — Super One — Round 1

MAY

5th-7th — Jesolo(I) — Formula K/Formula Super Hundred — Euro Champs — Round 2
7th — Little Rissington — RAC Short Circuit Gearbox
13th-14th — Parma (I) — C.I.K. Junior European Championship
19th-21st — Paimio(SF) — Formula E Euro Champs — Round 1/Formula K/Formula
Super Hundred Non-Champs. C.I.K. Trophy. GP Finland
26th-28th — Pomposa(I) — Intercontinental 'A' — Zone South
27th-28th — Knockhill — RAC Long Circuit Champs — Round 3/Central KC Champs
Rd 2
27th-28th — Langbaugh — Super One — Round 2

JUNE

2nd-4th — Gothenberg(S) — Formula K/Formula Super Hundred — Euro Champs Rd 3
9th-11th — Pipo Lahti(SF) — Intercontinental 'A' — Zone North
10th — Rowrah — RAC Junior Britain Qualifier
10th — Snetterton (Practice Frid 9th) — Central KC Champs — Round 3
18th — Clay Pigeon — Super One — Round 3
18th — Cadwell Park — RAC Long Circuit Champs — Round 4
22nd-24th — Isle of Man 'Mini-Monaco' GP.
23rd-25th — Fontenay-le-Comte(F) — Formula K/Formula Super Hundred — Euro Champs
— Round 4

JULY

1st-2nd — Larkhall — RAC Senior Britain Qualifier
1st-2nd — Cadwell Park — Formula E Euro Champs Round 2/250 National C.I.K.
Trophy
7th-9th — Zaragoza(E) — C.I.K. Junior World Championship
8th — Snetterton (Practice Frid 7th) — Central KC Champs — Round 4
9th — Clay Pigeon — RAC 100 National Qualifier
16th —
21st-23rd — Liedolsheim(D) — Formula K/Formula Super Hundred — Euro Champs — Finale
30th — Sherington — Super One — Round 4

AUGUST

4th-6th — SILVERSTONE — RAC BRITISH KART GP — FORMULA E WORLD
CHAMPS — RD 1
12th-13th — Felton — Super One — Round 5
19th-20th — Nurburgring(D) — Formula E World Champs — Round 2
25th-27th — Jonkoping(S) — Interncontinental 'A' — Euro Champs — Finale

SEPTEMBER

1st-3rd — Omolouc(CS) — Formula 'C'—Intercontinental 'C' World-Euro Champs
2nd — Cadwell Park — RAC Long Circuit Champs — Round 5
2nd-3rd — Larkhall — Super One — Round 6 — Finale
9th-10th — Wombwell — RAC Cadet — Junior Britain British Championships
15th-17th — Valence(F) — C.I.K. Formula K/Formula Super Hundred World Champs
23rd-24th — LE MANS(F) — FORMULA E WORLD CHAMPIONSHIP — ROUND 3 — FINALE
23rd-24th — Langbaugh — RAC Senior Britain/100 National/100 Super British Champs

OCTOBER

1st — Mariembourg(B) — Intercontinental 'B' European Championship
7th — Snetterton (Practice Frid 6th) — Central KC Champs — Round 5
8th —
13th-15th — Parma(I) — C.I.K. Trophy, GP of Nations — Formula K/Formula Super
Hundred. Constructors Trophy Formula K
22nd — Pembrey — RAC Long Circuit Champs — Round 6 — Finale
29th —

NOVEMBER

DECEMBER

1st-3rd — Hong Kong — C.I.K. Asia-Pacific Championships — Formula
K/Intercontinental 'A'